

SEARCHABLE PACIFIC NORTHWEST HISTORY
BOOK FOUR
SETTLEMENT 1850 - 1899



BY
Jim Ruble
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Amazon Publishing
Seattle, Washington

Native American Inspired Art by Watercolor artist
Barb Ruble

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HOW TO USE THIS MATERIAL

Searchable Pacific Northwest History provides a huge variety of topics to be studied.

I have chosen to use a chronological format that includes a series on indentions something like an outline so additional material could be easily added and existing material shifted to a new location. This also allows the reader to “copy and paste” material from this document into a new document of their own making using the “document search navigator” on their computer. This access allows anyone to construct an historic document of their own in “outline” form.

The historic material in Book Four is in chronological order by century, decade, year, month, week and on occasion day. Events listed out of sequence in an effort make a point are placed in parenthesis () and non-sequential dates in brackets []. Quotations are in bold print and footnoted.

To construct an historic document of your own requires a two step process.

- 1) Our website: <http://searchablehistory.com> provides a TEMPLATE of the “outline” formatting required for the new document.
 - a. [Download this TEMPLATE](#) and Save it onto your computer.
 - b. OPEN the TEMPLATE.
- 2) [Download the MS Word version of Book Four](#). Information COPIED from *Searchable Pacific Northwest History* and PASTED onto the TEMPLATE will result in a new document being generated in chronological order and “outline” form.

For instance after generating a formatted TEMPLATE on a computer, a student might search the exploits of Oregon Territorial Justice **William Strong**. Opening *Searchable Pacific Northwest History* and placing Strong into the search engine shows 15 references to the jurist. The paragraph “NEWLY APPOINTED OREGON TERRITORIAL OFFICIALS TRAVEL WEST” on page 18 could be COPIED and PASTED onto the TEMPLATE. The paragraph “OREGON TERRITORIAL JUSTICE WILLIAM STRONG ARRIVES IN OREGON” on page 27 notes their arrival along with other government officials. Adding this material to the “outline” template would produce a document featuring several aspects and stories of Indian Boarding Schools in chronological order.

This “outline” provides the foundation for a report. Other information such as personal accounts, pictures, maps, etc. could be found from additional sources and the internet (used with permission when necessary) to enhance the final document.

WHY DID I UNDERTAKE SEARCHABLE PACIFIC NORTHWEST HISTORY?

Computers have changed the way we can look at history. The study of our past has always been constricted by the space available to present it. The person, topic, or event being studied was confined by the physical limits of books. This constricting of the past is even greater in a history book dedicated to a very broad subject. Each topic must be compressed to fit the space available. These restrictions are no longer necessary with the advent of computers and the internet.

The historic material that I have included has had a direct impact on the inhabitants of the Pacific Northwest. I have tried to focus on topics that people who live here, regardless of decade or century, would discuss with their family and friends. My hope is that because it was a topic of conversation and interest to people residing here at one time it may yet be so today.

History happens chronologically and in context. However, it is not taught that way. Rather, attention is focused on dates, names and selected topics. For instance, the exploration of Captain George Vancouver might be presented without any mention of the discoveries of Spanish explorers although both investigations occurred simultaneously and sometimes mutually. Also, American sea traders were operating in the same waters while Alexander Mackenzie was actively conducting his overland expeditions to find the Pacific Ocean. Events do not occur in isolation.

The topics of missionaries to the Pacific Northwest and Hudson's Bay Company might be presented without acknowledging both entities were dealing with the same Native Americans at the same time. These interactions had a unique impact on the Indians. Or, similarly Northwest Indian wars and Indian treaties are presented without mentioning the treaties came before the wars. Presenting history one topic at a time, while necessary until now, makes historic context almost impossible.

Presenting history one topic at a time also presents a false image of the time necessary to accomplish a task. When students are introduced to the Oregon Trail, attention is perhaps paid to the preparations essential for the journey and the sacrifices necessary. The route West is depicted passing by a series of prominent land features, hardships for the travelers may be indicated, and Oregon is reached three paragraphs or three pages after setting out depending on the detail of the text. There is no feeling for the nine months the journey on foot took to complete. The neglect of the amount of time necessary to accomplish a goal is so frequent in history books that this could, perhaps, account for the instant gratification so often demanded today.

Those of us who enjoy reading history are intrigued with adding new information to what we have previously discovered. Each addition provides an opportunity to gain new insight. We are aware that previous generations faced challenges and mysteries much like our own. Discovering how these demands were met, successfully or unsuccessfully, in the past can guide us as we seek answers to our own personal and collective dilemmas. Most history instructors strive to teach their students *about* history. My goal is to enable students to learn *from* history. As President Harry Truman noted: "The only thing new in the world is the history you don't know."

SYNOPSIS

1850-1859

California gold spawned get-rich-quick dreams in Oregonians who less than a decade before had been completely dependent on Hudson's Bay Company for their protection and livelihoods. Married men, bachelors, boys, military deserters and frustrated missionaries were among the first of the 49ers. Very few made fortunes, some made enough money to invest in other schemes, most made very little. Many more made money mining the miners: farmers sold their harvests at fantastic prices, eggs sold for \$1-\$3 each, butter at \$6 a pound, Long Beach oystermen could get almost any price they had the guts to ask. But the real money was made by Midwest timber barons who milled the seemingly endless old growth cedar and fir trees into dressed lumber, piled it on fleets of ships and sailed to San Francisco to attempt to appease the insatiable appetite for building material.

Change was rapid. Oregon Territory's government hanged five participants in the Whitman tragedy. Millard Fillmore became president on the death of Zachery Taylor. Congress passed the Oregon Donation Land Law giving 320 acres of land to qualified (not Indian) settlers. Treaties written with six Indians tribes were almost immediately broken by resentful land grabbers. The U.S. Senate refused to ratify any of the treaties with Oregon Territory Indians to the confusion of Indians and settlers alike.

Improvements were made in Oregon Territory transportation. Steamboats plied the rivers and coastline, a mule-powered rail tram delivered goods through the Columbia River gorge past the Dalles and Cascades rapids. James Longmire opened a wagon route over Naches Pass to the land surrounding Puget Sound.

Settlers north of the Columbia River demanded a territory of their own. Congress passed the Organic Act creating Washington Territory March 2, 1853. Incoming President Franklin Pierce named his officials. Territorial Governor Isaac Ingalls Stevens also served as Superintendent of Indian Affairs and transcontinental railroad northern route surveyor along with Army Captain George B. McClellan.

Commander of the United States Pacific Military District Major Gabriel J. Rains led the U.S. Fourth Infantry to the Pacific District Headquarters at Columbia Barracks. They were joined by Major Granville Haller leading Company "I" and Major C.H. Larned with Company "A" traveling on the ship Fredonia.

Territorial Governor/Superintendent of Indian Affairs Isaac Stevens wrote four treaties imposing change on Western Washington natives. Anger and resentment were the result of the one-sided bargains. The Walla Walla Treaty provided the same result for Eastern Washington Indians. Uncoordinated hostilities erupted on both sides of the Cascade Mountains. Fear and suffering swept over Washington Territory impacting natives and immigrants alike. Civilian leaders clashed with military officers over strategy. Martial Law was imposed. The Governor and the Territorial Chief Justice ordered each other arrested. The governor pardoned himself. Still hostilities continued. Two trials of Indian leader Leschi resulted in his being hanged. His brother, Quiemuth, was murdered at

night in the governor's office. After three years of war the Indians' world collapsed as they watched their horse herds shot on the Spokane Plains by Colonel George Wright's soldiers.

Oregon became a state February 14, 1859 and Washington Territory expanded to include all of Idaho, the Western quarter of Montana and the Northwest corner of Wyoming including today's Yellowstone Park.

Dispute over ownership of the San Juan Islands resulted in an international incident as the U.S. Army faced the British Navy in a standoff that resulted in the death of an American pig. The United States acquired the islands.

1860-1869

Wanapum Indians lived along the Columbia River below the mouth of the Snake River. For centuries they practiced a religion known as Washani (dancers). Smohalla the Dreamer was accepted as a prophet and holy man. He opposed Christianity and told natives that if they returned to their old ways The Changer would drive off the invaders. This was the foundation of the Indians' Dreamer Religion.

Indian schools opened to impose American culture on native children in Washington Territory. Squaxin Island school educated Squaxin and Puyallup children. Puyallup School for Indian Education opened to provide a more convenient location. St. Anne's Mission and Boys Day School opened on the Tulalip Reservation. The first Indian Boarding School in the United States opened on the Yakima Indian Reservation.

Election of Abraham Lincoln brought Civil War to the nation. When Lincoln issued his call for support Washington Territory rallied. Women of the territory contributed clothing and hospital supplies in greater amounts than any other state or territory in the Union.

Rumors of gold on Nez Perce land in Eastern Washington Territory had been circulating for several years. These fables became reality on Oro Fino Creek. News of the gold strike spread like wildfire. Successive finds were made on many Idaho rivers. Gold seekers came to the placer camps of Washington Territory from the United States, Hawaii, Canada and Mexico and as far away Europe and China.

One of the beneficiaries of the gold strikes was the Oregon Steam Navigation Company (OSN). Captain Leonard White piloted OSN's steamer Colonel Wright up the Snake River to supply the miners of Oro Fino. OSN purchased the Columbia River portages at the Dalles and Cascades and installed the "Oregon Pony" steam locomotive on the Oregon side. Walla Walla became the principal town of the Inland Empire.

Another beneficiary was Henry Plummer who headed a criminal syndicate he ironically named "The Innocents." Plummer was elected sheriff for all mining camps east of the Bitterroot Mountains. He orchestrated a reign of terror relieving miners of their gold, stealing gold shipments and committing murders. Idaho Territory was created when the poorly written Organic Act was signed into law March 3, 1863. This legislation failed to extend the laws of Washington Territory making Idaho a lawless land.

Asa Mercer at age twenty-two was the president of Washington Territory University in Seattle. He hit on the idea of bringing 500 war widows from the east coast to the isolated town as brides for the price of \$300 each. Two trips to the east resulted in forty-six Mercer Girls agreeing to the scheme. Mercer was not celebrated as a hero by 454 brideless Seattleites. He quickly left town.

Confederate States of America signed a surrender agreement ending the Civil War April 9, 1865. Five days later President Abraham Lincoln was assassinated. American politicians focused on rebuilding the nation.

The transcontinental railroad arrived in Sacramento, California linking the West with the East May 10, 1869. Thanks to generous federal land grants transcontinental railroads could claim 320 acres with each mile of track laid. Efforts to link Oregon State and Washington Territory to Sacramento immediately began as schemes to lay track along both sides of the Willamette River kept rival companies in competition for years. Financier Jay Cooke agreed to fund the Northern Pacific Railway to connect Duluth, Minnesota on Lake Superior to Puget Sound.

1870-1879

Women's voting rights had been discussed in the Washington Territory legislature in 1866 and 1869 to no avail. Abigail Scott Duniway published *The New Northwest*, a weekly women's suffrage newspaper, in Portland. Suffragist Lizzy Ordway served as secretary of the Washington Women's Suffrage Organization. Her efforts resulted in the territorial legislature granting women the right to vote in school elections. Fifteen Thurston County women were among the first to vote in America when they cast ballots in the school election November 1870. Lizzie Ordway was elected School Superintendent of Kitsap County.

Lumbering boomed in Washington Territory to meet local needs and California demands. Old growth stands of public forests were frequently raided by timber pirates. Steam powered sawmills efficiently, if dangerously, turned out dressed lumber to be carried south by fleets of sailing ships hauling lumber.

Congress provided the Northern Pacific Railway a land grant along their right-of-way to use to finance construction bonds. Jay Cooke was hired to issue \$100 million worth of bonds in America and Europe. Literature extolling extravagant promises regarding the Pacific Northwest accompanied the sale of bonds.

Northern Pacific Railway financier Jay Cooke went broke throwing the nation and the world into a financial panic. Bankers and merchants bought farmland at depressed prices. The Grange movement attempted to protect farmers. One scheme to combat the economic depression proposed that newly-mined silver be used to back money in addition to gold. "Free Silver" advocates thought more cash in circulation would end the panic but congress feared inflation and passed the "Coinage Act" making gold the standard. Depression tightened its grip on America.

German immigrant Henry Villard traveled to America to protect European investors in the Northern Pacific Railway. With Villard's financing skills Northern Pacific Railway's

“Prairie Line” was built by Chinese laborers from Kalama on the Columbia River north to Tacoma. A large steam ferryboat connected Kalama with Portland.

During America’s Centennial year of 1876 five of twelve companies of Colonel George Armstrong Custer’s 7th Calvary were annihilated beside Montana Territory’s Little Big Horn River. Congress approved a systematic plan to end all native resistance. Nez Perce people were divided into two separate groups: “treaty Indians” who moved onto the reservation and “non-treaty” Indians who refused to give up their ancestral lands.

In violation of the 1855 Treaty of Walla Walla, U.S. Indian policy now demanded non-treaty Nez Perce move to a reservation in Idaho Territory. A series of violent encounters with white settlers in the spring of 1877 resulted in Nez Perce Indians who resisted removal including Chief Joseph's band fleeing from the United States in an attempt to gain political asylum in Canada. Chief Joseph led at least 700 men, women and children over 1,500 miles on one of the most brilliant retreats in American history. The Nez Perce won many battles along the way but only when soldiers came close or attacked the Indians. Cold, starving and exhausted Joseph surrendered to Colonel Nelson Miles of General Oliver Otis Howard’s command in the Bear Paw Mountains of Montana just forty miles from the safety of the Canadian border.

1880-1889

Northern Pacific Railway linked Duluth, Minnesota and the Great Lakes with the West coast September 11, 1883. Railroad companies sold the glories of the Pacific Northwest to Americans and Europeans alike even as the railroad bought politicians in Olympia and Portland. Washington Territory experienced a flurry of railroad construction projects as tributary shortline railroads stretched into coal fields, wheat growing regions and forest lands. Northern Pacific Railway’s Stampede Pass Tunnel through the Cascade Mountains linked the transcontinental track with Tacoma. Tacoma became the home of Foss tugboat company and the Ryan ore smelter.

Washington Territory Legislature passed women’s suffrage on November 23, 1883 providing women the vote on local issues. Only Wyoming and Utah territories had enacted women’s suffrage earlier. Members of Seattle’s small African-American community rejoiced as they became the first politically organized group of black women ever to vote in the United States. However, women could not participate in national elections as federal laws denied the right

Once again financial panic swept across American in 1884 as railroads were unable to repay the vast amount of money loaned to them. Foreigners began to lose confidence in the willingness of the United States to remain on the gold standard. American gold flowed overseas further denying American businesses access to money for loans.

Washington Territory was home to Chinese immigrants who worked on railroads and in coal mines. But as jobs ended with the depression Chinese took unwanted, low-paying work. Fish canneries employed Chinese labor as strike breakers which resulted in growing anti-Chinese sentiment. The Chinese Exclusion Act prohibited Chinese from entering the United States. Chinese property was burned, and workers were forced to

leave Tacoma by train and Seattle by ship to be taken to San Francisco and Vancouver, B.C. Martial Law was imposed and federal troops dispatched to retain order as racism spread across Washington Territory. Laws depriving Chinese people of land ownership were passed by the territorial legislature.

Labor unions organized to defend workers against increasing mechanization and from immigrants who were a threat to take their jobs. Knights of Labor union was friendly to both skilled and unskilled laborers alike. American Federation of Labor organized nationwide along craft lines. Miners in Newcastle, Black Diamond, Franklin and Roslyn went on strike. Tacoma longshoremen refused to load lumber onto ships. These efforts resulted in gains for union members.

As stated in treaties, Indian children were sent to boarding schools to learn American values, beliefs and work skills. Discipline was severe and conversion to Christianity essential. Congress passed the 1887 Compulsory Indian Education Act providing funding for more Indian boarding schools. Parents who refused to send their children to school could be sent to jail. Indian children's contact with their families often was limited to the summertime. Schools suffered epidemics that killed hundreds of Indian children.

Concerns regarding corrupt American politics resulted in utopian colonies being founded in Washington Territory. George Venable Smith in 1887 led the Socialist Puget Sound Cooperative Colony in an experiment in co-operative living. They believed capitalism did not provide equal economic opportunities for everyone.

Washington Territory had sought to become a state since shortly after the Civil War began. Because the territory was Republican, Democrats in control of congress blocked each effort. Republicans took control in November 1888 and further delay was pointless. Four new states were added to the Union. Due to a clerical error Washington was the last to be admitted as it became the forty-second state. Women in the new state lost their right to vote, hold public office and serve on juries.

1890-1899

Canadian railroad builder Jim Hill dreamed of a privately-owned transcontinental rail line. He undertook his goal by linking together short line routes into his Great Northern Railway. He built his "Coast Line" track to connect Seattle with the Canadian Pacific transcontinental rail terminal at New Westminster, B.C. Scheduled international train service from Seattle began in 1891. From Seattle Hill also laid track toward the Cascade Mountains to link with his mainline transcontinental track under construction from the east.

Washington State experienced a booming economy. Farmers led the way as farms blessed with good climate, rich soil, abundant rainfall and a long growing season became very productive. Oystermen began to harvest oysters with such abandon they depleted stocks and fish canneries did the same. Northern Pacific Railroad developed the land along the Yakima River when the railroad's Yakima Land and Canal Company built the

Sunnyside Canal and sold irrigatable land. But Washington's principal industries were extractive in nature: lumber and mining returned huge profits for company owners.

Financial crisis again hit America as the Philadelphia and Reading Railroad went into bankruptcy. President Cleveland was sworn into office for a nonconsecutive second term. He did little to address the growing crisis. New York Stock Exchange crashed on June 27, 1893. Business activities slowed, Farm prices for crops and land dropped ever lower and unemployment swept across the nation. Men wandered the countryside looking for work. Public opinion began to slowly swing toward governmental activism and intervention to help the poor.

Violence erupted as strikers at the Pullman railroad car factory in Chicago spread to railroad unions across the nation. President Cleveland used United States Army troops to break the strike. Anarchists, who held that justice could prevail only through a complete elimination of all government, seized on the broken strike to advocate more violence. Washington State became the home of several Utopian socialist cooperative communities that sometimes advocated for anarchy.

Gold was discovered in the Klondike region of Canada's Yukon. Canadian and Alaskan gold seekers flooded the gold fields. The steamboat Portland arrived in Seattle July 17, 1897 carrying happy sourdoughs with \$750,000 in gold. The rush was on but there was no easy way to get to the Klondike. Seattle became the outfitting center as anything that would float was loaded with prospectors and supplies and sailed or towed to Alaska's Skagway or Dyea. There began the trek for riches 560 miles, a mountain range and a lake away. As more and more gold arrived legitimate and illegitimate fortunes were made without leaving Seattle. New wealth allowed Seattle to use water hoses to wash Denny Hill into Elliot Bay to reshape the port. Additional gold strikes further enriched Seattle and ended the national economic depression.

U.S. Navy battleship Maine was sunk under mysterious circumstances in the harbor of Havana, Cuba February 15, 1898. William Randolph Hearst and his chain of newspapers assumed Spain had plotted the treachery. America declared war and a patriotic frenzy was ignited. The First Washington Volunteers under Colonel J.H. Wholley answered the call. Seven officers and one hundred-forty of these men suffered casualties. The Treaty of Paris ended the Spanish-American War. Critics accused the U.S. government of using the Maine as a pretext to gain an empire in the ten-week war.

SEARCHABLE PACIFIC NORTHWEST HISTORY

BOOK FOUR: SETTLEMENT 1850-1899

1850-1859

BRIG *ORBIT* SAILED INTO BUDD INLET (OLYMPIA)

Orbit was the first ship owned by the early settlers of (today's Washington)
tiny brig was under the command of old Captain William H. Dunham
Three young men, Colonel Isaac Ebey, Edmund Sylvester and Benjamin F. Shaw
they sailed their brig into Budd Inlet (Olympia) from California -- January 1, 1850
Many of the passengers and crew were disappointed prospectors
who were, in addition, recovering from medical problems
caused by harsh camp living conditions

BIG PLANS ON BUDD INLET

Edmund Sylvester returned from California to his claim at Smithfield
where the found things were just as he had left them
Sylvester, Isaac Ebey and Benjamin F. Shaw were dissatisfied
with their scattered land claims
they planned to make use of the abundant natural resources of the region
especially the timber
Sylvester reopened his Puget Sound Milling Company
he manufactured a cargo of wharf pilings to be delivered to San Francisco on the *Orbit*
Sylvester, a man of vision, believed the tidewater land claim of Smithfield along Budd Inlet
that he had inherited from Levi Smith was an ideal location for the region's first town
other local pioneers, John Swan, Charles Smith and Henry Murray joined the discussions
it was decided to create a new community on the shores of Budd Inlet
on Edmund Sylvester's land claim of Smithfield -- January 12, 1850
Edmund Sylvester, Isaac Ebey and Benjamin F. Shaw consulted with Michael Simmons
Simmons had completed the sale of his two-year-old water-powered Tumwater sawmill
and his New Market land claims to Captain Clanrick Crosbie (Crosby)
Simmons was looking for a way to invest the proceeds
he was seeking a place to start a store on the southern shore of Puget Sound
this implied that a town would be quickly built around the store

WHIG PRESIDENTIAL TERRITORIAL APPOINTMENTS CHANGE OREGON POLITICS

Democrats controlled local politics throughout the territorial period
Democrats held a majority of the voters in Oregon Territory by 1850
their political organization centered on powerful local political figures like Joe Lane
their strongest hold was in the Willamette Valley

Whigs, who controlled Oregon City, were opposed to political organization
they were reluctant to accept the status of statehood for Oregon
as it would mean putting Democrats in control of state government
as a minority Whigs could not hope to have any influence
In southern Oregon, where republicanism later grew rapidly,
Whig Party and Know Nothing Party opposition to the Democrats were present

OREGON TERRITORIAL GOVERNOR JOE LANE LEARNS OF HIS REPLACEMENT

Governor Joe Lane received word that newly-elected Whig President Zachary Taylor
had appointed Whigs John P. Gaines Governor
and Edward Hamilton Secretary of the Territory -- January 1850
both politicians were proceeding to Oregon by ship (and would arrive that summer)
Joe Lane was concerned about the intentions of the local natives
and was personally involved with efforts to capture the Indians
suspected of the [1847] Whitman Mission murders
but he also was tired of being a Democrat governor in a town run by Whigs,
rather than be officially fired, he wrote out his resignation, to be effective [June 18, 1850]

ROADS IN OREGON TERRITORY

There were two types of roads in Oregon Territory -- January-February 1850:

- local roads -- built by towns, commercial organizations, or individuals

Cottonwood Road ran from the Colville River to Spokane

Barlow Road over the Cascade Mountains into the Willamette Valley

a trip over the Barlow Road was described by Theodore Wygant in 1850: **“For over eight days we struggled through snow, rain, mud, and cold and witnessed suffering and despair among the poor emigrants, beyond anything we had before encountered -- deserted wagons, hundreds of dead cattle mired in the mud, with only their backs sticking out, -- cattle lying dead around wagons, with the immigrant families and their camp fires near, the people waiting for help to come to them from the Willamette Valley; such were the scenes that we passed through the Cascade Mountains, ourselves nearly all the time on foot, picking our way as best we could and driving our poor animals.”**¹

- military roads -- built by U.S. government funds

Colville Road -- 250 miles long

connected Fort Walla Walla (at today's Wallula, Washington) with Fort Colville

BRIG *ORBIT* CHANGES HANDS

Orbit, loaded with cargo belonging to Edmund Sylvester, Isaac Ebey and Benjamin F. Shaw,
was purchased for \$3,500 to two successful and prosperous settlers

former sawmill owner and potential storekeeper Michael Simmons

along with his wealthy farmer partner black pioneer George Washington Bush

Orbit with its cargo of newly-cut spars and wharf pilings

¹ Theodore Wygant, Notes. Typed manuscript of reminiscences dictated in 1896 from the diary he kept on the overland journey. Reed College Library.

was dispatched out of Smithfield (Olympia) bound for San Francisco -- February 1850
Orbit was placed in the charge of Captain Charles Hart Smith with orders
that her captain bring back enough general merchandise to start a store
this was the beginning of the lumber trade with San Francisco
and started the commercial era on Puget Sound

TOWNS GROW IN OREGON TERRITORY

Champoeg developed from a small trappers' settlement on French Prairie
to a thriving community
it boasted a post office, stores, sawmills, warehouses, and blacksmith shop
surrounded by homes and farms
Salem became the home of Captain Charles Bennett who built Bennett House -- 1850
he had been one of the discoverers of California gold at Sutter's Mill
and now moved into his permanent residence
Portland, Oregon was located at the mouth of the Willamette River
where deep water lay conveniently close to the bank
Captain John H. Couch of Cushing and Company's trading firms
took up a land claim there
he constructed a covered wharf so that goods could be handled during the winter rains
this became the foundation of the settlement
Portland's wharf lured the first steam powered mill
which was established by W.P. Abram, C.A. Reed, and Stephen Coffin
Steilacoom was visited by the British brig *Albion* bringing three settlers to begin a colony
they were joined by Fayette Balch who owned the brig *George Emory*
and set up a general store in direct competition with the Hudson's Bay Company
at Fort Nisqually

BEGINNINGS OF OLYMPIA

Edmund Sylvester constructed a two-story building of logs at his Smithfield land claim
(at what is now Thurston Avenue and Capitol Way in Olympia)
Sylvester gave his two-story home to Mike Simmons along with a pair of choice building lots
asking in return only that a store be opened on the property
Michael Simmons agreed to Sylvester's proposal
he moved his family into the two-story building and prepared to become a storekeeper
Construction on the town started at once encouraged by Sylvester's offer of free town lots
to residents who would construct housing
shipwrights John Swan and Henry Murray built the first residences
and other houses followed
Sylvester continued to use the name Smithfield for his one-building town
in memory of his departed friend and partner Levi Smith
however the view of the Olympic Mountains was too dazzling for the name to stick
soon the village was being called Olympia

OYSTERS BECOME A BUSINESS

Oyster beds were first discovered in Shoalwater (Willapa) Bay -- 1850
this bay has some 100 square miles of shallow tideflats providing an ideal oyster habitat
these beds produced 2,000 baskets of mollusks marketed in San Francisco
Export continued for about fifty years before the oysters began to deplete
Budd Inlet in Thurston County soon followed
(Jefferson, Whatcom and later Skagit counties developed the oyster trade also)

AMERICAN RIFLE REGIMENT FACES INADEQUATE HOUSING IN OREGON

While most of Colonel William Wing Loring's American Rifle Regiment was housed
at the barracks at Vancouver Camp which had been abandoned
by Major John Hathaway's First Regiment of the First U.S. Artillery Company L
three hundred American Rifle Regiment soldiers were temporarily housed in Oregon City
Colonel Persifer F. Smith, commanding the Pacific Division of the United States Army
ordered the construction of Vancouver Barracks under the supervision
of Assistant Quartermaster Captain Rufus Ingalls
to serve as quarters for the Mounted Riflemen
During time many American Rifle Regiment soldiers deserted to the California gold fields
in one instance 120 men pretended to be a government expedition
before they hit the trail to California -- supplies were purchased from settlers on credit

CROWN COLONY OF VANCOUVER ISLAND RECEIVES A GOVERNOR

Chief Factor James Douglas set up a salmon-curing station
on the island of San Juan, the westernmost of the San Juan Islands -- 1850
To free the proposed Canadian settlements from too much
Hudson's Bay Company interference
the British Crown appointed an outsider to serve as governor of Vancouver Island
and the colony of Victoria
Governor Richard Blanshard crossed the Isthmus of Panama to Peru
before boarding H.M.S. *Driver*
he arrived at Fort Victoria as an unseasonable storm dumped a foot of snow on the area
because the infant British colony had no accommodation to offer him
Blanshard had to remain on board the *Driver* and then move to an empty storehouse
in Fort Victoria until a house was made ready (in the fall)
Governor Blanshard formally assumed office as Governor
of the Crown Colony of Vancouver Island on a wintry day -- March 11, 1850
every effort was made to make the ceremony as impressive as possible
considering the rudeness of the surroundings at Fort Victoria
H.M.S. *Driver* fired a seventeen-gun salute and was answered from the bastion of the fort
all available British residents and a complement of sailors were assembled
in front of the fort to hear the newly-arrived Governor read the Royal Commission
appointing him the first Governor of the first Crown Colony
to be established in British territory west of the Great Lakes
Hudson's Bay Company Chief Factor James Douglas, the Black Scot, became annoyed
Douglas had grown autocratic over the years

he resented this interference with his control
Richard Blanshard quickly discovered Hudson's Bay Company really ran the region
and Chief Factor James Douglas held all of the practical authority there
there was no civil service, no police, no militia,
and virtually every colonist was company employee

BLACK PIONEER GEORGE WASHINGTON SUFFERS DISCRIMINATION IN THE U.S.

(George Washington [not be confused with George Washington Bush])

had been born a slave in Virginia [August 15, 1817]

legend says his mother was an English woman and his father a slave
when his father, a slave, was sold and taken from the area soon after George's birth,
his mother left him with a white couple named Anna and James Cochran
while George was still a child, the Cochrans moved west to Ohio and adopted him

George Washington moved to Missouri with his adoptive white parents

Washington did well financially while living in Missouri

he operated a successful lumber business in Missouri

he was legally made a citizen by an act of the Missouri Legislature [1843]

he later stated the Missouri state legislature had **"passed a bill making me a citizen of the state, entitled to all the privileges and Immunities of a citizen, except that of holding office."**²

Washington provided credit to some of his customers

one customer bought lumber on credit and when the note came due refused to pay

he claimed Washington, a black man, could not own property
including a promissory note

George Washington sued and won in the Missouri court

Washington, thus encouraged, decided to go into the distilling business

he bought the patent right for making whiskey and purchased the equipment

Washington's case was appealed in federal court which found

that Washington was not able to prosecute

because he was not considered an American citizen

Missouri Legislature passed a law prohibiting any man of color

from manufacturing, or selling spirituous or malt liquors

George Washington sold out his distilling venture and moved to Quincy, Illinois

but he found the Illinois legislature had passed a law

requiring any "colored man" entering that state to post a \$6,000 bond
to assure his good behavior

Washington left the state of Illinois in disgust

injustice had forced George Washington to move West

George Washington, at age 33, set out to cross the continent on the Oregon Trail

with his foster white parents, James and Anna Cochran-- March 15, 1850

DESERTERS FROM THE AMERICAN RIFLE REGIMENT ARE CAPTURED

² Keith McCoy, *Cody: Colorful Man of Color*, P. 8.

Oregon Territory Governor Joe Lane sent a regiment of soldiers after the deserters
governor also led a volunteer party himself
Groups of deserters were found surviving in starving conditions
seventy were apprehended in Umpqua Valley -- seven more in the Siskiyou Mountains
they all gladly returned with Governor Joe Lane to Oregon City

OREGON TRAIL WAS NOW THOUGHT OF AS THE ROUTE TO RICHES

More California gold-seekers (49ers) traveled the Oregon Trail than the year before
estimates range up to 55,000 gold seekers and pioneers who journey west -- 1850
average wagon train consisted of sixty wagons but some caravans stretched on for miles
vast majority traveled to California
only about 4,000 pioneers traveled in wagon trains to Oregon -- March to (October)
Most accidents were caused by negligence, exhaustion, guns, animals and weather
however, shootings were common -- but murders were rare
usually someone shot himself, a friend, or a draft animal
when a gun discharged accidentally
besides shootings, drownings, being crushed by wagon wheels
and injuries from handling animals were the biggest accidental killers on the Trail
Indians were frightening but only very rarely threatening

CHOLERA PANDEMIC REACHES THE UNITED STATES

Begun in (today's Bangladesh) the disease entered the United States through New Orleans
was carried up the Mississippi River to St. Louis
and then along the Oregon Trail to the West
Cholera epidemic thrived in the unsanitary conditions along the trail -- peaking in 1850
as immense numbers of prospectors and would-be gold miners joined the migration
Adults originating from Missouri seemed to be most vulnerable to the disease
which was prevalent on the Great Plains, but once past Fort Laramie,
higher elevations provided some safety from cholera
Cholera ran rampant killing thousands of immigrants and untold thousands more Indians

AMERICAN RIFLE REGIMENT MOVES TO NEW QUARTERS

American Rifle Regiment was ordered into their newly-constructed Vancouver Barracks
when the quarrelsome regiment finally was moved out of Oregon City
relieved citizens celebrated by burning down their offensive and foul shelters

AMOS AND ESTER SHORT ONCE AGAIN FACE EVICTION FROM THEIR LAND

Hudson's Bay Company officer Dr. David Gardner with his Kanaka (Hawaiian) servant
visited Amos Short and his family at their farm located just outside of Fort Vancouver
in an effort once again to evict the Short family from their farm
just outside of Fort Vancouver
Amos Short was warned they were coming and he went to meet the British men
Short took four or five who worked for him and volunteered to accompany him
Short order the men off his land but to no avail

he warned them he would shoot but was ignored
in the ensuing dispute short were fired
killing both Hudson's Bay Company men -- late March 1850
Amos Short was arrested by Hudson's Bay Company men and taken to Fort Vancouver
Amos was in a legal battle to save his own life

SOME MEMBERS OF THE AMERICAN RIFLE REGIMENT GO TO THE DALLES

Colonel William W. Loring, Commandant 11th Military District
ordered the establishment of a post at The Dalles -- March 30, 1850
Two companies of the American Rifle Regiment were sent from Vancouver Barracks
to The Dalles to establish the small fort under the command of Captain Stephen S. Tucker
Wascopam Mission was used as the base of operation
since no barracks existed some of the troops lived in the abandoned Methodist buildings
while a cantonment (temporary quarters) was being constructed

MICHAEL SIMMONS MAKES AND LOSES A FORTUNE

Brig *Orbit* returned to Puget Sound after selling spars and wharf pilings in San Francisco
as a result George Washington Bush's family prospered
as did his partner Michael Simmons
who opened the first American store on Puget Sound at Smithfield (Olympia)
Michael Simmons, on his own, sent Captain Charles Smith back to San Francisco
on the *Orbit* with \$60,000 in cash and credit
Captain Smith absconded with the entire amount
causing a huge financial loss for Mike Simmons

FLATBOAT SERVICE BEGINS ON THE WILLAMETTE RIVER

James D. Miller arrived on the Pacific coast [1848] and settled on an acre of land
at Clackamas City located just north of Oregon City
Miller built a sixty-five-foot-long flatboat capable of hauling 350 bushels of wheat
he hired four Klickitat Indians as crew and began provide service on the Willamette River
between Canemah just above Willamette Falls
and Dayton on the Yamhill River -- spring 1850
Miller charged \$35 a ton to haul cargo to upriver farmers
and fifty cents a bushel to carry out the farmers' wheat

THOMAS NELSON IS NAMED CHIEF JUSTICE OF THE OREGON SUPREME COURT

Whig President Zachary Taylor named New York attorney Thomas Nelson
to replace Oregon Territory Chief Justice William P. Bryant
Justice Nelson arrived in Oregon City -- April 21, 1850
he was accompanied by Associate Justice Orville C. Pratt
who accompanied the Chief Justice from San Francisco

TEMPORARY QUARTERS ARE CONSTRUCTED (NEAR WASCOPAM MISSION)

Two Companies of the American Rifle Regiment under Captain Stephen S. Tucker

with the help of hired pioneers
used whip-sawed lumber from Wascopam Mission to construct a cantonment
that consisted of a log barracks and several frame buildings -- May 1, 1850
Because of the scarcity of forage and provisions it was decided to move the troops
to a new location located closer to The Dalles

NEWLY APPOINTED OREGON TERRITORIAL OFFICIALS TRAVEL WEST

Oregon Territorial Governor Whig John P. Gaines and his family set out of New York
aboard the ship *Supply* around South America
Traveling with Territorial Governor Gaines were
Oregon Territorial Justice William Strong of Ohio accompanied by his wife and family
Oregon Territorial Secretary Edward D. Hamilton
Governor Gaines' daughters, (Harriet & Florella) were lost to Yellow Fever
at Santa Catarina Island, Brazil
his remaining children were sent back to relatives in the east
before the party continued on to San Francisco aboard the sloop-of-war *Falmouth*
Justice Strong's oldest son Frederick died after contracting Yellow Fever
in Rio de Janeiro, Brazil

FRESH INDIAN TROUBLES ARISE IN SOUTHERN OREGON

Table Rock in southern Oregon is a flat-topped mountain overhanging the Rogue River
from the vista sweeping across the valley for miles
Indians noted the vastly increased traffic southbound leaving Oregon Territory
caused by the California Gold Rush
from this vantage point never-too-friendly Rogue River Indians
could attack with unerring aim and annihilate complete encampments
Southern Oregon settlers also absorbed the brunt of the attacks with heavy losses in property
this was the beginning of the Rogue River War -- 1850-[1855]

CAMP DRUM IS COMPLETED AT THE DALLES

Camp Drum was located on the south bank of the Columbia River on Mill Creek
it was named in honor of Captain Simon H. Drum, 4th U.S. Artillery
who had been killed in the assault on Mexico City [September 13, 1847]
Construction was completed at the ten square mile post
by two companies of the American Rifle Regiment -- May 21, 1850
under the command of Captain Stephen S. Tucker
This was the only military fort on the Oregon Trail
between Fort Laramie and Fort Vancouver
Camp Drum was a real hardship post of the troops:

- most structures had dirt floors and no ceilings,
- buildings were drafty, leaky and miserably uncomfortable,
- shortages of rations for the troops perpetually existed

priests at the Catholic Mission helped furnish food
American Rifle Regiment was to patrol the "Emigrant Road"

and to send settlers on their way down the Columbia River or over the Barlow Road
Camp Drum was chronically undermanned
usually it was home to less than a few dozen men

OUTLAW BAND OF CAYUSE INDIANS ARE CAPTURED

Tamsuky and his supporters,
including many relatives who had not in any manner participated in the massacre,
were hiding in the mountains at the headwaters of the John Day River
Umatilla Indians, who desired peace, undertook to capture the band
after a savage battle Tamsuky was killed and most of the warriors were captured
taking Tiloukaikt, Tomahas and three others with them, several of the Umatilla chiefs
and older men went to Camp Drum to deliver them up as hostages
Five captured natives were charged with leading the Whitman Massacre
Umatilla leader Chief Tiloukaikt, Tomahas, Kiamasumpkin, Iaiachalakis and Klokomas
(there are numerous alternative transliterations of these names)
however, only two of the five, Tiloukaikt and Tomahas, had engaged in the bloody work
Tiloukaikt had slashed Dr. Marcus Whitman's face beyond recognition
Tomahas was a bloody-minded villain whom his countrymen called "The Murderer"
or so it was declared by the Indians living in the vicinity of the Whitman Mission

GOVERNOR JOE LANE DEALS WITH WHITMAN MASSACRE PERPETRATORS

Oregon Territorial Governor Joe Lane had just returned to Oregon City
after suppressing some Indians disturbances in the lower Columbia River region
He was actively preparing for a fresh attack on the outlaw band of Cayuse hostiles
using U.S. regulars, the American Rifle Regiment, who were at his command
when news came that five Cayuse involved in the Whitman Massacre
had given themselves up
Lane went with an escort party to Camp Drum to arrest them

GOVERNOR JOE LANE TRAVELS TO CONFRONT HOSTILE NATIVES

Territorial Governor Joe Lane knew that he was to be replaced as governor
by a Whig appointee John P. Gaines when he learned of the hostilities
demonstrated by Rogue River Indians in southern Oregon
Governor Lane might justifiably have let the problem wait for his replacement
but that wasn't his way -- he faced the enemy
Immediately he headed south with a pack train going to the gold fields
escorted by fifteen whites and fifteen Klickitat Indians under Chief Quatley
Klickitats had long been determined enemies of the Rogue people
Governor Lane's Party overtook a herd of cattle being driven to California -- spring 1850
these wranglers were happy to have an escort to help protect their animals
All of the members of the expedition were well mounted
with plenty of provisions on pack horses
they traveled leisurely and stopped to hunt venison in the valley of Grave Creek

FIRST STEAMBOAT IS BUILT IN OREGON

Side-wheeler (fire-canoe in Indian parlance) *Columbia*

was launched at Astoria [early June 1850]

She was a basic vessel built with no frills of any kind, not even a passenger cabin or galley,
for Astoria businessman and Customs Collector John Adair

and his partners -- early June 1850

engines and necessary parts were brought from San Francisco

An awkward-looking side-wheeler, double-ended with bow and stern blunted like a ferryboat
she was a small, seventy-five gross tons, ninety-foot long with a sixteen-foot beam
she had a draft of four-feet of water

EXECUTION OF WHITMAN MURDERERS TAKES PLACE

Death penalty was first invoked in Oregon Territory at Oregon City -- June 3, 1850

Chief Tiloukaikt, Tomahas, Kiamasumpkin, Iaiachalakis and Klokomas were executed

U.S. Marshal Joe Meek served as executioner

he may have taken some personal satisfaction in avenging his daughter Helen's death

Hanging was abhorrent to Indians -- they expected to be shot like warriors

Meek agreed to a compromise: trapdoor release was dropped with his tomahawk

It was commonly believed by the natives of the day that Tomahas should have been hanged

but not the other four Indians as natives did not acknowledge the concept of accomplices

In view of the proceeding, even the Umatilla Indians who brought in the five accused Cayuse
congratulated themselves on escaping a similar fate

RESULTS OF THE CAYUSE WAR

Cayuse Tribe was broken because their spirit and prestige were gone

protestant missionaries ended their work east of the Cascade Mountains

It had been a very expensive effort

war costs amounted to almost \$175,000 of which \$2,885.02 was paid for in cash

Congress eventually appropriated \$100,000 for the Cayuse War

to defray the costs incurred by the settlers

Congress also reserved land for military posts they had built in [1849]-1850

Columbia Barracks at Fort Vancouver was the home of the First Regiment

of the First U.S. Artillery Company L under Major John Hathaway

Fort Steilacoom on Puget Sound was home to Captain Bennett Hoskins Hill's

First Regiment of the First U.S. Artillery Company M

most of Colonel William Wing Loring's American Rifle Regiment

was housed at Vancouver Barracks

but two companies of the American Rifle Regiment

under the command of Captain Stephen S. Tucker was housed at Camp Drum

Camp Drum's name was hanged to "Fort Drum"

Settlers, feeling confident in their own ability to maintain peace in the territory

gave notice they preferred to fight their own wars

because of the ill will generated in Oregon City they asked the United States Government
to withdraw the American Rifle Regiment

CONGRESS EXTENDS THE INDIAN TRADE ACT TO OREGON TERRITORY

Congress extended the [1834] Indian Trade Act to Oregon Territory -- June 5, 1850
this provided for negotiation of treaties with every tribe west of the Cascade Mountains
\$20,000 was appropriated for expenses
three commissioners were to be appointed to conduct talks

Indian Trade Act provisions were significant:

- they prohibited the sale of liquor to Indians,
- they set standards for trade relations,
- they officially declared that all Indians lands, until ceded by ratified treaty, were “Indian Country” where tribal law and custom prevailed

In theory, Indians would sell their lands for useful annuities
then they would move to reservations on the eastern side of the Cascade Mountains
settlers would then be free to claim the former Indians’ lands under the Donation Act

CONGRESS CREATES THE POSITION OF SUPERINTENDENT OF INDIAN AFFAIRS

Congress passed an act creating the Oregon Territory Superintendent of Indian Affairs
at about the same time the Donation Land Act was passed
previously the Territorial Governor of Oregon had held dual office
as he also was in charge of Indian Affairs for the region
Oregon Territorial Governor Joe Lane was removed from the responsibility
of negotiating treaties with the natives

This act created a separate superintendent’s position

Anson Dart of Wisconsin was named the first Superintendent of Indian Affairs of Oregon
Oregon Territory at that time consisted of what is now Oregon (Washington and Idaho)

Dart’s directions from Congress were to make treaties with the Indian people of Oregon
starting with those living in the area most occupied by settlers
western Oregon Territory

Congress’ intent was to get those living in the most settled areas to cede all of their lands
and agree to move east of the Cascade Mountains where a permanent reservation
would be created out of the way of settlement

Three Indian Commissioners were appointed the assist Anson Dart in negotiating treaties

John P. Gaines, Alonzo A. Skinner, and Beverly S. Allen

Oregon Territorial Governor Joe Lane was removed
from the responsibility of negotiating with the natives

this commission was charged to negotiate treaties with Indians along the Pacific coast
to acquire land and remove natives to unsettled land East of the Cascade Mountains

Oregon’s Donation Land Law said nothing about their titles to the land

but under another measure Oregon Territorial Delegate to Congress Samuel Thurston
had pressed on Congress these property rights had already been lost
under the Indian Treaty Act [of June 5, 1850]

Once again the gravest injustice was done to the Indians

COLONEL ISSAC EBEL SURVEYS PUGET SOUND

With the exception of small settlements near Olympia and Nisqually,
Puget Sound was populated exclusively by native people
Colonel Isaac Ebey hired Indians with a canoe to paddle him around
in search of a farm site -- late spring 1850
Ebey and his guides proceeded north from Olympia along the eastern shore of Puget Sound
he examined the coast to a bay Ebey called “Dewams” (Elliott Bay)
they entered a river of the same name (Duwamish River)
and continued on to Lake Washington which he named Lake Geneva
because of the **“beauty of the lake and the scenery surrounding it”**³

GOVERNOR JOE LANE AND HIS PARTY REACH THE ROGUE RIVER

Governor Lane and his men camped near a Rogue River Indian village -- mid-June 1850
Governor Lane sent word to the Rogue Indians’ primary chief, Ahs-er-ka-her,
that they had come to talk and make a treaty of peace and friendship
Lane asked Chief Ahs-er-ka-her to come to his camp unarmed
Ahs-er-ka-her and seventy-five of his villagers arrived in Governor Lane’s camp
they sat on the grass in a circle surrounding Lane
Joe Lane flattered the chief and brought the Indian leader
into the center of the circle with him
fully armed Klickitat warriors, the enemy of the Rogues,
sat just behind Governor Lane
before talks could begin another seventy-five Rogue River Indians arrived
with their weapons
Lane instructed them to sit down which they did
Governor Lane told Chief Quatley to come inside the circle
with two or three of his Klickitat warriors
they sat beside Rogue River Head Chief Ahs-er-ka-her
Governor Lane began his demands for peace from the Rogue River Indians
but he kept a sharp lookout and exchanged glances with Quatley
Governor Lane reminded the Rogue Indians of their past hostilities
toward the settlers and miners
he said new laws now applied to their land and people but if they obeyed
everyone could live together peacefully
if they behaved well they could be compensated for their land
and an agent would be sent to see they received justice
Rogue Chief Ahs-er-ka-her addressed his people in a loud, deliberate voice
warriors stood, raised a war-cry and those who carried weapons displayed them
at this sign of trouble Chief Quatley seized the Rogue chief
and put a knife to his throat

³ Greg Lange, “Colonel Isaac Ebey surveys Puget Sound in the spring or summer of 1850,” HistoryLink.org Essay 1748, November 3, 2000.

During the tribe's moment of paralysis, Lane stepped boldly among them
with a revolver in his hand
he lifted the barrels of the natives' leveled guns or struck the weapons from their hands
this action startled the Rogue chief
Joe Lane ordered the Indians to sit down
when the astonished Ahs-er-ka-her showed his agreement the Indians sat
Joe Lane continued talking as if nothing had happened
he told them to go home and return in two days in a friendly manner for another council
their chief would remain as the guest of Governor Lane
Rogue River Indians humiliated and sullen withdrew leaving their chief behind

TERRITORIAL GOVERNOR JOE LANE TALKS WITH THE ROGUE RIVER INDIAN CHIEF

An anxious Indian woman entered Lane's camp looking for her husband at sunrise the next morning
she was warmly welcomed by the governor
For two days Governor Lane talked with the Rogue River chief about the need to cooperate
assurances of peace, friendship, aid and justice secured by a treaty were provided

GOVERNOR JOE LANE CONCLUDES A TREATY WITH THE ROGUE RIVER INDIANS

Rogue River Indian Chief Ahs-er-ka-her had been convinced of the value of peace
when his people returned to Governor Lane's camp he advised them to accept the terms
Rogue Indians' anger had cooled and the council reached a successful conclusion
When the Indian interpreter asked the name of this great chief, the governor answered Joe Lane
“Give me your name,’ said the Indian chief. ‘I have seen no man like you,’
“I will give you half my name,’ said Lane. ‘You shall be called Jo. To your wife I give the
name ‘Sally,’ and your daughter shall be called ‘Mary’.”⁴

As a sign of good faith, Oregon Territorial Governor Joe Lane **“wrote a word about the treaty on**
slips of paper and signed his name. Giving them to the Indians, he said, ‘Whenever any white man
comes into your country, show him this. Take care of my people.’

“As long as those precious bits of paper held together the Indians preserved them. Whenever a
white man appeared they went to him, holding out the paper, saying rapidly the magic password, ‘Jo
Lane, Jo Lane, Jo Lane’ -- the only English words they knew. For about a year Chief Jo tried to
keep the peace with the ever-increasing flood of white men.”⁵

This remarkable display of courage and successful negotiation
was Joe Lane's last official act as governor before his resignation came due

OREGON TERRITORIAL GOVERNOR JOE LANE RESIGNS

Governor Lane's resignation became effective -- June 18, 1850
Oregon Territorial Secretary Kintzing Prichette was commissioned Interim Governor
he served in that capacity [until August 18, 1850] when the new governor arrived

EX-GOVERNOR JOE LANE SEEKS GOLD IN CALIFORNIA

⁴ Eva Emery Dye, *Stories of Oregon*, P. 166.

⁵ Eva Emery Dye, *Stories of Oregon*, P. 166.

Joe Lane traveled to Shasta to seek his fortune in the gold mines
Rogue Chief Jo presented the ex-governor with a young Modoc prisoner to be his slave
Governor Lane, a Southern sympathizer, saw nothing wrong with this
he took the boy along when he led his party on south to prospect for gold
in the vast, canyon-scarred mountains south of the Oregon-California border

PACIFIC MAIL STEAMSHIP COMPANY IS THE FIRST TO REACH THE PACIFIC NORTHWEST

Pacific Mail Steamship Company provided regularly scheduled mail and passenger boat service
between San Francisco and points on the Columbia River
town of St. Helens on the Columbia River was first proposed as the terminus -- June 1850
S.S. Carolina was 200 feet long with 33.6-foot beam and 20 foot depth
twin boilers drove the side-wheel at a top speed of twelve knots
she was the first mail ship to reach Oregon Territory
delivering the post which arrived in San Francisco by way of the Isthmus of Panama
Carolina traveled north up the Pacific coast and sailed up the Columbia River -- June 1850
S.S. Goldhunter was the second ship to steam up the Columbia River
she brought many immigrants bound for Oregon
Goldhunter was the first ocean-going steam vessel to land at the site of Portland
Pacific Mail Steamship Company operated for twelve years
but the service turned out to be very irregular
local newspapers continually raged against the company noting
“...the provoking irregularity and wanton disregard of the public accommodation”⁶

ADVANCES IN NAVIGATION ON THE COLUMBIA RIVER

Fur company brigades for years had carried freight and passengers in canoes and on flatboats
Because of gold rush in California regular steamer service commenced on the Columbia River -- 1850
towns that could be reached varied with the depth of the Willamette River
in low water Salem, Oregon could be reached
in mid-water Albany was accessible
at high-water as far as Eugene could be served

SIDE-WHEELER *COLUMBIA* CONDUCTS A TRIAL RUN

Columbia took her trial trip from Astoria in command of Captain James Frost -- July 3, 1850
Captain Frost was a former pilot on the Mississippi River
Columbia took two days to get from Astoria to Portland,
due to the captain's lack of familiarity with the river channel and his excessive caution
she reached Portland at 3:00 p.m. and after lying there two or three hours
proceeded to Oregon City where she arrived about 8:00 in the evening -- July 5
as a great celebration was held in her honor

COLUMBIA PROVIDED SERVICE AMONG OREGON CITY, PORTLAND AND ASTORIA

Regularly scheduled steamboat service (to a degree) was finally provided on the Columbia River

⁶ Oscar Osburn Winther, *The Great Northwest*, P.190.

steamboat *Columbia* made the Oregon City-Portland-Astoria run twice a month
at four miles per hour, charging \$25 per passenger and \$25 per ton of freight
she provided cargo and passenger service with little comfort between 1850 and [1853]
(*Columbia* ran between Portland and Astoria for a year or so)
for six months she had a monopoly on the Columbia River
Columbia began the Steamboat Era in the Pacific Northwest: 1850-[1900]
there were more than 100 steamboats in the Northwest over the fifty-year period

PATRIOTIC SPEECH STIRS THE PIONEER CROWD

John Butler Chapman, founder of the city of Chehalis, gave a speech at Steilacoom -- July 4, 1850
voicing the thoughts of many he demanded a territory be created North of the Columbia River
he even suggested a name "Columbia" Territory
(this speech was often later referred to as the prime motivation for the Cowlitz Convention)

SMOHALLA BECOMES THE LEADER OF A NEW NATIVE AMERICAN RELIGION

Smohalla was a Wanapum Indian born between [1815 and 1820]
Wanapum people (only a very few survive today) lived along the Columbia River
between (today's Vantage and Pasco)
Smohalla had an ability to predict the future, to foretell the coming of storms,
to know when the salmon run would start and to predict the eruption of volcanoes
Smohalla became a Wanapum chief and a prophet of a new religion
he commenced to preach somewhere between the ages of 30 and 35 -- 1850
he proclaimed peace; not war
he taught that wisdom was acquired through dreaming or reflection in lonely places
Smohalla's religion forbid scarring the face of the earth with a plow or cutting one's hair
or rejecting any other old Native American customs
drums used during sacred rites were shaped like Mother Earth -- musical rhythms symbolized
"...life, the sound of life within a person, the sound of life in the world."⁷

DEATH OF THE PRESIDENT

Whig President Zachary Taylor died of gastroenteritis -- inflammation of the stomach and intestines
(or perhaps he died of a heatstroke) just sixteen months into his term
Whig Vice-President Millard Fillmore was sworn into office -- July 9, 1850
President Fillmore had learned the clothier's trade, but began the study of law at age nineteen
he had been elected to Congress [1832-1836]
he was selected as war hero Zachary Taylor's running mate to heal Whig Party wounds
he had opposed the expansion of slavery and Texas' entering the Union as a slave state

FATHER ANTHONY RAVALLI BEGINS CONSTRUCTION ON HIS GRAND CATHEDRAL

Father Anthony Ravalli was placed in charge of the Mission of the Sacred Heart (at today's Cataldo)
Father Ravalli began construction his new mission church
in the style of a European cathedral -- 1850

⁷ Cecil Dryden, *History of Washington*, P. 342.

Father Anthony Ravalli's plans were faithfully followed using untrained labor and simple tools
a broad axe, auger, ropes and pulleys, a pen knife and an improvised whip saw
only Indians who were exemplary in their conduct

 were allowed to help in the construction of the House of the Great Spirit

 women worked alongside of men falling trees and carrying rocks

This building was built using large logs cut at the site

 then latticed with saplings that were woven with grass and caked with mud

 this process was called wattle and daub

 uprights eighteen inches square and rafters ten inches square were cut

 from mighty pines which grew in abundance on nearby hillsides

 sawing was done in a saw-pit -- shaping and planning was done with a broad axe

 six large perfect pine specimens served as columns which supported the porch roof

 were placed on pedestals and hard finished to a remarkably smooth surface

 roof and walls were made by boring holes in the uprights and rafters

 willow saplings were interlaced between them

 wild grass was woven around the saplings and the whole thing covered with adobe mud

 dome of the mission created a feeling of grandeur and elegance

 huge timbers were hewn and carefully placed as the floor

 steps leading to the porch were split logs hewed from giant trees

Decorations of the interior illustrate both the piety of the workers and their ingenuity

 fabric on the interior walls came from Hudson's Bay Company Fort Walla Walla trading post
 chandeliers designed to replicate grand Italian cathedrals

 were fashioned out of used tin cans

Father Ravalli, a skilled artist assisted by Brother Huybrechts,

 constructed three alters and carved all of the decorations

 including a large picture of the Sacred Heart behind the alter

 pictures depicting Heaven and Hell were located above the side alters

 these wooden alters were painted and treated to resemble marble

 Ravalli painstakingly hand carved from blocks of wood

 statues of the Blessed Virgin and St. John the Evangelist

 Brother Huybrechts hand-carved nine large and eight small panels for the ceiling

 each panel was suspended by a rawhide thong from a wooden peg

(Father Anthony Ravalli completed his work [1853])

 this amazing mission building ironically became known by several names

 The Old Mission Church, or Mission of the Sacred Heart, or Cataldo Mission

 by whatever name, today Father Ravalli's cathedral is the oldest standing building in Idaho

 notably, nails were not available -- holes were bored into the uprights and rafters

 which were then joined with wooden pegs)

OREGON TERRITORIAL JUSTICE WILLIAM STRONG ARRIVES IN OREGON

 Whig President Zachary Taylor's territorial government appointments

 arrived in Oregon City aboard the military ship *Falmouth* -- August 13, 1850

 Oregon Territory Governor John P. Gaines

 Territorial Secretary Edward D. Hamilton

Associate Justice William Strong
after his arrival in Oregon Territory Justice Strong became presiding judge
of the Third Judicial District, which included Clatsop County

OREGON CITY SEES A NEW STATEHOUSE BUILT

Oregon's Provisional Government had met in a series of private homes and buildings in Oregon City
Oregon City had been designated the seat of power for Oregon Territory by Governor Joe Lane
John L. Morrison constructed a new statehouse building in Oregon
at the corner of Sixth and Main -- 1850

OREGON TERRITORIAL OFFICIALS SWORN INTO OFFICE IN OREGON CITY

Territorial Governor John Pollard Gaines took his oath of office in Oregon City -- August 18, 1850
Governor Gaines was a dignified, even pompous, Whig in a land of Democrats
shortly after arriving in the territory, his wife died [in 1851] after falling off a horse
he served a turbulent term filled with contention until [May 16, 1853]
under Governor Gaines work to organize the territorial government continued
but he faced organized opposition from a Democratic majority of the population
Oregon Territorial Secretary, General Edward Hamilton was sworn into office
he had nominated Zachary Taylor for President at the Whig National Convention
he served as Territorial Secretary from August 18, 1850 to [May 14, 1853]
Whig Justice William Strong replaced absent Justice Peter H. Burnett -- August 18
for the first time since the organization of Oregon Territory a full bench was present
as Chief Justice Thomas Nelson joined Associate Justice Orville C. Pratt
were joined by William Strong to form the Territorial Supreme Court
all three judicial districts had assigned judges on duty within their respective district
where the justices rode the circuit holding court

OREGON DEMOCRATS FEEL FRUSTRATED POLITICALLY

Following the inauguration of the Whig governor, frustrations of Oregon's Democrats became intense
although they held a majority of the territorial legislature, they met in a Whig town
and had to work not only with a Whig-appointed Governor John P. Gaines
but a judiciary dominated by Whig appointees as well

ISAAC EBEBY RECOUNTS HIS INVESTIGATION OF (TODAY'S WASHINGTON)

Colonel Isaac Ebey wrote a letter to one of the original Olympia settlers, Michael Simmons,
this letter was printed in the *Oregon Spectator*:

“Olympia, Oregon Sept 1, 1850

M.T. Simmons, Esq:

“Dear Sir – In reply to your letter of inquiry, concerning the character of the land on the east side of Admiralty in-let [near today's Hansville], in regard to its adaptedness to agriculture, grazing, &c., I would say that the time I have devoted in exploring that section, is not sufficient to warrant me in giving a minute description. What I have seen is no more than a mere outline of a great country. The filling up must be done at a future day, and by persons who have more time and leisure to devote to it than has fallen to my lot the past season.

“The Powalp [Puyallup] is the first stream of any size falling into the bay north of the Nesqually River. This stream falls into the Powalp Bay a little south and east of Vashon’s Island. This bay is beautifully situated, with abundance of good anchorage. It is surrounded, and to a considerable distance in the interior, by a body of low timbered land, covered with a growth of cedar, fir, and maple timber. This character of land continues to a considerable distance up this river. The soil will be found of first quality, with easy access to navigation. The river is rapid and of no great depth. Fine mill privileges exist here, with an abundance of good timber. Many good situations for farms are to be met with, where the removal of the timber is by no means an undertaking of serious moment. I know of no plains on this river near the bay. Where the wagon road to Walla Walla via Mt. Rainier crosses this river, about thirty miles from the bay, fine rich plains are found, with a soil that will not suffer by comparison with the best land in Oregon. Of their extent I am unacquainted.

“The next river north is the Dewams. This river falls into a bay of the same name, below Vashon’s Island, and immediately opposite Port Orchard. This bay forms a beautiful little harbor of about four miles in width, and some six miles in length. This bay, like the Powalp, is surrounded by wood land. The river, for a distance of about twenty miles, has an average width of about forty yards, with a deep channel and placid current.

“The river meanders along through rich bottom land, not heavily timbered, with here and there a beautiful plain of unrivaled fertility, peeping out through a fringe of vine maple, alder or ash, or boldly presenting a full view of their native richness and undying verdure. Other plains of more extensive character are represented as being near at hand, and of sufficient fertility to satisfy the most fastidious taste.

“At a distance of about twenty miles from the bay, the river forks – the right fork bears the name of Dewams [the future Black River]. It has its source about ten miles to the north in a large clear lake. This stream has an average width of about twenty yards. The country along its banks partakes of the same character as that lower down the river. A few miles of this stream will be found quite rapid, offering very fine opportunities for mill privileges. Sandstone, of a good quality for building materials, makes its appearance along this stream.

“The lake from whence this stream has its source is of considerable extent, surrounded principally with wood land, consisting of cedar, fir, maple, ash, oak, &c. It varies in width from one to six miles. I traveled on it to the north, a distance of more than twenty miles, without finding its terminus. The water is clear and very deep; from the beauty of the lake and the scenery surrounding it, we christened it by the name of ‘Geneva’ [renamed Lake Washington] Another lake [Lake Sammamish] of less extent lies about six miles east of Geneva, and connected with it by a small stream.

“Of the left bank of the Dewams very little is known, until you get into the region of country where the wagon [road?] crosses the same. The Indians represent the character of the country above much the same as that already described.

“Where the wagon road crosses this river, plains of unrivaled fertility are found, covered with the most luxuriant growth of grass I have ever met with, a great deal of it being from three to four feet high, in which the red and white clover are found sprinkled with liberal hand.

“The tide flows up this river a distance of more than twenty miles.

“Between Geneva lake and Admiralty Inlet, there appears an extensive country of low land, that has never been examined by white men, and when examined I have no doubt will be found very

valuable. The distance from the Inlet to Geneva lake in many places cannot exceed a few miles, as the Indians make portages across with their canoes....

“I have extended this communication to a much greater length than I designed, but have not given as much description as I could wish, as my time is limited.”

Yours truly,

J [actually Isaac] N Ebey” (*Oregon Spectator*)

Colonel Ebey’s glowing description inspired several early settlers to make their homes in the Puget Sound region⁸

BLACK PIONEER GEORGE WASHINGTON ARRIVES IN OREGON TERRITORY

George Washington arrived in Oregon Territory with his white adoptive parent -- 1850 they settled in Oregon City where George got a job cutting timber for \$90 a month plus board after only three months on the job he became seriously ill he was taken to the only hospital in the area at Fort Vancouver George Washington spent several months recuperating in the hospital and the Cochran family moved north, across the Columbia River, to be near him twice a week during his recovery Anna Cochran brought him a home-cooked meal

LAND CLAIM DIFFICULTIES

At the time of the original bill creating Oregon Territory [1848] Congress had been unable to reach a decision regarding the protection of land claims lawmakers simply declared the Provisional Government land laws null and void but put nothing in their place

Problems abounded:

- settlers were not permitted to take up land until treaties could be concluded with tribes;
- there was still no legal assurance that land could be possessed by the claimant as no legal means of filing a claim and having the claim protected in court existed;
- property lines of claims were very irregular -- usually following the geography;

To the pioneers of the Pacific Northwest this was intolerable they wanted their titles unclouded -- and free

QUESTIONS REGARDING SLAVERY COME TO A HEAD IN THE COMPROMISE OF 1850

There had been four years of political confrontation between Northern and Southern state leaders over the question of slavery in the land gained as a result of the Mexican War [1846-1848] In an effort to reach a compromise to resolve the issue Whig U.S. Senator Henry Clay from Kentucky introduced a Bill into Congress to resolve the issues Whig Senator Daniel Webster (Massachusetts) supported Henry Clay’s position but Webster lost the support of abolitionists who saw Clay as favoring expansion of slavery Whig Senator William Steward (New York) opposed Clay’s proposed Bill he stated a “higher law” than the Constitution required an end to slavery U.S. Senate leader John C. Calhoun (Democrat, South Carolina) also opposed Clay’s Bill

⁸ Greg Lange, Essay 1748, HistoryLink.org, November 3, 2000.

as the proposal stopped expansion of slavery into the former Mexican lands
Whig President Zachary Taylor opposed the legislation (his death [July 9])
made Whig Millard Fillmore who favored the Bill President
U.S. Senators defeated Henry Clay's Bill
U.S. Senator Stephen A. Douglas (Democrat, Illinois) split Clay's proposal into separate Bills
this allowed senators to vote or abstain (not vote at all) on each proposal individually
senators could pick and choose the portions they supported and ignore the other proposals
Five separate Bills passed Congress -- September 1850
these became known as the "Missouri Compromise:"

- Fugitive Slave Act was amended as a result of political pressure from Southern politicians
among other features citizens were forcibly compelled to assist in capturing
runaway slaves -- slaves were denied the right to a jury trial;
- slave trade in Washington City (Washington, D.C.) was abolished;
- California entered the Union as a free state;
- government was created in a new Utah Territory;
- boundary dispute between Texas and New Mexico was resolved
and a territorial government was established for a new New Mexico Territory
(Compromise of 1850 enabled Congress to avoid sectional and slavery issues for several years)

OREGON DELEGATE TO CONGRESS SAMUEL THURSTON ADDRESSES LAND ISSUES

As Delegate to Congress from a territory Samuel R. Thurston had no vote in Congress
but he could participate in debates and on strictly territorial matters his voice possessed influence
Samuel Thurston saw the entrenched power of George Abernathy's old mission party in Oregon City
he was attracted to them and supported their pro-Whig, anti-Democrat, politics
he listened to the pioneer tirades which followed Henry Spalding's baseless charge
that Hudson's Bay Company and the Catholics
together were responsible for the Whitman massacre
these charges Thurston blatantly echoed in the nation's capital
he misrepresented the facts of the Whitman massacre to Congress
in a letter mailed to members individually

DR. JOHN McLOUGHLIN IS SINGLED OUT FOR PARTICULAR ATTACK

Tirelessly Oregon Territorial Delegate to Congress Samuel Thurston used his voice in Congress
Thurston took particular aim at Dr. John McLoughlin
he spent much of his political energy in an effort to deprive Dr. John McLoughlin
of his land claim in Oregon City
Former Chief Factor McLoughlin previously declared his intention to become an American citizen
ignoring this, Samuel Thurston had inserted into the Donation Land Law
a notorious clause which vested ownership of the island at Willamette Falls
to a milling company that held title from the old Methodist mission
this same clause further declared that the rest of McLoughlin's unsold building lots
were to be placed at the disposal of the territorial legislature
with the proceeds to be used for the founding of a university

OREGON DONATION LAND LAW PASSED

Under Oregon Territorial Delegate to Congress Samuel Thurston's prodding Congress at length passed a stopgap measure based on the unsuccessful legislation Senator Lewis F. Linn of Missouri proposed a decade earlier this was one of the most significant, and at the same time, most mischievous bits of federal legislation connected to the Pacific Northwest -- the Donation Land Law Oregon Donation Land Law passed Congress and was signed by President Millard Fillmore -- September 27, 1850 this provided a remedy for the glaring omission in the original act creating Oregon Territory Oregon Donation Land Law provided that:

- 1) a survey be made of the public lands of Oregon by a Surveyor General
- 2) size of claims was cut in half from the Provisional Government's 640 acres a grant of 320 acres of land would be made to every white or (reluctantly included) half-breed settler over eighteen years of age who was either a citizen or who would declare an intention of becoming one before [December 1], 1851 if he married, the man and wife would each, in his or her own right, be entitled to 320 acres or together 640 acres this recognized the significant role women played in pioneering this obviously included foreigners -- like Dr. McLoughlin -- who were yet to become citizens provided they must either have made their declaration to become a citizen of the United States before the passage of the Donation Land Law or they must do so before [December 1], 1851
- 3) in an attempt to prevent speculation, final title, or patent, would be issued after four years of residence on said land if it had been farmed for four consecutive years
- 4) property rights of heirs to claimants would be recognized under the law

This was the protection the settlers had desired (but the law was due to expire in [1853] before it was extended, with amendments, to [1855])

PIONEER LAND CLAIMS ARE FINALLY PROTECTED UNDER LAW

Oregon Donation Land Law proved to be a great boon to agricultural settlement even at the expense of industrial and commercial development However, if land must be farmed for four consecutive years, what about lots already sold in the bustling town sites such as Portland, Oregon City, and Salem? especially those belonging to former British Chief Factor Dr. John McLoughlin it took ten years of litigation before the bill's sloppy wording was finally cleared up In summing up the faults of the law, historian H.H. Bancroft stated: **"It developed rapacity in some places, and encouraged slothful habits among some by giving them more than they could care for, and allowing them to hope for riches from the sale of their unused acres."**⁹

OREGON DONATION LAND LAW CAUSED A SERIOUS PROBLEM

Land claims of 640 acres, or even 320 Acres, were far too large

⁹ Oscar Osburn Winther, *The Great Northwest*, P. 158.

it was not possible to farm so much land with the equipment of the day
also, settlers were widely scattered and isolated -- which impeded the growth of towns
But what a man couldn't plow he could sell -- once title to the land matured
there was frantic rush to cash in on real estate
girls as young as twelve and thirteen were married to men old enough to be their grandfathers
assuring maximum land grants were gained

ASSOCIATE JUSTICE STRONG FILES A LAND CLAIM (IN TODAY'S WASHINGTON)

Associate Justice William Strong settled on a farm in Cathlamet on the Columbia River
where he filed a land claim under the Donation Land Claim Act
Unlike Chief Justice Thomas Nelson, Justice Strong was a very good judge
Justice Strong remained in the territory where he enjoyed an unblemished reputation

AMOS AND ESTER SHORT ALSO FILE A LAND CLAIM

Amos Short and his family had worked the land near Fort Vancouver for five year [since 1845]
when the opportunity arose Amos filed a land claim under the Oregon Donation Land Law
to stop Hudson's Bay Company efforts to evict the Shorts from their homestead

SCHOOL OPENS IN MONTECELLO (TODAY'S LONGVIEW, WASHINGTON)

Montecello was first settled [1849] by pioneers Harry and Rebecca Jane Huntington
they named the in honor of Monticello, Thomas Jefferson's home in Virginia
Schools set up by missionaries had been for Indians
but were also attended by missionaries' and fur traders' children
Alexander and Nathaniel Stone, Harry Darby Huntington, Seth Catlin, Jonathan Burbee
and Peter Crawford, all settlers in the Monticello area built a school for children
of settlers and Hudson's Bay Company men living in lower Cowlitz Valley -- fall 1850
their first teacher was Fredrick Huntress

DR. JOHN McLOUGHLIN'S LAND CLAIM LOST IS TO HIM

Dr. McLoughlin's land claim was valued at \$500,000 in property
some Americans felt the claim was really Hudson's Bay Company's land
thus it was open for settlement

Some Americans criticized Dr. John McLoughlin

for displaying autocracy and having ulterior motives

after Oregon Country became an American territory

they refused to legalize his honest claims to personal property on the Willamette River

Oregon Donation Land Law took his land from him

Title to McLoughlin's land given to Willamette Milling Company

claim was **“set apart to be at the disposal of the legislative assembly, for the establishment and endowment of a university”**¹⁰

Dr. McLoughlin protested the land was his private property

even in Oregon City this was too much -- McLoughlin was allowed to live in his forfeited home

¹⁰ George Washington Fuller, *A History of the Pacific Northwest*, P. 205.

last ten years of his life, Dr. McLoughlin lived as an American citizen
but he was made despondent by the unfairness toward him

CONGRESS CREATES THE POSITION OF SUPERINTENDENT OF INDIAN AFFAIRS

Congress passed an act creating the Oregon Territory Superintendent of Indian Affairs
at about the same time the Donation Land Act was passed
previously the Territorial Governor of Oregon had held dual office
as he also was in charge of Indian Affairs for the region

This act created a separate superintendent's position

Anson Dart of Wisconsin was named as the first Superintendent of Indian Affairs of Oregon
Oregon Territory at that time consisted of what is now Oregon (Washington and Idaho)

Dart's directions from Congress were to make treaties with the Indian people of Oregon
starting with those living in the area most occupied by settlers -- western Oregon Territory
Congress' intent was to get those living in the most settled areas to cede all of their lands
and agree to move east of the Cascade Mountains where a permanent reservation
would be created out of the way of settlement

However, the gravest injustice was done, as usual, to the Indians

Oregon's Donation Land Law said nothing about their titles to the land
but under another measure Oregon Territorial Delegate to Congress Samuel Thurston
had pressed on Congress these property rights had already been lost
under the Indian Treaty Act [of June 5, 1850]

DR. JOHN McLOUGHLIN CONTINUES TO LIVE IN OREGON CITY

Dr. McLoughlin and his wife Marguerite remained in their Oregon City home

Dr. McLoughlin continued to be a prominent citizen of Oregon Territory
he was elected mayor of Oregon City (1851 winning forty-four of sixty-six votes)
he continued to provide aid to the needy immigrants

by providing them with employment

he built houses, sawmills, gristmills, and even a canal around the falls all at his own expense

he gave 300 city lots for private and public use, including land given to a Catholic school
and Methodist, Baptist, Presbyterian, Catholic, and Congregational churches
and land for a city jail

CHURCHES BECAME SIGNIFICANT IN THE DEVELOPMENT OF SETTLEMENTS

Churches were founded in the more populous towns and districts as religious institutions
almost as soon as a town was started residents organized a church

they secured a preacher who often had to take outside work as well as preach

the record of founding churches follows closely the sequence of the founding of towns

Churches, both Protestant and Catholic, were also social and intellectual centers

women usually organized singing circles and gave music concerts

they set up sewing circles which met once or twice a week at member's homes

often church members organized meetings to discuss community problems

Catholic priests frequently were instrumental in establishing parochial schools

Catholic Church was active in establishing seminaries and academies

Often, churches were the first libraries
reading and debating societies were sometimes organized
priests and ministers often were asked to give lectures and speeches to clubs
and they led discussion groups

EFFORT TO BUILD A ROAD OVER THE CASCADE MOUNTAINS IS UNDERTAKEN

Hoping to make the Puget Sound region more available to immigrants
storekeeper Michael Simmons led a group of men eastward
in an unsuccessful effort to chop out a wagon road over the Cascade Mountains
and then down into the Yakima Valley to meet the Oregon Trail at Fort Walla Walla

Simmons had private reasons for wanting the shortcut

his aged mother, his married sister Catherine Broshear and her husband,
and Broshear's brother-in-law were due to arrive with the fall 1850 migration

Mike knew from experience how desperately hard crossing the Columbia Gorge would be
to say nothing of the final pull up the Cowlitz River to Cowlitz Landing
and then on through the bottomless mud and dense timber

that separated the Columbia River drainage from Puget Sound

But the even denser timber of The Cascades turned the road builders back
and the newcomers had to struggle with the normal route

Of Mike's family only his sister Catherine appeared -- fall 1850
in the sun-drenched valley of the Platte River

cholera had killed Catherine's mother, her husband and her brother-in-law

Fortunately David Maynard, a doctor, had been summoned from another caravan to treat the dying
he had taken over Catherine's team and wagon for her
as they had crept along the rest of the way through sand and mosquitoes and Indian scares,
this lonely pair had fallen in love

GEORGE WASHINGTON BUSH IS A SUCCESSFUL BLACK PIONEER

George Washington Bush, having settled on Bush Prairie north of the Columbia River,
was faced with the problem of not qualifying for a claim in the territory because he was black

Since his arrival, Bush became famous for bestowing his generosity on new arrivals

Bush's farm was located just off the "road" running south

from New Market to Cowlitz Landing and on to Vancouver Barracks

most new settlers, some half-starved from the journey, passed by on their way to Puget Sound
newcomers were dependent on established settlers for food and seeds to start their own farms

Bush family was openhanded in offering assistance

Ironically, the discriminatory laws the Bushes were trying to escape when they journeyed west
had followed them and put at risk the family's land claim they had painstakingly cultivated
and from which they fed the waves of newly arriving travelers

BLACK PIONEER GEORGE WASHINGTON MOVES NORTH OF THE COLUMBIA RIVER

When black pioneer George Washington [not be confused with George Washington Bush]
had fully recovered from his illness,

he traveled to Lewis County with his white foster parents James and Anna Cochran

during their travels they stopped and built boats which carried them up the Cowlitz River
James and Anna Cochran, George Washington's parents built a cabin at Cowlitz Landing
and began taking in boarders

DAVID "DOC" MAYNARD ARRIVES IN OREGON CITY

Having crossed the continent with the 1850 migration, Doc Maynard arrived destitute
he followed the widow Catherine Broshear to Olympia where her brother Michael Simmons lived
For a while Simmons was deeply grateful for the attention Doc paid toward his sister
until he learned that Maynard had left behind in Ohio a wife, two children
and a mountain of debts
Doc Maynard decided to leave Olympia and look for work elsewhere

IMMIGRATION NORTH OF THE COLUMBIA RIVER REMAINS SLOW

From [1845] to 1850 many problems had hindered settlement North of the Columbia River:

- Whitman Massacre generated great fear;
- Snoqualmie Indians attack on Fort Nisqually also was fearful;
- boundary line in the San Juan Islands was unsettled;
- legal disputes over land claims were still ongoing;
- gold discovered in California drew away potential pioneers

Columbia and Rosanna (Jones) Lancaster did settler north of the Columbia River
they filed the first donation land claim north of the Columbia River -- total 640 acres
located where the Lewis River enters the Columbia River -- (Woodland)

COLUMBIA GORGE IMPEDES RIVER TRAFFIC

North American rivers provided over two thousand miles of navigable water
but these rivers were divided into sections with frequent natural obstructions impeding traffic
such as Great Falls on the Missouri River and the Columbia River Gorge on that river
Between Canada and Mexico the Columbia River was the only deep water link to the interior
glacial floods thousands of years ago carved this 1,200-mile-long river
which is the only water passage to cross the Cascade Mountains
most of the drastic changes took place at the end of the last Ice Age
this "relatively quick" erosion left many layers of volcanic rock exposed
cliffs rising as high as 4,000 feet act as a funnel for North America's fourth largest river
There were many barriers of shallow water and rapids on the Columbia River
but the most significant challenge was at the Columbia River Gorge
eighty miles in length it was composed of two obstacles, The Cascades and Celilo Falls
both created transportation difficulties and military hazards on the Columbia River
here native settlements and trading villages existed
in various configurations for 11,000 years
Journeying upriver from Portland through the Columbia Gorge
first obstruction to travel on the Columbia was The Cascades Rapids
Lower Cascades Rapids (also known as the Long Narrows)
was a three-and-a-half mile long torrent where the river fell about forty feet
through a channel about 150 yards wide

it stretched upriver from (today's Horsethief Butte, Washington)
Upper Cascades Rapids (also known as the Short Narrows) began
with a bend around a rocky point
it was a little more than a mile of turbulent water where the river dropped twelve feet
it ended at (today's Browns Island in the Columbia River)
together this series of waterfalls was a fearsome obstacle
they were significant enough to provide the associated mountain range its name
distance from the top of the Upper Cascades Rapids to the foot of the Lower Cascades Rapids
was five to six miles in length depending on the season of the year
this treacherous water was named "the dalles" by early French-Canadian trappers
some historians say "les dalles" or "dalles" is translated to mean
rapids running through a narrow gorge
others believe the meaning was a corruption of "d'alles" the raceway of a mill,
a narrow chute which is used to transport logs quickly
yet other historians translate the name from a French word for "flagstones" or "slabs,"
which refers to the huge slabs of basalt constricting the channel
this was described by explorer William Clark in his journal [1805]
as "**an agitated gut swelling, boiling & whorling in every direction**"¹¹

David Thompson wrote of the same location six years later [1811]: "**Imagination can hardly form an idea of the working of this immense body of water under such compression, raging and hissing as if alive**"¹²

The Cascades Rapids was followed by another forty miles of smooth open water
known as the "Middle Columbia" (or sometimes the "Middle Cascades")
second obstruction was Celilo Falls where the Columbia River cut into the basalt rock
to create a constriction of the river with a twenty-foot waterfall
followed by a mile of narrow, channeled rapids with a drop of eight feet
Celilo was the oldest continuously inhabited community on the North American continent
there Indians congregated to net the huge salmon that hurled themselves at the cataract
on their way to the spawning grounds
(Celilo Falls were located just downstream of Wishram, Washington and Celilo, Oregon
and upstream of The Dalles, Oregon until [1957] when the falls and nearby settlements
were submerged by the waters of Lake Celilo behind The Dalles hydro-electric dam)
Canoes provided the mode of travel in the earliest days making portages around Celilo Falls
to the open water of the Middle Columbia
and another portage around The Cascades to the foot of Lower the Cascades Rapids

TRANSPORTATION UP THE COLUMBIA RIVER IS DIFFICULT

Steamboat traffic transported goods up and down on the Columbia River from Astoria to Portland
traffic was shipped from Portland up the Willamette River to Willamette Falls and back
limited cargo was shipped up and down the Columbia River from Portland
freighting operations were hampered by the Columbia Gorge

¹¹ David Lavender, *Land of Giants*, P. 344.

¹² David Lavender, *Land of Giants*, P. 344.

which blocked all upriver traffic and substantially impeded everything being transported
it was necessary to portage freight and passengers around the obstacles of the gorge
Columbia Gorge held two separate rapids that were collectively known as the Dalles
(adding to the confusion, the city of The Dalles, Oregon [designated by a capital T]
is located in the vicinity of these rapids)
traveling upriver, the Dalles Rapids (the first of the obstacles to be overcome)
was a fear-inspiring spectacle five to six miles long
where the waters of the Columbia River dropped more than fifty feet in a wild tumult

PORTAGES ARE NECESSARY AROUND THE COLUMBIA GORGE

Running beside the Columbia Gorge was an old Indian portage trail on north side of the Columbia
long used to carry goods and passengers around the Columbia Gorge Rapids,
The Cascades of the Long and Short Narrows and Celilo Falls
however, this was not satisfactory as the trail was muddy in winter, dusty in summer
and full of ruts all year around
this portage trail was nearly impassable after each autumn's immigrant rush

UPPER CASCADES BECOMES THE LOCATION OF A SETTLEMENT

Brothers Daniel F. Bradford and Putnam F. Bradford built a store, a warehouse, wharf and sawmill
on the north side of the Columbia River above Celilo Falls
at the upriver end of the Columbia Gorge
Several families were attracted to the area and homes were built at the town of Upper Cascades
lumber for building purposes was produced by the Bradford Mill
which supplied settlers at The Cascades Rapids and eastward on both sides of the river
Nathanial Coe built his home on Hood River, Oregon Territory
using lumber produced at the Bradford Mill
Arrangements were made to build a barge at the upper end of the Columbia Gorge
for use by the Bradfords to transport lumber and other materials and even passengers
from the landing at Upper Cascades
however, it was difficult to get supplies from the lower Columbia River
using the portage trail to river above the portage

JOHN R. JACKSON BUILDS JACKSON COURTHOUSE

(Englishman John R. Jackson moved with his family north of the Columbia River
to Cowlitz River Plains and settled at Jackson Prairie
about ten miles north of the Cowlitz Landing
he built a one room cabin and named his farm "Highlands" [1845]
while on a trip to Oregon City to acquire supplies he met and married Matilda Coontz [1848]
she was widow with four boys [three more children were added in the next few years]
Jackson's home became a frequent stopping place for travelers
Matilda became known for her hospitality and tasty food)
John and his stepsons, encouraged by Territorial Justice William Strong,
constructed a two story courthouse on his land [near today's Chehalis] -- 1850
this was used [until 1851] when it became the family home

John's original cabin continued to be a meeting place for visitors to discuss politics
Territorial Judge William Strong held the first U.S. District Court session
north of the Columbia River at the Jackson Prairie courthouse -- November 12, 1850

“SALEM CLIQUE” IS FORMED BY OREGON TERRITORY DEMOCRATS

Democrat elected officials were forced to contend with the newly-appointed Whig officials,
Democrats felt they had the power of popular local support behind them
Democrats under the leadership of Matthew Deady, James W. Nesmith and Asahel Bush
met secretly to discuss their strategy in the upcoming session of the Territorial Legislature
they became known as the “Salem Clique” because the issue most important to them
was the relocation of the territorial capital city from Oregon City to Salem, Oregon
Salem Clique became the Democratic Party's political machine in Oregon Territory
among the members were Matthew Deady, Joseph Lane, James W. Nesmith, George L. Curry,
Asahel Bush, Ben Harding, R.P. Boise, William Tichenor, S.F. Chadwick and L.F. Grover
they resolved to introduce an “omnibus” (collective) bill:

- to move the territorial capital to Salem,
- build a penitentiary in Portland,
- and establish a college in Marysville (which was soon to be renamed Corvallis)

WHIGS OPPOSE THE DEMOCRAT PLAN

When news of the omnibus bill leaked out before the legislature convened
Territorial Governor Gaines publicly took the position that Section 6 of the Organic Laws
(the constitution of the Provisional Government, which had been reviewed and approved
by Governor Joe Lane in [1849])
forbade bills which contained more than one item
therefore, the Democrats' omnibus bill was, by definition, unconstitutional
Territorial Attorney Amory Holbrook, a fellow Whig appointee, supported the governor

OREGON TERRITORIAL LEGISLATURE GOES INTO SESSION

Second session of the Oregon Territory legislature gathered in Oregon City -- December 2, 1850
W.W. Buck served as the President of the Council; Ralph Wilcox as the Speaker of the House
This was not a harmonious meeting of the territorial government
legislature was run almost entirely by Democratic political leaders of the Willamette Valley
however, more and more settlers from California moved north
to make their homes on Puget Sound and in the Cowlitz River Valley
controversy raged over the location of the territorial capital -- Oregon City or Salem
majority of legislators were Democrats who favored moving to Salem
minority Whigs favored keeping the capital city in Whig-controlled Oregon City
Territorial Delegate Samuel Royal Thurston had been reelected
arguments developed over the size of Oregon Territory
many pioneers believe it was too large to form a single state
an omnibus bill awarding Salem the state capital, Portland the territorial penitentiary
and Marysville (Corvallis) the territorial university passed the legislature
by votes of 10-8 in the Territorial House of Representatives and 6-3 in the Council

Oregon City received no consideration to acquire this governmental economic boost however, Governor John P. Gaines refused to relocate and remained in Oregon City with the Whig-appointed justices of the Oregon Territorial Supreme Court Democratic-appointed Justice Orville C. Pratt moved to Salem along with the majority of the Territorial legislature

PORTLAND OREGONIAN NEWSPAPER IS FOUNDED

Portland Oregonian is the oldest continuously published newspaper on the west coast it was founded as a weekly Whig newspaper by Portland town site promoters who used the newspaper to promote the development of Portland Stephen Coffin held half interest in the Portland town site William W. Chapman had one-third interest in the Portland town site Chapman owned a hand press and some letters of type Chapman also served as the spokesman for Whig politics in Oregon While in San Francisco Chapman hired youthful and enthusiastic editor Thomas J. Dryer first issue of the *Portland Oregonian* was published -- December 4, 1850 it strongly supported Whig Oregon Territorial Governor John P. Gaines (later the *Portland Oregonian* became the leading Republican newspaper in Oregon it remains so to this day)

UNITED STATES GOVERNMENT TAKES THE FIRST OFFICIAL CENSUS

First official census of Oregon Territory was taken by the United States government -- 1850 U.S. Marshall Joe Meek was aided in the effort by Daniel O'Neil, Samuel H. Culver, and W.H. Reese There were 13,294 Americans who lived in Oregon Territory 80% of the children had been born in the newer states created in the Middle-West there were 207 Free People of color living in the territory Oregonians wanted Free Blacks no more than they wanted Negroes in bondage There was a numerical division between Northerners and Southerners 53% had been born north of the Mason-Dixon Line -- 6,890 46% of adults were born south of the Mason-Dixon Line -- 5,980 There were 1,049 people who lived north of the Columbia River -- only 8% of the population population of Clark County showed ninety-five houses were located there Vancouver, the center of county government, began to grow people from the Mid-West who settle in Puget Sound area became increasingly dissatisfied with the Oregon Territorial Government whose dependence on the Southern-based territorial political leaders had not lessened as the number of settlers North of the Columbia River increased

LOT WHITCOMB, FAMOUS PIONEER STEAMBOAT, BEGINS SERVICE

Lot Whitcomb was the second steamboat on the Columbia River (after the tiny *Columbia*) was the first steam-powered boat to be built on the Willamette River she was constructed at Milwaukee, Oregon by the firm of Whitcomb and Jennings *Lot Whitcomb*, named in honor of the founder and promoter of Milwaukie, Oregon)

was a much more pretentious boat
Lot Whitcomb was launched -- Christmas Day, 1850
her first officers were: Captain -- John C. Ainsworth; Engineer: Jacob Kamm; Pilot: W.H.H. Hal
U.S. Army brass band from Fort Vancouver played a selection of patriotic tunes
props were knocked out and she slid down the ways into the Willamette River -- 3:00 p.m.
but her trial run ended when she became hung-up on a reef for two weeks
at the mouth of the Clackamas River
tragedy marred the celebration as Captain Frederick Morse of the schooner *Merchantman*
was loading lumber from Whitcomb's sawmill
he unloaded an old saluting cannon from his vessel and fired it bursting the barrel
shrapnel flew through the air and hit Captain Morse in the neck killing him instantly
none-the-less the celebration continued unabated for several days

CAPTAIN JOHN C. AINSWORTH IS MASTER OF THE *LOT WHITCOMB*

Captain Ainsworth came to the northwest as an experienced Mississippi River steamboat crewman
originally he came out west seeking his fortune in the steamboat trade on the Sacramento River
but was convinced later to come to Oregon Territory
In Oregon he worked briefly as the Captain of the *Lot Whitcomb* on the Willamette River
(he soon owned several steam boats on the Columbia River
and was saving money for future investments)

STEAMBOAT *LOT WHITCOMB* MAIDEN VOYAGE

First voyage of the *Lot Whitcomb* was a pleasure expedition to Astoria, Oregon
but a problem kept her from running on the Columbia River
she still had creditors who had an interest in the vessel that had not been paid
American law did not then allow a vessel to operate without a certificate
which could not be lawfully issued if creditors had unpaid claims against the vessel
even worse, the official in charge of enforcing this law
was Astoria customs inspector John Adair who was, a co-owner the *Columbia*
more *Lot Whitcomb* stock was sold to pay off the ship's debts
Regular operations were finally able to begin
Lot Whitcomb ran twice weekly on the route from Milwaukie, Oregon to Astoria
making the run in ten hours, a great improvement over the *Columbia's* twenty-four hours
she was much larger than the *Columbia* -- 160 feet long; 24-foot beam; with 5 feet of draft
side-wheeler with paddlewheels measuring 18-feet across
churned a top speed of twelve miles per hour
at 600 gross tons she bragged far more comfortable passenger accommodations
and a large space for heavy cargo
she was able to run upriver 120 miles from Astoria to Oregon City in ten hours
compared to the *Columbia's* two days
Shortly after launching, *Lot Whitcomb* struck a rock near Milwaukie tearing away her paddlewheel
and sustaining damage to her wheel-house and tearing a hole in her hull
she remained hung up for a week until her owners and the resourceful Captain Ainsworth
were able to pull her off and repair her

Lot Whitcomb served on the Willamette and lower Columbia rivers for three years connecting Rainier, Oregon with the Cowlitz River Canoe and Bateau line she ran competition with the steamboat *Columbia* she was known for her good looks and good she also functioned well as a tow boat escorting many oceangoing ships from Astoria up the Columbia and Willamette rivers to Portland (because she was expensive to operate *Lot Whitcomb* was sold to California interests)

JOE LANE RETURNS TO OREGON POLITICS

Joe Lane was still prospecting in California when an emissary reached him from the Oregon Territory capital -- winter 1850 would he be willing to run for election as Oregon's Delegate to Congress against the pro-Whig and land-grabbing Samuel Thurston? Democrat Joe Lane, who relished the political life, said he would although he must have known the confusions, challenges and recriminations to be faced during any period of volatile political change When his name surfaced as a candidate, his opponents objected that he was not a true Oregonian he owned no property in the territory and, except for his adult son, he had brought none of his family west with him In answer to the first charge, Joe Lane filed on a Donation land claim in the Umpqua Valley (near present Roseburg, Oregon) Next he prepared for what promised to be a brutal political battle with incumbent Oregon Delegate Whig Samuel Thurston (No such battle ever took place, Samuel Thurston died at sea on his way home for the campaign after that Joe Lane was easily elected)

JAMES DOUGLAS ASSUMES BRITISH LEADERSHIP IN NEW CALEDONIA

Richard Blanshard's tenure as Governor of New Caledonia was both brief and unhappy he suffered from "continual attacks of ague" (fever) Chief Factor James Douglas, the Black Scot, induced Richard Blanshard to resign by making his life miserable Governor Blanshard submitted his resignation -- January 1851 and requested permission to leave the colony (but it took nine months for him to receive a reply)

INDIAN TREATY NEGOTIATIONS NOT SUCCESSFUL

Three Commissioners, John P. Gains, Alonzo A. Skinner, and Beverly S. Allen, had been instructed to convince the Coastal natives to move across the Cascade Mountains into the interior in this they were unsuccessful Commissioners then strayed from their Congressional instructions they decided to establish reservations for Coastal people west of the Cascade Mountains they agreed to allow coastal bands to retain a portion of their old lands while giving up the remainder -- thus Indian reservations were created natives were to become wards of the federal government and moved by force if necessary

PORTLAND DISPLAYS FORSIGHT

Captain John H. Couch of Cushing and Company's trading firm
spent tens of thousands of farsighted dollars laying an all-weather road faced with planks
to tap the rich farms of the Tualatin Plains -- 1851
Meanwhile Oregon City, hemmed between rapids and falls, languished
in spite of her access to water power

EXPRESS AND STAGECOACH SERVICE ARRIVES IN OREGON TERRITORY

In regions where something answering the description of roads appeared
wagon freighting gradually replaced mule packing during the dry season
profitable business, even great fortunes, could be generated
by the speedy delivery of some types of goods -- namely small packages of high value
such as gold dust, bullion, jewelry, securities, or perishable commodities
transportation of such items was called "express"

Express businesses had begun with Adams & Co. on the East coast [1839]

Alvin Adams had expanded throughout the southern portion of the United States

by [1850] he was shipping by rail and stagecoach to his office in St. Louis

a badly-run subsidiary of Adams' company, Dugan & Co., opened in California 1850]

Oregon was served by its first express company, Todd & Co. -- 1851

they announced the locations of their businesses in handbills:

**"AGENTS IN OREGON -- Abernathy & Clark, Oregon City; Hopkins & Donald,
Milwaukie; Capt. Samuel E. May, Portland; Sutler's Store, Vancouver; W.H. Tappan, St. Helen[;]
Hensil & Co., Astoria."**¹³

their regular business consisted of receiving and forwarding gold dust and other valuables

Todd & Company became an agency which provided deposit and safekeeping services

Gregory & Company out of California quickly followed

Conestoga wagons developed in Pennsylvania and made famous on the Oregon Trail

flourished in communities not easily supplied by water routes

BANKING COMES TO OREGON TERRITORY

Pioneer merchants and express companies were the first banks in Oregon Territory

Couch & Co., Portland advertised themselves as wholesale retail merchants as well as bankers

they sold shares of their stock at exchanges in New York and San Francisco

Morris & Co. operating as grocers and commission merchants

announced they did banking on the side -- February 1851

OREGON TERRITORIAL LEGISLATURE ENDS ITS SECOND SESSION

Bitter and hostile legislative session came to an end -- February 8, 1851

Three new counties were created for the Oregon Territory

Pacific County was established north of the Columbia River (in today's Washington state)

it was created out of the southwest corner of Lewis County

¹³ Oscar Osburn Winther, *The Old Oregon Country: A History of Frontier Trade, Transportation and Travel*, P. 150.

Pacific City was designated the county seat
Lane County included a portion of the Willamette Valley south of Benton and Linn counties
Umpqua County was located south of the Calapooya Mountains
and the headwaters of the Willamette River

In addition to military roads and private roads, territorial Post Roads were authorized
these were built by the territorial legislature and paid for by the counties:

- first Post Road was from Astoria up the Columbia River to the mouth of the Cowlitz River
and from the Cowlitz on up the Columbia to the Willamette River
continuing southward to the Umpqua River;

- second Post Road ran between the mouth of the Cowlitz River and the Nisqually River;

- third Post Road was the Old Territorial Road that ran from Wallula to Colfax

during the 1850s much effort was expended in surfacing roads for all-season use

planking (called corduroy) was at first the most practical and most widely used improvement
because timber was abundant and sawmills numerous

CONGRESS ENDS ITS INDIAN TREATY WRITING COMMISSION

Three-man Indian Commission to write Indian treaties was abolished by Congress -- February 1851
however, news of this event took several months to reach Oregon Territory

in the meantime Commissioners, John P. Gains, Alonzo A. Skinner, and Beverly S. Allen

continued to write treaties -- they negotiated thirteen treaties in councils with the Indians

DEMOCRATS BEGIN THEIR OWN NEWSPAPER -- THE *OREGON STATESMAN*

To help drum up public support for the Democrat political position,

Oregon City printer Asahel Bush began publishing the *Oregon Statesman* -- March 28, 1851
in competition with the Whig *Portland Oregonian* and its editor Thomas J. Dryer

Oregon Statesman was a strongly Democratic pioneer Oregon newspaper

that busied itself attacking Whigs in general and Whig Governor John P. Gains in particular

as the majority political party's mouthpiece, the newspaper strongly supported statehood

it became a vocal and lusty opponent of the Whig *Portland Oregonian*

one major controversy focused on the location of the territorial capital city

Whigs wanting to remain in Oregon City

Democrats demanded a move to Salem

OREGON STYLE OF JOURNALISM

Belligerent leader of the "Salem Clique" was *Oregon Statesman* editor Asahel Bush

he used amusing, offensive and sometimes vulgar titles

regarding people and newspapers of opposing his Democratic political opinions

his malicious and slanderous approach to newspaper writing

created what became known as the "Oregon style of journalism"

for example he noted in print that if **"the editor of the Spectator don't like to be called
'bullethead', 'blockhead,' etc., he should blame Nature for giving him a thick skull."**¹⁴

¹⁴ Oscar Osburn Winther, *The Great Northwest*, P. 157.

(this tide of invective reached its flood during the Civil War)

REGION NORTH OF THE COLUMBIA RIVER RECEIVES MORE SETTLERS

“Oregon fever” led a continually increasing number of pioneers on the long trip west
more families did not stop at Fort Vancouver or visit the Willamette Valley
they followed Michael Simmons and went north to settle
they journeyed directly from the Midwest to the Cowlitz River and on to Puget Sound
People of Puget Sound were completely separated from the Willamette Valley
these highly independent citizens were on their own with no one to answer to
they felt no allegiance to Oregon Territory or its government
Thus isolated, the settlers north of the Columbia River lived in a world of their own
it was difficult to communicate from Puget Sound to Oregon City
and even more difficult to travel
regular trade was conducted with San Francisco -- not Portland or Oregon City
thus Puget Sound was commercially independent from the Columbia River region
Although nearly every hour of daylight was dedicated with the tasks of settlement
they took time to discuss their dissatisfaction with their plight as citizens of Oregon Territory
seat of government, far down in the Willamette Valley at Oregon City, was too far away
what little federal funding was made available to the territory was spent in the south
while the north also needed government services such as
roads, mail service, troops to control the Indians, law enforcement and courts
northern settlers felt they were entitled to have their needs met
and they wanted them met without delay
Their needs called for a government of their own -- with a voice in Washington City
soon the idea to create a new territory gained momentum

SUPERINTENDENT OF INDIAN AFFAIRS ANSON DART BEGINS NEGOTIATIONS

Superintendent of Indian Commissioners Anson Dart was able and industrious
but he was shackled by inadequate funds and incompetent help
including Rev. Henry Spalding, Indian Agent for Southwest Oregon
As instructed by Congress, Superintendent Dart began negotiations
Indian Commissioners John P. Gains, Alonzo A. Skinner, and Beverly S. Allen
attempted to move Coastal Indians to Eastern Washington -- April 1851
During negotiations Dart found that the Indians did not see things as they were supposed to
coastal natives were willing to turn over their land
but were unwilling to leave the mild climate of the ocean for the deserts to the east
their reluctance was intensified when the Interior Indians living East of The Cascades
knowing the coastal tribes to be riddled with venereal disease
promised to wipe out the proposed inland reservations
Faced with impasse, Superintendent Dart wrote the same terms as had Governor Joe Lane before him
to let the coastal Indians stay in compressed reservations on the western side of the mountains
pattern of establishing reservations for Coastal people was followed between 1851 and [1853]

GOLD IS DISCOVERED IN SOUTHERN OREGON

Umpqua Valley was explored and settled by such men as Jesse Applegate [who first arrived 1843]
he and a number of other pioneers established town sites in the Southern Oregon region
Shipwrecked sailors had landed at Crescent City, California where they deserted their vessel
they discovered gold at the headwaters of the Illinois River in the Siskiyou Mountains
Sailors worked their way northward across the Oregon line (to what is now Waldo, Oregon)
they picked up gold nuggets in Southern Oregon along the Rogue River
at Josephine Creek and Canyon Creek
they prospected a considerable amount of gold at Sailor Diggings in the Umpqua Valley
at the southwestern corner of Oregon Territory

NEWS OF OREGON GOLD REACHES CALIFORNIA

Discovery of gold in Oregon Territory intensified the anger of Rogue River Indians
unaware of threats by local Indians, California prospectors converged on the area by land and sea
Sea approach was prompted by efforts to open supply routes into northern California
vessels probed the sometimes risky mouths of the coastal rivers, unloaded exploring parties,
and sent them up the south-tending canyons to see if roads could be opened to the interior
these scouts panned the gravel bars as they went
they found pay dirt in the tributaries of the Rogue River
and even in the sand of some of the ocean beaches

MULE PACK TRAINS SUPPLY THE OREGON GOLD FIELDS FROM CALIFORNIA

In the absence of roads, pack trains were first organized to transport goods
almost immediately after the discovery of gold in Oregon Territory strings of pack mules
could be seen winding their slow, lazy way across the Siskiyou Mountains
along narrow winding mountain trails into the Rogue River Valley
from Northern California supply depots such as Shasta City, Crescent City, and Humboldt Bay
sprang to life
Jacksonville became the Oregon Territory center to receive much of the supplies that were carried in
but Illinois Valley, Sailor Diggings, New Orleans Bar and Applegate Creek were also significant
Packers usually took ten days to cover the 120-mile trip
from Crescent City, California to Jacksonville, Oregon
one hundred mules were said to have left Union (Humboldt Bay) weekly
for the north California mines carrying \$4,000 to \$5,000 worth of goods -- during 1851
Mules had to be well cared for and exercised
to prevent the animals from becoming frustrated and annoyed
best way to assure their good health and attitude was to keep them fairly fat
Tough and strong as the mules were, difficulties were experienced in the Siskiyou Mountains
climatic conditions were unlike those of the Southwest and Mexico
to shelter the animals, mule skimmers were obliged to build sheds
many mules died during the cold and rainy seasons
Meanwhile packers traveling between the Willamette and Sacramento rivers
fell into the habit of refreshing their stock in the meadows bordering the upper Rogue River
to while away their time these packers used their pans -- and they, too, found gold

OREGON TERRITORY'S NEW SURVEYOR-GENERAL ARRIVES

Whig President Zachary Taylor appointed John B. Preston as the first Surveyor-General of Oregon
Preston arrived in Oregon City -- April 20, 1851
he quickly set out to survey plots of land for claims under Oregon Donation Land Law

FIVE MORE TREATIES ARE WRITTEN WITH WILLAMETTE VALLEY INDIANS

Commissioners John P. Gains, Alonzo A. Skinner, and Beverly S. Allen beginning in April 1851
were unaware their positions had been abolished by Congress [February] 1851
Indians refused to be removed from their lands but did agree to remain in the Cascade foothills
Oregon Territory Superintendent of Indian Affairs Anson Dart signed five treaties
with the Kalapuya and Molalla tribes of the Willamette Valley and Cascade Range -- May 1851
he pledged to negotiate fairly and offered to pay the tribes for their land
demonstrating a fairness and political insight beyond that of most of his contemporaries
however, the continued presence of Indians in settled areas
and the Indian occupation of reservation lands for which pioneers thought they had better use
led to abuses of the natives and continual reduction of the Indians' land

SETTLERS TAKE NATIVES' LAND

Presence of Indians in settled areas and the occupation of reservation lands
for which pioneers thought they had better uses
led to abuse of the natives and continual reduction of the Indians' property holdings
Before the treaties could be ratified (in fact, they never were) settlers moved onto their reserves
generally in good faith because the Donation Land Law implied that all land was open
Indians' fences and huts were torn down; scanty game was reduced still further;
pioneers' swine grubbed out roots that provided the main food of the Indians' diet
fortunately for the Willamette Valley settlers, Indians in that vicinity were too weak
to do more than complain

MORE UNREST ARISES AMONG THE INTERIOR NATIVES

Shoshone (Snake) Indians, who were stirred up by the Cayuse, became troublesome
Shoshones were hostile toward the Nez Perce Indians who were allies of the settlers
Superintendent of Indian Affairs Anson Dart discovered a tribal war was about to start
he persuaded the Nez Perce to wait another year for United States troops
further, he promised not to interfere with the Nez Perce if those troops failed to arrive
Shoshones killed thirty-four people and wounded many more
in several emigrant parties -- spring 1851
they also stole property worth \$18,000

LOCATION OF THE TERRITORIAL CAPITOL REMAINS UNRESOLVED

One of the heated controversies in the territorial newspapers focused on the location of the capital city
this question had permeated, saturated and poisoned the politics of Oregon Territory
Events came to a head when the Oregon Territory Legislature
went into special session in Linn City -- May 1851
Democrats in the legislature insisted the capitol be moved to Salem

Governor John P. Gaines and the Whig minority refused to relocate they tried to meet at the Statehouse in Oregon City along with the Oregon Supreme Court (except for justice Orville C. Pratt who had been appointed by Democrat President Polk) because Democrats held a majority in the legislature, Salem Clique was able to obtain a quorum and passed a multi-faceted bill “Omnibus Bill,” included an act moving the Territorial capitol further south to Salem Governor Gains and other Whig government officials were opposed to the move from Oregon City United States Attorney Whig Amory Holbrook was supported by two judges (both Whigs) of the Territorial Supreme Court at Oregon City in declaring the Democrat law was unconstitutional

FORMER OREGON TERRITORIAL GOVERNOR JOE LANE TAKES A LEADERSHIP ROLE

Joe Lane, recently returned from California to Oregon City, and no longer opposed by Samuel Thurston was elected Territorial Delegate to Congress -- 1851 (he filled that office until [1859]) Before leaving for Washington City the newly elected delegate to Congress started south with forty or more miners to inspect his California gold properties While he was on the road south, the Rogue River Indians broke the knife-at-the-throat treaty he had extracted from them [1850] Rogue River Indians began attacking the homesteaders moving onto native lands

AMERICAN RIFLE REGIMENT DEPARTS FROM OREGON TERRITORY

Having proven to be a more of a disturbance to the settlers of Oregon City than a protection Commander of 11th Military District Commandant Colonel William Wing Loring marched his American Rifle Regiment Camp Columbia to California -- May 1851

STEAMBOAT *HOOSIER* BEGINS OPERATION ON THE WILLAMETTE RIVER

Sidewheeler *Hoosier* owned by John Zumwalt began to compete with James D. Miller’s flatboat service on the Willamette River -- May 19, 1851 small *Hoosier* was capable of hauling much more cargo and wheat than any flatboat at that time three steamboats operated below the waterfall on the Willamette River linking Oregon City with Portland, the Columbia River and the Pacific Ocean Rather than fight progress Miller managed to be hired by *Hoosier*’s owner Miller worked on board as the bookkeeper, purser, pilot, deckhand and roustabout (James D. Miller and his brother-in-law Silas R. Smith bought *Hoosier* [fall 1856] a second steamer, *Hoosier 2*, was added [1857] to run the Willamette River *Hoosier 2* was later rebuilt and rechristened *Hoosier 3*)

STEAMER *BLACKHAWK* ARRIVES AT OREGON CITY

Black Hawk was brought from San Francisco to Oregon by Captain Richard Hoyt, Sr. aboard the bark Ocean Bird *Black Hawk* was thirty feet long with a beam of seven feet and depth of hold of three feet tiny ship could carry ten tons of cargo Captain Hoyt’s steamboat arrived at the landing at Oregon City

she began making regular daily trips under Captain Charles Clark -- May 29, 1851
departing from Oregon City in the morning and returning the same day from Portland
C.H. Clark & Co., the *Black Hawk's* management company, soon advertised specific departure times
8:00 a.m. at Oregon City and 2:00 p.m. from Portland were the sailing times
with towing "attended to on short notice"

INDIANS ARE ATTACKED AT BEAR CREEK

Thirty-two miners led by Dr. James McBride were returning to Oregon
after digging gold in California
About 150 Rogue River Indians ambushed them on Bear Creek -- -- June 2, 1855
(near present-day Ashland, Oregon)
seven Rogue River Indians were killed and wound wounded -- one miner was injured
but the Indians rode off with horses, pack and \$1,500 in supplies and gold dust

STEAMBOAT SERVICE EXPANDS ON THE WILLAMETTE RIVER

Steamboat *Washington* was built in California and operated on the Sacramento River [1850]
she was purchased by Alexander Sinclair Murray
and placed aboard the oceangoing vessel *Success* for delivery to Oregon Territory
to compete with the *Hoosier* on the Willamette River
Alexander Murray had *Washington* launched above Willamette Falls at Canemah
to work on the Willamette River to the Yamhill River
it was hoped that *Washington* could go as far up the Willamette as Marysville (Corvallis)
Washington's began its first trip up the Yamhill River -- June 6, 1851
she was advertised as running from Canemah to Champoeg where the boat
would meet a connecting stage coach line for travelers bound for Salem

SURVEYOR-GENERAL JOHN B. PRESTON BEGINS HIS WORK

Surveyor-General John B. Preston arrived in Oregon City and quickly went to work
he drove the "starting stake" for the base surveys of the territory -- June 7, 1851
at (what is today known as the Willamette Stone)
(this east-west Willamette Base Line and the north-south Willamette Meridian
still defines surveying and legal land descriptions in Oregon [and Washington state])
Preston and his surveying crew completed their work in just over a year
each square of the grid, termed a section, is one mile on each side
it includes 640 acres of land -- the maximum acreage allowed for a married couple
making a claim under the Donation Land Act
a single man could claim up to 320 acres
thirty-six sections make up a "township"
surveyors took careful note of waterways, hills, prairies, and roads
some places such as Salem and Lafayette were already viable communities
other communities of the period, Champoeg, Fairfield, Cincinnati, for example have vanished
notably absent from the map was Mission Bottom (or Mission Landing) the abandoned site
of the Methodist mission (of the 1830s), and St. Paul on French Prairie
roads that were mapped include ancient routes such as the California-Oregon Trail

which had sections that paralleled both sides of the Willamette Valley
as well as newer roads
roads converging on Salem from the outlying farming districts
reflected the village's importance as a mill town powered by the water of Mill Creek

FATHER PIERRE-JEAN DE SMET NEGOTIATES WITH THE UPPER MISSOURI RIVER INDIANS

Father De Smet was kept busy with church business until 1851
by this time Cheyenne and Sioux Indians approached a state of war
because of the influx of whites crossing Indian land to reach the California gold fields
Council of Fort Laramie was organized by the United States government
to reach a treaty with the Indians assuring the rights to cross native land
Father Pierre-Jean De Smet was asked by the military to convince the Indians to accept
Father De Smet left St. Louis -- June 7, 1851
trials faced on his way to Fort Laramie took their toll
the riverboat De Smet used experienced an outbreak of cholera that killed thirteen passengers
he fell ill but survived the journey
Father De Smet left the boat at Fort Union and began the overland journey
on the way he found smallpox was rampant and had killed hundreds of Indians
most lay where they had died as the surviving could not bury so many dead
De Smet baptized over a thousand Indians and worked among the sick
even in his weakened condition he survived the epidemic

INTERIOR TRIBES BECOME CONCERNED ONCE AGAIN

Talk of treaties alarmed the Yakamas and other native people of eastern Oregon Territory
they refused to give up any property to either settlers or West coast natives
Yakimas, for example, possessed a very strong sense of land ownership
that required outsiders to get permission to cross their land
they even posted guards along boundaries with neighboring people

ROGUE RIVER INDIANS ATTACK AT BATTLE ROCK (TODAY'S PORT ORFORD)

Captain William Tichenor in command of the steam propeller vessel *Sea Gull*
entered Port Orford Harbor to establish a town and roads
and investigate gold digging and timber removal opportunities -- June 10, 1851
nine men led by J.M. Kirkpatrick, who was elected Captain by the party, landed on the beach
with provisions enough to support the party for two weeks
Captain Tichenor sailed away saying he would return in two weeks with more men and supplies
Local Rogue River Indians ordered the prospectors off what they considered to be their beach
instead of leaving, Kirkpatrick and his prospectors climbed
to the crest of a seastack rock rising above the beach
they were armed with three muskets, two rifles, one pistol, several swords
and a ship's cannon
there they were besieged by over 100 warriors
Rogue River Indians attacked and a fierce battle ensued
at what became known as Battle Rock -- June 10, 1855

seventeen natives were killed mostly by cannon fire -- two prospectors were seriously wounded
temporary peace returned when a native chief then negotiated a truce to remove his dead
J.M. Kirkpatrick explained he and his prospectors were to be picked up
by Captain William Tichenor's steamer *Sea Gull* in fourteen days

AMERICAN RIFLE REGIMENT ENCOUNTERS SOUTHERN OREGON SETTLERS

One-armed Brevet Major Phil Kearny was leading twenty-eight men of the First Regiment
of the American Rifle Regiment to California when he arrived at the Umpqua Canyon
Kearny was met by a crowd of settlers, miners and packers
who presented him a petition appealing for protection -- June 1851
Kearny's troops joined with the volunteers mustered by Jesse Applegate
Territorial Delegate to Congress Joe Lane joined in with his small company of prospectors
who were on their way to confront the Rogue River Indians

MAJOR KEARNY TAKES ACTION AGAINST THE ROGUE RIVER INDIANS

Kearny's squad of First Regiment of the American Rifle Regiment
joined by Indian Superintendent Joe Lane's miners and Jesse Applegate's settlers
reached the area a few miles up the Rogue River from Table Rock
(about seven miles north of present-day Medford, Oregon)
here a band of Rogue River Indians attacked Kearny's troops
For the first time the U.S. Army fought several pitched battles against the Indians -- June 17, 1851
Kearny's casualties were two soldiers wounded and a captain killed
Rogue River Indians lost eleven warriors killed and six were wounded
in his report Major Kearny noted settlers Levi Scott, Jesse Applegate and W.G. T'Vault
provided as much service by their courage and coolness before the enemy
as they did by their knowledge as guides in this new region

ROGUE RIVER INDIANS ARE NOT DEFEATED

As soon as Oregon Delegate to Congress Joe Lane and his prospector had disappeared
Rogue River Indians and their relatives: the Umpquas, Shastas, Klamaths, Coquilles and Modocs
went right on pillaging under the leadership of chiefs Sam, John, Enos, and others

JOE LANE RETURNS TO OREGON CITY

Oregon Delegate to Congress Joe Lane, his prestige shining even brighter with the recent victory,
took several sullen prisoners back to Oregon City
Lane reported Major Kearny kept pressure on the natives for more than ten days
Indians had been completely beaten in every fight
Kearny's success was apparent -- fifty Indians were killed and another thirty taken captive
Oregon's new Territorial Delegate to Congress sailed for the nation's capital

FIGHT CONTNUES AT BATTLE ROCK (TODAY'S PORT ORFORD)

J.M. Kirkpatrick and his nine prospectors had avoided an Indian attack for fourteen days
by claiming they were to be removed from Port Orford Harbor by a ship
On the fifteenth morning after landing on the beach the sailors staying atop a seastack rock

were attacked by a group of over 300 warriors -- June 25, 1851

Tututni, a Rogue River Indian chief, was killed at the beginning of the assault
warriors immediately withdrew with their dead chief
they set up camp about 300 feet away from Battle Rock

Prospectors fled north during the night

all survived and with help of friendly Indians they encountered along the way reached Coos Bay

NEWS OF GOLD IN SOUTHERN OREGON SPREADS RAPIDLY

News of the Territorial Governor Joe Lane's [1850] victory over the Rogue River Indians
also brought news of fresh gold finds

Stampede of gold seekers from California rushed to Sailor Diggings in the Umpqua Valley
others from California rushed to Josephine Creek and Canyon Creek in Oregon Territory
California miners converged with the first major influx of prospectors from the Willamette Valley
along the Rogue River where placer discoveries (prospectors sifted sand in search of gold)
created new mining camps such as Applegate, Murphy and Sterlingville -- summer 1851
several more members of the American Rifle Regiment deserted the Army
soon, prospectors swarmed up every gulch along the Rogue River
more and more gold seekers from California rushed to prospective sites

STEAMER *WASHINGTON* ATTEMPTS TO REACH MARYSVILLE (CORVALLIS)

Steamboat service on the Willamette River faced additional competition
firm of Hedges & Barlow were building a new side-wheeler, the *Canemah*,
to compete with the *Washington* and *Hoosier*

Captain Alexander Murray steamed away from Oregon City -- June 26, 1851

Washington went up the Yamhill River to Dayton, where the boat's crew was well-received
leaving the next morning for Salem arrived at about 4:00 p.m. June 27

Washington was welcomed at Salem and saluted with cannon fire

firewood and other supplies were made available to the steamer free of charge

After a stop of two hours *Washington* proceeded about three miles west of Salem
to Cincinnati landing (Eola, Oregon today)

to attract steamboat service the people of Cincinnati dug a canal from the Willamette
to the La Creole River -- *Washington* negotiated the canal without difficulty
here however the upriver journey ended thirty miles short of Marysville

DEMAND IS MADE TO CREATE A NEW TERRITORY NORTH OF THE COLUMBIA RIVER

John Butler Chapman, a young lawyer in Oregon City, gave a speech in Olympia -- July 4, 1850

he demanded a new territory be created north of the Columbia River

he put his idea into print for the first time in a letter to an editor

he wrote that Oregon Territory should be divided north and south along the Columbia River

he further noted the northern part should be called "Columbia Territory"

Agitation to create a new territory north of the Columbia River became openly discussed

OREGON DEMOCRATS PUSH THEIR POLITICAL AGENDA

Oregon Territory Democrats made themselves known as an organization

by holding a caucus of Democratic members of the 1851 legislature -- July 4, 1851
there a central committee was chosen and James Willis Nesmith was named chairman
Oregon Territory's population was preponderantly Democratic
because immigrants came principally from Democratic states

WAGON FREIGHTING BRINGS GOODS TO THE GOLD FIELDS

Rogue River Valley west of the Cascade Mountains was cut off from navigable water
with the construction of roads, wagon freighting enjoyed it's a robust start
as wagons replaced mule trains
agricultural goods and a great deal of other merchandise was shipped by water
from San Francisco to Crescent City, California
where freight wagons were loaded for the interior
During southern Oregon's Gold Rush freighting between Portland and Jacksonville
also took on great importance
traffic operated two ways: farmers in Douglas County in the South
would haul bacon, lard, butter, cheese, and hides to Portland
in exchange for dry goods and groceries

WAGON TEAMSTERS WERE THE THOUGHTEST OF THE TOUGH

Those who engaged in the work of freighting became accomplished in their art
fabulous tales have been told about the skill of teamsters in handling their animals,
in dealing with smug stage drivers as they hurried past a freight train,
in modifying the King's English, and most of all, in wielding the whip
Teamsters were not known for their modesty -- often they gave added support to stories
which extolled a mule skinner's or bullwhacker's accomplishments
At least one agreement was common to all teamsters:
one never admitted hauling less freight for the number of draft animals and the size of his wagon
than any competitor could claim to be able to carry
Wagon freighting, wherever it was done, was hard, dirty, tedious, and dangerous work
it was work which tried a man's patience
only the toughest of the tough ever made bullwhacking or mule skinning his life's work
An immense portion in the building of the West was accomplished by the wagon freighter

SOUTHERN OREGON INDIANS REFUSE TO BE PACIFIED

Migration to Southern Oregon from California and the Willamette Valley was resisted by natives
skirmishes and battles were fought with the Rogue River, Umpqua and Coquille Indians
thirty-eight whites were killed and more wounded
(before winter rains brought a respite to the bloodshed)
as usual Indian casualties were incompletely recorded but beyond doubt soared far higher

FRANCIS A. CHENOWETH CONSTRUCTS A TRAMWAY AROUND THE COLUMBIA GORGE

Rapids of the Columbia River Gorges, Dalles Rapids, Long and Short Rapids and Celilo Falls,
were so swift and treacherous that riverboats could not negotiate them
cargo and people were loaded or unload at either end of the rapids and portaged around

Francis A. Chenoweth and his family moved west from Wisconsin [1849]
they settled at the new community of “Lower Cascades”
located on the north (Washington) side of the Columbia River
at the downstream end of the Columbia Gorge (below today’s Stevenson, Washington)
Chenoweth started construction on a rail-like tramway around the Columbia Gorge’s cascades
variously estimated at two to four miles long running from Dalles Rapids
past the rapids of the Long Narrows and Short Narrows
leaving Celilo Falls as an obstacle yet to be overcome
initial construction along north side of Columbia River was primitive -- July 1851
very long “rails” of six-by-six fir logs were partially faced with strap iron
planking for mules to walk on were laid between the rails
three wooden bridges were constructed
it was easier and more cost effective to use a bridge
rather than fill in earthen embankments to support the track
however, such extensive use of bridging made the road susceptible to being washed out
(almost 300 feet of the road was washed out near its lower landing the first year)
Chenoweth’s tramway carried freight and passengers around The Cascades rapids
one crude four-wheeled wooden flat car with a roof to carry freight and passengers
was pulled by one indifferent mule or by three or four as the load required
this “first improved railroad in the territory” was owned and operated by Francis A. Chenoweth
rather than a corporation -- he charged 75cents 100 pounds
although this was an exorbitant rate at the time business was quite good

WILLAPA BAY OYSTERS ARE INTRODUCED TO THE SAN FRANCISCO MARKET¹⁵

Shoalwater Bay (today’s Willapa Bay) contained wide stretches of shoals or mud flats
rich in shellfish of all kinds
Chinook and Chehalis Indian villages ringed the bay
inhabitants gathered the abundant oysters which they dried for storage and trade
America was in the midst of an oyster craze and there was a huge demand for the shellfish
white settlers who lived at the mouth of the Columbia River
were only a short portage from the south end of Shoalwater Bay
they were attracted by the abundance of oysters
Charles J. W. Russell from Virginia, hired Indians to harvest a load of oysters
and carry them back to the Columbia River
he then introduced the first fresh oysters to the booming San Francisco market
delivering them by steamboat -- summer 1851

WATER LEVEL OF THE WILLAMETTE RIVER DROPS

Willamette River became too hazardous for most steamboats to operate -- last two weeks of July 1851
only *Black Hawk* and the side-wheeler *Columbia* could continue service
Black Hawk remained in service until she was dismantled [1852]
Columbia also was dismantled her hull drifted out with the tide [1852]

¹⁵ Kit Oldham, Essay 5433, HistoryLink.org, March 17, 2003.

Columbia's machinery was saved (and later used on the newly-built *Fashion*)

SUPERINTENDENT ANSON DART NEGOTIATES THE TANSEY POINT TREATY

Clatsop and Nehalem peoples shared harvesting areas such as the Clatsop Plains, a rich berry picking grounds, and visited the same sacred places such as Saddle Mountain they gathered together each summer at the large village near Tansey Point (present-day Hammond) to trade with visiting tribes, socialize and conduct ceremonies

Clatsop and the Nehalem Band of Tillamooks meet with Superintendent of Indian Affairs Anson Dart at Tansey Point near Astoria, Oregon to negotiate a treaty to maintain the peace -- August 5, 1851 these treaties are drawn up with the Clatsop, Wau-ki-kum, Konnaacc, Kathlamet, Klatskania, Wheelappa and Lower Chinook bands of the Chinook people as well as the Tillamooks participating tribes believed the agreements they signed were valid, nation-to-nation agreements

SUPERINTENDENT ANSON DART CONCLUDES HIS NEGOTIATIONS

Thirteen treaties were negotiated with the Clatsop and Nehalem peoples -- August 9, 1851 each group of natives had refused to conform to Congress' plan for them each group was willing to cede the majority of their territory, but insisted on permanently reserving a piece of their home country for themselves they also reserved the right to fish in all usual and accustomed areas

DENNY PARTY CROSSES ON THE OREGON TRAIL TO PORTLAND

Arthur Denny, David's older brother led the exhausted party into Portland -- August 17, 1851 nineteen year old David Denny came west with his extended family his father and mother, brothers, sisters, aunts and uncles cheerful and hard-working, David Denny was well liked especially by Louisa Boren the daughter of David's stepmother David Denny agreed to help John Low herd cattle to (winter) pasture on the Cowlitz River David's older brother asked them to continue north to inspect the Puget Sound country while the remainder of the Denny Party stayed at Fort Vancouver

DAVID "DOC" MAYNARD HITS ON A PLAN

David "Doc" Maynard's welcome was worn out in Olympia thanks to Mike Simmons and his friends desperate for money Doc took work spitting 400 cords of firewood which he accompanied to San Francisco to sell While in San Francisco he decided to try his luck in the gold fields after a few weeks of impatient prospecting and no luck in California his thoughts turned to the widow Catherine Broshear whom he had left behind in Olympia Doc used the money he acquired from the sale of firewood in San Francisco to purchase a cargo of merchandise to open a store in Olympia

STEAMBOAT *MULTNOMAH* SERVES THE UPPER WILLAMETTE RIVER

Side-wheeler *Multnomah* had been built in New Jersey, taken apart into numbered pieces,

shipped to Oregon and reassembled at Canemah, just above Willamette Falls
by Bissell, Maxwell & Gray in Canemah, Oregon
she was 108-feet long with an eighteen-foot beam
Multnomah made her first run to Salem -- August 18, 1851
she operated above the falls for a little less than a year
as her deep draft kept her from the upper Willamette River
(she returned to the lower Columbia River [May 1852] where she developed a reputation
as being a fast boat)

STEAMER *WASHINGTON* IS MOVED TO THE LOWER WILLAMETTE RIVER

Captain Alexander Murray's steamboat *Washington* faced difficulties
when the level of the Willamette River dropped to three-and-a-half feet [July] 1851
in several places she scrapped bottom while the *Hoosier*
was able to continue regular trips to Dayton
Captain Murray hauled the *Washington* around the falls to the lower Willamette River -- August 1851
Washington ran between Portland and Oregon City competing with a small fleet of steamboats
that included *Eagle*, *Blackhawk*, *Major Redding*, *Allan* and *Columbia*
Washington was the largest of the vessels

STEAMBOAT *JAMES P. FLINT* RUNS THE MIDDLE PASSAGE OF THE COLUMBIA RIVER

Daniel F. and Putnam F. Bradford used additional financing provided by a silent partner,
businessman James P. Flint of San Francisco, to purchase parts to a small side-wheeler steamboat
this was brought in pieces from the East coast
pieces of the small steamboat were assembled at The Cascades
by Daniel F. and Putnam F Bradford and another partner, Captain J.O. Van Bergen
she was an eighty foot long steamboat with twelve foot beam and a five foot deep hold
she was christened the *James P. Flint* and Captain J.O. Van Bergen was her master
James P. Flint was winched along the north bank of the Columbia Gorge
she began to operate on the forty mile "Middle Passage" of the Columbia River -- August 1851
traveling between the rapids of the Short Narrows and Celilo Falls
including the village of The Dalles where there was a military post
it was still necessary to portage thirteen miles around Celilo Falls
James P. Flint carried everything and anything
immigrants, household goods, limber, livestock, troops and army baggage

COWLITZ CONVENTION IS HELD TO DEMAND OREGON TERRITORY BE SPLIT

Population north of the Columbia still numbered fewer than two thousand – 1851
one reason for the slow growth, according to northern boosters, was neglect by the legislature
which was dominated by Willamette Valley farmers
territorial legislators were far more interested in feuding with Whig Governor John P. Gains
and the Indians troubles to their south
than they were in the needs of their neighbors to the north
settlers north of the Columbia River were inspired by John Butler Chapman's Olympia speech
demanding the creation of a new territory for their region

Cowlitz Convention was held at a bend in the Cowlitz River
where travel going north and south shifted between land and water
and where a way station in the home of John R. Jackson passed for a country inn
twenty-six delegates assembled at Cowlitz Landing despite travel difficulties -- August 29, 1851
one delegate was James Cochran the foster parent of black pioneer George Washington
Cochran's presence helped to establish a favorable status for free Negroes
(when Washington became a territory in its own right [1853])
delegates declared themselves to be in convention assembled
every legislative district North of the Columbia River was represented
Seth Catlin, known as the "Sage of Monticello [Washington]," was elected chairman
he was one of the few delegates not still in his 20s and 30s
delegates drew up a formal memorial to Congress
asking that a new territory be created in northern Oregon
they also asked for more:

- \$100,000 to build a road from Walla Walla to Puget Sound over the mountains,
- authority to create new counties -- for which they had names already chosen

several reasons for separation from the south were set forth
geographical isolation north the Columbia River was the recurrent argument
region north of the Columbia River received very little benefit from appropriations
political leaders from south of the Columbia River controlled the Territorial Legislature
they kept the benefits of federal appropriations to themselves
Oregon Territory was too large to become a new state
they requested a capital city be placed north of the Columbia River;

Cowlitz Convention sent Congress a Memorial -- 1,500 insistent words written by John Chapman
"to take into careful consideration the present peculiar position of the northern portion of the territory [of Oregon], its wants, the best method of supplying those wants, and the propriety of an early appeal to Congress for a division of the territory."¹⁶

Chapman's Memorial to Congress demanded Oregon Territory be divided at the Columbia River
and "Columbia Territory" be created north of the river
name selected for the new territory was quite specific

Each territory was entitled to one elected nonvoting delegate to Congress

Oregon Territory's Delegate was Joseph Lane who had been territorial governor

he was part of the Democratic organization that firmly controlled politics in Oregon Territory
northern settlers wanted a territorial delegate of their own

COWLITZ CONVENTION MEMORIAL WAS ACCEPTED IN THE TERRITORY

John Chapman's Cowlitz Memorial to Congress was published in two territorial newspapers
the *Oregon Spectator* and the *Oregonian*

both of which had some circulation in the nation's capital

Residents of the Willamette Valley gave their approval to the plan to divide Oregon Territory

Oregon Delegate to Congress Joe Lane was instructed to aid in that process

Cowlitz Memorial made its way to Joe Lane by the slow route of the mail at that time

¹⁶ Lancaster Pollard, *A History of the State of Washington*, P. 107-108.

down the Cowlitz River for a connection with a ship going to California,
then by another steamer to Panama, by land across the isthmus,
and across the Caribbean Sea by another steamer to the East Coast and up the Eastern seaboard

PORT ORFORD SETTLERS DECIDE TO BUILD A ROAD TO THE INTERIOR

Captain William Tichenor returned to Port Orford with the steam propeller *Sea Gull*
three months later then he had promised to deliver more men and supplies
to assist the nine prospectors he had left behind led by J.M. Kirkpatrick -- September 1851
Port Orford settlers decided to blaze a road from the coast to the Oregon-California Trail
William T'Vault led twenty-three men on an exploratory expedition [end of July]
however, rough terrain and limited supplies
caused thirteen of them to give up (by mid-August)
T'Vault and the other ten others plodded on until -- September 1, 1851
when they too decided to quit the effort

BRITISH GOVERNOR OF NEW CALEDONIA IS REPLACED

At the request of Hudson's Bay Company and of a group of independent settlers
Governor Richard Blanshard appointed a three-man council
consisting of Chief Factor James Douglas, Chief Trader John Tod and James Cooper
to guide the Crown Colony of Vancouver Island
this three-man Council first met [August 30], 1851
two days later Governor Blanshard departed from the colony
on the ship *Daphne* -- September 2, 1851

NEW BRITISH GOVERNOR APPOINTED TO LEAD NEW CALEDONIA

British Crown yielded to the demands of the Hudson's Bay Company's London directors
in the absence of Governor Richard Blanshard, the Black Scot, James Douglas
was appointed the second governor of the Colony of Vancouver Island
Governor Douglas was restrained, at least in theory, by the three-man council
which supposedly controlled his actions but in practice restraint seldom occurred
Black Scot named the council members himself -- two members were employees of the company

COAL IS DISCOVERED ALONG PUGET SOUND

California communities were in need of fuel
coal had been discovered north of the Columbia River in the Cowlitz Valley [1848]
several barrels were shipped to California but it was of an inferior quality
coal had also been discovered on the Skookum Chuck River which generated interest in Olympia
there was even talk of building a railway to the Columbia River which never happened
Fur trapper Samuel Hancock while trading with Lummi Indians around Bellingham Bay
learned of outcroppings of black stones in the area
with Indian help he began searching for better coal deposits
he found what appeared to be an important coal deposit along the Stillaquamish River -- 1851
but Lummi Indians refused to let him develop the site

DENNY PARTY SCOUTS SEARCH FOR A SAWMILL LOCATION

David Denny and John Low ferried Low's cattle across the Columbia River
at Fort Vancouver -- September 10, 1851
they drove their herd north over the Cowlitz Trail to the Cowlitz Valley pastures
all the while they searched for a site to establish a logging camp
David Denny and John Low hiked to the tiny village of Olympia (formerly Smithfield)
where they met Captain R.C. Fay and Leander (Lee) Terry
who invited them to ride in their sailboat to the Duwamish River

FATHER PIERRE-JEAN DE SMET ARRIVES AT FORT LARAMIE

After an arduous journey by steamboat and overland, Father De Smet arrived at Fort Laramie
to attend the Council of Fort Laramie to help write a treaty to help bring peace
with the Cheyenne and Sioux -- September 10, 1851
After twelve days of negotiations the treaty assuring peace was signed by many of the chiefs
Father De Smet returned to St. Louis completing his harrowing five month journey [October 22]

MASSACRE TAKES PLACE ON COQUILLE CREEK

Returning to Port Orford after ending their unsuccessful exploratory expedition to build a road
William T'Vault and his ten prospectors hired some Coquille Indians
to take them down Coquille River canoes
when they reached the Coquille Indian village on the coast the Indians paddled ashore,
they surrounded the prospectors and attempted to disarm them -- September 14, 1851
(near today's Bandon, Oregon)
in the ensuing fight the Indians hacked and bludgeoned the white men
T'Vault, still in his canoe, saw **“the most awful state of confusion; it appeared to be the
screams of thousands, the sound of blows, the groans and shrieks of the dying.”**¹⁷
William T'Vault paddled the canoe to the south bank of the river
he and a few others fought their way through the village and into the woods
five of T'Vault's nine men were killed -- Indians suffered no casualties

LUTHER COLLINS LEADS A PARTY OF SETTLERS TO THE DUWAMISH RIVER

Luther Collins and a party of settlers arrived at Elliott Bay
traveling with Luther Collins (about age 37) was his wife Diana (Borst) Collins (about 36)
and children Lucinda Collins (13 or 14) and Stephen Collins (about 7)
three additional adult men made up the party
Jacob Maple (age 53), Jacob's grown son Samuel A. Maple (age 23)
and Henry Van Asselt (age 34)
Members of the Collins Party crossed Elliott Bay to the mouth of the Duwamish River
they began exploring where the river wandered through a fertile valley -- September 14, 1851
(in the vicinity of today's Georgetown section of Seattle)
in a letter published in Portland's *The West Shore* newspaper [February 1876]
Luther Collins, Jacob Maple and Henry Van Asselt wrote they had selected homesteads

¹⁷ Charles Wilkinson, *The People Are Dancing Again, The History of the Siletz Tribe of Western Oregon*, P. 77.

on Duwamish River and each had filed a claim for 640 acres -- September 16, 1851
(in the vicinity of today's Seattle's Georgetown neighborhood)

DENNY PARTY REACHES ELLIOTT BAY

Sailboat carrying David Denny, John Low and Lee Terry

arrived on Elliott Bay -- September 25, 1851

They spent the night at Duwamish Head camped under a huge cedar tree near an Indian village there, according to David Denny, they met Chief Sealth

(or as the settlers pronounced his unpronounceable name, "Seattle")

Next day, they hired two young Indians to paddle them up the Duwamish River when they arrived they liked what they found

TWO SETS OF PIONEERS MEET IN THE DUWAMISH WILDERNESS

David Denny, John Low and Lee Terry returned to Duwamish Head camp -- September 27, 1851

that evening a scow passed by carrying Luther Collins and his family

along with Henry Van Asselt, Jacob Maple, and Samuel Maple

with all of their household goods

Denny party and Collins Party greeted each other as the scow continued toward the Duwamish River where the Collins Party held land claims

DENNY PARTY SELECTS CLAIMS OF THEIR OWN

John Low and Lee Terry selected land for a possible homestead -- September 28, 1851

it was agreed John Low would return to Portland to file the land claims

David Denny wrote a note suggesting that his brother Arthur bring the entire Denny party at once

he sent the message to Portland with John Low

David Denny and Lee Terry remained behind

they used an axe and hammer, the only tools they had, to build a cabin for the Low family

they went to work falling trees and building the cabin on tree-covered Alki Point

(in today's Seattle)

A few days later, Lee Terry headed for Fort Nisqually to borrow a froe

(a tool needed to shave shakes from a bolt of cedar) leaving young David Denny alone

for three weeks, curious but friendly natives watched and occasionally helped

as David Denny labored on the cabin

however, his work came to a halt after he accidentally cut his foot with his axe

STEAMER WILLAMETTE LINKS PORTLAND AND PANAMA

Willamette was a large iron steamer owned by the Pacific Mail Steamship Company of New York

she was built for the company at Wilmington, Delaware

and was brought around Cape Horn under sail as a three-masted schooner arriving -- fall 1851

she was contracted to carry the mail between Panama and Oregon

Willamette was a large ship, 132-feet long, 23-foot beam, and drew 5 feet of water

she was an elegant boat with fine accommodations for passengers and great freight capacity

Willamette began operations between Portland and Astoria under Captain Durbrow

(she was, in fact, much too large for the trade and was moved to California within a year)

STEAMBOAT CANEMAH PLYS THE UPPER WILLAMETTE RIVER

Captain Charles Bennett of California gold rush fame had moved to Salem and built Bennett House
he also was co-builder of the steamer *Canemah* -- 1851
along with Alanson Beers, Hamilton Campbell and John McClosky
Canemah was a sidewheeler with a 135-foot-long hull
she was the fourth steamer constructed on the Upper Willamette River
she was leased by Postal Agent Nathaniel Coe as the first floating post office
Canemah made her first trip up the Willamette River reaching Marysville (today's Corvallis)
where she arrived -- October 1851
Canemah made weekly trips between Oregon City and Marysville for several years
When steamboats reached the navigable headwaters of the Willamette River at Marysville (Corvallis)
direct trade between Portland and China became possible
steamboats enabled settlers to reach local and distant markets with their products

CALIFORNIA NEEDS LUMBER

Gold in California created huge demand for dressed lumber
needed to build and rebuild places such as San Francisco, Sacramento and other California towns
lumber was needed for homes, businesses, ships, stores, wharves, hotels and saloons
wood was scarce around San Francisco
harbors north of San Francisco were blocked by treacherous sand bars
Puget Sound was the location of the closest timber that could be easily transported
dense forests of huge trees grew down to the water's edge
where the shoreline was free of obstacles
small inlets clear of obstacles provided excellent sites for saw mills
deep harbors and small inlets of that region were the ingredients nature provided
for the benefit of the lumber business
Former Provisional Governor George Abernathy built a sawmill at Oak Point
located north of the Columbia River (west of today's Longview)
where he sold lumber at \$60 per thousand feet

PUGET SOUND HAS AN AMAZING SUPPLY TO TREES TO BE HARVESTED

Previous to European settlement
forests had been growing for centuries with little or no interference from humans
mild climate, heavy rainfall, and suitable soil conditions led to this immense growth
Giant trees of ancient forests reached to the water's edge and continued unbroken to the mountains
Northwest land was covered with more than twenty-eight million acres of mature forest
60%-70% of the original forest was gigantic old growth trees
greatest of the trees were the giant Douglas firs averaging 200 feet in height at maturity
with some individual trees topping at 300 feet (30 stories)
Western hemlock, Sitka Spruce and Western Red Cedar added diversity to the forest
these trees produced a forest so thick it could not be penetrated by a rider on horseback
shade loving plants lived on the damp forest floor 100 feet below the canopy

EASTERN LUMBERMEN LEARN OF THE POTENTIAL OF PUGET SOUND

Andrew J. Pope and Captain William C. Talbot were a lumber dynasty
with solid family backing in the prosperous lumber town of East Machias, Maine
they set up business in San Francisco where they imported and sold dressed lumber -- 1851
and they owned their own lumber ships

When they learned of the vast timber resources of Puget Sound, they joined with Josiah Keller
in a venture to build and operate a steam sawmill
in the vicinity of Puget Sound -- November 1851

They returned to their homes in East Machias, Maine to recruit workers and obtain supplies
they added Charles Foster to their company and called their enterprise the Puget Mill Company

In a short time thirty-seven sawmills were in operation on the lower Willamette and Columbia
Puget Sound was free and clear of obstacles and lined with timber

lumber could be shipped to San Francisco with relative ease
(soon lumber mills also were operating to the north at Tumwater, Seattle, Steilacoom,
Cape Flattery, New Dungeness, Port Townsend and other places)

(Today 80% of the original forest is gone -- only 10% to 12% of the existing forest is old growth
that is about 4% of the original growth)

ARTHUR DENNY PARTY LEADS A PARTY TO ALKI POINT

Arthur Denny left Portland aboard the schooner *Exact* -- November 6, 1851

Denny was accompanied by his wife Mary Ann (Boren) Denny and their children

Louisa C. Denny (age seven), Lenora Denny (four), and infant Rolland H. Denny;
with them were John Low, his wife Lydia and their children Mary (age nine), Alonzo (age seven),
John (four) and Minerva Low (two);

Carson D. Boren (Mary Ann Denny's brother) his wife Mary Boren

their infant daughter Gertrude and Carson's younger sister Louisa Boren (age twenty-four);

William Bell and his wife Sarah, their daughters Laura Bell (age nine), Olive Bell (five),

Virginia Bell (four) and infant Lavinia;

Lee Terry's brother twenty-one year old Charles Terry completed the party

Their trip from Portland took a week to sail down the Columbia River
and up the stormy November coast

Exact was overcrowded and everyone was seasick

SETTLERS ARRIVE AT ALKI POINT

One evening suffering chills, David Denny drank a cup of hot tea

he crawled onto a fir bough mattress in a corner of the roofless cabin he had stopped building
and covered himself with blankets for a night's sleep

At daybreak he was awakened by clanking of anchor chains

he arose to the sight of the schooner *Exact* unloading Arthur Denny's Party

David Denny raced down to the beach, cupped his hands around his mouth and hollered:

"Welcome to your new home"

Seattle's founders had arrived -- November 13, 1851

Rainy season had begun

sky was colored dismal gray and a swirling wind blew the mist around

fog hid the long line of Olympic Mountains which were so glorious on a clear day
Families rowed to shore
they could see the little cabin protruding from the deep forest
but the future home of John Low and his family was still unfinished -- there was no front door
because Lee Terry still had not returned with a froe and David Denny was ill
while the men moved the supplies and baggage from the *Exact* and up from the beach
where an incoming tide threatened to wash it away
Exact set sail and disappeared into the shroud of fog
Several of the women, homesick, lonely, cold and wet sat on a log and cried
this was not what they had expected
when their husbands coaxed them into coming west to set up a logging camp

STEAMBOATS SERVE THE WILLAMETTE RIVER

Lower Willamette River was served by a fleet of steamboats running from Portland
where ocean-going ships could tie up to Oregon City below Willamette Falls -- November 1851
because only a few hundred people lived in Portland and Oregon City
competition among the steamboat companies became fierce
Freight was portaged around the falls then delivered to locations on the upper river
by the sternwheelers *Hoosier*, *Canemah* and *Multnomah* each making weekly trips

PORTLAND ACADEMY AND FEMALE SEMINARY IS FOUNDED

Rev. James H. Wilbur left his teaching position at the Oregon Institute at Chemeketa [1849]
he wanted to found a Methodist school at Portland
Rev. Wilbur prevailed on the real estate firm of Chapman, Coffin and Lownsdale to donate a site
Wilbur borrowed \$5,000, cleared land and built Portland's first academy with his own hands
Portland Academy and Female Seminary opened for classes -- November 17, 1851
this school was divided into three sections: primary, male and female student
under Wilbur's direction the school flourished

EARLIEST SCHOOLS IN OREGON WERE SUPPORTED BY SUBSCRIPTION

Generally a little log cabin with shake roof and an earth or puncheon floor
served as the school building
fireplace served for heat and a window or two with cloth covering in winter
provided ventilation
furniture consisted of a split log bench and home-fashioned chairs and table for the teacher
a small bench for water and a dipper -- possibly a washbasin was also provided
some schools had blackboards; all used slates rather than pencils and paper
eventually an outhouse was constructed -- but at first the tall surrounding timber sufficed
Students learn by rote memory
they read a *Reader* over and over, they memorized poetry and they practiced mental arithmetic

LIFE IN PUGET SOUND'S PORT OF ENTRY -- OLYMPIA

Simpson P. Moses, the first collector of customs on Puget Sound for Oregon Territory,
was stationed in Olympia (formerly Smithfield)

he wrote in his diary: November 19, 1851: **“The largest house by far in the town is the Customs House. It is the large two-story house not far from the Northernmost point, and on paper, is designated as being near First and Main Streets, though the streets, to a great extent exist only in the imagination.**

“The Customs House, belonging to Col. [Michael] Simmons, has a little room parceled off for a store, though the stock is small, and a still smaller apartment dedicated as a Post Office. As the Colonel repudiates being ‘learnt’ the Post Office runs itself, or rather half a dozen sworn in as deputies, help themselves and the few who come to inquire for letters. For this Col. Simmons receives the snug little sum of \$50.00 per month.”¹⁸

INDIAN SUPERINTENDENT ANSON DART CONCLUDES HIS TREATY NEGOTIATIONS

Superintendent of Indian Affairs Anson Dart signed a treaty with Clackamas Indians at Oregon City in all, Anson Dart had negotiated nineteen treaties from the time of his appointment as Superintendent of Indian Affairs

Anson Dart then left for Washington City to deliver the treaties he had written -- November 1851 in all Dart had negotiated nineteen treaties with the Indians of Oregon Territory he had acquired about six million acres for the U.S. government at a cost of about three cents per acre his treaties created reservations for Indians within their traditional homelands and provided large annual appropriations for the land ceded to the United States

Word of Anson Dart’s over-expenditures in presents, room and board and salaries for his helpers, and about the provisions of his treaties soon made it to Washington City quickly his authority for making treaties was ended

CAPITOL CONTROVERSY REMAINS UNRESOLVED IN OREGON TERRITORY

Large majority of both Oregon legislative houses, all Democrats, moved territorial capital from Whig-invested Oregon City to the Oregon Institute, a Methodist denominational school, in Salem

Democrats then met for the regular legislative session in the new territorial capital -- December 1, 1851

at the time, perhaps half a dozen families lived in Salem the town bragged of its one general store

however, steamboat service, stagecoach and mail service all united in Salem Oregon Territorial Legislature (that is the Democrats) met in the home of James W. Nesmith both houses of the legislature were organized and went about their official business a frame capitol building was constructed with money appropriated by Congress (but later mysteriously burned)

legislators slept where they could find room

In Oregon Territory, as is other United States territories, appointment of non-resident governors and justices by the president was a source of irritation

TERRITORIAL SUPREME COURT MEETS IN OREGON CITY

¹⁸ Guy Reed Ramsey, *Postmarked Washington*, P. 12.

Chief Justice Thomas Nelson and Associate Justice William Strong, both Whigs, met in Oregon City thus a quorum of the Supreme Court of the territory
was in place to hold its regular term-- December 1, 1851
Associate Justice Democrat Orville C. Pratt sat alone in Salem in defiance of the court

OREGON CITY DELEGATES FORM A RUMP TERRITORIAL GOVERNMENT

Four Whig Territorial House of Representatives members and one Council member held legislative meetings in Oregon City which they maintained was the official seat of government -- December 1, 1851
Oregon City government was recognized by Whig Governor John P. Gaines as the legal government each day for nearly three weeks they solemnly came to order in the nearly empty capital building each day they pretended to be the official government they elected a Speaker of the House, Daniel F. Brownfield
he was the only member of the House of Representatives from north of the Columbia River
he was joined in resisting the change by three other Whig members from southern Oregon they were forced to adjourn each day after a few minutes as they had no quorum
Single Territorial Council member meeting in Oregon City was Columbia Lancaster he had been appointed by Whig Territorial Governor Gaines to represent three northern counties in the Council -- 1851
as the sole member of the Council present in Oregon City he elected himself Council President each morning he declared himself in session
he passed bills sent him by the Territorial House of Representatives
he dispatched Memorials to Congress, praying that the federal government would supply the needs denied his district by the unfriendly Salem legislature
Oregon Whig Territorial Secretary General Edward Hamilton along with two Territorial Justices refused to attend 1851-1852 Legislative session in Salem
Territorial Treasurer L.A. Rice, a Whig, refused to authorize payments for the salaries and expenses of officials meeting in Salem
he resigned his office rather than issue the payments

OREGON CITY RUMP GOVERNMENT HAS A POINT -- EVEN WITHOUT LEGAL STANDING

In fact, Oregon Territory reached from California to Canada, from the coast to the Rockies
an enormous area of 350,000 square miles
Given the slowness of communications no single legislative body could possibly administer to so large an area
even some of the legislators from south of the Columbia admitted as much
Following the unsuccessful attempt by five legislators to convene a minority session of the legislature
Governor John Gaines appealed to President Millard Fillmore, a fellow Whig,
for federal assistance in bringing the Democrats into line

CONGRESSIONAL CHANGES IN THE OREGON DONATION LAND LAW

Congress did implement land law changed to be effective
between December 2, 1851 and [December 31, 1853]:
•land claim sizes were halved again to 160 Acres -- wives received an equal claim,

- claim must be farmed for four consecutive years,
- claimant must be twenty-one years old and a citizen of the United States

OREGON DEMOCRATS IN THE TERRITORIAL LEGISLATURE RESPOND TO GAIN'S APPEAL

Matthew Deady, the leader of the Democrat Salem Clique,
 responded to Whig Governor John P. Gaines' appeal to President Millard Fillmore
 for help in controlling the Oregon Democrats
 Deady appealed to the Democrat-controlled United States Congress for assistance
 he asserted that Salem had been legally designated as the new Territorial capital
 by a majority of the legislature and the judiciary was "fulminating" against the legislature
 while the governor was a proven failure as a chief executive
 Further, the Democrat majority of Oregon legislators asked for a constitutional convention
 to write a state constitution in the event that Congress refused an appeal of the Legislature
 for direct election of territorial officers
 rather than an appointed Territorial Governor and judges

SCHOONER *ROBERT BRUCE* BURNS IN WILLAPA BAY¹⁹

Schooners began sailing directly into Shoalwater Bay
 to obtain oysters from the Chinook and Chehalis Indians
 first effort to deliver oysters directly to San Francisco ended in failure
 when the cargo spoiled en route [fall 1851]
 second attempt by the schooner *Sea Serpent* proved to be a success
 Schooner *Robert Bruce* entered Willapa Bay in search of oysters
 anchored off the east shore not far from the mouth of the Willapa River,
 she began loading oysters
 for some reason, the ship's cook laced the food with a combination of opium and alcohol
 as the crew lay unconscious, he set fire to the ship December 11, 1851
 he took the only rowboat for his escape
 Burning *Robert Bruce* was seen by Bill McCarty who lived on the portage route south of the Bay
 McCarty and his Indian crew had been cutting timber
 they raced to the scene and carried the crewmen to safety
 but the ship was had burned to the water line
 Partners in the venture had lost everything but they built cabins on the beach near an Indian village
 where oysterman Charles J. W. Russell had built a house and trading post
 they began hiring Indians to collect oysters to sell to arriving ships
 soon they had enough money to buy ships of their own
 (this area is still called Bruceport today, and Bruceport County Park is located
 near where the oystermen settled when their ship was burned)

FIRST PUBLIC SCHOOL OPENS IN PORTLAND

Resistance to creating public schools in Oregon was very active
 those who had no children of their own to educate joined with others

¹⁹ Kit Oldham, Essay 5433, HistoryLink.org, March 17, 2003.

who had personal interests in promoting private and denominational schools
Finally a “Free School” was announced in the Portland *Oregonian* [December 6], 1851
school board announced the hiring of twenty-two year old John T. Outhouse (pronounced o-thus)
school opened in the schoolhouse, next door to the City Hotel -- Monday December 15, 1851
four books were to be used: Sander's *Reader*, Goodrich's *Geography*, Thompson's *Arithmetic*
and Bullion's *Grammar*

TERRITORIAL CAPITOL IS MOVED TO SALEM

Charade in Oregon City continued for seventeen days
as the Rump Government sat in the deserted capitol building
in an effort to stop the territorial capitol being moved to Salem
Whigs attempted to find a judicial resolution to the political schism
finally the Whigs gave up their effort to achieve a quorum
they joined the Democrats meeting in Salem -- December 17, 1851

TERRITORIAL SUPREME COURT RULES ON THE TERRITORIAL CAPITOL LOCATION

Legal opinion regarding the location of the capitol was rendered -- December 25, 1851
Territorial Supreme Court stated that any governmental action to move the capital was invalid
two Whig justices of the Territorial Supreme Court who sat in Oregon City
Chief Justice Thomas Nelson and Justice William Strong
gave the majority opinion as they ruled the Omnibus Bill
which designated Salem as the state capitol was void
one justice, Democratic appointee Orville C. Pratt who sat at Salem
sided with Democratic warlord Asahel Bush in battling the Whigs
to move the state capital from Oregon City to Salem
Justice Pratt wrote a dissenting opinion when he said the capitol should be at Salem
(this position was later sustained by joint resolution of Congress)
Oregon Territorial legislature moved back to Oregon City
but Democratic legislators ordered Asahel Bush to print 3,000 copies of Justice Pratt's opinion
and distribute them throughout Oregon Territory

MORE GOLD IS DISCOVERED IN SOUTHERN OREGON

James Cluggage and John R. Poole were mule packers to the California gold fields
they discovered gold in Southern Oregon when they washed color from Rich Gulch
sometime in December 1851 or January 1852
this caused a stampede to the Jacksonville District
village of Jacksonville rapidly reached a population of several hundred
New strikes kept new rushes of Oregon and California miners moving toward new gold fields
rich placer areas (collecting gold off the ground) were discovered
on Jackson Creek, a branch of the Rogue River
other mining centers were located in the same region and mining camps became towns:
Kerbyville, Althouse, Brinton, French Flat, Allentown, and Grass Flats
centers of population were linked first with trails and later with roads
Millions in gold was washed first by panning and sluicing; then ditches were dug by hand for sluicing

gold discovered in Southern Oregon kept the territorial economy at a fever pitch
more and more prospectors pushed in to take up claims in the fertile Rogue River Valley
Chinese immigrants next placered the creeks
they often stayed in camps making the effort to work and rework the gravel bars in the river

STEAMBOAT *JAMES P. FLINT* MOVES TO SERVICE A NEW ROUTE

Little sidewheeler proved to be too small to meet shipping demands
generated on the on the Middle Passage of the Columbia River
between the town of Upper Cascades and Celilo Falls
After less than a year of service, when the busy season was over,
brothers Daniel F. and Putnam F. Bradford winched their steamer back down the Columbia Gorge
along the north bank of the Columbia River to the lower river below the Dalles Rapids
James P. Flint completed the journey downriver to Portland -- January 1, 1852

OREGON DEMOCRATIC LEADERS CALL FOR A CONSTITUTIONAL CONVENTION

Most of the people of Oregon Territory believed the true political power lie with the Democrats
who represented most of the inhabitants
rather that the territorial officers appointed to the governorship, territorial supreme court
and other offices named by Whig President Zachary Taylor
Democratic majority of the legislature approved a Memorial to Congress
calling for dividing Oregon Territory and demanded a “Columbia Territory” be created
this name was quite specific and almost universally agreed to
Michael Simmons was appointed head of a committee to study the proposed split
Oregon legislature authorized the Speaker of the Territorial House the President of the Council
to hold an election calling for a constitutional convention to write a state constitution
in the event that Congress refused the appeal of the Legislature for direct election
rather than appointment of the Territorial Governor and judges -- 1852
some Oregonians viewed this as a power play by the Democratic Salem Clique
to gain more offices and power
United States Attorney General Thomas J. Jennings in Washington City sided with the Whigs
he refused to take action against appointed Territorial officials
who were withholding salary payments to Democratic members of the Salem Clique
Congressional Democrats hoped the United States Supreme Court might overrule this insult
to their fellow Democrats in Oregon Territory

DAVID “DOC” MAYNARD RETURNS TO OLYMPIA

David “Doc” Maynard returned to Olympia in pursuit of widow Catherine Broshear
however, her brother Michael Simmons took exception to the proposed marriage as Doc Maynard
was still married to Mrs. Lydia A. Rickey Maynard and had a daughter, Frances
Doc Maynard opened a store in Olympia with the merchandize he purchased in San Francisco
however, as a businessman he was too generous with both credit and prices
which upset his competitor -- Michael Simmons
a delegation of Mike’s friends suggested to Doc there were advantages to moving his goods
to the mouth of the Duwamish River in Elliott Bay miles to the north

after some conversation Mike agreed to his sister marrying Maynard
on condition that they move the store to some other location
Quickly grasping the situation Maynard listened to the proposal
he had previously struck up a friendship with a visiting Duwamish chief called Seattle
so he knew the natives' patronage could be counted on for business
a new settlement led by the Denny brothers was located at Duwamps on Elliot Bay
also a handful of settlers with Luther Collins had moved into the Duwamish River valley
(Duwamish River is the name of the lower twelve miles of Washington State's Green River)

TERRITORIAL LEGISLATURE CREATES NEW COUNTIES

Three new counties were created by the Oregon Territorial legislators -- January 12, 1852
Thurston County was broken away from Lewis County north of the Columbia River
initially it was proposed to be named Simmons County in honor of Michael T. Simmons
leader of the first party of Americans to settle in the Puget Sound basin
however, prior to passage, the act was amended to change the name
to honor Samuel R. Thurston, Oregon's first delegate to Congress
Jackson County was created to bring law to the gold fields
in the southwest section of the territory
Douglas County was carved from a swath of Umpqua County
this new county was named in honor of Democratic stalwart Senator Stephen A. Douglas

OREGON TERRITIAL LEGISLATURE ADJOURNS

After generating a great deal of political heat and very little light
Oregon's House of Representatives and Council meeting at the Oregon Institute
adjourned -- January 21, 1852

INDIANS KNOW OF GOLD IN NEW CALEDONIA

Gold was known to exist for many years on the Fraser River in New Caledonia (British Columbia)
for years Hudson's Bay Company had been trading lead to the Indians for gold -- ounce for ounce
where the Indians found their gold nobody paid much attention
Hudson's Bay Company kept it as quiet as possible to avoid gold rush prospectors
spoiling their trade with the Indians
Gold was discovered on Vancouver Island and the Queen Charlotte Islands [as early as 1850]
placer finds (collecting gold off the ground) let to a brief boom ([ate 1851]-1852
Hudson's Bay Company Chief Trader Donald McLean procured gold dust from the Indians
living near Kamloops -- [1851-1853]
about the same time, Indians from the Skeena River brought pieces of gold
to the Company's Fort Victoria
gold was found in the Natchez Pass and Similkameen regions in the Canadian interior -- 1852

GOLD IS FOUND IN EASTERN OREGON TERRITORY

Some "pay dirt" had been found in Eastern Oregon Territory (today's Montana)
Major John Owen wrote in his diary "**Gold Hunting found some**" -- February 15, 1852
Gold was discovered by a French Canadian on the Pend d'Oreille and Upper Columbia rivers -- 1852

ALKI POINT SETTLERS SELECT A NEW LOCATION FOR THEIR HOMESTEADS

Arthur Denny, Carson Boren and William Bell found the location of their colony unsuitable
windy exposure, shallow water, and nearly half a mile of beach between tide line and trees
made logging extremely difficult as they discovered while cutting pilings through the winter
there seemed to be a better location at Elliott Bay to the east
even if the nearby hills were very steep there was deep water
and tall trees were available for logging
it was decided that the shore of Elliott Bay offered a better harbor than Alki Beach
They marked claims (from Seattle's present-day Pioneer Square to Belltown) -- February 15, 1852
and named the place "Duwamps"

RUMORS OF COLVILLE GOLD

Father Pierre-Jean De Smet was convinced gold would be found in the in Eastern Oregon Territory
there had been rumors of gold there as early as the (1830s)

Fort Colville received its last Chief Trader, Angus McDonald, the nephew of Archibald McDonald

Angus McDonald noted in his journal: **"I took charge of Colville in 1852 and hinted at the golden geology of that country to our men. I had a little sack of dark sand given to me by a friend in California, which I showed to our men. [Joseph] Morel had been out cutting a large tree for firewood and felt dry. He went and drank freely with his mouth deep into the Columbia. He saw some black sand of the kind I showed him in my little sack. Pulling off his old hat, he put some of the gravel of the beach and water into it, and managed to shake it enough to see several scales of gold, bigger and smaller than a pin-head, that remained in the hat after he poured the water out of it. Private information was sent to a few friends in Oregon about it."**²⁰ -- February 1852

NEWS OF THE GOLD FIND NEAR FORT COLVILLE REACHES THE WILLAMETTE VALLEY

Hudson's Bay Company employees at Fort Colville who were familiar with the gold-bearing sands
of the rivers in California recognized gold in the sand found of the Columbia River

but they told only a few of their French-Canadian friends in the Willamette Valley

These men hurried to Fort Colville and began washing gold from the river shores

Fort Colville Chief Trader Angus McDonald noted:

"A few French Canadians and half-breeds arrived early in the spring and fixed their rocker machines where Morel washed before [at the mouth of Pend d'Oreille River]. They washed about three dollars a day per man."²¹ -- early spring 1852

FORT COLVILLE SEES A GOLD RUSH

News of the gold find on the confluence of the Columbia and Pend d'Oreille rivers quickly spread
the rush was on -- spring 1852

Grave difficulties soon presented themselves as the Colville region was difficult to reach
an absence of adequate land transportation restricted the flow of supplies to the miners
early prospectors brought only picks, shovels, and pans

²⁰ Angus MacDonald, "Few items of the West." Washington Historical, Quarterly, P. 201.

²¹ Angus MacDonald, "Few items of the West." Washington Historical, Quarterly, P. 201.

Gold found here was not abundant
it proved to be difficult to mine without sluice boxes and other equipment
which was not available
Indians, particularly Shoshones (Snakes) and Yakimas, were openly hostile to the miners

EXPRESS BUSINESS EXPANDS IN OREGON TERRITORY

Local farmers were unable to meet the demands of California and Southern Oregon gold miners
who stormed into the Pacific Northwest in the early 1850s
California-based Todd & Co. sold out to Newell & Co. owned by L.W. Newell -- 1852
Newell quickly attracted local competition in Oregon Territory
One local express company had not originated in California:
W.G. T'Vault, Oregon's first postmaster and former *Oregon Spectator* editor,
combined the express and postal service
T'Vault established T'Vault & Co.'s Oregon and Shasta Express -- 1852
with offices at Oregon City, Minersville on Humbug Creek and Humbug City in Oregon
and Shasta City, California

CONCORD COACH -- "FINEST COACH THE WORLD HAS EVER KNOWN"

Concord Coaches were marvelously well made by the Abbott-Downing Company
in Concord, New Hampshire
running gear was strongly held together with parts of iron
coach body was made of well-seasoned ash lumber
it was mounted on very strong three-inch thick oxen-leather straps
straps extended from the curved arms joining the front and rear axles
this construction enabled the passenger compartment to roll rather than bounce and jerk
whenever the vehicle hit one of the countless ruts and holes in the road
low center of gravity kept the coach from tipping -- as often happened with most other makes
nine people could ride inside with two more on the driver's seat
and a dozen or more passengers could be carried on top
in the rear was the "boot" or leather-covered triangular-shaped rack for luggage and cargo

STAGECOACH DRIVERS WERE SKILLED

To drive over the corduroy-planked and dirt roads required dexterity and skill
it was noted: "**Time was when the man who held the ribbons over a six-horse team on the summits of the Sierra and in the canons [sic] of the Coast and Cascade ranges was more highly esteemed than the millionaire or the statesman who rode behind him.**"²²

WAYFARERS RIDING IN A STAGECOACH FACE MANY TRIALS

Transportation by stage in Oregon Territory was for a long time inferior to waterway travel
in going from Oregon City to the Puget Sound area, travelers almost always started by boat
they would sail down the Willamette River to its mouth
then down the Columbia River to the entrance of the Cowlitz River

²² Oscar Osburn Winther, *The Great Northwest*, P.199.

and up the Cowlitz River to Cowlitz Landing or some other desired point from Cowlitz Landing there was no convenient method of travel horseback was the usual means but roads, primitive as they were, conveyed some freight and passenger traffic toward Olympia

FIRST STEAM SAWMILL IS BUILT IN WASHINGTON TERRITORY

Dressed lumber had been shipped from hand-powered sawmills along Puget Sound since [1851] because of devastating fires in California San Francisco investors sent Captain William F. Sayward and John R. Thorndyke to the Pacific Northwest to build a steam-powered sawmill Thorndyke filed on a timber claim of 318 acres on Port Ludlow Bay off Admiralty Inlet near the entrance to Hood Canal approximately six miles south of (today's Marrowstone Island) -- March 1852 Sayward and Thorndyke started building a steam-generate sawmill there their initial mill housed two sash saws capable of producing 3,000 feet of lumber daily trees along the banks of the bay were logged first and then oxen and horses were used to bring more distant logs to the mill Thorndyke named the community that arose to support the mill Port Ludlow

DAVID "DOC" MAYNARD ARRIVES IN DUWAMPS ON ELLOIT BAY

David "Doc" Maynard moved out of Olympia he loaded his trading stock into Chief Seattle's long, graceful, black-painted canoes Doc arrived on Puget Sound -- March 31, 1852 where he found Arthur Denny, Carson Boren and William Bell had filed a claim

PART OF THE ARTHUR DENNY PARTY RELOCATES FROM ALKI POINT

David "Doc" Maynard and his wife moved to Duwamps where they joined Arthur and Mary Ann Denny and their family Carson and Mary Boren, their daughter and Carson's younger sister Louisa Boren William Bell and Sarah Bell and their four children Maynard was willing to open a general store if they would move their claims a little to the north toward the bluffs so that he settled beside the river where he would be close to customers in the Indian village and to the salmon he hoped to pickle for export Denny, Boren and Bell promptly agreed to the move Doc Maynard selected a forested land claim (in present-day Pioneer Square) -- April 3, 1852 he build a log home at the northwest corner of First Avenue South and Main Street he converted the living room into a store he also ran an unsuccessful salmon-fishing station and began a short-lived fish packing business next he opened the first hospital in the Pacific Northwest David Denny, in turn, built a cabin in the woods (near where present Denny Way meets the bay)

ALKI POINT PROVES TO BE A DIFFICULT LOCATION FOR SETTLEMENT

Charles Terry and his brother Lee Terry

along with John and Lydia Low and their children Mary, Alonzo, John and Minerva
remained at the original landing at Alki Point
They named their new home “New York” in honor of Terry’s hometown
Charles established his “New York Store” -- the first store in the future King County
but as reality overcame enthusiasm Terry changed the name to “Alki” (pronounced AL-kee)
Chinook language for “Bye and Bye” or “someday”
However, Elliot Bay offered more potential for development than did Alki Point
Lee Terry returned to the East Coast
Charles Terry and the John Low family joined the others at Duwamps -- mid-April 1852

PRESBYTERIAN PIONEER GEORGE WHITWORTH ATTEMPTS TO FOUND A COLONY

Born in England, George Frederick Whitworth immigrated as a child with his family to America
eventually he became a Presbyterian minister in Indiana
Whitworth conceived the idea of forming a colony of Presbyterians to settle in the Puget Sound area
education, as well as religion, would be a central feature of the endeavor
he outlined in an issue of *The Presbyterian Magazine* -- April 1852
his educational intentions for the colony and his founding philosophy
for Sumner Academy and Whitworth College: **“It is intended that we shall ... establish a good parochial school for the benefit of the children and youth of the colony ... and no efforts will be spared to elevate the character of the school, and to make it an institution of learning of the highest grade ... It shall be a settled principle, that no child or youth, connected with the colony, shall ever be permitted to grow up without the benefit of a good English education, and a thorough religious training.”**²³

Although Whitworth enlisted some fifty families for the colony,
as the time for departure approached, the number had dwindled to fifteen
reports of danger from Indians and disease dissuaded most
cholera along the Oregon Trail was especially devastating in 1852
none of the Whitworth’s recruits completed the trek to the Northwest

BLACK PIONEER GEORGE WASHINGTON HOMESTEADS (IN TODAY’S WASHINGTON)

George Washington left his foster parents James and Anna Cochran at Cowlitz Landing
he crossed into the basin of the Chehalis River and built his own one-room cabin
where the Skookumchuck River joins the Chehalis River -- spring 1851
he was the fourth settler in the area
he established a pole ferry on the Skookumchuck River
George Washington cleared land built a cabin and began farming twelve acres
he operated a way station known as Corban’s Landing
where he opened his home to travelers when nightfall was nearing

BLACK PIONEER GEORGE WASHINGTON FACES DISCRIMINATION

Because of Oregon Territory’s discriminatory land laws black pioneer George Washington
could not stake a claim -- he was technically a squatter without legal title to his land

²³ Alfred O. Gray, *Not By Might: The Story of Whitworth College, 1890-1965*. P. 13.

even so, while he operated his Skookumchuck River ferry and way station at Corban's Landing he fenced off and cleared a twelve acre farm and bought two milk cows in the hope that the law against the settlement of free blacks would change -- 1852

CONGRESS RECEIVES THE COWLITZ MEMORIAL

Oregon Territory Delegate to Congress Joe Lane read John Chapman's Cowlitz Memorial to Congress but was not persuaded his territory, which he had just started to represent, should be cut in two he filed the memorial with the clerk of the committee on territories where it was effectively buried official action of the Congress was slow (nothing was accomplished for two more years)

STEAMER *EAGLE* ARRIVES ON THE LOWER COLUMBIA RIVER

Small iron propeller steamboat called the *Eagle* was brought around Cape Horn on the deck of a ship placed under the command of Captain W.B. Wells and Captain Richard Williams she was put to work running between Portland and Oregon City -- 1852 *Eagle* generated a great deal of money for her owners carrying passengers between the two cities at the rate of \$5 a head

COMMERCE IN OREGON TERRITORY INCREASES THE DEMAND FOR COAL

Businesses in Oregon Territory relied on the unscheduled comings and goings of sailing vessels and "steam schooners" that worked their way up and down the California and Oregon coasts steam schooners were well adapted for maneuvering into what skippers called "dog holes" small coves and rudely improvised harbors where cargoes of lumber and other commodities could be taken aboard for delivery in many parts of the world -- but mainly California lumber led the list of exportable commodities; flour was second in importance Need for coal to fuel steam ships was increasingly significant one of the first attempts to mine coal in (today's Washington) was at (Renton) -- 1852 (this stopped when two miners were killed by Indians the following year) (eventually thousands of tons of coal were shipped to San Francisco annually providing great prosperity to each mining operation)

HUDSON'S BAY COMPANY OPERATED A SMALL STEAMER ABOVE THE CASCADES

Hudson's Bay Company's steamboat *Allan* under Captain Tom Gladwell provided service between The Cascades and Celilo Falls -- 1852 (however, this boat sank off Mitchell's Point [1854])

HUDSON'S BAY COMPANY DEVELOPS COAL RESOURCES IN NEW CALEDONIA

Coal deposits on Vancouver Island developed Fort Rupert was established at north end of Vancouver Island -- 1852 Nanaimo was founded on east side of Vancouver Island as a coal mining enterprise -- 1852

STEAMBOAT *MULTNOMAH* LEAVES THE WILLAMETTE RIVER

Side-wheeler *Multnomah* operating above Willamette Falls moved to a new route

her draft was too deep (six feet) to allow her to reach the upper point of the Willamette
She returned to the lower river -- May 1852
where she had a reputation as a fast boat
making the 18-mile run from Portland to Vancouver in one hour and twenty minutes

NATIONAL INTEREST DEVELOPS IN AN OVERLAND ROUTE TO THE PACIFIC NORTHWEST

In the United States overland routes to Oregon Territory and California state were demanded
to help settle those areas and encourage pioneers squeezing out any claims
that French, English or Russians may have -- 1852
Fort Benton (Montana) was the logical starting point for a trail to the Pacific coast
it had been originally built as an American Fur Company trading post site [1845]
it was named for Missouri Senator Thomas Hart Benton
it was relocated and then rebuilt in Dakota Territory (Montana [1850])
Fort Benton was situated on the east bank of the Missouri River
where navigation upriver became impossible (where the town of the same name is today)
Fort Benton quickly became the center to receive and forward freight

BUSINESSMAN BEN HOLLADAY GOES INTO BUSINESS IN CALIFORNIA

Ben Holladay got his business start selling mules to the government during the Mexican War
he was greatly disliked and was universally described as crude and semi-literate
however, he was also known as an energetic, adventurous man
Ben Holladay traveled to California where he opened stage and express routes
to the north and east -- 1852

OREGON CAPITAL CONTROVERSY CONCLUDES

United States Supreme Court refused to hear the case regarding the location of the territorial capitol
thereby affirming the decision of the U.S. Attorney General Thomas J. Jennings
this left the Democrats in Oregon with the prospect of having to return the capitol to Oregon City
However, before the United States Supreme Court ruling could be enacted
Congress acted on Salem Clique leader Matthew Deady's request for political support
backed by the efforts of Democratic former Territorial Governor
and Oregon Delegate to Congress Joseph Lane Congress passed legislation
declaring Salem the new capital of the Oregon Territory
money was appropriated to pay the Democrat legislators and build a new capitol in Salem
President Fillmore was forced to sign the bills into law -- May 14, 1852
in order to pass other, more politically valuable legislation pending in Congress
(while the controversy will continue to rage for another twelve years until [June 1864]
Salem remained the capitol city of Oregon Territory)
(Democratic Party organization in Oregon had no difficulty electing a large majority
of the members of the next territorial legislature [June 1852])

AMOS SHORT GOES TO TRIAL FOR MURDER

Amos Short had been held for more than year for the killing of two Hudson's Bay Company men
Hudson's Bay Company officer David Gardner and his Kanaka (Hawaiian) servant

he requested his trial be held in Oregon Territory rather than in a British court
Amos Short faced an American judge and jury in Hillsboro, Oregon -- May 17, 1852
where he had been held under house arrest
members of the jury were handed an affidavit
written by David Gardner, one of the victims, before he died that forgave Amos
they also heard eyewitness accounts -- all of the evidence exonerated Amos Short
Amos Short was found to have acted in self defense
in an attitude that reflected the pioneer spirit of the day the Judge Joseph Petrain noted:
“The only trouble I find with you, Short is that you didn’t shoot more of them.”²⁴

STEILACOOM GROWS IN SIZE

Fayette Balch’s general store attracted a growing population to the region
Steilacoom acquired the first post office on Puget Sound
other businesses were established: a pharmacy, brewery, barrel factory, salmon-packing plant,
three sawmills and a burgeoning shipbuilding industry were in operation -- 1852
Steilacoom’s main source of commercial prosperity
was the manufacture and export of lumber to San Francisco

SETTLEMENT ON COMMENCEMENT BAY (TACOMA)

Nicholas Delin, a Swede, was one of the first settlers (in today’s Old Town Tacoma) -- spring 1852
he started the industrial development of the community with a water-powered sawmill
which had cut 550,000 board feet of lumber (by the end of the year)
all destined to be sent to San Francisco aboard the brig *George Emory*

FIRST PROTESTANT CHURCH IS BUILT IN OLYMPIA

Methodist minister Rev. John F. DeVore built the first Methodist Church in Olympia -- 1852
it was said that when soliciting for the project, Rev. DeVore went to a sawmill for a donation
mill owner noted the minister was wearing kid gloves and his Sunday suit
he offered as much lumber as DeVore could carry away in one day
next day DeVore worked from dawn to dusk
he carried enough lumber for a church and a parsonage
(Two years later Rev. DeVore built a second Methodist Church at Fort Steilacoom
Rev. DeVore traveled widely spreading Methodist influence
and starting new churches in the Pacific Northwest)

GOVERNMENT OF PACIFIC COUNTY IS MOVED

When Pacific County formed [1851], the territorial government located the county seat in Pacific City
a small town on the lower Columbia River (southwest of present-day Ilwaco)
this land soon became part of a military reservation
and the county seat moved to Chinook -- 1852
Chinook was a wealthy isolated salmon fishing station along the Columbia River

²⁴ Hillary Brown, *The Life and Times of Ester Short*, P. 156.

ANSON DART'S INDIAN TREATIES ARE SUBMITTED TO CONGRESS

Native Americans were recognized only as occupants of the land -- not as owners
with so many newcomers moving west, federal government officials established a policy
of restricting Native Americans to reservations, small areas of land within a group's territory
reserved exclusively for their use, in order to provide more land for non-Indian settlers
to save them from further violence from the settlers

When Oregon Territory's Superintendent of Indian Affairs Anson Dart's treaties
were submitted to Congress -- July 1, 1852

they were opposed by Secretary of the Interior Alexander H.H. Stuart
because they failed to remove the Indians to the eastern part of Oregon Territory
and, thus, failed to fully clear western Oregon lands for American settlers
all nineteen treaties written Superintendent of Indian Affairs Anson Dart
awaited ratification by the United States Senate

News arrived in Oregon Territory that Congress wanted more time to define its policy toward Indians

DEMAND FOR A NEW TERRITORY NORTH OF THE COLUMBIA GAINS SUPPORT

Gathering of a few settlers north of Columbia River was held in Olympia to celebrate July 4, 1852

Daniel R. Bigelow, a young attorney newly admitted to practice law, gave a speech
he echoed the speech given by John Butler Chapman at Steilacoom [July 4, 1850]
demanding the creation of a new territory out of Oregon Territory
his ideas immediately found favor with the supportive crowd

Getting to Oregon's capital required a several-day horseback journey on the trail to Cowlitz Landing
then down a turbulent stream in an Indian canoe to the mouth of the Cowlitz River
then up the Columbia River in another canoe and into the Willamette River as far as the falls,
it was nearly always three days of travel

Daniel R. Bigelow suggested a committee be appointed
to arrange for a convention to be held at Cowlitz Landing

After the 4th of July Ceremonies were over a general discussion took place
regarding the location of the Oregon Territory capitol city

how much better it would be to have the seat of government right in Olympia
it was decided to call a meeting of delegates from each county north of Columbia River
the reality that northern Oregon had less than a thousand settler -- no one knew just how many
was no deterrent at all to the disgruntled settlers

TABLE ROCK CONFERENCE WITH THE INDIANS ENDS IN DISASTER

Hostilities between the settlers of southern Oregon and the Shasta and Rogue River Indians
flared up -- summer 1852

Oregon Territory Superintendent of Indian Commissioners Anson Dart
sent Indian Commissioner Alonzo A. Skinner to hold a meeting

near a large gravel bar in the Rogue River below Table Rock (at today's White City, Oregon)
Commissioner Skinner persuaded some of the Indians to stack their arms and attend the conference
with difficulty he talked the Oregon Volunteers under John K. Lamerick into doing the same
California Volunteers under Elisha Steele arrived to make matters worse -- July 17, 1852

Steele refused to stack his arms

when Skinner crossed the river to talk to some more Indians
Steele's volunteers attacked the Indians at the conference
one volunteer shot the son of Shasta chief Sullix in the head and a melee broke out
reports of Indian deaths in the incident ranged between four and twenty
after the episode Commissioner Skinner was unable to negotiate a settlement and gave up

U.S. COAST SURVERY STEAMER *ACTIVE* ENTERS NEAH BAY

U.S. coast steamer *Active* under Captain James R. Alden reached Neah Bay
delivering a surveying party under Lieutenant George Davidson and Lieutenant James Lawson
after receiving approval from the Makahs camp was made on shore
near the trading post of Samuel Hancock

Active then proceeded on a preliminary survey up the Strait of Juan de Fuca
to Dungeness and Port Townsend

Lieutenant Davidson established astronomical stations at Port Townsend and Port Angeles
Active returned to Neah Bay where a party of nine surveyors was dropped off to continue their work

Active left for Shoalwater Bay (between Longbeach, Washington and Long Island)

to make a survey there before the close of the season

nine surveyors left at Neah Bay had no means of leaving until *Active* returned

Neah Bay surveying party had a well-armed camp with rifles, cavalry pistols, shot guns
and revolvers although no danger was anticipated

However, after the departure of the steamer a fleet of canoes

containing between 150 and 200 Nootka Indians from Vancouver Island anchored in the bay,
most of them remained in their canoes

leading the surveyors to assume this was a precaution to avoid trouble

surveyors were pleased with the visitors' discretion -- July 1852

However, trader Samuel Hancock was buying fish oil from the Vancouver Island Indians one day
when he overheard a conversation regarding a plot to massacre him and the surveying party
and take the trade goods and weapons

he hastened to inform lieutenants George Davidson and James Lawson of the plot

they immediately loaded all of their weapons, threw up a defensive perimeter
and posted a watch through the night

Hancock and two visitors to his trading post made preparations for an attack and stood guard

During the night some Nootka Indians came ashore and proceeded to the surveyors' camp,

but when they were challenged by guards they retreated to their canoes and departed at daybreak

This plot had originated with the Nootka Indians

no mention of the attempted assault was made to the Makahs by the surveying party
as they knew the Makahs were reluctant accomplices

INDIAN TROUBLES CONTINUE IN SOUTHERN OREGON

During the summer at least eighteen prospectors were killed by roving bands of Indians
clusters of miners struck back hanging various Indians for the murders

often without evidence that their victims were guilty of anything

Indians retaliated, whites responded, and ill-will spiraled out of control -- summer 1852

SOUTHERN OREGON GOLD RUSH IS ON AGAIN

Gold seekers from California rushed across the mountains into the land of the Oregon Modoc Indians crossing the still not yet surveyed Oregon-California border whose location was so uncertain that some men cynically voted in both Oregon and California yet refused to pay taxes to either

Boomtown of Jacksonville, Oregon Territory was the supply center for the gold fields -- 1852 but the real heart of the mining district was the unguessable number of ill-defended tent and log-shanty camps scattered throughout the bewildering maze of canyons

Immigration along the Oregon Trail reached a climax when the greatest flood of migrants in Oregon history poured down the Trail from the East motivated by the warmth of yet-to-be constructed homes and farms promised by the Donation Land Law

most immigrants followed the normal route over the Blue Mountains and down the Columbia no small portion, however, were drawn by talk of gold to take the Applegate Trail south to the Rogue River and its potential riches

OREGON TERRITORY INDIAN TREATIES WERE HEARD IN THE U.S. SENATE

United States Senate heard Oregon Territory Superintendent of Indian Affairs Anson Dart's nineteen treaties -- August 21, 1852

objections of the Indians were added to the complaints received from settlers

United States Senate refused to ratify any of the treaties Dart had negotiated these treaties were tabled in the Senate

presumably this left land titles exactly where they had been before the start of the negotiations that is, in the hands of the Indians

meantime, settlers feeling negotiations had been successful, moved onto the Indians' land

PUGET MILL COMPANY RECEIVES STEAM EQUIPMENT

After construction was well underway on his steam-powered sawmill on Teekalet Spit Captain William C. Talbot sailed the *Julius Pringle* to California with his first shipment of Puget Sound lumber

but this did not come from his Teekalet Sawmill

rather Talbot purchased a supply of pilings from Henry Yesler at Seattle

After the purchase from Yesler Talbot sailed the *Julius Pringle* to San Francisco -- September 1853 en route Talbot encountered his other ship, the clipper schooner *L.P. Foster*, near Port Townsend aboard was his business partner Josiah Keller

L.P. Foster had carried Keller around Cape Horn from East Machias, Maine bringing sawmill machinery and merchandise for a store

Talbot told Keller about the site he had selected for their Puget Mill Company sawmill

INDIANS ATTEMPT TO PROTECT THEIR COUNTRY

More than 2,000 miners had arrived in "Thompson's Dry Diggings" (today's Yreka, California) following the southern route of the old Emigrant Trail -- through Modoc Indian Country

Pit River Indians living in the vicinity of Shasta Lake killed several settlers

In retaliation gold-seekers not familiar with the Indian people traveled in small groups

unprovoked revenge attacks by prospectors took place on Indians who were “in the way” including an innocent Modoc village where men, women and children were killed
Modoc Chief Kintpuash (later known Captain Jack) lost some of his family in the attack
Modoc Indians began a series of systematic attacks in retaliation
one such attack took place on an immigrant wagon train at Tule Lake -- September 1852
located east of the Sierra Mountains and just inside the northern boundary of California
it was said nearly a hundred men, women, and children died at intervals at Bloody Point
where a narrow cliff crowded the wagon road close to the muddy shores of Tule Lake
other pioneers were captured and suffered a fearsome fate

MINERS AND SETTLERS SEEK REVENGE ON THE NATIVES

Word of the Modoc outrages to the wagon train at Bloody Point reached the miners and settlers in Jacksonville, Oregon Territory and Yreka, California -- September 1852
Ben Wright gathered a company of thirty-six miners and settlers from Yreka to recover what captives may remain alive and hunt down the Modoc perpetrators
Ben Wright was a violent man who wore his hair in glossy feminine ringlets about his shoulders an odd trait about which no one in the vicinity ever dared to offer any comment
Ben Wright’s vigilantes camped south of the Modoc Indian village near Bloody Point, California on a peninsula that jutted out into Tule Lake
he tried without success to induce the Modocs to release the missing white victims and to return items they had stolen from emigrants

OLYMPIA NEWSPAPER *COLUMBIAN* BEGINS PUBLICATION

(Four newspapers were in operation south of Columbia River before [1852])
two printers, Thornton F. McElroy and James W Wiley,
launched a weekly newspaper in Olympia
they purchased the small Ramage printing press that had printed the first book in Oregon, parts of the Bible in the Nez Perce language [1839],
and the first edition of the *Oregon Spectator* in Oregon City [1846]
McElroy and Wiley gave their paper a name they hoped would be prophetic: the *Columbian*
this was the first newspaper north of the Columbia River

FIRST ADDITION OF THE *COLUMBIAN* HITS THE STREET

Dateline: Olympia, Puget Sound -- Saturday, September 11, 1852
primary interest of the *Columbian*’s printers were obvious
they advocated splitting Oregon Territory along the Columbia River
and demanded a new territory north of Columbia River
they were devoted to the interests of Oregon in general
and the territory north of the Columbia River in particular
cost: fifty cents per year
Front Page consisted of:
•a two column essay on Japan copied from an Eastern newspaper,
•an adventure story set in Rio de Janeiro,
•advice on how to submit material,

- an attempted humorous essay on marriage

Page Two held a story on the death of Senator Henry Clay [deceased June 28, 1852]

Page Three:

•provided an editorial on the need to split the territory in which it was stated: **“We are warranted in saying that the country bordering the Sound has no superior on the continent for the various pursuits of husbandry -- farming, grazing, and horticulture. Her magnificent forests of valuable timber -- with mineral resources, which are constantly being developed -- an extent of country capable of supporting almost countless population -- the Sound, itself, destined to become the great commercial mart of Oregon, if not the Pacific coast -- a climate of the most congenial character.”**²⁵

- local news:

between [November 15, 1851] and [January 30], 1852

thirty-eight vessels arrived and departed Olympia

Brig *Exact* dropped off twelve settlers -- [November 1851]

•also the following letter was printed: **“Our section of the country at present is difficult to approach by land, owing to the pugnacity of inhabitants, and our consequent present inability to open good roads. This defect, however, is growing smaller by degrees and beautifully less, and Congress has, I believe, recently made appropriations for the opening of two military roads, one from the valley of the Yakima cross the Cascades Range, and the other from the Columbia River to Puget’s Sound.**

“These roads would be a great value for a military point of view, because having an armed force at each of these points would mean assistance could be had immediately to crush any insurrection of the savages. The absence of such roads now might cause ruinous delay.

“Let these roads be made, and in a few years I assure you that there will be enough of us here to defend this region against all foes civilized or savage. Do not imagine that I speak under the rose on this subject. I deal simply with facts. I can arrive at but one conclusion, which is that this Puget’s Sound country will be one of the most important and interesting agricultural and commercial points in all the land shadowed by the Stars and Stripes.”

Page Four provided a long 4th of July oration by Daniel R. Bigelow at Olympia on the need to form a new territory which took up most of the page

SCHOONER *CYNOSURE* BRINGS SMALL POX TO NEAH BAY

Schooner *Cynosure* owned by Enos Fowler of Boston sailed from San Francisco

she arrived at Neah Bay with two Makah Indians and a white man sick with smallpox

Members of the Makah village soon fell ill and spread the contagion among their people

who died by the scores as the beach at Neah Bay became strewn with the unburied bodies

as the Makahs were no longer able or willing to attend the sick or bury the dead

Not being able to control the disease, the Makahs attempted to run away from the scourge

they fled to Vancouver Island where they contaminated the Nootka people

At the end of six weeks the disease abated but the Makahs had lost a large percentage of its members and suffered from untold grief and despair

GEORGE WASHINGTON BUSH IS ESPECIALLY HELPFUL TO IMMIGRANTS

²⁵ Lancaster Pollard, *A History of the State of Washington*, P. 108-109.

George Washington Bush and his family used their Bush Prairie farm's produce to help new arrivals this was especially important when the arrival of large numbers of emigrants exhausted most of the region's grain harvest

Bush's farm was one of the few with supplies available -- fall 1852

Ezra Meeker, who was among the 1852 arrivals recalled that George Washington Bush gave out nearly all of his crop that year

those with no money were told: **"Pay me in kind next year"**²⁶

those with more were told: **"Don't take too much -- just enough to do you"**²⁷

Oregon Territory's discriminatory land laws remained a real concern for George Washington Bush however, many friends did not forget his kindnesses

they created an uproar heard all the way back to the nation's capital

BENJAMIN LOUIS EULALIE DE BONNEVILLE RETURNS TO THE FAR WEST

Soldier, explorer and fur trader Ben Bonneville had ended his western adventures [1836]

he now returned once again to Oregon after successful service in the Mexican War -- 1852

this time as Commandant of the Military Reservation -- 1852 [-1855]

he was ordered to take command of Camp Columbia on the parade ground of Fort Vancouver

Intensive development of the military reservation was accomplished under Colonel Bonneville

he also mapped the military reservation

SCHOOLS INCREASE IN NUMBER NORTH OF THE COLUMBIA RIVER

Mrs. Clark Short was the teacher in a tiny log cabin school

in a brush patch just North of Fort Vancouver -- 1852-[1853]

shortly after Mrs. Short's school began another school opened at Camp Columbia -- 1852

Olympia saw its first school when A.W. Moore, the first post master on Puget Sound,

also served as the first teacher -- fall 1852

this school's roof caved in under four feet of snow -- [night after Christmas 1852]

(this building was followed by two more schools in the Olympia area the next year)

Several additional schools soon opened north of the Columbia River

but as quickly closed for lack of funds

TEACHERS HAD ONLY INFORMAL TRAINING

Teachers could be almost anybody who seemed above the ordinary

educational preparation ranged from the bare fundamentals to doctors and lawyers

salary ranged from as low as the teacher would accept to as high as the community could afford

School term was short -- usually not more than three months

many schools closed when roads became impassable (in winter)

Attendance was irregular -- children were kept home to work

²⁶ Ezra Meeker Papers, Manuscripts, Special Collections, University Archives (University of Washington Libraries, Seattle, Washington). Ezra Meeker, "Biographical Sketch of George W. Bush,"

²⁷ Ezra Meeker, "Biographical Sketch of George W. Bush," Ezra Meeker Papers, Manuscripts, Special Collections, University Archives (University of Washington Libraries, Seattle, Washington).

U.S. FOURTH INFANTRY ARRIVES IN OREGON TERRITORY

(U.S. Fourth Infantry under General Zachary Taylor had fought with distinction during the Mexican-American War [1846-1848])

Captain Robert E. Lee and Lieutenant Ulysses S. Grant both served in the Fourth Infantry after the war the U.S. Fourth Infantry was assigned briefly to Camp Jeff Davis, Mississippi before being sent to garrison duties at several different points in New York and Michigan 1,100 officers, men and camp followers were ordered to Oregon Territory [July 5, 1852]

they were to take the SS *Ohio* to Aspinwall on the Isthmus of Panama they arrived at the height of the rainy season and cholera was raging transportation across the Isthmus was lacking jungles, mountains and rivers were difficult to cross cholera decimated the Army as well as the families who accompanied the men)

Major Gabriel J. Rains, Commander of the United States Pacific Military District, arrived at Columbia Barracks with a portion of the U.S. Fourth Infantry -- September 20, 1852 this post had been constructed by the First Regiment of the First U.S. Artillery Company L under Major John Hathaway [1849]

(Gabriel Rains later served in the Confederate Army as a brigadier general)

Columbia Barracks served as the Pacific District Headquarters

Fourth Infantry regiment was reduced in numbers by sickness crossing the Isthmus of Panama those who survived were not fit for service -- however, the new arrivals were fortunate they had nothing to do but make themselves comfortable for the [winter]

Captain Ulysses Samuel Grant was a thirty year old West Point graduate

he had hoped for a cavalry assignment but instead he was placed in the infantry

he was sent first to St. Louis -- he then participated in the Mexican War

he was next assigned to several army posts in New York and Michigan

and finally to Columbia Barracks with the U.S. Fourth Infantry

he was so far removed from civilization that he decided to leave his wife and family behind

Columbia Barracks at the time was described by Delia B. Sheffield (young wife of another soldier):

“My first impression of Vancouver was a dreary one and a feeling of homesickness came over me as I saw only a few old dilapidated log huts inhabited by half-breeds. But when we reached the garrison and I had a good view of the grand old Columbia river and the snow-clad peaks of Mt. St. Helens, Mt. Adams, and Mt. Hood, looking like giant sentries, I felt as if I could battle with the pioneer life of a new country.

Life at Vancouver in 1852 and for several years later was of a very simple and primitive sort. Luxuries were not to be had and the necessities of life were costly; eggs cost a dollar and a half a dozen, potatoes nine dollars a sack, and flour twenty-four dollars a barrel. Carpets were unobtainable, all furniture was rude and home-made, and fortunate were those who could secure pieces of furniture that had been brought across the plains, or around by the Isthmus.”²⁸

UNITED STATES INFANTRY POSTED IN THE WEST IS AT A DISADVANTAGE

²⁸ *Reminiscences of Delia B. Sheffield*, University of Washington Press, 1924, 16 pages.

Infantry (foot soldiers) replaced the Calvary (horse soldiers) in most Western outposts
each man carried a knapsack, bed roll, poncho, ammunition, ammunition belt and rifle
as he tried to capture unencumbered Indians on horseback
fine points of marksmanship were not taught by the Army
individual shooting skill was unimportant -- shooting at moving targets was unheard of
officers preferred volley fire and saber charges
Indians generally refused to come close enough to cooperate

PUGET MILL COMPANY ADVERTISES FOR WORKERS

Even before the Puget Mill Company steam sawmill was ready for operation
Josiah Keller inserted an item in the weekly *Columbian* (Olympia) -- September 24, 1853
with a list of the goods in the store and a call for crews to cut timber and mill lumber

EZRA MEEKER ARRIVES IN OREGON TERRITORY

Ezra Meeker was born in Huntsville, Ohio [December 29, 1830]
during his childhood he had little formal education -- he preferred the outdoors
Ezra married his childhood sweetheart Eliza Jane Sumner [May 13, 1851]
they settled on a farm they rented in Iowa but the cold winter
and the urging of Ezra's older brother Oliver were enough to convince Ezra and Eliza Jane
to move west with their then month old son Marion
Ezra, his family and his brother Oliver arrived in Portland -- October 1, 1852
he became very dissatisfied with the government of Oregon Territory
Ezra and his brother Oliver traveled to Puget Sound in search of land to farm near water
fewer than 500 settlers lived along the sound with more than 100 of these in Olympia
Meeker brothers' first vision of Puget Sound was of mud flats exposed by low tide
they met friendly Indians who sold them clams and showed them how to cook shellfish
one of the Indians was hired to guide them around the region in search of farmland
they entered the Puyallup River and camped (at present day Puyallup)
huge trees there made clearing land for farming difficult
they decided on McNeil Island across the water of Puget Sound from Steilacoom
where the village would provide a ready market for their farm products
Oliver began work on a cabin (at the site of McNeil Island Corrections Center)
while Ezra returned to the Willamette Valley to get his family and possessions
they returned to the cabin Oliver had built overlooking the water and Mount Rainier
(Ezra Meeker lived a long, adventurous, successful life repeating his adventure several times:
•Meeker returned East over same route painting inscriptions on landmarks along the trail [1906]
•he repeated his performance [1910]
•he traveled over most of the trail once again by auto [1916]
•and finally he traveled by airplane [1924]
•Meeker went on to become a prominent pioneer leader and author of numerous reminiscences)

COAL IS DISCOVERED ON THE SHORES OF BELLINGHAM BAY

William Prattle arrived at the San Juan Islands -- 1852
he had come from San Francisco to cut timber for California's building boom

following the Gold Rush
while in the San Juans, Prattle heard Indian reports of coal around Bellingham Bay
coal was commanding a high price in San Francisco
eager to take advantage of an economic opportunity he decided to investigate these reports
William Prattle landed on the shores of Bellingham Bay before any pioneers had settled in the area
while exploring Bellingham Bay found promising coal deposits (along the Fairhaven shore
near the present-day Chrysalis Inn & Spa on 10th Street) -- October 1852
Prattle then traveled to San Francisco to raise funds
finding two partners they formed the Puget Sound Coal Mining Association

THE *COLUMBIAN* PUSHED FOR DIVISION OF OREGON TERRITORY

Three themes were stressed in the first year:

- wonderful possibilities of Puget Sound Country,
- need for construction of a wagon road over Cascade Mountains
to Fort Walla Walla (today's Wallula, Washington),
- creation of an independent territory north of the Columbia River to be called Columbia

Newspaper aggressively promoted "Columbia Territory" even before there was any assurance
that northern Oregon would be allowed to secede

Columbia's editors gave a picture of life in Washington as they reported that they had **"...informed our readers of the dissolution of Oregon -- our establishment as a separate Territory -- of a large acquisition of population -- the spread of intelligence -- the organization of schools -- a heavy accumulation of commerce -- a corresponding increase of agricultural products -- the erection of many mills and handsome houses -- the opening of new farms -- the extension of fisheries -- the making of new roads, particularly that across the Cascade Mountains, and the commencement of surveys for a route for the Northern Pacific Railroad. We have chronicled the marriage of twenty-two persons, the death of eight by disease, nine by drowning, one by falling from a tree, one by murder and two by suicide. Marriages would have been more frequent if there had not been such a scarcity of ladies."**²⁹

An article addressed to those planning to move west -- October 9, 1852

it was promised that **"a territorial government will be organized for northern Oregon as soon as practicable, when we will have a market of our own -- a governor, federal officers and a legislature of our own -- a delegate in Congress of our own and finally a STATE of our own. ...Your assistance is wanted in the settlement and improvement of the country -- the organization of our territory and in the formation of a state."**

In a later issue the *Columbian* confidently predicted that

"legal divorce from the south is inevitable"

OREGON TERRITORIAL DELEGATE TO CONGRESS JOE LANE WAS IN WASHINGTON CITY

As the Delegate to Congress from Oregon Territory Joe Lane made every effort to secure
military protection for emigrants who were continually arriving -- 1852

Lane also directed his energies toward passing an appropriate land law
(Later Joe Lane ran as the Vice-Presidential candidate with John Breckenridge

²⁹ Lancaster Pollard, *A History of the State of Washington*, P. 152.

in the race against Abraham Lincoln and Hannibal Hamlin [1860])

DUWAMPS RECEIVES AN IMPORTANT NEW RESIDENT

Henry Yesler from Maryland arrived in Duwamps -- October 1852

he was an older man than most new-comers -- perhaps forty or more

with a solid frame, heavy features and calculating eyes

he had visited Portland the year before intending to cut lumber for the California trade

but the dangerous Columbia River sandbar had discouraged him

if Duwamps was a better choice, he was prepared to move in with a steam sawmill

Hastily the town founders readjusted their claims

so that Yesler could have a thin stretch of land from the Elliot Bay waterfront up into the timber

beyond their claims, his claim could expand out to take as many acres of trees as the law allowed

Satisfied with this proposal, Yesler went to San Francisco to acquire his steam-powered sawmill

he left others to build a long, open shed to house the machinery and a solid log cookhouse

complete with the biggest fireplace in the region

DUWAMPS BECOMES THE HOME OF THE FIRST SKID ROAD

Henry Yesler brought the second steam-powered sawmill to Washington Territory

and set up operation in the settlement of Seattle

Loggers developed this method to bring the timber from the nearby hillsides to the mill

skid roads were built by first clearing a path through the forest to the water's edge

partially buried logs were placed across the path like ties on a railroad

these cross-ties (skids) were painted with grease

fallen logs were skidded over the top to avoid hanging up on rocks or being mired in the mud

teams of oxen or work horses pulled long "turns" (chains) of logs over the skid road

Henry Yesler was credited with building first skid road

he skidded logs purchased from David "Doc" Maynard from the woods on surrounding hills

Yesler's skid road used oxen to drag logs to his mill on Elliott Bay -- October 1852

(Seattle owes its existence to lumbering and shipping

they were the most important economic and social factors in its early development)

(after it was no longer used for skidding, this road became the main street in the settlement

Skid roads later came to mean that part of town where loggers hung out (Skid Row)

rough and tough loggers were proud to be associated with the name

every logging town had a Skid Row where working men gathered

to brawl, booze, gambol and womanize)

ANOTHER PUSH IS MADE FOR A NEW TERRITORY

United States District Court convened in the Cowlitz Valley

at the home of John R. Jackson near Cowlitz Landing -- October 1852

So many pioneers were on hand

that Major H. A. Goldsborough, one of the most vocal of Columbia Territory advocates,

called a spontaneous meeting to consider holding a second convention

to create a new territory

out of this discussion came a call for delegates to be elected in every part of northern Oregon

to attend a convention in Olympia

COLUMBIAN BEGAN A CAMPAIGN TO GENERATE INTEREST IN THE CONVENTION

Columbian promoted the upcoming convention enthusiastically

it raised its editorial voice to a shout with the biggest type it had:

“CITIZENS OF NORTHERN OREGON!”

It behooves you to bestir yourselves to claim your independence from the territorial authority exerted over you by the Willamette Valley. Call meetings in your several precincts; memorialize Congress to set us off; exhibit our grievances both in omission and commission under which we have suffered from all departments of government and that body will be compelled to regard your prayer.”

CALL IS MADE FOR DELEGATES TO BE SELECTED FOR A CONVENTION

Public meeting of Oregon Territory inhabitants living north of the Columbia River was held at the Jackson Prairie courthouse on Cowlitz Landing-- October 27, 1852

this meeting resulted in a resolution being passed to appoint and send delegates to a general convention to be held in Olympia

Some Americans living along the Columbia River objected to the Olympia location

Oregon City was more convenient for them than Olympia would be

these demands by the more southerly Delegates forced the location to be moved from Olympia to Monticello located along the west bank of the Cowlitz River near the confluence with the Columbia River

(within what is now the present-day city of Longview, Washington.)

Monticello was meant to assure good attendance from those living along the Columbia River even though they could not be expected to be as eager to split off from southern Oregon as those who lived far away on Puget Sound demanded apparently the major concern was the number of delegates rather than their opinion

COLUMBIAN CONTINUES ITS CAMPAIGN FOR A NEW TERRITORY

Columbian was determined that attendance at the Monticello Convention be substantial

realizing that the more names on a petition to Congress the more attention it was likely to receive

Under the heading **“PREPARE! PREPARE!”** printers Thornton F. McElroy and James W Wiley

explained that the meeting was to be held at Monticello far down on the Columbia River a hundred miles from Olympia

Columbian said territorial voters should meet in every precinct and elect delegates and alternates

there was to be no limit on number: **“Let all be appointed who can possibly attend”**

Newspaper warned that **“if we should fail again”**

(referring to lack of action after the Cowlitz Convention)

southern Oregon might achieve statehood before another attempt at separation could be made

and **“in the settlement of her boundaries, serious encroachments may have been made upon territory which nature designed should be incorporated with our own. We must be vigilant and active in arranging matters for the crises before us. Again we say, PREPARE! PREPARE!”**

Tone of the next issue of the *Columbian* reflected the fear of its printers that the convention

might not be well attended and therefore would not impress Oregon Territorial Delegate Joe Lane and his colleagues in congress

“TURN OUT! TURN OUT!” shouted the headline

“ACTION! ACTION!” -- time was growing short and convention delegates must be elected

Of utmost concern, the *Columbian* explained, was that southern Oregon

would receive all of the favors from the federal government

because all the territorial officers were down there

and because even the existence of northern Oregon might not be known in the national capital

only through action at the Monticello Convention could their existence be made known

Columbian printer Thornton F. McElroy realized that travel at any time was difficult

and (in November) the trail to Olympia would likely be deep in mud

he urged those who lived along the route to help care for travelers going on foot or by horse

to Cowlitz Landing and resting there before continuing down the twisting course

of the Cowlitz River for another thirty miles by canoe or bateau to Monticello

NATIONAL ELECTION CHANGES THE POLITICAL DYNAMICS IN OREGON TERRITORY

Whig President Millard Fillmore had taken office after the death of General Zachary Taylor

Taylor and Fillmore did not even meet until after the election and they did not get along well

as a result Fillmore was excluded from any major role in the administration

President Taylor's entire cabinet resigned after his sudden death

Fillmore sided with Democratic U.S. Senator Stephen Douglas in a series of bills

that became the Compromise of 1850

he also supported the Fugitive Slave Act that allowed for the capture and return of runaway slaves

in the United States was unpopular in the North [1850]

President Fillmore was so unpopular that the Whig Party refused to nominate him for office

General Winfield Scott and William Alexander Graham were selected

Democrats ran “darkhorse” candidate Franklin Pierce and his running mate William R. King

Pierce outlasted the Democratic front-runners although he had not received a single vote

on the first ballot of the Democratic Convention

It was a lackluster campaign as the Whigs and Democrats ran on almost indistinguishable platforms

quickly the contest became one of personality

lack of personality by either candidate resulted in the lowest voter turnout since [1836]

Franklin Pierce won in a landslide besting General Winfield Scott -- November 2, 1852

he entered office without a Vice-President as William R. King had died without taking office

(King County, Washington was named in his honor

before the honor was changed to Dr. Martin Luther King [April 19, 2005])

DEMOCRATS IN OREGON TAKE POLITICAL CONTROL OF THE TERRITORY

Whig leadership in Oregon Territory was removed by the election of 1852

Oregon Democrats became convinced that a pervasive political organization was necessary

Local Democratic Party control was consolidated in the hands of a few men of the “Salem Clique”

Asahel Bush of the *Statesman* dominated their political policy decisions

“Salem Clique” was arrogant and strongly partisan

and resented interference from the Eastern Democratic establishment

it was rumored Oregon Democrats might establish a republic
to resolve the national slavery question in favor of slave holders

VOLUNTEER BEN WRIGHT HAS LITTLE SUCCESS DEALING WITH THE MODOC INDIANS

After remaining for two months in their camp on a peninsula that jutted out into Tule Lake
Ben Wright's Yreka, California vigilantes motivated by desires
to rescue the missing white victims and collect the items stolen
from the emigrant wagon train at Tule Lake changed their tactics
when some of his men returned from Yreka, California with a supply of food,
Wright invited the Modocs to his camp for a feast and a peace talk
but Indians suspected he had put strychnine in their food and would not eat it
Wright moved to the north end of Tule Lake by Lost River Bridge
just inside of the Oregon border and camped next to a Modoc village -- November 14, 1852

CALIFORNIA VOLUNTEER LEADER BEN WRIGHT ATTACKS THE MODOC INDIANS

As Modoc Indians dried meat for the winter -- morning November 15, 1852
Ben Wright walked calmly into the village, threw open his coat, and began firing
Chief Captain Jack's father, who was then primary chief of the Modoc Indians,
was unarmed in the camp when he was gunned down by Ben Wright
Wright's gun shots were a signal to eighteen Yreka volunteers
concealed around the village and on a nearby bluff to open fire too
Modocs panicked some jumped into the lake and drowned
others ran into the tall tulle reeds bordering Tule Lake
but Wright's posse searched and hunted the frightened natives down
when flushed out of their cover the Indians were shot
Indians formed a line and sent a shower of arrows at the volunteers but they aimed too high
after emptying their rifles, Wright's men dropped their rifles and charged, revolvers in hand
Continuing to flee the natives took refuge in the Lost River
Wright's men took long poles from the teepees -- those hiding in the river were poked out
and shot as they struggled in the water
to avoid the bullets the Indians would dive and swim beneath the surface
but watching the bubbles rise as they swam, the men shot them when they came up
only five of the forty-six Modocs in the village escaped -- the rest were killed
(other accounts go as high as ninety Indians killed)
Remaining remember of the immigrant wagon trains were safely escorted over the mountains
it was said Ben Wright's men counted twenty-two mutilated immigrant bodies along the trail
another company from Jacksonville found fourteen more
other rumored victims, mostly women and children, had vanished without a trace
But Ben Wright was not finished

BEN WRIGHT EXPANDS HIS KILLING SPREE

He traveled all through Klamath Indian country killing Indians wherever he could find them
he went through Goose Lake Country where he killed Paiute Indians wherever he got a chance
At least thirty, or as many as forty, Indians were massacred and scalped

Ben Wright's posse rode joyfully back to Yreka, California
waving their trophies from the muzzles of their rifles
Yreka gave Wright and his men a big dance
Oregon Territory Superintendent of Indian Affairs Anson Dart arrived on the Tule Lake scene
he and his commissioners spent time negotiating and enforcing a peace
despite continued efforts by miners and settlers to instigate war with the Indians
Anson Dart was told not to negotiate any more treaties except as necessary to keep the peace

DUWAMPS RAPIDLY EXPANDS

San Francisco had been destroyed by six fires between [December 24, 1849, and July 22, 1851]
each rebuilding increased the demand for wood
for pilings, ship spars and heavy squared timbers a man could hew with a broadax
for the deep-scented cedar shingles that practically anyone could "rive (shave) with a froe"
during the time of year when there was nothing else to do
Arrival of more and more loggers and settlers homesteading in growing California villages and towns
increased the need for farm produce
Arthur Denny started the first milk delivery and express service at Duwamps
using the settlement's first horse: Old Tib
Arthur soon opened the second store in the town rivaling David "Doc" Maynard
Dexter Horton, a clerk in Arthur Denny's store, accepted cash from loggers, trappers and sailors
which he placed in individual sacks labeled with the owner's name for safe keeping
he stored the sacks in the bottom of the coffee barrel
Horton's coffee barrel banking system emerged into the town's first formal bank
Doc Maynard, not enamored with the name Duwamps convinced the early settlers
to name their town Seattle in honor of the Great Tyee (chief)
who passively watched them with interest but not alarm -- Duwamps became Seattle

MANUEL LOPES, BLACK PIONEER, SETTLES IN SEATTLE

Born in Africa [1812] he was believed to have been kidnapped from Africa and enslaved
before he arrived in Massachusetts
next he reportedly worked as a sailor in New England
Manuel Lopes made his way to Seattle
when he arrived he promptly started a barber shop on 5th Avenue -- 1852
complete with the first barber chair brought to Seattle around Cape Horn
soon he also operated a restaurant in the same building as the barber shop
Lopes was well known for his generosity towards working men
he often gave meals and lodging to them even when they could not pay
Manuel Lopes, in addition to his unique personality, was a devoted snare drummer
who announced meal times at his restaurant with drum solos
even though he was foreign born, he was an avid patriot
every Fourth of July celebration he and a fife player named Kelly
marched around downtown playing patriotic tunes

COLUMBIAN CONTINUES ITS SUPPORT FOR A CONSTITUTIONAL CONVENTION

"Rally! Rally!" "On to the convention!" shouted the *Columbian* -- November 20, 1852

by then some of the delegates were already on their way to Monticello

including a few who had settled only the year before on Puget Sound

at Duwamps and New York Alki -- even more distant Port Townsend sent a delegate

Help was necessary to get the delegates to the convention

Columbian urged, and **"inasmuch as dollars are not plentiful in this region...and as many of our delegates will have to incur considerable sacrifice in order to attend the convention, it is to be hoped that the good people along the routes -- Warbassport, etc., instead of desiring to turn the necessary means for reaching Monticello at a profit, on the contrary...will endeavor to make the expenses of the delegates from the interior as light as possible."**

Quincy Brooks, one of the delegates, was surprised to find Edward J. Allen at Cowlitz Landing

Brooks had known twenty-two-year-old Allen in the East

Allen was invited to accompany the group back to Monticello and take part in the convention

Allen said he could hardly qualify as a citizen of Oregon as he had just arrived

Brooks assured him this made no difference as what was needed was numbers -- not delegates

Allen, to be obliging or just for the fun of it, went along

MONTICELLO PROVIDES LITTLE RELIEF TO THE CONVENTION ATTENDEE

Monticello consisted only of six buildings:

- Harry Darby Huntington's place -- part home and part hotel,
- Olson and Mahan's store,
- two old Hudson's Bay Company warehouses,
- and the houses and barns of L. P. Smith and Royal Smith

Delegates found shelter wherever they could

MONTICELLO CONVENTION HELD

This was the second convention held to consider separation from Oregon Territory

this one in Monticello near mouth of the Cowlitz River

in Harry "Uncle Darby" Huntington's large home -- November 25, 1852

Forty-four were counted as delegates -- officers were elected

George N. McConaha from Puget Sound was elected Convention chairman without opposition

Dr. R. J. White was elected Secretary

Colonel Isaac Ebey from Whidbey Island traveled the furthest distance

Quincy Brooks moved the appointment of a thirteen member committee

to undertake the all-important task of drafting the memorial to Congress

appointees besides Brooks who served as chairman, were David "Doc" Maynard of Seattle,

Seth Catlin, the "sage of Monticello," W. W Plumb, Alfred Cook, John R. Jackson,

Eugene L. Finch, A. F. Scott, Fred A. Clarke, C. S. Hathaway, E. H. Winslow,

Nathaniel Stone, and the young man who just happened by: Edward Allen

MONTICELLO CONVENTION WRITES A MEMORIAL TO CONGRESS

Thirteen member committee prepared a Memorial to Congress

and reported to the convention delegates

this Memorial was considerably shorter and was far better written

than the Memorial written at the Cowlitz Convention [1851]
author may well have been recent arrival Edward Allen
who put into words what the committee members advised him
Addressed to the national House of Representatives and Senate
this memorial said that it “respectfully represents” northern Oregon Territory
be set apart as a new territory to be called “Columbia Territory”
Columbia River should provide the border on the south and east
49th parallel on the north and the Pacific Ocean on the west
(this 32,000-square-mile area requested did not even approximate the huge area of land
eventually designated as the new territory)
several reasons were given to support the petition:

- Oregon Territory was far too large to become a new state,
- regions north and south of the Columbia River were economic rivals and always would be,
- most of the voters lived in the southern part, thus the north were not getting a fair share of the appropriations from Congress,
- seat of government was 300 miles from those living on Puget Sound.

Monticello Memorial concluded: **“Northern Oregon, with its great natural resources, presenting such unparalleled inducements to immigrants and with its present large population constantly and rapidly increasing by immigration, is of sufficient importance, in a national point of view, to merit the fostering care of Congress, and its interests are so numerous, and so entirely distinctive in their character, as to demand the attention of a separate and independent legislature.”**

no mention of the population numbers was actually made

All forty-four delegates signed the Monticello Memorial
to create “Columbia Territory” -- November 25, 1852

Columbian trumpeted the entire convention was held in a **“Spirit of harmony and agreement.”**

MONTICELLO MEMORIAL IS MAILED TO JOE LANE

Copies of the Monticello Memorial as signed by all forty-four delegates were made
several were entrusted to the uncertain mails -- December 3, 1852
hopefully to be delivered to Oregon Territorial Delegate Joe Lane in Washington City

JOE LANE INTRODUCES A BILL TO CREATE COLUMBIA TERRITORY

Oregon Territorial Delegate to Congress Joe Lane had been in contact by mail
with the leaders of Oregon Territory
they probably urged him to take action to divide Oregon Territory
or, at least, they informed him that they would not object to such an action
Delegate Joe Lane, who could speak on the floor of Congress but could not vote,
asked Congress to create Columbia Territory out that portion of Oregon Territory
north of the Columbia River -- December 6, 1852
(this was before the Monticello Memorial could have reached Washington City)

THERE WAS NO POLITICAL MOTIVATION TO CREATE A NEW TERRITORY IN THE WEST

Whole Pacific Northwest, the old Oregon Country, encompassed one-tenth of the land area
of the complete United States

older frontiers such as the Midwest had been settled by a spillover from neighboring areas resulting in a consistent, and thus harmonious, population
Rush to Oregon had been motivated by Oregon Fever and Manifest Destiny
lust for gold caused the rush to California which was admitted to the Union [1850]
without even having to go through the territorial process
population of California was large enough to make the concerns of Californians
of interest to Eastern politicians
proposed new territory was not of much concern since many towns in the new state of California had larger populations than all of struggling Oregon Territory
there was no immediate potential for Oregon Territory to become a state
thus, there was no potential voters to intrigue and motivate Eastern politicians

OREGON TERRITORIAL LEGISLATURE GOES INTO SESSION

Oregon Territory House of Representatives and Council met in Salem -- December 6, 1852
Matthew Deady served as the President of the Council
Benjamin F. Butler was the Speaker of the House for the session
W.T. Matlock was elected Speaker *Pro Tem* (substitute Speaker)
two northern representatives, F. A. Chenoweth and Isaac Ebey, were in attendance
although neither had been at Monticello both strongly supported the division
Members of a special committee delivered the Monticello Memorial to the legislature
David "Doc" Maynard went along to Salem with the committee seeking personal assistance
he wanted a divorce from his abandoned wife in Ohio
(in those days a divorce decree could be obtained only through legislative action)

MILITARY ROAD IS BUILT FROM FORT STEILACOOM TO THE PUYALLUP VALLEY

Military Road was the first legally established road in Washington Territory
then known as Byrd's Mill Road it ran from Fort Steilacoom
and it twisted its way through the Puyallup Valley
it was named for Andrew Byrd who had established a sawmill and grist mill
on Chambers Creek near Fort Steilacoom (in the early 1850s)
Oregon Territory legislators made this the first official road
(in what would become the state of Washington) -- 1852
this road was scarcely wider than a wagon
but it served as an important arterial for the pioneers
(Washington Territorial Legislature established it as a military road [1854])

STEAMER *FASHION* SERVES SEVERAL LOCATIONS ON THE LOWER COLUMBIA RIVER

Fashion was constructed from the remains of the *James P. Flint* and the machinery of the *Columbia*
she was placed under the command of Captain J.O. Van Bergen -- 1852
she served the Cowlitz River Monday and Tuesday, Oregon City Wednesday and Thursday,
Friday, Saturday and Sundays she ran between Vancouver and The Cascades

OREGON DELEGATE TO CONGRESS JOE LANE DECIDES TO TAKE ACTION

Joe Lane introduced a resolution calling for the creation of Columbia Territory -- December 6, 1852

as he had been urged the year before by the Cowlitz Convention,
While he had not yet received the Monticello Convention Memorial, he was aware of its existence
he knew what it would say because he had read the content in the *Columbian* newspaper which:

- advocated the territorial division,
- announced that a convention was to be held to petition Congress,
- called for wide-spread election of delegates
- and otherwise stirred up public sentiment in favor of the creation of a new territory

Joe Lane must have noticed the lack opposition from anyone in Oregon Territory
Congressional Delegate Lane's remarks did not convince Congress
official action of the Congress was slow
but they did demonstrate the depth of the convictions held by the settlers

TERRITORIAL GOVERNOR GAINES IS FAMILIAR WITH THE SEPARATIST MOVEMENTS

Political leaders in Oregon Territory favored a scaled-down version of the existing territory

Northern Oregon Territory had been gaining population

since the boundary treaty with Britain had been signed [Convention of 1846]

there was more free land in the north for new settlers to claim

effort to create "Columbia Territory" out of northern portions of Oregon Territory
had been well discussed

voter strength could grow in northern Oregon to such an extent

that those in power in Salem would be threatened

it was better to let the northerners go off and form their own government

remainder of Oregon was large enough for a state without the northern part anyway
another, similar movement in southern Oregon Territory was also gathering steam

Governor John P. Gaines was well aware of these separatist movements

addressing himself "**to friends of separate territorial government in northern Oregon as well
as those of Umpqua, Rogue River, Shasta, etc.,**" he said a W.T. Matlock had introduced a bill

for the formation of a state with a new territory on both its north and south sides

he said the boundaries of this state would probably be the Columbia River on the north
and Umpqua Mountains on the south

BELLINGHAM BAY SEES ANOTHER INDUSTRIALIST ARRIVE

Captain Henry Roeder and Russell V. Peabody arrived at Bellingham Bay from California
intent on building either a salmon cannery or a sawmill

although they had little equipment to establish either

While visiting in Olympia and Port Townsend Roeder and Peabody learned of the existence
of a waterfall on Whatcom Creek near Bellingham Bay

they traveled to Bellingham Bay and were guided to the waterfall -- December 15, 1852

discussions with Lummi Chief Chowitzit proved to be positive

it was proposed a sawmill could be built at the falls by Indians and others

While Peabody traveled to Oregon City file a land claim on Whatcom Creek

Captain Roeder sailed from Bellingham Bay to San Francisco

to purchase tools and machinery for their sawmill

OREGON TERRITORY LEGISLATORS ADDRESS LOCAL CONCERNS

Three new counties were created north of the Columbia River -- December 22, 1853
Jefferson County named for President Thomas Jefferson, County Seat: Port Townsend,
King County named for Vice-President William Rufus King who died in office without serving
and re-named for Dr. Martin Luther King [April 19, 2005]. County Seat: Seattle,
Pierce County named for President Franklin Pierce, County Seat: Tacoma
David "Doc" Maynard of Seattle was successful in his plea to end his marriage
as both chambers passed an act dissolving the marriage
between David S. Maynard and Lydia A. Maynard [December 22]
legislators even granted Maynard an additional gift
he was appointed justice of the peace for recently created King County

SUPERINTENDENT OF INDIAN AFFAIRS ANSON DART RESIGNS

Superintendent of Indian Affairs Anson Dart threw up his hands in despair
he sent in his resignation -- December 1852
Anson Dart had tried to honor the wishes of the native people
but his fate was to be mistrusted ever after by both Indian and settler alike
President Franklin Pierce appointed long time Oregon resident General Joel Palmer
to replace Anson Dart who had resigned the year before
Joel Palmer traveling without his family had been a wagon train captain
who led his followers to The Dalles where they joined Sam Barlow
crossing the Cascade Mountains into the Willamette Valley [1845]
next year Joel Palmer returned to his family in Indiana and published his diary [1847]
entitled *Palmer's Journal of Travels Over the Rocky Mountains, 1845-1846*
this was a popular guidebook for immigrants into and through the 1850s
traveling west again, this time with his family, Palmer again served as captain of a major train
while passing through the Walla Walla Valley he met Marcus and Narcissa Whitman
at their mission shortly before their deaths in the Whitman Massacre [1847]
Joel Palmer became Superintendent of Indian Affairs for Oregon Territory
at the time the debate of what to do with the Native Americans varied in options
from full integration to total extermination
(Palmer gained an anti-settler reputation among immigrants, newspapers and officials,
who said he acted too favorably toward the Indians)

PUGET SOUND COAL MINING ASSOCIATION PARTNERS RETURN TO BELLINGHAM BAY

William Prattle with his two partners traveled from San Francisco to Bellingham Bay -- January 1853
they had formed in the Puget Sound Coal Mining Association
each of the partners staked a claim to the shoreline at what became known as Prattle's Point

LESCHI BECOMES WELL KNOWN IN WASHINGTON TERRITORY

Up to this time, Leschi was a minor leader of the Nisqually people
from the unremarkable village of Bashalalbish located up the Nisqually River
his grandmother was Klickitat Indian
he had been born about [1808] and grew to be a large man

he was slightly under six feet tall and about 200 pounds
 light skinned, he wore his hair short and combed back
 he possessed a round face, thin, strait, mouth and a short chin
 he was and noted orator with piercing black eyes and heavy eyebrows
 In his youth, Leschi may have been an eye-witness to warfare
 collective unity was weak in the villages of the Coastal people -- thus formal war was not known
 however, unending raids and counter raids were conducted
 between whatever villages developed a resentment against one another
 each new raid demanded an act of vengeance -- and on and on for years and decades
 purpose of these raids was always to uphold the honor of the village
 by taking plunder and slaves -- with a minimum of bloodshed
 from time to time the fierce Haida and Kwakiutl Indians would bring terror to Puget Sound
 as they swept down from the Canada's Queen Charlotte Islands in long war canoes
 Leschi first appeared in history in the writings of the Hudson's Bay Company clerk at Fort Nisqually
 when a Kanaka (Hawaiian) employee at the post was injured by an Indian [July 1843]
 Leschi and his brother, Quiemuth, stepped in to help bring the Indian assailant to justice
 Other glimpses are seen in the years following:

- killing a long-tailed cougar at George Washington's homestead,
- buying clothes at Fort Nisqually,
- selling meat to settlers and visiting Olympia and Steilacoom,
- riding in a buggy with Dr. William Tolmie, Chief Factor of Fort Nisqually

 Polygamy was accepted among the Indian people
 like many Indian men of his day, Leschi had at least three wives
 his first and oldest wife was Sarah
 at one point Sarah took up with a younger, unmarried man
 Leschi, in a fit of rage, chopped off part of her hair to publicly humiliate her
 she fled to Leschi's brother for protection and Leschi followed threatening to kill her
 Quiemuth intervened and the couple eventually reunited
 to help resolve things Leschi gave Sarah's father three horses and received a slave in return
 family harmony was reestablished Nisqually style
 Leschi took a second wife named Annie
 after Sarah died, he took as his bride a teenager named Mary
 who had been born in a village near [today's Tenino about 1839]
 this was not a particularly happy union but his violent, hair-trigger temper had subsided
 Leschi was a good provider and always treated Mary kindly
 he had a positive reputation with her people
 but she never learned very much about the man old enough to be her father
 as time went on Leschi spent less and less time at home
 he preferred to occupy himself on long horseback rides into the distant hills
 he became a mystery man to his wives
 Leschi was good-humored, seemingly untiring, and terribly silent
 he never spoke of the events of his life
 (his wives remained ignorant of the details of ensuing events that unfolded in his life
 once Leschi found gold in a little mountain stream and showed it to Mary

she didn't think much of it and could never remember where it was discovered)
Leschi, when not farming wheat and corn, covered a lot of ground and was well known
he knew the country up the Nisqually River almost to the snow line
sometimes he stayed away from home for two weeks or longer
he displayed considerable skill as a hunter
he would pack out enough game to supply his family's needs
with plenty left to sell to settlers
Kind in spirit, the gold and the sale of game and horses left Leschi willing and able
to help the old and sick of his Indian village
as a successful farmer his assistance could be counted on by Indians and settlers alike
his conduct, coupled with his skill as an orator, increased his standing with everyone

ESTER SHORT HOMESTEADS (TODAY'S VANCOUVER, WASHINGTON)

After his acquittal of the murder charges
in the killing of Hudson's Bay Company officer David Gardner
and his Kanaka (Hawaiian) servant
Amos Short traveled to California to sell a cargo of potatoes to hungry prospectors
while sailing home on the *Vandalia* the boat sank at the mouth of the Columbia River
drowning Amos Short

Esther Short filed notice of her widow's land claim to 640 acres -- January 9, 1853
under the terms of the [1850] Donation Land Law Act
she claimed the eastern half of their land claim -- 320 acres in her own name
(from today's W Fourth Plain Boulevard to the Columbia River
and west from Main Street in Vancouver, Washington)
320 acres of the western half of the Short claim went to the children
this was divided into ten strips by parallel north-and-south lines
more of the land was being cleared and more settlers arriving

Undaunted, Esther carried on the task of raising her family:

Jerusha, Drusilla, Amos, Clark, Samantha, Aubrey B. (sometime called Maxie B.), and Alfred
Grant Hall Short (born on the Oregon Trail at Fort Hall), Esther M. Short was born in Oregon
Hannah Emmaline Short was born in Vancouver
two children, Ira and Elizabeth, had died in early childhood before the journey west
Esther also opened a restaurant and founded a city (today's Vancouver, Washington)

Esther Short Park was established -- 1853

it is the oldest public park in Washington and the second in the West
(only Lafayette Park in St. Louis, Missouri is older)

(Esther Short Park is located in Vancouver's downtown at West Columbia and 8th Street)

(Esther also opened the region's first hotel, the Pacific House [1854] on South Main at 2nd Street)

OREGON TERRITORY LEGISLATURE CONTINUES ITS SESSION IN SALEM

Oregon Territory Council and House of Representatives addressed concerns of the northern settlers
population living north of the Columbia River was dependent on the Willamette Valley
both politically and economically
settlements in the north were few and growing only slowly

After receiving the Monticello Convention Memorial the Oregon Territory Legislature sympathized with the demands from northern settlers for a new territory
Oregon Territorial legislators adopted the Monticello Convention Memorial
Territorial House of Representatives adopted the memorial -- January 14, 1853
Territorial Council adopted the memorial -- January 18, 1853
Monticello Memorial would take at least a month
to reach Territorial Delegate to Congress Joe Lane in Washington City
Oregon's legislature amended school law -- 1853
interest money from the sale of land sections 16 and 36 was insufficient to support the schools
Oregon's Organic Code was revised to provide for a two-mill (.002¢) tax levy in every county
to be added to the school fund
together with the money secured from fines imposed for breaking the Laws in the Territory
Oregon's legislature passed a resolution naming Seattle the County Seat of King County

DAVID DENNY IS MARRIED

Bride Louisa Boren married David Denny in his older brother Arthur's cabin -- January 23, 1853
Emily Inez in her book *Blazing the Way* wrote: **"In order to fulfill law and custom, David had made a trip to Olympia and back in a canoe to obtain a marriage license, but was told that no one there had authority to issue one, so undaunted he returned to proceed without it."**
No minister was available to perform the ceremony, but David 'Doc' Maynard,
who was justice of the peace, successfully tied the knot in Seattle's first wedding
Inez recorded: **"The young couple moved their worldly possessions to their cabin in an Indian canoe. Among their few gifts were a hen and rooster from Doc Maynard. Now they began years of toil, struggle, progress and heartbreak that characterized life in pioneer Seattle."**
Adept at learning languages, David soon was able to communicate with the natives in simple terms
he also taught the Indians some English words

SETTLEMENT IS FOUNDED ON BELLINGHAM BAY

Russell V. Peabody returned to Bellingham Bay after filing a land claim in Olympia
he was joined by his business partner Captain Henry Roeder
when he returned from San Francisco with equipment to establish a sawmill
at the waterfalls on Whatcom Creek
also with him were additional partners Captain Edward Eldridge his wife and baby daughter
along with Henry Hewitt, William Utter and William Brown -- 1853
Roeder and Peabody and partners began construction on their Whatcom Milling Company sawmill
however, their success was diminished by the need to buy supplies,
falling lumber prices in California
and the loss of productivity caused by low levels of water at the falls

BILL TO CREATE A NEW TERRITORY NORTH OF THE COLUMBIA RIVER IS INTRODUCED

Washington Organic Act (House Resolution 348) to establish Columbia Territory was reported
in the U.S. House of Representatives
by Michigan Democrat Charles E. Stuart -- January 25, 1853
this was one of several territorial bills including those pertaining to Nebraska and Wyoming

none had completely smooth sailing
Oregon Territorial Delegate Joe Lane delivered a speech in favor of a new territory
it was a forceful argument for Columbia Territory emphasizing the points
made in the Cowlitz and Monticello memorials
at one point Lane was interrupted by Representative Charles Skelton, Democrat of New Jersey
who asked how large the population of northern Oregon was
Lane was ready with an evasive answer: **“as much population as the whole of Oregon
Territory had had when it was admitted in 1848”**
this seemed to satisfy the questioner however. Congressman Skelton had a point
only eight Americans lived north of the Columbia River [in 1846]
two years later when Oregon Territory was created only a few more resided there
when the movement for separation was launched [1851] the population
may have been a thousand
in fact, if Lane had been forced to provide a number and he was completely honest about it
he would have noted there were less than 4,000 citizens north of the Columbia River
(not the 8,785 living in Oregon Country in 1848 before becoming a territory
Democrat Congressman Daniel Jones of New York was concerned
about the lack of population in the northern portion of Oregon Territory
he moved to Table (delay) passage of the Bill
Lane next emphasized that the regions on both sides of the Columbia River
were essentially the same -- heavily forested with abundant good soil for farming
both areas, he said, would make fine states
Lane noted Congress had invited people to move west when the donation land claim law passed
now Congress had an obligation to provide adequate government
for those who were responding to the invitation
When Joe Lane's speech ended, a new issue was injected into the proceedings
Democrat Congressman Richard H. Stanton of Kentucky rose and argued the proposed name,
“Territory of Columbia” might be confused for the District of Columbia
Stanton suggested rather that President George Washington should be honored
suddenly the question was not whether the new territory should be created,
but by what name it should be called
Lane, perhaps sensing that this would give his colleagues a new reason to vote for his bill
by honoring the first president said, without hesitation, **“I shall never object to that name.”**
Congressman Daniel Jones persisted in his effort to get a vote on his motion to Table the bill,
but he was interrupted by Whig Representative Edward Stanly of North Carolina
who made a short speech favoring the name Washington: **“There is something very
appropriate about it. And it is a little singular that this same idea should have occurred to others at
the same time.”**
Congress was never told that his was contrary to the wishes of the people involved
who emphatically expressed many times their desire to be known as “Columbia Territory”
Consideration of House Resolution 348 to create a new territory was put aside
while the House of Representatives took up debate on a bill to create the territory of Nebraska
After the debate on Nebraska, Whig Representative Alexander Evans of Maryland
made an attempt to restore the name “Columbia” to the Washington Bill

he agreed that no one would object to honoring George Washington but, he said, **“our geographical nomenclature has become such a mass of confusion that it is almost impossible, when you hear the name of a town, to know in what part of the world it is, much less to know in what part of the United States it may be found. We have perhaps in this country one hundred counties and towns of the name of Washington.”**

Congressman Evans suggested giving northern Oregon **“one of the beautiful Indian names which prevail in that part of the country.”**

Congressman Edward Stanley, perhaps reconsidering in position on the name Washington had only moments before made the same suggestion to his seatmate

he noted it **“might lead to trouble”** if the territory also had a city by the same name

“Washington, Washington” would not be appropriate

But it was too late -- Washington had already been substituted for Columbia throughout the bill

OREGON TERRITORIAL DELEGATE JOE LANE REPLIES TO THE MONTICELLO MEMORIAL

Oregon Delegate to Congress Joe Lane acknowledged receipt of the [1852] Monticello Memorial in a letter dated January 31, 1853

Lane noted he had already introduced a resolution calling for the creation of Columbia Territory that had been placed on the calendar of the U.S. House of Representatives for consideration

SETTLEMENTS IN WASHINGTON TERRITORY GROW IN SIZE AND NUMBER

Seattle began to attract settlers

Bishop Modeste Demers held first the Catholic religious service in Seattle in cook house at Henry Yesler's Mill

Rev. David E. Blaine preached to a group of Methodists in a cabin at Alki Point

his bride, Catherine Paine Blaine, had attended the meeting in Seneca Falls, New York to declare women's independence [July 1848]

(as an eighteen-year-old she had signed a document that called on the U.S. Government to give women “all the rights and privileges” that white American men enjoyed)

Arthur Denny and Carson D. Boren filed a plat map for Seattle

that same evening, Doc Maynard filed his own plat

Thomas Mercer brought the first wagon to Puget Sound

along with Dexter Horton, Edward and Seymour Hanford

Whidbey Island received its first doctor -- Dr. J.S. Kellogg became known as “canoe doctor”

Spokane Falls saw its first potential settler, Antoine Plante (sometimes Plant) -- 1853

French-Canadian Metis had built a cabin and operated a ferry above the falls

soon four stockmen, two Americans and two British subjects, arrived

driving several hundred head of cattle to pasture in the long, green valley

Olympia was the largest village in Washington Territory

thus it was the clear choice to become the territorial capitol

it also was the most influential political center of Washington Territory

U.S. Congress established the Customs District of Puget Sound for Washington Territory

there was a brisk sea trade and a Customs Revenue Office was established first in Olympia (and then in Port Townsend)

Colonel Isaac N. Ebey became the United States Collector of Customs in Olympia

HUDSON'S BAY COMPANY ESTABLISHES A SEA-GOING STEAMBOAT FLEET

Hudson's Bay Company's *Beaver* had been the first steamboat to reach the Pacific Northwest [1836]
(she continued to steam up and down the West coast under various owners [until 1888]
when she was wrecked on rocks near Vancouver, British Columbia)

Otter was the second steamboat owned by Hudson's Bay Company

she was an up-to-date 220-ton steam-propelled ship that operated from 1853

Arthur Denny **reminded** "**In early times we occasionally saw the Hudson Bay steamers, *Beaver* and *Otter* passing to and from the station at Nisqually...**"³⁰

U.S. HOUSE OF REPRESENTATIVES PASSES THE BILL CREATING WASHINGTON TERRITORY

Region north of the Columbia was home to approximately 4,000 white inhabitants
fifty percent of these lived in the Puget Sound area

House Resolution 348, amended to substitute the name "Washington" for Columbia
in addition the eastern boundary was extended from the Columbia River to the Rocky Mountains
tripling the size of the territory to 100,000 square miles

House Resolution 348 passed in the United States House of Representatives
by a vote of 128 YEA to 29 NO with 74 not voting -- midnight, February 10, 1853

PROVISIONS OF THE WASHINGTON ORGANIC ACT

Organic Act along with its amendments served as the Washington Territorial Constitution

Section One: established the boundary for Washington below 49° north latitude

Western boundary was the Pacific Ocean

Eastern boundary followed the summit of the Rocky Mountains north to the Canadian border,

Southern boundary was along mid-channel of the Columbia River from the river's mouth
to the intersection where forty-six degrees crossed the river near Fort Walla Walla
(today's Wallula, Washington)

thence eastward along forty-six degrees due East to the summit of the Rockies,

Washington Territory would be twice as much territory as was bargained for

it included all of Washington, much of present-day Idaho and Montana west of the Rockies
and the northwest corner of Wyoming

this was a huge amount of land -- so large it was difficult to administer

Section Two: listed duties of the executive officer

Territorial Governor was to serve a four-year term and must reside within the territory

as Commander of territorial militia, he was to see that all laws were carried out

further he had the power to grant pardons and commission all militia officers

he was also to serve as Superintendent of Indian Affairs

Section Three: listed the duties of the Territorial Secretary

he was charged with recording all proceedings of Legislative Assembly

and send a copy of all laws passed in the Territory to the President

if the Governor was absent from the territory, the Secretary was to serve until his return

³⁰ Oscar Osburn Winther, *The Great Northwest*, P. 204.

Section Four: defined the Legislative Assembly

Territorial legislature was composed of two bodies:

- Council (Senate) made up of nine members who served for three years
one-third of that body to be elected every year,
- House of Representatives composed of eighteen members who served for one year

Section Five: listed qualifications of the voters in the new territory

white males at least twenty-one years of age

who resided in the territory and were U.S. citizens could vote

however, the territorial legislative assembly of the territory could alter those requirements
for future elections

no military man could vote until he lived in the territory for six months

no military man could hold elective office

Section Six: required all laws passed by the Legislative Assembly

must be submitted to Congress for approval

if Congress disapproved, the territorial law was null and void

citizens could not be accused of a crime if the conduct was legal in the United States

no coining of money or banking was allowed

all taxes must be equal and uniformly applied

Section Seven: established Townships of thirty-six sections of land and Counties

it further stated all county officials must be elected

seven counties had been created north the Columbia River by the Oregon Territorial legislature
to administer laws and give limited self-government to the people:

- Clarke -- [June 184]) in honor of William Clark; County Seat: Vancouver,
- Lewis -- [December 1845] for Meriwether Lewis; County Seat: Chehalis,
- Pacific -- [February 1851] for the ocean; County Seat: Pacific City,
- Thurston -- [January 1852] for Territorial Delegate Samuel R. Thurston;
County Seat: Olympia,
- Jefferson -- [December 1852] for Thomas Jefferson; County Seat: Port Townsend,
- King -- [December 1852] for Vice President William R. King; County Seat: Seattle,
- Pierce -- [December 1852] in honor of President Franklin Pierce; County Seat: Tacoma

Section Eight: limited the power of the Legislative Assembly

it was illegal to improve an office (in salary or power) in the Legislature and then acquire that job

Section Nine: established the Court system

three Judicial Districts were placed under the jurisdiction of the Chief Justice

and two Associate Justices

Washington Territory First Judicial District was composed of Eastern Washington

Justice Obadiah B. McFadden presided

Washington Territory Second Judicial District was south of the Thurston County line

Chief Justice Edward Lander presided

Washington Territory Third Judicial District was north of the Thurston County line

Justice Francis Chenoweth presided

two or three justices meeting together made up the Territorial Supreme Court

Justices of the Peace were established to deal with property losses of less than \$100

any decision of the courts could be appealed to the U.S. Supreme Court

Section Ten: created the office of Peace Officers

Attorney General was to serve a four year term

U.S. Marshall also served a four year term

Section Eleven: required the offices of Governor, Secretary, Chief Justice, Associate Justices,

Attorney General and United States Marshall was to be filled by the President of the United States

with the approval of Congress

all other officials must be elected within the territory

legislators were to receive a salary of \$3.00 a day when in session

plus \$3.00 for every twenty miles they traveled to reach the territorial capitol

Section Twelve through Section Twenty-one outlined various other laws:

- Twelve: all existing laws remained in force if they were acceptable to Congress
- Thirteen: Territorial Governor to name time and place of the first Legislative Assembly
- Fourteen: county officials must be elected from within the Territory
- Fifteen: Territorial Representative to Congress must be a U.S. citizen
- Sixteen: current officials remained in office until an election could be held
- Seventeen: fund of \$1500 was established for Territorial Capitol Library
- Eighteen: Territorial Governor was to define the original Judicial Districts
- Nineteen: all territorial officers must give some type of security
for money received from Territorial Treasury except for salaries
- Twenty: in each Township, land sections sixteen and thirty-six
were to be set aside for sale by the public schools
- Twenty-one: Washington and Oregon were to share jurisdiction
for crimes committed on the Columbia River

NEW CALEDONIA (BRITISH COLUMBIA) GOVERNMENT UNDERGOES ANOTHER CHANGE

Royal Charter establishing the Royal Colony of Vancouver Island

specified that Hudson's Bay Company must form a colony of British subjects

who should be encouraged to immigrate by the sale of land at reasonable prices

ninety percent of the money generated from land sales and mining royalties

was to be used for further improvement and colonization

remaining ten percent was to be retained by the Company to cover costs of administration

in fact, the British government's land ownership terms were so burdensome

that English immigrants had little reason to risk the long trip around Cape Horn

When Governor James Douglas was eventually ordered by the British ministry

to institute an elected assembly

members of his hand-picked council set property requirements to vote

so high that only forty men qualified

when a new seven-man assembly was put into place

they were given access only to funds generated by the sale of liquor licenses

all other revenues (from land sales and from the newly discovered coal mines at Nanaimo)

were collected by Hudson's Bay Company

Seven-man assembly became curious about these administrative expenses

Douglas withheld his books which he was entitled to do under the wording of the grant

and there were few independent settlers around to protest James Douglas's autocracy

In his own eyes at least, British Governor James Douglas, The Black Scot, had reasons for looking askance at the workings of democracy:

- Oregon officials, bursting with the new self-importance, seized and sold for trespass a valuable British ship simply because its crew cut a few timbers from the unbroken forest beside Juan de Fuca Strait;
 - company steamer *Beaver*, with another ship in tow, was likewise confiscated for landing a single passenger at Nisqually before reporting to the port of entry at Olympia;
- according to one set of statistics, Hudson's Bay Company had protested fifty cases of illegal squatting on its lands by 1853 in each case United States courts awarded the company twenty thousand dollars in damages; but other violations were unpunished -- especially regarding Puget Sound Agricultural Company land near Nisqually and Cowlitz

These hostile acts toward Hudson's Bay Company were considered fair by Americans having been issued no land claims by the United States Government Hudson's Bay Company paid no taxes to the Territorial Government also, Hudson's Bay Company occupied the choice prairie sections of a heavily timbered region most irritating of all the French-Canadian retired employees who worked farms for the company were suspected, rightly or wrongly, of being secretly in league with the Indians

MULE-POWERED TRANWAY IS BUILT AROUND WILLAMETTE FALLS

Oregon City Portage Railroad was built on the Willamette River between Oregon City and Chemo -- 1853
it was operated by D.P. Thompson, A.L. Lovejoy, W.E. Decent and J.D. Decent tram cars were pulled by mules over wooden rails to transport river freight around Willamette Falls

EVEN THE *COLUMBIAN* HAS SOME DOUBTS ABOUT BECOMING A TERRITORY

Olympia's newspaper admitted discouragement regarding the outcome for creating a new territory it said in its March 2, 1853 issue: **"Even the most active and enthusiastic supporter of these movements [perhaps referring to the editor himself] did not think that either of the memorials would have the desired effect on Congress."**

WASHINGTON ORGANIC ACT BECOMES LAW

House Bill to create Washington Territory was introduced into the Senate -- March 2, 1853 senators quickly approved the Washington Organic Act with no debate as one senator explained

"It is one of the old-fashioned territorial bills and so needed no discussion."³¹

While there no debate over the name of the territory in the U.S. Senate pointed editorials continued in eastern newspapers -- most opposed to the name Whig President Millard Fillmore signed the Washington Organic Act the same day

³¹ John McClelland, Jr., *Prelude to War, COLUMBIA: Summer 1988*; Vol. 2, No.2
<http://www.washingtonhistoryonline>.

two days before his term of office ended

CONGRESS APPROPRIATED FUNDS FOR THE NEW TERRITORY

Congress as provided by the Organic Code granted \$1,500 for the establishment of Washington Territory's Library located in Olympia it housed the first public collection in the Organic Code Congress also appropriated \$5,000 for purchase of books with the money more than 2,000 volumes were purchased by the first governor made up mostly of law and reference books for use by governmental officials and of reports of government departments in addition \$50 a year was provided to expand the library little progress was made over the next thirty-six years not much could be done with so few dollars

Congress appropriated \$20,000 for road construction

one route was to be a

“military road from Walla-Walla to Steilacomb [Steilacoom], Puget Sound”

(settlers displaying more enthusiasm than engineering skill set out with what tools they had to construct a “citizen's road” across Naches Pass -- reality overwhelmed them)

ARMY APPROPRIATION ACT AUTHORIZES A TRANSCONTINENTAL RAILROAD SURVEY

Congress responded to the demands to discover the most practical railroad route across the continent Army Appropriation Act passed Congress and was signed into law -- March 3, 1853

Congress appropriated \$150,000 and authorized Secretary of War Jefferson Davis **“to Ascertain the Most Practical and Economical Route for a Railroad From the Mississippi River to the Pacific Ocean.”**³²

Secretary of War Jefferson Davis, disregarding the fact he had a vested interest in the South, was to direct the surveys -- a large measure of discretion was provided him

Secretary Davis was instructed to provide Congress detailed reports of all of the routes being considered for the Pacific Railroad within ten months

final selection was to be made by Secretary Jefferson Davis

Secretary of War Davis mobilized the Corps of Topographical Engineers to carry out the project although the government surveying service was amply equipped it was an impossible task

RAILROAD ROUTES ARE IDENTIFIED FOR EXPLORATION

Four possible Western routes were to be examined:

- southerly survey which closely followed the California Trail along the 32nd parallel was conducted by Lieutenant John G. Parke and Lieutenant Robert S. Williamson from California along the Gila River to the Pima villages and the Rio Grande River Captain John Pope mapped the eastern portion of the route to the Red River thus the Southern Route traveled from the Colorado River to San Francisco Bay

³² Journal of the Franklin Institute, Volume 32; Volume 62, 1856.

this route, advocated by Southern interests, (was later used by Union Pacific Railroad)

- two central routes were traced:
 - Captain Amiel W. Whipple and Lieutenant Joseph Christmas Ives surveyed the route along the 35th parallel westward from Albuquerque to southern California
 - this line was favored by Secretary of War Jefferson Davis
 - another central survey effort was the ill-fated party under Captain John W. Gunnison who explored the route between the 38th and 3rd parallels, or the Cochetopoa Pass route, this was advocated by Missouri Senator Thomas Hart Benton
 - after Gunnison's death at the hands of hostile Indians, Lieutenant Edward G. Beckwith continued the survey along the 41st parallel (South Pass Route)
- northern survey route ran from near the head of Missouri River between 47° N and 49° N from Lake Superior to Puget Sound -- (across Montana, upper Idaho and central Washington) through the Cascade Mountains directly into the new Washington Territory
 - this route closely approximated that proposed by businessman Asa Whitney
 - three principal towns on Puget Sound competed for the western terminus:
 - Olympia, Steilacoom (the first incorporated town in Washington Territory) and Seattle

Fifth survey, following a north-south orientation, also was conducted under the direction of Lieutenant Robert S. Williamson and Henry L. Abbot

- they surveyed from Redding, California north by way of Pit River Pass into Oregon Territory
- they performed topographical surveys to locate passes through the Sierra Nevada Mountains and the Coast Range in California in order to determine a route that would connect California, Oregon and Washington
- (this became the route of Oregon and California Railroad and even later the Southern Pacific)

 Colonel John J. Abert and his Army Corps of Topographical Engineers immediately fielded survey parties

PRESIDENT MILLARD FILLMORE IS REPLACED BY PRESIDENT FRANKLIN PIERCE

Two days after signing the Organic Act creating Washington Territory
 President Fillmore's term of office expired
 His successor, Democrat President Franklin Pierce was inaugurated -- March 4, 1853

OLYMPIA'S NEWSPAPER THE *COLUMBIAN* BECOMES WELL READ

Columbian had a circulation of 350 within six months of its first edition being printed -- March 1853
 readership spread over a wide area, with agents in Monticello, Whidbey's Island, Port Townsend, Steilacoom, Nisqually, Cowlitz Farms, Chlickeeles (Chehalis), New York (Alki),
 New Dungeness, Oregon City, Jackson's Prairie, Poe's Point and Washington City
 this last listing showed the *Columbian* had readers from its outset in the national capital

JOE LANE RESPONDS TO THE MONTICELLO CONVENTION MEMORIAL

Pioneers in Oregon Territory received a reply from Delegate to Congress Joe Lane -- March 7, 1853
 he wrote to his constituents that he had received the Monticello Convention Memorial
 and a bill to create a new territory was under consideration in the U.S. House of Representatives
 Pioneers, especially north of the Columbia River, felt their spirits buoyed

but they now had nothing left to do except wonder if Congress had acted on their request

PRESIDENT FRANKLIN PIERCE APPOINTS WASHINGTON TERRITORY OFFICIALS

Incoming President Franklin Pierce named his officials -- March 17, 1853

all terms in the administration of Washington Territory were for four years

- Governor: Isaac Ingalls Stevens was described as a “Human dynamo”

by historian Edmond Meany

- Chief Justice Edward Lander was a dignified and polished New England man

he was educated in Massachusetts before moving to Indiana

where he served as prosecuting attorney

- Associate Justice John R. Miller who declined the position

Obadiah (O.B.) McFadden had been appointed by Franklin Pierce

to the Oregon Territory court as an Associate Justice

he was reassigned to Washington Territory when John Miller did not accept

- Associate Justice Victor Monroe was a Democrat from Kentucky

(he died in Olympia [September 15, 1856] -- his family never had an opportunity to join him

- Territorial Secretary Charles H. Mason was a young man from Rhode Island

he graduated with honors from Brown University [1850]

he was recommended for the bar shortly after

- Attorney General was J.S. Clendenin from Louisiana

- U.S. Marshall Democrat J. Patton Anderson was educated as an attorney and a doctor

when he entered politics he served in the Mississippi House of Representatives

where he became a strong supporter of Mississippi U.S. Senator Jefferson Davis

and slavery

(Jefferson Davis was later president of the Confederate States of America)

when J. Patton Anderson lost his seat in the Mississippi legislature he wrote Jefferson Davis

and received an invitation to travel to Washington City

visiting the city at the same time was Anderson’s uncle John Adair

who served as Customs Inspector at Astoria, Oregon

by coincidence the bill to organize Washington Territory was signed into law

through the work of his uncle Anderson received the U.S. Marshall appointment

in preparation for the journey to Washington Territory, thirty-one year old J. Patton Anderson

married his eighteen year old cousin Henrietta Buford Adair

one week later they left from New Orleans for Washington Territory

by way of Nicaragua

ISAAC INGALLS STEVENS BECOMES THE FIRST WASHINGTON TERRITORIAL GOVERNOR

Born [March 25, 1818] in Andover, Massachusetts the third child of Isaac and Hannah Stevens

he grew up at Lake Cochichewik, Massachusetts

where his family had lived north of Boston since [1638]

Isaac Stevens’ early life with his hard driving and unyielding Puritan family was demanding

he learned the value of hard work in the sternest most unsympathetic way possible

through heavy farm chores from his earliest youth

laboring on the family farm he was felled by a heatstroke and nearly died

Success was a prime concern to his family and his father always pushed him to be better
at age ten he was sent to a state school where his strongest subject was mathematics
he displayed skills which astonished his teachers and his family
he stayed for a year before he rebelled at the strenuous mental effort
he left school to work at his uncle's woolen mill -- ten to twelve hours a day
after a year he returned, with all of his wages, to his father's farm
there his father took the money ignoring even the plea for a penny to buy ginger bread
At age twelve he ruptured himself pitching hay and for the rest of his life he wore a truss
which did not prevent spells of excruciating pain
At age seventeen Isaac Stevens was accepted to West Point Military Academy [1835]
Isaac was not over 5 feet 3 inches tall
he had wide-set, brown eyes surrounded by an over-large head
once again the hard-driven, unyielding young man excelled
he graduated as a Lieutenant of Engineers -- number one in his class [1839]
After West Point he served as a construction engineer on a string of coastal fortifications
he was a man of great courage, he was intelligent, eloquent, energetic, ambitious and impatient
he possessed a great ability for getting things done
Stevens married a socially prominent Rhode Island woman -- Margaret Lyman Hazard [1841]
four daughters and a son were born -- one daughter died in infancy at Buckport, Maine
as her father labored on a Pacific coast fort
Isaac Stevens had Mexican War experience -- [1846-1848]
being a skilled engineer kept him near the heat of battle at the American front
on last day of the war he was wounded by a shot in the foot
which never healed properly and for years he had to wear a special shoe
occasionally the raw scar would fester and expel fragments of bone
After the war, Stevens held several positions for the engineering corps
he was assigned to supervise construction of Fort Knox, Kentucky [1844]
next he moved to Washington City to be the assistant-in-charge of the U.S. Coast Survey [1849]
under survey director Alexander Bache, one of the renowned scientists of the day
Stevens ran the U.S. Coast Survey Washington office of the survey from [1849] to 1853
he reorganized the office into eight divisions, increased staff, improved efficiency
and served as the liaison for the survey, Congress and the public
Becoming frustrated with his prospects for advancement in the army during peacetime,
Isaac Stevens decided to seek his future in politics and the West
over the objections of the Secretary of War Whig Charles Conrad
he campaigned for Democratic presidential nominee Franklin Pierce [1852]
although he had served on the staff of the opposing candidate -- General Winfield Scott
and in spite of a reprimand from the War Department
his involvement with Pierce's campaign stemmed from his beliefs as a pro-slavery Democrat
Isaac wrote a series of letters to the *Boston Post* and a pamphlet
defending Pierce's war record
he also stumped for Pierce during the final weeks of the campaign
After a Pierce landslide victory,
Stevens won an appointment to be Governor of Washington Territory at age 35 -- March 17, 1853

a post that also carried the title of Superintendent of Indian Affairs
Stevens and his new territory shared two characteristics
neither ever suffered from modesty or from a lack of ambition
Governor Isaac Stevens' family followed him to Washington Territory
his son, Hazard Stevens, often shared in the life and adventures of his father
(Major Isaac Ingalls Stevens died leading his troops the Civil War Battle of Chantilly
Hazard Steven would fall wounded in the same battle [September 1, 1862])

TRAVELING SHOWS ARE ENJOYED IN WASHINGTON TERRITORY

“General Jack Rag” was a vocalist and actor who gave a grand performance
in the Olympia House -- the town’s only hotel -- March 19, 1853
his show, called *Grecian Statues* consisted mostly of tableaux scenes on stage
where actors remained silent and motionless as if in a picture

Other shows followed

Professor Yankee Plummer gave dramatic readings and comic selections in Seattle’s Yesler Hall
he also held forth in Walla Walla and several other towns

“Dude” Vivian provided good entertainment and made Northwest men more clothes-conscious
(Charles Vivian, an impersonator and a very handsome man, appeared a few years later
and created a sensation when he **“strolled out of the hotel in patent leather shoes, lavender
trousers, black velvet sack coat, white vest and grey crush hat and exceptional linen and
underwear.”**³³

MRS. PHOEBE JUDSON DESCRIBES SETTLING A NEW HOME ON PUGET SOUND

Scene around Lynden was described by Mrs. Phoebe Judson in her autobiography -- 1853

as soon as she and her husband arrived: **“Mr. Judson began at once to fell the fir trees and hew
them to build our habitation, the dimensions of which were sixteen by eighteen [feet], surmounted by
the shake roof, and the floors of the style called puncheon [broad rough-hewn boards]. The shakes,
puncheon, doors, bedstead, table and stools were made from lumber split from a green cedar tree.**

**“The fireplace he built of blue clay that was hauled from some distance, mixed with sand, and
then pounded into a frame model. When it became dry he burned the frame, which left the walls
standing solid.**

**“An old gun barrel, the end embedded in either jamb, answered for a crane to attach the hooks
to hang the pots and kettles. The chimney, built of sticks and mortar, ran up the outside of the
house.**

**“When the crevices were chinked with moss we moved into our rudely built cabin, with scarcely
an article to make it look attractive or homelike. Holes were sawed through the walls for windows,
and over them I tacked white muslin to keep out the cold and let in the light....”**³⁴

**“Mr. Judson put up a few three-cornered shelves in the chimney corner, on which I arranged my
china and glassware, which consisted of three stone china plates, as many cups and saucers, and one
glass tumbler that my thoughtful husband brought to me as we were about starting over the plains,
thinking a tin cup would be distasteful to me.... Many a time on those hot, dusty deserts I would have**

³³ Works Projects Administration, *The New Washington: A Guide to the Evergreen State*, P. 143.

³⁴ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 86-87.

been thankful to have drank from an old shoe for the sake of a draught of good water; and as a tin cup served me on all occasions, I put a cactus bulb into my glass, brought it through, and was that much ahead of my neighbors.

“These articles, with our camping outfit of camp kettles, long-handled frying pan, and Dutch oven, comprised all our household effects, with the exception of a broom that I forgot to mention.”³⁵

“Our provisions were all shipped around Cape Horn, requiring six months’ time from New York to Puget Sound; consequently flour was twenty dollars a barrel--groceries and dried fruits in proportion, and as we were, like nearly other emigrants, called ‘strapped,’ when their money is gone, we possibly might have starved had not my father and nature generously provided.”³⁶

“Capturing deer became a frequent occurrence, and had bread come as spontaneously to us we would have fared sumptuously; but as it was not rained down from heaven, some of the emigrants were obliged to go hungry for the ‘staff of life.’

“In those days anyone residing within twenty miles was considered a neighbor; and we soon became united in love and sympathy, for it was not riches, splendor, fame or glory we were seeking, but peace and contentment, while each was bearing the privations incident to a pioneer’s life, and doing his part in helping to develop a new country. Our wants and cares were few, for our simple style of living correspond with the primitive environments of the territory.”³⁷

“The little town of Olympia, at the head of Puget Sound, was the only one in the territory, and from this little trading post all the pioneers a half a century ago transported their supplies to all the settled portions of the territory by the tedious and laborious process of plodding after a yoke of oxen, or paddling an Indian canoe.

“A more rapid mode of transit was on the back of a “kiuse” [cayuse]. These ponies were surefooted, making their way through the Indian trails, walking foot longs across soughs and small streams without stumbling. A gallop over the prairie on the back of a pony was as easy and enjoyable as swinging in a hammock, or riding the bicycle in modern times.”³⁸

“We were comfortable all winter without glass in the windows, and when gathered around our fir bark fires in the large clay fireplace, with our children, our cabin was bright and cheerful.

“Our library consisted of the Bible and Webster’s dictionary--the only two books we felt we could not do without, and to make sure of them we brought them all the way across the plains.

“The Bible...was a very heavy, illustrated book, and had it not been the Bible, to lighten the load of our poor, jaded cattle I would have discarded it way back on the plains with my little rocking chair and truck, both of which I missed so much.

“During the long winter evenings, for amusement, as well as to be useful, I put out words from it [the dictionary] by the firelight for Mr. Judson to spell...”³⁹

“The news of great events that transpired on the other side of the world were not known to us for from six to eight weeks after they had transpired.

“Our eastern mail came by way of the Isthmus of Panama, and, later on, over the mountains by Ben Holladay’s pony express--it frequently requiring three months to get returns from our letters.”⁴⁰

³⁵ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 87.

³⁶ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 89.

³⁷ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 91.

³⁸ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 91-92.

³⁹ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 95.

⁴⁰ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 96.

“It was owing to the scarcely settled condition of the country that so little was accomplished by the early settlers in developing its many rich resources.

“The few pioneers were kept busy hewing down the monarchs of the forests, as they carved out their homes in the wilderness; or, what was more difficult, striving to support their families from the gravelly prairies that lay adjacent to the Sound, before they had been fertilized.

“Many thousands of acres of rich bottom land, through which meandered beautiful brooks and rivers, sending abroad through the land their life giving branches, as well as many isolated vales, among the hills, were favorable locations, but lay dormant because they were so inaccessible; neither were they safe for a home lying so remote from settlements.”⁴¹

“We longed for spring, that we might make a garden, having been so long without vegetables or fresh fruit.

“Mr. Judson split out a fine lot of fir and cedar rails and fenced off a goodly portion of our preemption right of three hundred and twenty acres of land [given by the Federal government to the settlers] for a garden and orchard.”⁴²

“The fencing for the garden and orchard being finished, it was necessary for Mr. Judson to hasten off to Oregon for his cattle....”⁴³

Mr. Judson having returned with his cattle, the writer continues: **“Our earthly possessions now consisted of one yoke of oxen, wagon, cow and calf, and a squatters’ right to three hundred and twenty acres of wild land enriched with an unlimited supply of gravel--and we began to consider ourselves quite “plutocratic” [nicely fixed].”⁴⁴**

The garden did not do well, which was a **“great disappointment to us, more especially as we were expecting our friends from the east in the fall. However, we were far from starvation, for game was plentiful, although I remember when a kind neighbor who had raised a good garden in the creek bottom gave me a few potatoes, I bedewed them with tears of joy as I carried them home in my apron.**

“Another kind friend gave me a fine ‘dominic’ hen and rooster, and I raised a beautiful brood of ‘yellow-legged dominics.’ I was very proud of my fancy poultry.

“Eggs at that time were worth one dollar a dozen, and had the gravel on our place been turned into grain we would have, in a short time, made our fortune.”⁴⁵

“We had been settled in our home but a short time, when one day the little old Indian chief surprised us by appearing before our door with his dogs...and [his wives]. [He] set them to building their wigwam close by the spring--claiming the land as his ‘illihee.’

“We were much perplexed, but, after talking the matter over, concluded that it was no more than justice that they should be allowed to build their homes wherever they pleased, and we would not interfere with them.

“How could they realize they were trespassing on our rights, when no doubt this spring [beside the Judson’s cabin] had been one of their favorite camping places and hunting grounds, as well as that of their forefathers for generations.

⁴¹ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 97.

⁴² Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 98.

⁴³ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 99.

⁴⁴ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 103-104.

⁴⁵ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 105-106.

“The earth with its haunts, and trails, had been as free for them to roam, hunt and fish as the air they breathed, and we, in reality, were the interlopers.

“Mr. Judson, however, prevailed upon them to build their lodges below, instead of above, the spring.”⁴⁶

BLACK PIONEER GEORGE WASHINGTON IS FORCED TO SELL HIS CLAIM

George Washington’s livelihood was threatened by two white speculators who were his guests they filed a claim and included Washington’s prime land at Corban’s Landing as their own George’s foster parents James and Anna Cochran came to his aid since they had not yet claimed land in their own names, they hurried to Oregon City and claimed 640 acres along the Skookumchuck River Cochran’s claim included Washington’s twelve acres which he sold to them for \$200 once the Cochran family had lived on their claim for four years they could sell it back to their foster son while the Cochran’s held the claim George Washington did the farming

SAINTE MARIE DE WILLAMETTE ACADEMY IN ST. PAUL, OREGON CLOSSES

Sainte Marie de Willamette Academy was founded by six Sisters of Notre Dame de Namur as a girl’s school at St. Paul, Oregon [1844] written records show that the site where the Sisters lived served a dual function as a religious and educational facility and as a homestead Sisters of Notre Dame de Namur ran the academy for nine years before leaving the Willamette Valley and moving their school to San Jose, California where it opened as Notre Dame High School -- 1853 (Sainte Marie de Willamette Academy remained vacant for eight years until it was taken over by the Sisters of the Holy Names [1861])

VIOLENCE AGAIN ERRUPTS IN SOUTHERN OREGON

Settlers and miners of the Rogue River Valley were sadly deficient in arms and ammunition many having traded their arms to the Indians who were much better equipped for war than their white neighbors rifles and revolvers had displaced the bow and arrow and the war club for the Indians Rogue River sub-chief called Taylor by the whites was especially hated -- spring 1853 he roamed the country around about Grave Creek, a northern tributary of Rogue River, he killed seven whites during a winter storm and reported them drowned he committed other violent acts on small parties passing over the local road it was believed t white women were being held as prisoners among the Indians near Table Rock fueled by vague reports of the captivity of two white girls near Klamath Lake

OREGON LEARNS OF THE U.S. HOUSE OF REPRESENTATIVES VOTES A NEW TERRITORY

News the U.S. House of Representatives had passed the Organic Act reached Olympia -- early April size of the favorable vote, 128 to 29, made the Olympia *Columbian* confident

⁴⁶ Phoebe Goodell Judson, *A Pioneer’s Search for an Ideal Home: A Book of Personal Memoirs*, P. 107-108.

the bill would soon receive U.S. Senate approval

Columbia's publisher stated: **“No longer in the hands of go-betweeners, we have become ... ‘a people’ within ourselves”**

commenting on the name change from “Columbia” to “Washington” Territory the paper noted: **“Although Washington is not the name with which we prayed that our infant might be christened, yet it is certainly a very beautiful one. Nevertheless this novelty has met with some distaste among many of our citizens, whilst with others it met with enthusiastic applause. It will be remembered that our Memorial prayed for the name ‘Columbia’ -- this the House refused to grant us. Be it so. Even if the name ‘Columbia’ had our preferences, we would not cavil (quibble) at a name when principles are at stake. It is a mere difference in taste, and the people of northern Oregon are not sticklers for trifles.”**⁴⁷

CAMP DRUM BECOMES FORT DALLES

Name of Fort Drum [established 1850] was changed to Fort Dalles

by Commanding officer Brevet-Major Benjamin Alvord -- April 1853

this became possible because the U.S. government changed the size requirement for a fort

from a ten-mile-square (ten miles by ten by ten by ten) area to a one-mile-square area

Major Alvord created a one square mile military reservation

he wanted to ensure the fort was entitled to at least a full mile square

even though the post had never been surrounded by a stockade or fortified

New buildings were designed for the fort by Louis Scholl

under the direction of Captain Thomas Jordan

Availability of riverfront land allowed for civilian development of the town of The Dales

which began to expand

NORTHERN ROUTE OF THE TRANSCONTINENTAL RAILROAD SURVEY IS ORGANIZED

Not content with being Washington Territorial Governor and Superintendent of Indian Affairs,

Isaac Stevens also lobbied for the job of organizing and leading a government survey party

to explore the northern route for a proposed wagon and transcontinental railroad

this was to be a military route used by the army to quell potential Indian problems

and also as a path for pioneers to follow into the west

Newly-commissioned Governor of Washington Territory Isaac Ingalls Stevens

was assigned by Secretary of War Jefferson Davis to survey a Northern route -- April 8, 1853

this was to be suitable for building transcontinental railroad, telegraph line and a wagon road

from the Missouri River to the Columbia River and Puget Sound

under Congressional authority an expedition made up of engineers and explorers

led by Washington Territory Governor and Superintendent of Indian Affairs Isaac Stevens

was organized near St. Paul, Minnesota

Stevens commanded the largest and most elaborate of the survey expeditions

Congress appropriated \$40,000 for the northern survey

⁴⁷ *The Literary World*, Volume 13, P. 109.

123 men, many of them U.S. Army Topographical Engineers, were to carry out the task
Stevens faced the most difficult tasks of any of the survey parties
they were to detail the geographical and topographical character of the country
much of the vast distance between St. Paul and Puget Sound had not been examined
since Lewis and Clark had crossed the continent [1804-1806]
there was a good probability of mountain passes receiving heavy snowfalls (in early autumn)
which made speed essential
Governor Isaac Ingalls Stevens spent the next three months organizing the expedition

PLAN FOR THE NORTHERN SURVEY EXPEDITIONS

Governor Stevens, himself, would lead the Eastern Division of the Northern Survey expedition
Stevens procured the appointment of twenty-seven-year-old Captain George Brinton McClellan
to serve as his principal aide and lead the Western Division
McClellan was known during the Mexican War as “Little Mac”
he had struck Stevens as “**brave, intrepid, efficient, and devoted to duty**”⁴⁸
(Stevens would later revise this estimate downward)
Captain McClellan was to do the actual surveying
he would explore the Cascade Range to find a mountain pass
where a telegraph line, wagon and railroad route could be constructed
he was instructed to “**use every exertion**” to rush his work through to completion
in time for the 1853 immigration (during the coming autumn)
Lieutenant Rufus Saxton would be responsible for establishing a supply base
he was ordered to assemble supplies at Columbia Barracks on the Columbia River
and establish a depot in the Bitterroot Valley (in what is now western Montana)
Another young soldier assigned to conduct surveys through the Rocky Mountains
was twenty two year old Lieutenant John Mullan

LIEUTENANT JOHN MULLAN -- MILITARY ENGINEER ASSIGNED TO MCCLELLAN'S UNIT

Among the U.S. Army Topographical Engineers was a small, dark-haired young lieutenant
named John Mullan
U.S. Army Engineer Mullan was just a year out of West Point
he was anxious to prove his mettle as a military trained engineer
he and the others in the assigned survey crew boarded boats
which they took to Fort Benton (Montana) at the headwaters of the Missouri River
Lieutenant Mullan's thoroughness and exacting nature
assured the U.S. Army Topographical Engineers would succeed in their effort

CAPTAIN GEORGE B. McCLELLAN, U.S. ARMY ENGINEERS, SETS OUT TO DO HIS DUTY

To save time Governor Stevens dispatched U.S. Army Engineer Captain George B. McClellan
several U.S. Army Topographical Engineer officers, two companies of the U.S. Fourth Infantry
and thirty civilians directly to Columbia Barracks
where they were to begin their survey the northern Cascades

⁴⁸ David Lavender, *Land of Giants*, P. 289.

for a wagon road, transcontinental railway and telegraph line
McClellan had ample assistance to carry out his assignment
they journeyed by ship to the isthmus of Panama which they crossed
then continued aboard the steamer *Columbia* to San Francisco
before reaching Columbia Barracks
also on the *Columbia* were Customs Collector John Adair
and his nephew U.S. Marshall J. Patton Anderson
In the meantime Governor Stevens explored across the Great Plains
and through the Rocky Mountains
McClellan was to meet Steven's Eastern Division between the Rocky Mountains and The Cascades

JAMES LONGMIRE MAKES PREPARATIONS IN "ST. JO" TO TRAVEL THE OREGON TRAIL

St. Joseph, Missouri had been one of the marshaling points along the Missouri River for ten years
there independent travelers and small clusters of pioneers gathered
to join caravans large and small for the journey across the continent

James Longmire noted that while in St. Jo he **"bought eight yoke of oxen and a large quantity of supplies and proceeded in wagons along the river to Cainsville, now Council Bluffs, and camped. As it was yet too early to start on our long journey, the grass not grown sufficient to feed our oxen along the routes, we decided to remain for several weeks and make some preparations for another start. I bought a carriage and span of horses for \$250, which Mrs. Longmire and the children were to use as far as the road would permit. I also got a sheet-iron stove, which with utensils for cooking, only weighed twenty-five pounds, but which proved a real luxury, as we were thus able to have warm biscuits for breakfast whenever we chose, besides many other delicacies which we could not have by camp fires. For the stove, I paid \$12, though to us it proved almost invaluable. At Cainsville, I stood guard at night for the first time in my life, in company with [John] Van Ogle, who was also camped here, preparatory to going to Puget Sound. It was dark one evening when I finished the feeding of my cattle, so I could not see the person who spoke in a fine, childish voice, saying, 'Is there a man here by the name of Longmire?' I thought it must be a boy, judging by his voice, and told him that was my name, whereupon he introduced himself as John Lane. A man of whom I had often heard, but never had seen; a tall man, well-built, with a smooth, boyish face, and fine squeaking voice, much out of keeping with his great body. He invited me to his camp nearby, where I met his brother-in-law, Arthur Sargent, and his family. After some conversation, we made arrangements to continue our journey together. While here, we met a young man by the name of Iven Watt, who was anxious to cross the plains. I engaged him to drive one of my ox teams, and found him an excellent help at various times when obstacles met us which seemed hard to overcome. His friend, William Claflin, hired to Mr. Sargent to assist his son [Nelson] and Van Ogle with Sargent's ox team."**⁴⁹

JANES BILES LEADS A WAGON TRAIN TO THE WEST

James Biles was chosen Captain of a major 1853 wagon train
he was assisted by William R. Downey, Bartholomew Baker, Charles Biles and Nelson Sargent
they left Independence, Missouri on their 2,000 mile six-month crossing
to the Pacific Ocean -- April 15, 1853

⁴⁹ David Klausmeyer Twodof, *Oregon Trail Stories: True Accounts of Life in a Covered Wagon*, P. 96-97.

As was often the case on the long transcontinental journey,
personnel of a wagon train changed constantly when the original caravan was joined
by late arriving new-comers and other travelers dropped out or died along the route

PEOPLE OF WASHINGTON TERRITORY LEARN OF THEIR NEW STATUS

Information concerning President Millard Fillmore's signing the Washington Organic Code
which created Washington Territory did not reach Olympia
and the newspaper *Columbian* until April 15, 1853
(notice of the appointment of Major Isaac I. Stevens as Governor
was not received in Washington Territory until May)

OLYMPIA'S *COLUMBIAN* REPORTS THE GOOD NEWS OF TERRITORIAL STATUS

"The Territory of Washington is a fixed fact. Henceforth northern Oregon has an independent existence, and a destiny to achieve separate and distinct from that of her southern neighbor. She has been baptized by the Congress into a new name -- a name Glorious and dear to every American heart. Everywhere, throughout the length and breadth of the Territory the news will be received with joyful acclamations. The separate organization which the citizens of northern Oregon with earnestness, and, may we say, entire unanimity, have ardently wished and labored for, has been triumphantly achieved." -- Dateline April 30, 1853

Having accomplished its good work, the Olympia *Columbian* was sold
by Thornton F. McElroy and James W Wiley to Edward Furste -- 1853
newspaper's name was changed to the *Pioneer and Democrat*
and became the mouthpiece for the Democratic Party in Washington Territory

WASHINGTON TERRITORY GOVERNOR ISAAC INGALLS STEVENS JOURNEYS WEST

Governor Steven's party left Washington City on their expedition West -- May 9, 1853

Governor's first duty was to identify possible northern railroad and wagon routes
through the Rocky Mountains and into the new territory

Stevens had written his own orders: **"...examine the passes of the several mountain ranges, the geography and meteorology of the whole intermediate region, the character, as avenues of trade and transportation, of the Missouri and Columbia rivers, the rains and snows of the route, especially in the mountain passes, and in short to collect every species of information bearing upon the question of railroad practicality, moreover, to give great attention to the Indian tribes, as their friendship was important and bore directly upon the question both of the Pacific railroad and the safety of [the] party."**⁵⁰

Governor Stevens was to report directly to Secretary of War Jefferson Davis

CHANGE OF OREGON TERRITORY GOVERNORS

With the end Whig President Millard Fillmore's term of office
came an end to the terms of his Oregon Territory appointments
Democrat President Franklin Pierce had been in office two months
when Oregon Territorial Governor Whig John P. Gains Territorial was replaced

⁵⁰ James A. Crutchfield, *It Happened in Washington*, P. 41-42.

Oregon Territorial Delegate to Congress Joe Lane, spokesman for the Democrat “Salem Clique,”
was named “Acting-Governor” of Oregon Territory -- May 16, 1853
this was his second stint a territorial governor

Governor Lane led the movement to replace the unpopular Governor Gains with a Democrat
undeterred by the past hostilities of the Oregon electorate John Gains chose to stay in Oregon
where he remarried and settled on a farm just outside of Salem, Oregon

OREGON TERRITORY RECEIVES A PERMANENT TERRITORIAL GOVERNOR

Oregon Territorial Governor Lane served as for three days until May 19, 1853
during this time he remained in Washington City lobbying the president
to appoint his good friend -- Oregon Democrat George Law Curry
who had served as the third editor of the Democratic *Oregon Spectator*
Lane secured the appointment of Curry as Oregon Acting-Governor
Democrat Franklin Pierce appointed Democrat activist Territorial George Law Curry
Governor of Oregon Territory -- May 19, 1853 (he served until [December 2], 1853
Curry was the former editor of the *Oregon Spectator* and was the founder of the *Free Press*
Oregon Territorial Delegate to Congress and former General Joe Lane returned to Oregon Territory
he began his trip to the West -- this time bringing his family along -- May 26, 1853

VIOLENCE ERRUPTS ALONG THE ROGUE RIVER

Rogue River sub-chief Taylor continued to harass the miners and settlers along the Rogue River
he was hunted down by a party from Jacksonville, Oregon
excited by what they knew, and even more by what they imagined,
Taylor and three other Indians were hanged -- June 1, 1853
Marauders then went to Table Rock to rescue the alleged captive white women
finding none they fired into a native village killing six
then went on their way to get drunk and boast of their brave deeds
this atrocity was celebrated by the editor of the Yreka Herald who opined:
“Let our motto be extermination,” “and death to all opposers”⁵¹

INDIAN AGENT JOEL PALMER REACTS TO THE ROGUE RIVER ATROCITIES

Newly appointed Superintendent of Indian Affairs Joel Palmer had only one agent working for him
agent Samuel H. Culver was dispatched with a group of men originally organized
to build a road over the Cascade Mountains
while the U.S. Fourth Infantry was stationed in the Pacific Northwest it was so scattered
that no companies were within reach of the Rogue River region

MEEKER BROTHERS DECIDE TO SETTLE ON McNEIL ISLAND

Ezra and his brother Oliver explored the Puget Sound region looking for suitable land to homestead
they decided to settle on McNeil Island⁵² -- June 1853

⁵¹ Hubert Howe Bancroft, *History of the Pacific States of North America*, P. 312.

⁵² Daryl C. McClary, Essay 5238, HistoryLink.org, April 17, 2003.

Meekers established their homestead on the eastern shore across from Steilacoom
McNeil Island had an abundance of building materials and soil adequate for farming
but the necessary three mile crossing by rowboat from Steilacoom made it very remote
supplies were hard to obtain and the Meekers' social life was nonexistent
(After about a year, Ezra Meeker moved his family to Steilacoom and he became a merchant)

SEATTLE OPENS ITS FIRST HOTEL

Mary Ann Boyer was born in Bucks County, Pennsylvania [1821]
at age thirty met and met and perhaps married Captain David W. "Bull" Conklin
who commanded a whaling ship in the waters of Russian America (Alaska)
after a falling out, Captain Conklin unceremoniously deposited Mary Ann Conklin
in Port Townsend and sailed away to Alaska -- 1853
Mary Ann Conklin moved to the tiny village of Seattle
Captain Leonard Felker of the brig *Franklin Adams* carried a pre-fabricated building
to Seattle in the hold of his ship
he purchased land from David S. "Doc" Maynard at 1st Avenue South and Jackson Street
he erected a two-story frame building on that site
it was the first in Seattle with milled clapboard sides, an imported southern pine floor,
and lath-and-plaster walls and ceilings
Somehow Mary Ann Conklin became the boss of Felker's hotel
she ran an efficient business with clean sheets, good food and no-nonsense attitude toward guests
her salty language in English, French, Spanish, Chinese, Portuguese and German
was legendary -- she was known locally and along the West coast as "Mother Damnable"
Felker's establishment became known as "The Conklin House," or "Mother Damnable's"
Mary Ann Conklin, Mother Damnable, provided meeting rooms
she charged the Territorial government \$25 for the use of one of her rooms as a "court room"
and \$10 for rooms occupied by jurors
once a prosecuting attorney made the mistake of asking for a receipt
she threw a few sticks of stove wood at him in reply
Mary Ann Conklin diversified her hotel business by adding a brothel on the upper floor
with her new vocation apparent she became known near and far as "Madam Damnable"

JAMES BILES WAGON TRAIN INCREASES IN NUMBER

When the James Biles wagon train approached South Pass their numbers increased to 175 people
as smaller trains joined with them
first company to join the original train was led by James Longmire
next company to join was led by George H. Himes
Crossing the Continental Divide was described by James Longmire: **"We crossed the Rocky Mountains at South Pass, according to instructions given in "Horn's Guide Book For Emigrants," which we had carefully observed during our trip. It gave minute instructions as to proper camps, roads, the crossing of streams, where to find good water and grass, and other information which we found of great value, as our experience afterward proved. Some days after crossing the mountains our party was increased by the families of Tyrus and [Emeline] Himes, the (parents) of George Himes of Portland, Oregon, and Judson Himes of Elma, and Mr. [John] Dodge, who settled, on their**

arrival here, on Mima prairie. All went smoothly till we crossed Bear River Mountains, and, feeling some confidence in our camp judgment, we had grown somewhat careless about consulting our guide book, often selecting our camp without reference to it. One of these camps we had good cause to remember. I had gone ahead to find a camp for noon, which was on a pretty stream with abundance of grass for our horses and cattle, which greatly surprised us, as grass had been a scarce article in many of our camps. Soon after dinner, we noticed some of our cattle beginning to lag and seem tired and some of them began to vomit. We realized with horror that our cattle were poisoned, so we camped at the first stream we came to, which was Ham's Fork of Bear River, to cure if possible our poor sick cattle. Here we were eighty or a hundred miles from Salt Lake, the nearest settlement, in such a dilemma. We looked about for relief. Bacon and grease were the only antidotes for poison, which our stores contained. We cut bacon in slices and forced a few slices down the throats of the sick oxen, but after once tasting it the poor creatures ate it eagerly, thereby saving their lives, as those that did not eat it (cows we could spare better than our oxen) died next day. The horses were none of them sick. Had we consulted our guide before, instead of after camping at the pretty spot, we would have been spared all this trouble, as it warned travelers of the poison existing there. This event run [sic] our stock of bacon so low we were obliged to buy more, for which we paid 75 cents per pound, and 50 cents per pound for butter, which we bought of Mr. Melville, one of our party.”⁵³

MORE UNITS OF THE U.S. FOURTH INFANTRY ARRIVE IN WASHINGTON TERRITORY

Major Granville Owen Haller and Brevet-Major C.H. Larned sailed from New York around Cape Horn aboard the U.S. store ship *Fredonia* to join with the Fourth Infantry under Major Gabriel J. Rains stationed at Columbia Barracks
Major Granville Owen Haller, Brevet-Major C.H. Larned arrived safely in Washington Territory after completing a seven month voyage -- June 1853
After a brief rest at Columbia Barracks
Major Larned led two Companies of the U.S. Fourth Infantry to Fort Steilacoom where he took command of the post
Major Haller proceeded to Fort Dalles, Oregon with two Companies of men

LIEUTENANT WILLIAM SLAUGHTER IS TRANSFERRED TO FORT STEILACOOM

(Lieutenant William Alloway Slaughter arrived at Columbia Barracks [1852]
born in Kentucky and educated at West Point, Lieutenant Slaughter possessed an indomitable spirit
although he suffered from seasickness every day that he was at sea or shipboard in port he had sailed from the East coast to California -- out and back and out again
his bride of less than a year, Mrs. Mary [Wells] Slaughter, accompanied him on his second voyage to California)
Lieutenant Slaughter was transferred to Fort Steilacoom along with his wife Mary -- 1853
they quickly became part of the social scene at the fort and in the tiny village
Mary Slaughter ran the Officers Mess at the post
William Slaughter surveyed and platted the township

⁵³ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 337-338.

for Lafayette Balch's part of Steilacoom Slaughter eventually owning thirty-two lots as a member of the Masons he was one of the original group who successfully petitioned to form a lodge in Steilacoom [founded in 1854]

ULYSSES S. GRANT REMAINS POSTED AT COLUMBIA BARRACKS

Ulysses S. Grant had arrived at Columbia Barracks with the members of the U.S. Fourth Infantry under Major Gabriel J. Rains [1852]

Captain Ulysses S. Grant served as Quartermaster at Columbia Barracks

Delia B. Sheffield (young wife of another soldier) described Captain Grant in 1853

as he struggled with his garden: **“Captains Grant and Wallin leased a tract of land from Mr. W. Nye, situated about a mile from the post, along the Columbia river, intending to raise a crop of potatoes on part of it, and seed the remainder to oats. The two officers ploughed the ground and planted that portion of it nearest the river with potatoes.**

“Passing this field one day, in the early spring, I saw Captain Grant, with his trousers tucked in his boots, sowing oats broadcast from a sheet tied about his neck and shoulders. Captain Grant worked thus in the hope of realizing a profit from his crop which would enable him to bring his wife and family out to live with him. His pay as Captain was not sufficient to meet his expenses, and this was the cause of the farming venture. It was, however, a sad failure; the river overflowed and killed most of their potatoes....”⁵⁴

Grant in discussing fate of Indians during his assignment at Columbia Barracks noted:

“The Indians along the lower Columbia as far as the Cascades and on the lower Willamette died off very fast during the year I spent in that section, for besides acquiring the vices of the white people they had acquired also their diseases. The measles and the smallpox were both amazingly fatal. In their wild state, before the appearance of the white man among them, the principal complaints they were subject to were those produced by long involuntary fasting, violent exercise in pursuit of game and overeating.

“Instinct more than reason had taught them a remedy for these ills. It was the steam bath. Something like a bake-oven was built, large enough to admit a man lying down. Bushes were stuck in the ground in two rows about six feet long and some two or three feet apart; other bushes connected the rows at one end. The tops of the bushes were drawn together to interlace and confined in that position; the whole was the plastered over with wet clay until every opening was filled. Just inside the open end of the oven the floor was scooped out so as to make a hole that would hold a bucket or two of water. The ovens were always built on the banks of a stream, a big spring or pool of water.

“When a patient required a bath, a fire was built near the oven and a pile of stones put upon it. The cavity at the front was then filled with water. When the stones were sufficiently heated, the patient would draw himself into the oven; a blanket would be thrown over the open end and hot stones put into the water until the patient could stand it no longer. He was then withdrawn from his steam bath and doused into the cold stream near by. This treatment may have answered with the early ailments of the Indians. With the measles or smallpox it would kill every time.

⁵⁴ James A. Crutchfield, *It Happened in Washington*, P. 44-45.

“During my year on the Columbia River the smallpox exterminated one small remnant of a band of Indians entirely and reduced others materially. I do not think there was a case of recovery among them until the doctor with the Hudson’s Bay Company took the matter in hand and established a hospital. Nearly every case he treated recovered. The decimation among the Indians I knew of personally, and the hospital established for their benefit was a Hudson’s Bay building not a stone’s throw from my own quarters.”⁵⁵

INDIANS OF THE ROGUE RIVER REGION RETALIATE

As could be expected natives living in the vicinity of the Rogue River responded to the exploits of the Jackson marauders settlements were attacked and blood flowed Volunteer companies quickly gathered up the isolated families and patrolled the country settlers petitioned Captain Bradford Alden in command of U.S. Fourth Infantry at Fort Jones in Scott Valley, California asking for arms and ammunition Alden immediately responded by sending twelve men to their aide small company of volunteers was formed under Isaac Hill they obtained arms and ammunition from Fort Jones, California and kept guard at Ashland Raiding, murdering and raping began once again by both sides vengeance and retaliation increased by both races against the other -- late spring 1853 clashes between non-treaty Indians and roving bands of whites continued with short pauses for gold-seeking on several occasions friendly natives and settlers suffered from misunderstandings two Indians accused of murder traveled to a reservation before the Reservation Indians turned them over to the local authorities to be hanged

ARMY REINFORCEMENTS TRAVEL TOWARD SOUTHERN OREGON

Oregon Territory Governor George L. Curry requested District Commander Major Gabriel J. Rains then in command of the Fourth U. S. Infantry at Columbia Barracks supply the threatened Southern Oregon settlers with arms and ammunition this request was promptly granted Major Rains provided a howitzer, rifles and ammunition to assist in subduing Southern Oregon Indians but the army suffered from a shortage of troops to escort the equipment Recent West Point graduate Second Lieutenant A.V. Kautz, on his first military campaign, was placed in charge of six artillerymen and a twelve-pound howitzer with wagons of rifles and cartridges and a good supply of cannon ammunition they started from Columbia Barracks bound for the conflict Governor Curry believed a larger escort was necessary and called for volunteers a company of seventy-five men was quickly raised in Salem, Oregon James W. Nesmith was commissioned its captain Nesmith marched his volunteers to Albany, Oregon where they joined Lieutenant A. V. Kautz and his six regulars at Albany, Oregon to assist with guarding the howitzer, rifles and ammunition this combined party proceeded southward

⁵⁵ W. Storrs Lee, *Washington State*, P. 137.

WASHINGTON TERRITORIAL GOVERNOR ISAAC INGALLS STEVENS BEGINS HIS SURVEY

Governor Stevens was to survey a northern transcontinental railroad route and wagon road between the 47th and 49th parallel as far as Puget Sound
he expected to examine a northern segment of country 2,000 miles long and 250 miles wide and reach Washington Territory before winter
as was his custom he wasted little time
reaching St. Louis he started his supplies up the Missouri River by keelboat
Territorial Governor Stevens hurried to St. Paul where he would begin his survey assignment
Stevens' 143 men including eleven U.S. Army Topographical Engineers officers and a staff of scientists and artists who gathered information about the topography, geography, flora, and fauna identifying several unknown species along the route were divided into several detachments -- each with its own assignment
Stevens and his survey expedition left St. Paul, Minnesota -- June 6, 1853
they traveled west through the Dakotas, (Montana and Idaho)
throughout the summer they mapped and charted their way west

MORE INCIDENTS TAKE PLACE ALONG THE ROGUE RIVER

Settler Isaac Hill while protecting Ashland from threatening Indians attacked a group of natives five miles from Ashland killing six -- June 7, 1853
surviving Indians fled for their lives
Business was suspended in the Rogue River Valley
every available man started out to hunt Indians
retaliating against local Rogue River and other Indians who were generally innocent

CALIFORNIA ORGANIZES VOLUNTEERS TO MEET THE CRISIS

More than two hundred California men were formed into two companies
overall command was given to Captain Bradford Alden from Fort Jones
Yreka, California organized an additional eighty volunteers under Captain Goodall
While there were plenty of volunteers, supplies and equipment remained a problem
Captain Alden appointed a board of military commissioners
to serve as a general department of supply
Captain Alden learned the Indians had gathered in force near Table Rock
he planned an attack for the night of [June 11]
however, in the meantime he learned the Indians were conducting raids throughout the valley
Away rushed the volunteers to the defense of their homes without waiting for officers or orders
roving parties of white men scoured the countryside for several days
Sam, the war chief of Rogue River, approached the volunteer camp and offered battle

OREGON TERRITORY GOVERNOR CURRY SENDS HELP TO THE ROGUE RIVER

Oregon Territory Governor George L. Curry received a courier from Ashland requesting military assistance
Lieutenant-Colonel Benjamin Bonneville at Fort Vancouver was contacted
arrangements were made for rifles, ammunition and a howitzer to be delivered -- June 15, 1853

Second Lieutenant A.V. Kautz led his six Fourth Infantry artillerymen and their twelve-pound howitzer, wagons loaded with rifles, cartridges and ammunition for the cannon on the difficult march leading through Umpqua Canyon up and down mountain trails made slippery by recent rains Kautz's troops were accompanied by Captain James W. Nesmith's forty Salem volunteers other militia officers were 1st Lieutenant L.F. Grover, 2nd Lieutenant W.K. Beale, surgeon J.D. McCurdy and J.M. Crooks orderly sergeant

CAPTAIN ALDEN MOUNTS AN ATTACK AGAINST THE ROGUE RIVER INDIANS

Captain Bradford Alden gathered together his forces and marched to attack the enemy -- June 15, 1853
He approached a bushy canyon five miles north of Table Rock but there were no Indians present following their trail was very difficult as the Indians set fire to the forest behind them wiping out their trail and filling the air with smoke and heat marching forward was dangerous

ROGUE RIVER INDIANS ARE DISCOVERED ON EVANS CREEK

Yreka volunteers continued their search for Indians they discovered a group of natives on Evans Creek -- morning June 17, 1853 since there were only twenty-five volunteers they returned to their camp for supplies once in camp a messenger was sent to headquarters for reinforcements
Before other volunteer companies arrived
Rogue River Indian Chief Toquahear (later known as Sam) conducted an attack advancing along the gullies and behind the willows, the Indians opened fire killing two volunteers retreated as rapidly as possible to the safety of a pine ridge a quarter of a mile away but they were outflanked and surrounded
fight continued for three and a half hours -- four volunteers were killed and four wounded when more volunteers arrived on the scene the Indians broke off the engagement -- June 17
hostile Indians gathered in a large body and withdrew northward toward the Umpqua River chiefs Ahs-er-ka-her (later known as Jo), Toquahear (Sam), Anacharah (Jim) and John were brothers and the principal leaders of the Indians they were aided by such young and vigorous warriors as George and Lympe

FEDERAL OFFICIALS ARRIVE IN WASHINGTON TERRITORY

U.S. Marshall J. Patton Anderson and his bride Etta (Henrietta) aboard the steamboat *Columbia* \ arrived in Astoria, Oregon -- end of June 1853
he was the second federal official to arrive in Washington Territory
after Associate Justice O.B. McFadden who had formerly been a justice in Oregon Territory
Andersons arrived at Astoria with just one dollar -- not even enough to pay to unload their luggage and paper money was useless on the Pacific coast anyway
Anderson threw the dollar into the Columbia River and began to whistle to keep up his courage just then an officer he had not seen before asked him if Colonel Anderson was in the crowd
Anderson introduced himself and learned the officer was Lieutenant Rufus Saxton
Lieutenant Saxton Rufus Saxton of the U.S. Army Topographical Engineers

produced a large envelope from the Secretary of the Interior
instructing Anderson to immediately take a census of Washington Territory
the envelope also contained a Treasury draft for \$4,000 to defray Anderson's expenses
Lieutenant George B. McClellan also reached Astoria, Oregon on the Columbia River
on board the steamboat *Columbia*

he was leading the Western Division of the Northern Survey expedition
McClellan's orders from Washington Territory Governor Isaac Stevens noted
beginning from Columbia Barracks he was: **"...to fix the line of the road, especially
through the Cascade Mountains, and to perform such work on the most difficult portions as will
enable the immigrants to render the route practicable by their exertions, detaching a suitable person
as guide and director, to meet them at Walla Walla."**

further, they were to **"operate in the mountains until they are thoroughly explored
or till driven away by the snow"**⁵⁶

in addition to surveying the Northern Pacific Railroad route, McClellan was also assigned
to build a Military Road from Fort Walla Walla over the Cascades to Fort Steilacoom

EFFORT IS MADE TO LINK FORT STEILACOOM BY ROAD WITH FORT WALLA WALLA

Military effort to construct a road from Pierce County and into Eastern Washington began again
Byrd Mill Road, as it was known, left Fort Steilacoom passed American Lake
and ran through (present-day Ponders and McChord)

before turning eastward to (McMillan) in the Puyallup Valley
Byrd Mill Road then turned north to Elhi Hill and continued eastward toward (today's Buckley)
it followed the White River to the Greenwater River until it linked with the very rough
"citizen's road" up Naches Pass and continued across Eastern Washington Territory

NEWSPAPER *OREGON STATESMAN* CHANGES TOWNS

Asahel Bush's Democratic *Oregon Statesman* moved from Oregon City to Salem -- June 28, 1853
where the newspaper became the *Salem Statesman*
but still served as the mouthpiece of the Democrat "Salem Clique"
which continued to direct political events in Democratic Oregon Territory
Salem Statesman's policy became broader and even more liberal

LIEUTENANT GEORGE B. McCLELLAN ARRIVES AT COLUMBIA BARRACKS

Lieutenant McClellan's Western Division of the Northern transcontinental survey effort
reached Columbia Barracks -- July 3, 1853
where spent a leisurely three weeks assembling men and equipment
for the tasks of road building and surveying
McClellan's command was increased to sixty-five men and 173 horse and mules
this was more than ample assistance to conduct the road surveying operations
Lieutenant McClellan and Captain Grant, Columbia Barracks Quartermaster,
were acquainted from the Mexican War
while at Columbia Barracks Grant and McClellan developed a friendship

⁵⁶ Thomas W. Prosch, *United States Army in Washington Territory*, "Washington Quarterly", Volume II, P. 120.

both soldiers were destined for fame
Quartermaster Grant worked diligently to assemble the horses and supplies McClellan needed
including 173 head of livestock -- far more than necessary or advisable for the purpose
but before the task was finished Grant began drinking
which annoyed and offended "Little Mac" a great deal
although transportation was soon arranged,
McClellan never forgave Grant for the dereliction of duty and personal slight
Little Mac decided he did not have enough men for both road building and for surveying
he solved his dilemma by improperly awarding a few civilian construction contracts
from then on he ignored the road building assignment -- which was never done correctly
his surveying efforts proved to be equally inadequate

OLYMPIA EXPRESS COMPANIES PROVIDE A LINK WITHIN THE PACIFIC NORTHWEST

John G. Parker and Henry D. Colter began carrying mail and light packages on horseback
Parker, Colter, and Company Express with headquarters in Olympia was founded -- 1853
company shipped parcels to and from Portland
(this company lasted eighteen months until Colter absconded with thousands of dollars
Parker, Colter, and Company Express was succeeded by Stuart's Express)
which operated between Portland and Olympia[1854])
Smith's Express (later Lambert and Smith's Express) also was organized -- 1853
to carry local packages between Olympia and Alki Point on Puget Sound
These local express companies helped Oregon's territorial population to break down
some of the isolation in which it found themselves

THIRD STEAM SAWMILL ARRIVES ON PUGET SOUND

(Andrew J. Pope aboard the clipper schooner *L.P. Foster*
and Captain William C. Talbot on the fifty-ton sailing schooner *Julius Pringle*
left from East Machias, Maine for the Pacific Coast
Talbot captained the *Julius Pringle* by way of Cape Horn to San Francisco
and on to Puget Sound)
Captain Talbot reached the Strait of Juan de Fuca's Discovery Bay
he anchored the *Julius Pringle* off the Olympic Peninsula
Captain Talbot hired Cyrus Walker to take an Indian canoe into Puget Sound
Walker and his Indian guides paddled past Henry Yesler's new steam sawmill at Seattle
going as far as Vashon Island
Captain Talbot set out on the *Julius Pringle* to explore Hood Canal
looking for the best site for a steam-powered sawmill
he noted that Port Ludlow was an ideal location for a mill
but another mill operation, Captain William F. Sayward and John R. Thorndyke,
had taken that location
Talbot spotted a sandspit at the mouth of Port Gamble and judged it, too, to be ideal
this spit had room enough for a mill and other buildings
plentiful supplies of "Oregon Pine" (Douglas fir),
and the spit sheltered sailing ships from the prevailing winds

local Native Americans called the spit Teekalet meaning “brightness of the noonday sun”
Captain Talbot established a stream sawmill at Port Gamble -- Puget Mill Company -- July 1853

PUGET MILL COMPANY CONSTRUCTION BEGINS

Captain William C. Talbot had brought dressed lumber from East Machias, Maine
for the construction of buildings to house his steam-powered sawmill, Puget Mill Company
He landed ten men at the mouth of Port Gamble on Teekalet Spit -- July 1853
they built a bunkhouse, a cookhouse which were then roofed with local shakes
and a store to trade with the natives and settlers
foundation timbers for the saw mill came from trees at the head of the bay
but further construction had to await the arrival of the steam-powered sawmill equipment
being delivered from East Machias, Maine by his business partner Josiah Keller

ISSUE OF SLAVERY ARISES AGAIN IN OREGON TERRITORY

Colonel Nathaniel Ford had brought his slaves Robin and Polly Holmes and their three children
when he came to Oregon Country [1844]
Ford had promised them their freedom but did not deliver on his pledge
Robin Holmes sued Ford in civil court to free his family
on the grounds that slavery was illegal in Oregon Territory [1852]
no Territorial Justice was available to hear the case so the issue remained unsolved
Oregon Territorial Chief Justice George Henry Williams was nominated by President Franklin Pierce
to replace Chief Justice Thomas Nelson -- 1853
eleven months after Robin Holmes’ case was filed Chief Justice Williams heard the evidence
he ruled Robin Holmes and his family were free because slavery did not and could not exist
in Oregon Territory -- July 13, 1853
this decision seemed obvious and was accepted as final

AMERICAN COMMODORE MATTHEW PERRY ATTEMPTS TO OPEN TRADE WITH JAPAN

Commodore Perry, “The Father of the Steam Navy,” commanded four steam frigates
from Norfolk, Virginia bound for Japan [July 8, 1852]
Japan at this time was isolated from all trade by order of the Emperor of Japan
Hermit Empire, as it was known, traded only with China and the Dutch
through the Portuguese port of Macao using fragile vessels not able to withstand heavy seas
Sailing under a white flag, Perry attempted to intimidate the Japanese by presenting them a letter
warning that if they resisted America’s offer to trade they would be attacked
Perry’s fleet landed (at today’s Yokosuka) -- July 14, 1853
after delivering his message he left for the Chinese coast
with a promise to return to accept a reply
Japan remained closed to the outside world

LIEUTENANT GEORGE B. McCLELLAN BEGINS HIS RAILROAD SURVEY

Lieutenant McClellan and his men set out from Columbia Barracks -- July 18, 1853
they explored the country from to the Lewis River
then past Goose Lake into the Trout Lake Valley where they established

what they called Camp Hool-hool-se south and slightly west of Trout Lake
from this camp five snow-covered mountains could be seen:

Rainier, St. Helens, Adams, Hood and Jefferson

they had traveled ninety-three miles

McClellan's company of men camped for one night in the Klickitat River Valley

at what they called Camp Chequos

they were following the little used trail known as Klickitat Pass

which ran south of Mt. Adams and Mt. St. Helens, crossing the valley into Camas Prairie

Soon they became entangled in the dense old growth timber and underbrush

that blanketed the moist western slopes of the Cascade Mountains

to make their passage easier, McClellan's survey party crossed to the eastern side of the Cascades

where ancient cedar and fir trees gave way to open forests of pines

they investigated such places as the Yakima and Wenatchee valleys of the Columbia River

they eventually reached the foot of Lake Chelan

BENJAMIN BONNEVILLE RETURNS TO THE PACIFIC COAST

Ben Bonneville, military officer, explorer, trapper and mountain man first visited Fort Vancouver
while on leave of absence from the United States Army [1834]

He returned to Columbia Barracks (the former Fort Vancouver)

as Lieutenant-Colonel Benjamin Louis Eulalie De Bonneville

of the U.S. Fourth Infantry -- July 1853

Ben Bonneville had been made famous by the writings of Washington Irving

Adventures of Captain Bonneville: History Made Man [1837]

and a two volume version: *The Adventures of Captain Bonneville, U.S.A.,
in the Rocky Mountains and the Far West* [1837]

Since his last visit to the region Americans taken control from British Hudson's Bay Company

had established Oregon Country and created Oregon Territory

settlements had become towns and steamboats delivered goods on a regular schedule

there was even the beginning of a survey for a transcontinental railroad

LIEUTENANT RUFUS SAXTON AND HIS MEN ARRIVE AT FORT WALLA WALLA ⁵⁷

Lieutenant Rufus Saxton of the U.S. Army Topographical Engineers had assembled supplies

at Columbia Barracks with the help of Quartermaster Captain Ulysses S. Grant

Lieutenant Saxton and his pack train, packers and military escort followed the Oregon Trail

along the south side of the Columbia River

they arrived at the Hudson's Bay Company's Fort Walla Walla -- July 27, 1853

there they were visited by Peu-Peu-Mox-Mox, a chief of the Walla Walla Tribe,

who pledged his friendship to the whites and offered his help to them along their way

LIEUTENANT SAXTON LEAVES FORT WALLA WALLA TO ESTABLISH A SUPPLY DEPOT

As the territorial governor worked his way westward up the Missouri River,

Lieutenant Rufus Saxton, left Fort Dalles with a pack train

⁵⁷ Jack Nisbet, Essay 8594, HistoryLink.org, May 23, 2008

headed for the western Montana Bitterroot Valley to establish a supply depot for the survey
his packers and equipment were guarded by a military escort
of two officers and eighteen soldiers U.S. from the Fourth Infantry⁵⁸

LIEUTENANT RUFUS SAXTON CONTINUES HIS JOURNEY TO THE MISSOURI RIVER

Rufus Saxton of the U.S. Army Topographical Engineers had been ordered to establish a depot
in the Bitterroot Valley of the Rocky Mountains

he learned that the most direct trail across the mountains to the Bitterroot Valley
was too arduous for his pack animals so he set off on an alternate route
by way of the Spokane and Clark Fork rivers

guided by veteran fur trader Antoine Plante, the party left the Walla Walla valley

Lieutenant Saxton and his pack train began their journey through a landscape
that would become very familiar -- July 30, 1853

midsummer heat in the arid country was so fierce that the men remained in camp the next day,
then marched through the night to reach the Snake River

As they made camp opposite the mouth of the Palouse River,

about fifty Palouse and Nez Perce Indians arrived in full war costume to hold a grand war talk
they had heard a rumor that American soldiers were coming to take possession of their home

Lieutenant Saxton gave the Native Americans assurances of the peaceful nature of his journey
Indian delegation accepted gifts and watched the soldiers of the military escort
display the firepower of their Colt and Sharpe's rifles

COLUMBIA BARRACKS BECOMES FORT VANCOUVER

Lieutenant-Colonel Benjamin Louis Eulalie de Bonneville was in command of the post
when the name was changed by the U.S. Army

Columbia Barracks was designated Fort Vancouver once again
this name change took place -- July 30, 1853 [until 1879]

Ben Bonneville was ordered to survey and map the 640 acre military installation

he cheerfully began the assignment -- surveying and map making were tasks he did well
he was so efficient in laying out the post that his plan of buildings is still in use today

LIEUTENANT RUFUS SAXTON'S PARTY IS AIDED BY THE INDIANS⁵⁹

Palouse and Nez Perce tribesmen loaded their canoes with the Americans' packs and baggage
and ferried them across the Snake River

while the soldiers swam the horses and mules -- August 2, 1853

Marching northwest from the mouth of the Palouse River for three and a half days,

Saxton's pack train reached the Spokane River -- August 6

there they met Chief Garry of the Spokanes who spoke "tolerable English"

as he had been educated in Canada by the Hudson's Bay Company

Spokanes had also heard reports that soldiers were coming to make war

but they were happy to receive peace offerings from the "Great Father at Washington"

⁵⁸ Jack Nisbet, Essay 8594, HistoryLink.org, May 23, 2008.

⁵⁹ Jack Nisbet, Essay 8594, HistoryLink.org, May 23, 2008

Lieutenant Saxton left three crippled horses in the care of Chief Garry before he continued eastward for his rendezvous with Washington Territorial Governor Isaac Stevens

OREGON'S ROGUE RIVER INDIANS BECOME BELIGERANT

Different groups of Indians inhabited the Rogue River Valley in southern Oregon they assumed a hostile attitude -- August 1853
along the main-traveled route, extending from Cow Creek on the north,
in a southerly direction to the Siskiyou Mountains
several settlers and miners were murdered
nearly all of the buildings for a hundred miles were burned

STEAMBOAT *WALLAMET* IS BUILT TO SERVE THE UPPER WILLAMETTE RIVER

Mississippi River style steamer *Wallamet* was designed by Capt. John McCrosky and associates John T. Thomas was the builder of *Wallamet*, as well as many other steamers
Wallamet was launched at Canemah, Oregon -- August 11, 1853
there were now four steamboats serving the upper Willamette River
linking Canemah and Corvallis
This 150-foot long side-wheeler with a twenty-three foot beam had a hold five feet deep
she had two high pressure steam engines
each engine was a single cylinder with a fourteen inch-inside diameter cylinder
driving a piston sixty inches long
Wallamet featured twin smokestacks placed forward of the pilot house
there were sixty staterooms in the boat's upper saloon and she could carry 400 tons of freight
(however, she made little money and was sold to California interests)

INDIANS RAID WILLOW SPRINGS, OREGON

In retaliation for the [June 7] killings carried out by settler Isaac Hill's men and other random attacks bands of Shasta and Rogue River Indians continued raiding Jacksonville, Oregon settlements
settlers kept retaliating against local non-nomadic Indians who were generally innocent.
Growing tired of the unfair attacks, the local non-nomadic Indians joined together
they attacked a party of five travelers on the immigrant road
at Willow Springs (near today's Medford, Oregon) -- August 11, 1853
William T'Vault, who had survived the Coquille Massacre [September 14, 1851], escaped
but two others in the party were killed and several cabins were burned

JACKSONVILLE, OREGON SETTLERS SEND TO FORT JONES FOR HELP

In response to the southern Oregon settlers call for help after the attack at Willow Springs
Captain Bradford R. Alden marched north from Fort Jones, California
with a detachment of twenty men of the U.S. Fourth Infantry
on the way north he picked up a company of volunteers in Yreka, California
led by Jacob Rhodes
in Jacksonville Captain Alden added three companies of Jackson County volunteers
led by captains Robert L. Williams, John S. Miller and John Lamerick

JOE LANE ARRIVES WITH A SMALL FORCE FROM ROSEBURG, OREGON

Oregon's Territorial Delegate to Congress former-General Joe Lane arrived in the Rogue River Valley at the request of local citizens he assumed control of the body of Rogue River Valley volunteers that was formed for the defense of the settlers -- August 13, 1853 Oregon Territorial Governor Curry had already commissioned Joe Lane a brigadier-general but James W. Nesmith, who had not yet arrived, carried the commission at the time this commission was unknown to those in the Rogue River Valley Joe Lane was joined by U.S. Fourth Infantry Captain Bradford R. Alden and his twenty soldiers accompanied by Jacob Rhodes' Yreka volunteers and Robert L. Williams, John S. Miller and John Lamerick three companies of Jackson County volunteers Joe Lane's combined force established their headquarters at Camp Stuart (near present-day Manzanita, Oregon) where preparations were undertaken to hunt down the Indians

GENERAL JOE LANE PURSUES THE INDIANS

Joe Lane, now with his rank of "General" in place, took command of the Oregon Territory volunteers he directed the Jackson County volunteers to proceed up Evans Creek to a designated rendezvous Oregon volunteer companies under John Lamerick and John S. Miller were the first to move out they hoped to trap the Rogue River Indians responsible for the deaths at Willow Springs Simeon Ely led a twenty-two men detachment who found Chief Sam (Toquahear) on Evans Creek fifteen miles north of Table Rock -- August 17, 1853 Ely sent a messenger to Camp Stuart for help and retired to an open meadow between two willow-lined streams that flowed into Evans Creek Chief Sam had seen Ely's volunteers and maneuvered his warriors into the willows for an attack Rogue River Indians killed two of Ely's men in the first volley at Evans Creek Meadows Ely retreated 500 yards to a pine-covered ridge where the fight went on for three hours finally, Jacob Rhodes' California volunteer company arrived and Chief Sam broke off the fight but he had captured eighteen horses and mules, along with blankets, guns and ammunition Rogue River Indians had only a few wounded volunteers lost six men killed and four more were wounded, including Simeon Ely General Joe Lane made camp at the eastern base of a rock ridge between Evans Creek and a small stream farther up the Rogue River where he was joined by California volunteers under James P. Goodall and Oregon volunteer companies under Captain Robert L. Williams

STEAMBOAT *BELLE OF OREGON CITY* IS CONSTRUCTED FOR THE LOWERWILLAMETTE

Belle of Oregon City, or simply *Belle* as she was generally known, was notable because everything, including her machinery was of iron that had been worked at the Oregon City ironworks owned by Thomas V. Smith iron-hulled side-wheeler *Belle of Oregon City* was launched -- August 18, 1853 Captain W.B. Wells and Captain Richard Williams co-owned the steamboat Every morning at 7:30 she would leave the warehouse at the base of Willamette Falls

she reached the Oregon City dock by 8:00 a.m. next stopping at Milwaukie at 8:30 a.m.

Belle reached Portland at 9:30 a.m.

Belle steamed back downriver, reaching Willamette Falls again by 4:00 p.m.

(She was the longest lived of the pioneer boats on the Columbia River before being scrapped [1869] while a good boat she was no substitute for the speed and comfort of the departed *Lot Whitcomb*)

BELLE OF OREGON CITY PLYS THE COLUMBIA RIVER

Belle of Oregon City provided cargo and passenger service on Willamette River joining Oregon City, Milwaukie and Portland four days a week

But three days a week she ran up the Columbia River to the Lower Cascades

passengers traveling upriver would disembark at the Lower Cascades

travel on Bradfords' Cascade Railway along the Columbia's north bank

then board the steamer *Mary* bound upriver for the head of navigation at The Dalles

BATTLE AT EVANS CREEK TAKES PLACE

After Simeon Eli's fight at Evans Creek Meadows, a search for Chief Sam's Rogue River band was undertaken until scouts reported finding the Indian trail -- morning August 24, 1853

a road from General Joe Lane's camp to the trail was made

by cutting a passage for the horses through a thicket

General Lane led Jacob Rhodes' Yreka volunteer company from Camp Stuart

accompanied by Captain Bradford R. Alden and twenty U.S. Fourth Infantrymen

and James P. Goodall's California volunteers who proceed on foot along the trail

as they searched up Evans Creek by way of Table Rock they passed over

broken country enveloped in clouds of smoke from fires set by the Indians

Chief Sam's Rogue River Indians also felled trees as they went to delay their pursuers

Jackson County volunteers John S. Miller and John Lamerick

led their companies of men from Camp Stuart down the Rogue River

to the mouth of Evans Creek -- then turned upstream

General Joe Lane found the Indians' trail and continued north up Evans Creek

at the headwaters of the creek General Lane and Captain Bradford R. Alden reached the Indians

there were about 200 Indians led by Rogue River Indian chiefs Sam (Toquahear),

Jo (Apserkahar) and Jim (Anachaharah) defending a log-and-thicket fortification

Captain Alden led a frontal attack as Jacob Rhodes circled from the flank -- August 24, 1853

Indians learned they were discovered only when Alden's command fired into their camp

although completely surprised they put up a vigorous resistance

their camp was fortified with logs and they were well supplied with ammunition

to get at the natives it was necessary for Alden to charge through dense thickets

an operation both difficult and dangerous

as the terrain offered many opportunities for ambush

Alden's men got no closer than thirty yards before gunfire halted them

several volunteers went down, including Captain Alden

(his wound would cause him to resign the following month)

General Joe Lane riding along the very broad trail in advance of his men heard gun fire and voices

his troops were halted on the summit of the ridge where they were ordered

to dismount in silence and tie their horses -- preparations for a fight were begun
General Lane waited for the rear guard to come up -- he intended to lead them into action
General Joseph Lane renewed the assault on the Indians' fortified camp
he found U.S. Fourth Infantry Captain Bradford R. Alden severely wounded
lying in the arms of a sergeant
driving the Rogue River Indians from their camp Joe Lane led a vigorous pursuit
in the murky light of forest fires set by the Indians he overtook and attacked the natives
in a rough, mountainous and heavily timbered region
when he was within thirty yards of the enemy
he was struck by a rifle-ball in his right arm near the shoulder
he put a crude bandage on the wound and conducted the fight for another three hours
Indians and whites were so close together that they could easily converse
volunteer Captain Pleasant Armstrong, an old and respected pioneer of Yamhill County,
was shot through the heart and died instantly
John Scarborough and Isaac Bradley also were killed
five other attacking volunteers were wounded
Charles C. Abbe subsequently died of his injuries
Rogue River Indians had lost fifteen killed and thirteen wounded

ARRANGEMENTS ARE MADE FOR A PEACE CONFERENCE

Rogue River Indians desired peace and called out for a parley -- evening August 24, 1853
General Joe Lane ordered a suspension of firing
Robert B. Metcalfe and James Bruce were sent into the Indians' lines to learn what they had to say
when told that their former friend Joe Lane was in command the Indians asked for an interview
this request was granted

GENERAL JOE LANE VISITS THE ROGUE RIVER INDIAN CAMP

Concealing his wounded arm under his coat, Joe Lane entered the Indian camp
General Lane found many wounded
they were burning their dead as if fearful they would fall into the hands of the enemy
General Lane was met by his namesake Chief Jo, and his brothers Sam and Jim,
who told him their hearts were sick of war
after a long meeting it was finally agreed that there should be a cessation of hostilities
both parties should return to the neighborhood of Table Rock
on the north side of the Rogue River Valley
Indians said they would meet Joe Lane in seven days at Table Rock, give up their arms,
make a treaty of peace and place themselves under the protection
of the Indian superintendent who should be present at the council
an armistice should exist until Superintendent of Indian Affairs General Joel Palmer
could be sent for to negotiate a treaty
Joe Lane agreed, taking a son of Jo as hostage
Both whites and Indians marched back slowly over the same trail, encumbered with their wounded,
each group keeping a vigilant watch on the other
General Lane returned to the volunteer encampment at the place of the morning's dismounting

where the wounded were being cared for and the dead were being buried

OREGON VOLUNTEERS ARRIVE TOO LATE TO ENTER THE FRAY

John E. Ross, colonel of the Jackson County volunteers, had a difficult time marching another company of Jacksonville volunteers to the scene of battle when they arrived too late to participate they were disappointed they would have renewed the fight if General Joe Lane had not restrained them For two days the camps of the volunteers and Indians were less than four hundred yards apart but the truce remained unbroken during this time Indian women brought water for the wounded soldiers and volunteers there was no mention of such humane conduct on the part of the whites armistice continued intact so far as the military and volunteer units under General Lane and the Indians under Jo, Sam and Jim were concerned

BOTH INDIANS AND WHITES MOVE TO THE LOCATION OF THE PEACE TALKS

Both General Joe Lane and his advisories moved to Table Rock where talks were to be held -- August 26, 1853 both groups appeared confident as they slowly moved toward the council grounds however, both sides covertly kept a close eye on the other Rogue River Indians selected a strong and almost inaccessible position on a high piece of ground directly under the perpendicular cliffs of Table Rock at night the Indian campfires could be plainly seen as the natives looked directly down on the soldiers and volunteers General Lane made his camp in the valley about one mile from the Indian position and in plain view this encampment became known as Fort Lane as the wounded men had to be moved fifteen miles to General Lane's camp Rogue River Indian men helped serve as litter bearers Lane supposed 700 warriors were camped above him on the side of the bluff below Table Rock Joe Lane remained in his Table Rock camp and awaited the arrival of Superintendent of Indian Affairs Joel Palmer and Indian Agent Samuel H. Culver who were authorized by the federal government to write treaties with the Indians

GENERAL JOE LANE'S ARMITICE WITH THE ROGUE RIVER INDIANS IS BROKEN

After the Evans Creek fight, plans for further talks between the two adversarial groups kept the peace intact Without General Joe Lane's knowledge Elias A. Owens led a company of Oregon volunteers in search of hostile Indians further down the Rogue River they lured five or six Grave Creek Band of Rogue River Indians to a council where they were disarmed them, tied up and shot -- August 28, 1853 enraged Indians gathered up more of their people and burned cabins along Jump Off Joe Creek Owens and his volunteers continued south along the Rogue River to Long's Ferry (near present-day Grants Pass, Oregon) there, the Indians jumped them and killed three volunteers

HOSTILITIES IN THE ROGUE RIVER REGION CONTINUE

General Joe Lane's Oregon volunteers under Captain Robert L. Williams killed twelve Indians on Grave Creek when under a pledge of peace he got the Indians into his camp and shot them all -- Williams lost one man Williams also surprised a party of Indians on Applegate Creek he convinced them to lay down their weapons and shot eighteen

WASHINGTON TERRITORIAL GOVERNOR STEVENS CONTACTS THE PLAINS INDIANS

As he crossed (today's Montana) Isaac Stevens dedicated his time to his new obsession making arrangements for treaty talks with the Indians -- late August 1853 He used as his model the council that had been held near Fort Laramie two years before [1851] by mountain man and Indian agent Thomas "Broken Hand" Fitzpatrick where the Indians had agreed to allow passage rights to the whites and to stay within carefully delineated tribal boundaries thus ending the incessant warfare Stevens hoped to drive the same bargain along the anticipated transcontinental railroad route further, he hoped to reach an agreement with the Blackfoot and Flatheads that Fitzpatrick missed to carry out his goal, Stevens scheduled a great intertribal council for the next summer [1854] although he had not sought authorization to do so from the Indian Department As he proceeded West he conducted preliminary talks with every native band he could reach very quickly he achieved an inflated idea of his abilities as an Indian manager

JAMES BILES WAGON TRAIN MEETS WALLA WALLA INDIANS

Family of Tyrus Himes was camping in the Blue Mountains with other emigrants Chief Peu-Peu-Mox-Mox (or Yellow Serpent) the great chief of the Walla Wallas accompanied by a number of braves dressed in fringed and beaded buckskins and feathered war bonnets, they rode into their camp and were attracted to the wagon of Mr. Himes regarding the great chief James Longmire noted: **"The chief of the Walla Wallas Peu-peumox-mox (sic) or Yellow Serpent, a very important person who rode, with the dignity of a king, a large American horse, a beautiful bay, with holsters on his saddle, and a pair of navy revolvers. He was a large, fine looking Indian, fully aware of his power as a chief..."**⁶⁰

Peu-Peu-Mox-Mox became infatuated with the pretty, curly haired, strawberry-blond little girl who was under the care of her older brother George watching the child for some time, the chief and his warriors mounted their horses and rode away Next morning hundreds of Indian ponies were seen around the hills close by immigrants soon learned the Indians were there by order of Peu-Peu-Mox-Mox to trade for the little fair-haired baby Great chief's offer was rejected upon leaving with his braves, the Chief of the Walla Wallas was heard to say "Nika tum-tum, wake skookum" meaning his heart was not strong, or he was weak and sick this rejection demonstrated proof of the great chief's honor

⁶⁰ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 341.

he easily could have massacred the wagon train and taken his coveted prize, but he did not

JAMES LONGMIRE WAGON TRAIN SPLINTERS FROM THE BILES WAGON TRAIN

At the Umatilla River, Longmire led thirty-one wagons
as they struck out for Fort Walla Walla (today's Wallula, Washington) -- 1853
Longmire's party decided to immigrate over the Cascade Mountains directly to Puget Sound
rather than continuing down the Columbia River to Fort Vancouver
as the usual route required taking flatboats down Columbia River from Fort Walla Walla
portages were made where necessary before arriving at Fort Vancouver
where Indians were hired to canoe the settlers to Puget Sound
Longmire and his immigrants hoped to find a "guide and director" waiting at Fort Walla Walla
left for them by Captain George B. McClellan as he had been instructed by Congress
(in fact, McClellan failed to discharge his road building duties -- no guide had been left)

JAMES P. FLINT SUFFERS AN ACCIDENT

After eighteen months plying the waters of the Columbia River between the Cascades and Portland
steamboat *James P. Flint* crashed into a rock opposite Multnomah Falls and sank
while in command of Captain George Coffin -- September 1853
no lives were lost but the steamboat was abandoned
(she was raised, equipped with the engines out of the *Columbia* and renamed the *Fashion*)

STEAMBOAT FASHION PROVIDES SERVICE ON THE COLUMBIA BELOW THE CASCADES

James P. Flint was raised from the waters of the Columbia River near Multnomah Falls
Daniel F. and Putnam F. Bradford equipped her with the engines out of the tiny *Columbia*
James P. Flint was rebuilt and was renamed the *Fashion*
Bradford & Company's *Fashion* continued to provide steamboat service
where the *James P. Flint* left off -- 1853
Lawrence White Coe, the son of first postal agent in the Northwest Nathaniel Coe,
had come to Oregon Territory (in [1852])
he served as purser aboard the *Fashion*
(later he made a name for himself as a steamboat builder, operator and captain)

SETTLERS CONFRONT A PARTY OF MAKAH INDIANS

New Dungeness was visited by a large group of Makah Indians in their canoes
they camped on the sand spit at the entrance to the harbor
with them was an Indian who had killed Albert Pettingill
near Port Townsend (the previous spring)
Clallam Indians informed the local settlers of the presence of the murderer
six pioneers who were in the neighborhood met and sent for reinforcements
one of the pioneers was sent to talk with the Indians and demand the killers' surrender
when he arrived in the camp the Makahs refused to deliver up him
they challenged the white men to battle
when three additional whites arrived the nine men attempted to enter the Indian camp
they were fired upon and firing followed from both sides

two Indians were killed and two wounded
one white man slightly hurt by a musket ball in the next
darkness put an end to the engagement which was conducted in canoes,
Indians dispersed, the murderer going to Port Townsend

SUPERINTENDENT OF INDIAN AFFAIRS JOEL PALMER ARRIVES IN SOUTHERN OREGON

Superintendent of Indian Affairs Joel Palmer who had replaced Superintendent Anson Dart and Indian Agent Samuel H. Culver arrived at the Rogue River -- September 1853
Palmer was authorized by the United States Government to negotiate treaties with the Indians
Palmer was trying desperately to write a new series of treaties
that would suit both Congress and the Indians of the Northwest
Table Rock looked like an opportunity to deal with Oregon's most troublesome tribe
Second Lieutenant A.V. Kautz and his six Fourth Infantry artillerymen escorted the Indian Agents
they delivered a twelve-pound howitzer accompanied by a company of Willamette Valley men
Captain A. J. Smith also arrived from California with the troops of U.S. First Dragoons Company C

GENERAL JOE LANE MEETS WITH THE ROGUE RIVER INDIANS

General Lane believed he now had sufficient force to confront the Indians
his whole command was anxious and willing to fight, but General Lane
had pledged to the Indians that an effort should be made to reestablish peace
Rogue River Indians asked for a council
General Lane met with the Rogue River Indians -- September 4, 1853
arrival of the howitzer did a great deal to awe the natives into submission
Indians had become aware of the approach of the howitzer several days before
they said it was a "hyas rifle" that took a hatful of powder for a load
and would shoot down a tree
it was an object of great terror to the Indians -- they begged not to have it fired
Through negotiations General Joe Lane called for a peace council to be held
date for the council to be held in the Indian camp was set for [September 8]
it was agreed General Lane would be accompanied by ten unarmed men
preliminary talks would be held to complete arrangements

JAMES W. NESMITH DISAPPROVES OF THE COUNCIL TERMS

Captain James Nesmith arrived in General Lane's camp with forty Salem volunteers
he told General Lane that he did not like the terms agreed to for the treaty talks
he said that he had traveled this country for five years
and he had fought these same Indians before
they were notoriously treacherous and earned the designation of "Rogues"
by never allowing a white man in their power to escape
Nesmith said he knew the Rogues better than the General did
it was criminal folly for eleven unarmed men to place themselves voluntarily
within the power of well-armed hostile Indians in their own secure camp
General Lane listened to the protest and replied that he had agreed to the terms of the meeting
and would keep his word -- if Nesmith was afraid he could remain behind

Nesmith responded that he was as well acquainted with fear as the General
Nesmith would accompany him to what he believed would be their slaughter

GENERAL JOE LANE HOLDS A PRELIMINARY MEETING WITH THE ROGUE RIVER INDIANS

Lane met with the Rogue River Indians preliminary to peace talks -- September 5, 1853
General Lane was accompanied by Superintendent of Indian Affairs Joel Palmer,
Captain A. J. Smith of the U.S. First Dragoons Company C,
L.F. Grover of Nesmith's Salem Volunteers and others -- all well-armed

ELEVEN BRAVE MEN FACE THE ROGUE RIVER INDIANS IN PEACE TALKS

General Joe Lane, with customary fearlessness, set out for the Council -- morning September 8, 1853
he brought ten additional unarmed men with him including

Superintendent Joel Palmer and Indian Agent Samuel P. Culver
U.S. First Dragoons Company C Captain A. J. Smith and Adjunct L. F. Mosher,
Fourth Infantry Second Lieutenant A.V. Kautz with soldiers R. B. Metcalf and J. D. Mason
California volunteer John E. Ross, Oregon volunteer James W. Nesmith
and T. P. Tierney who spoke Chinook Jargon and acted as guide and interpreter

After riding a couple of miles across the level valley they came to the foot of the mountain
where it was too steep for horses to ascend -- they dismounted and hitched their horses
With a great deal of effort they scrambled for half a mile up over huge rocks and through brambles
then found ourselves in the Indian stronghold just under the perpendicular cliff of Table Rock
they were surrounded by seven hundred well-armed hostile warriors
all in their gorgeous war paint and feathers

as James W. Nesmith later noted: **“Captain Smith had drawn out his company of dragoons, and left them in line on the plain below. It was a bright, beautiful morning, and the Rogue River Valley lay like a panorama at our feet; the exact line of dragoons, sitting statue like upon their horses, with their white belts and burnished scabbards and carbines, looked like they were engraven upon a picture, while a few paces in our rear the huge perpendicular wall of the Table Rock towered, frowningly many hundred feet above us.”**⁶¹

TREATY TALKS WITH THE ROGUE RIVER INDIANS BEGIN

Superintendent of Indian Affairs Joel Palmer, General Joe Lane and other unarmed men
entered the Rogue River Indian camp on one of the prominent mesa formations
Talks began but the writing of a treaty became unduly complicated
an initial “Treaty of Peace,” was agreed to
and signed by the significant participants -- September 8, 1853

Terms of the agreement were harsh for the Rogue River Indians:

- they were bound to reside permanently in a place to be set aside for them;
- they were to give up all firearms to the Indian agent placed over them
except for seventeen rifles to be kept for hunting;
- they were to receive an annual annuity from the federal government for their lands

⁶¹ *The Council at Table Rock, 1853, Reminiscences of Senator James W. Nesmith and General Joseph Lane.* [Oregon Historical Society Quarterly, VII, 190), P. 217.

- but they must pay out of that sum an indemnity for property destroyed by them
- if they went to war with the settlers they would forfeit all of their annuities;
- they were to notify the agent of other tribes entering the Rogue River Valley with warlike intent and assist the settlers in expelling them;
- they were to apply to the Indian agent for redress whenever they suffered any grievances at the hands of the white people;
- in short, they gave up their entire independence and become wards of a government of which they knew nothing

JAMES LONGMIRE WAGON TRAIN LEAVES FORT WALLA WALLA

Preparations were completed at the post and Longmire noted construction of a raft was finished crossing the Columbia River began -- 2 o'clock in the afternoon September 8, 1853
 by sunrise the next morning the crossing was complete except for the animals
 Indians were sought to drive the cattle and horses across
 Nelson Sargent was the only man who could speak Chinook Jargon
 but not well enough to make a bargain with the Indians
 Fort Walla Walla's agent hired Indians for the wagon train to swim their stock across
 Indians were paid \$18 for their service and they brought up twenty-five canoes
 they formed in line below the crossing and the cattle and oxen were driven into the water
 they swam safely across to shore

Next came the horses

when the herd was about in the middle of the river the treacherous Indians laid down their oars
 they made signs which demanded more money
 meanwhile the horses were drifting down stream to where high bluffs rose on either side
 they could not possibly land at that location
 when more money was provided, they took up their oars at once and paddled across
 safely landing the horses

ADDITIONAL GOVERNMENT OFFICIALS ARRIVE IN WASHINGTON TERRITORY

Arriving by ship were Chief Justice Edward Lander, Territorial Secretary C.H. Mason
 and Attorney General J.S. Clendenin and his family -- September 1853

SECOND TREATY IS SIGNED WITH THE ROGUE RIVER INDIANS

At the second treaty meeting conducted at Table Rock -- September 10, 1853
 long speeches were made by General Joe Lane and Superintendent Joel Palmer
 these were translated twice: first by James Nesmith into Chinook Jargon
 then by a Rogue River native into their language
 the same procedure was followed with each reply -- but in reverse
 double translation of each long speech made communication tedious
 extremely limited vocabulary of Chinook Jargon allowed for none of the subtleties
 necessary to communicate legal ideas, terms and understandings
 During the talks a young Indian came running into camp stark naked
 he was perspiring freely from his great exertion
 after a short tirade he threw himself on the ground exhausted

his speech created a great clamor among his tribe
After the usual translation process was finished, General Lane was informed
white men on Applegate Creek under the command of California volunteer Captain Owen
captured an Indian known as Jim Taylor that morning
they tied him to a tree and shot him to death
Turmoil and confusion among the Indians immediately became intense
an Indian interpreter warned James W. Nesmith that Rogue Indians
were talking of treating them the same way
some Indians gathered ropes
others drew the skin covers from their guns and removed the ramrod from the muzzle

EVASIVE ACTIONS ARE ATTEMPTED

There could be a volley of fire from the Indians at any instant
James Nesmith explained in a few words to Joe Lane what the interpreter had told him
he explained to the others using words not easily understood by the interpreter
they should not huddle together but rather “disperse” and “segregate”
All of the whites remained calm
they separated from one another and moved closer to the warriors
so any general firing would have been nearly as fatal to the Indians as to the whites
this action removed the temptation the group as a whole presented
General Joe Lane invited the Indians to lay down their weapons and join the Council
Lane’s demeanor was composed and deliberate
Lane took the precaution of communicating a plan with friendly Klickitat Chief Quatley
Quatley and a few of his tribesmen moved close the principal Rogue River Indian chief
General Lane sat on a log his bandaged arm in a sling with his mouth rigidly compressed
his eyes flashed his fierce countenance
Captain A. J. Smith, who was prematurely gray-haired, leaned on his saber
he looked anxiously down to his orderly line of U.S. First Dragoons in the valley below
his squadron looked beautiful, but they could not be of assistance
Nesmith hiding a sharp hunting knife under his shirt sat down on a log close to the Rogue chief
he kept one hand near its handle determined to make use of it if firing started
In a few moments as the tension increased, General Lane stood up and spoke slowly but distinctly
he began: **“Owens who has violated the armistice and killed Jim Taylor, is a bad man. He is not one of my soldiers. When I catch him he shall be punished. I promised in good faith to come to your camp, with ten other unarmed men to secure peace. Myself and my men are placed in your power; I do not believe that you are such cowardly dogs as to take advantage of our unarmed condition. I know that you have the power to murder us, and you can do so as quickly as you please, but what good will our blood do you? Our murder will exasperate our friends and your tribe will be hunted from the face of the earth. Let us proceed with the treaty, and in place of war, have a lasting peace.”**⁶²

As General Joe Lane continued to speak in this vein the excitement gradually subsided

⁶² *The Council at Table Rock, 1853. Reminiscences of Senator James W. Nesmith and General Joseph Lane*, “Oregon Historical Society Quarterly,” VII, 1907. P. 219-220.

when Lane promised to give fair compensation in shirts and blankets for the deceased Jim Taylor
the crisis passed

TABLE ROCK TREATY IS SIGNED

Superintendent of Indian Affairs Joel Palmer signed a second agreement,
this one was titled "The Treaty for Sale of Lands" -- September 10, 1853
this amounted to two translations of the same document
this agreement was also signed by Jo (Apserkahar), Sam (Toquahear), Jim (Anachaharah),
John and Lympe
witnesses were Joseph Lane, Augustus V. Kautz, James W. Nesmith, R.B. Metcalf,
John (Indian interpreter), J.D. Mason and T.P. Tierney
Joel Palmer's treaty was unique in that it did not herd the Indians off their ancient land
rather, this treaty let them retain full sovereignty over a "reserved" portion of their native home
and granted them certain hunting and fishing rights even in the ceded portions
this became the model for future Indian negotiations throughout the Northwest
Eleven very brave men made their way among the rocks down to where their horses were tied
they mounted and returned to the squadron of dragoons
Captain A.J. Smith galloped up to his squadron and gave a brief order
as the bugle sounded the squadron wheeled and trotted off back to camp
Rays of the setting sun reflected from the summit of Table Rock
as General Joe Lane and his party rode back across the valley

TERMS OF THE TABLE ROCK TREATY DO NOT FAVOR THE INDIANS

Under the Treaty for Sale of Lands all the country claimed by the Rogue River Indians was given up
except 100 square miles on the north side of the Rogue River
between Table Rock and Evans Creek
only ten or twelve square miles were arable land
the remainder being rough and mountainous
United States agreed to pay \$60,000 for the whole Rogue River Valley
after deducting \$15,000 for the losses of property by settlers
\$5,000 of the remaining \$45,000 was to be spent on agricultural implements, blankets,
clothing, and other goods deemed conducive to the welfare of the Indians
payments would be made in sixteen installments of \$2,500 in clothing, blankets,
farming utensils, stock and such other articles
as would best meet the needs of the Indians [beginning September 1, 1854]
further the U.S. Government agreed to build a dwelling not to exceed \$500 each
for the three principal chiefs as soon as practical
after the treaty was ratified by the U.S. Senate
when the Indians were removed to their permanent reserve
new buildings of equal value should be constructed for the three chiefs,
and \$15,000 additional should be paid to the tribe in five annual installments
beginning after the previous sixteen installments had expired
other articles were added to the treaty:
•Indians were bound to protect the agents or other persons sent to live with them

by the United States Government;

- Indians were to refrain from harassing any white person passing through their reserves;
- it was agreed that no private revenges or retaliations should be indulged in by either side chiefs should, on receiving a complaint being made by the Indian agent, deliver up the offender to be tried and punished under United States law;
- Indian complaints of any violation of law by white men against them would result in the perpetrator suffering the penalty of the law

Under the terms of the treaties the Rogue River Indians would receive **“benefits they did not want, could not understand and were better off without”**⁶³

PUGET SOUND SETTLERS ATTEMPT TO BUILD A ROAD OVER NACHES PASS

Pioneers in the newly created Washington Territory believed too many settlers traveled over Sam Barlow’s toll road to Oregon City or down the Columbia to Fort Vancouver before turning toward the Willamette Valley more settlers were needed in Washington and the overflow from the south did not provide enough For many years when hunting Indians followed a trail between the Yakima Valley and Puget Sound they crossed the Cascade Mountains over Naches (sometimes Nahchess or Nachess) Pass early settlers had also crossed the Cascades using that pass but only on foot or horseback used a trail carved out of the dense forest by migrating animals and improved by Indians pioneers for some time pushed for construction of a wagon road over Naches Pass nothing had been accomplished -- or even seriously attempted in spite of Captain George B. McClellan and his orders Puget Sound settlers, frustrated by the lack of action from Washington City employed typical pioneer regional enthusiasm to attempt to a build a road linking Steilacoom with Fort Walla Walla (today’s Wallula, Washington) road builders from Olympia and Steilacoom headed by Edward Allen of Olympia went to Naches Pass to carve a road across the Cascades from the summit to Puget Sound Leschi, a Nisqually sub-chief, had the largest horse herd on the Nisqually Prairie he offered a dozen horses to help with the project he asked how much the settlers were being paid and was told all of the others were volunteering he agreed to donate the use of his animals Quiemuth, Leschi’s brother, also went along to lead a pack train

BOAT BUILDER ROGER ATTWELL MOVES TO THE VILLAGE OF UPPER CASCADES

Daniel and Putman Bradford operated the portage tramway portage along the north bank of the Columbia River that ended upriver at the village of Upper Cascades Roger Attwell had arrived at Bradford’s Landing at Upper Cascades with him 500 pounds of boatbuilding tools [1852] Roger met Mary Jane Hervey-Williams who arrived on the Oregon Trail -- 1853 they married and established a land grant of 320 acres on the Oregon side of the Columbia River just above the rapids where there was a mountain stream suitable for water-power for a sawmill

⁶³ Hubert Howe Bancroft, *History of the Pacific States of North America*, P. 319.

good timber was available and there was also a suitable landing and launch site
a sandbar in the Columbia created a long slough large enough to dock several vessels
Isaac Bush owned the local hotel at Upper Cascades and became acquainted with Roger G. Attwell
discussions with Roger met Mary Jane Attwell soon resulted in a project to build a steamer
led by master carpenter and Boatwright Roger G. Attwell
Mary became a member of the boat construction team
Bush and Company bought the hull of Hudson's Bay Company's small steamer *Allen*
that had wrecked one night at Mitchell's Point (Hood River, Oregon [1851])
hull of the *Allen* was too long and too heavy to move in one section so it was cut in half
and moved up river to the Attwell landing and mill
Roger Attwell and his crew got to work adding a twenty-foot middle section
to the two ends of the hull
he strengthened the hull and added a side-wheel to the middle section

STEAMBOAT MARY IS LAUNCHED FOR SERVICE ABOVE THE CASCADES OF THE COLUMBIA

Steamer *Mary* was the product of a community effort and team work led by Roger Attwell
funds for the *Mary* were supplied by local businessmen
Roger Attwell named his little side-wheel steamer *Mary* in honor of his wife
she was launched and a big celebration was held on board -- September 12, 1853
Mary's home port was to be at Bradford's Landing
she served the fifty miles of the Middle Passage of the Columbia River
delivering cargo and passengers between Bradford's Landing and The Dalles
for eight years [until 1861]
she was far from a luxury steamer, however, she was well constructed for the hard work
in the swift waters of the Middle Passage the Columbia River

COLUMBIA RIVER STEAMBOATS PROVIDE SERVICE AS FAR UP RIVER AS THE DALLES

Steamers *Bell of Oregon City* and *Fashion* delivered passengers and freight
from Portland to the village of Lower Cascades below the Cascade Rapids
where portage service was provided to Bradford's Landing
on the Middle Passage of the Columbia River
Steamer *Mary* under the command of Captain Dan Baughman carried traffic
from Bradford's Landing at The Cascades upriver to The Dalles

MORE TROUBLE FOR THE LONGMIRE TRAIN

Peu-Peu-Mox-Mox's brother had been hired to guide the wagons to Naches Pass
one day the guide made a horse trade in which he felt himself cheated
he grew indignant and deserted the immigrants who were left alone
without a landmark, a compass, or a guide

CHENOWETH'S TRAMWAY IS PURCHASED BY THE BRADFORD BROTHERS

Daniel F. and Putnam F. Bradford dreamed of a shipping monopoly on the upper Columbia River
Francis Chenoweth sold his four-wheeled wooden flat car and mules and track -- 1853
bypassing Dalles Rapids and Long Narrows Rapids to the Bradford brothers

this purchase by the Bradford brothers was financed by a “silent partner”
businessman James P. Flint of San Francisco
Bradford & Company extended their “Cascades Railway” six miles around The Cascades Rapids
an upriver landing was constructed at Upper Cascades above Celilo Falls
Bradford Landing, for used by steamboats, was constructed downriver at the foot of Celilo Falls

JAMES LONGMIRE WAGON TRAIN REACHES THE YAKIMA RIVER

Longmire Party continued to the upper Yakima River Valley
they were forced to ford the Yakima River a total of eight times
They followed the Yakima a few miles then turned north
toward Wellspring near Rattlesnake Spring (on today’s Hanford Site)
traveling through the wilderness, Longmire reported: **“From the Yakima River we [were] followed by a band of Indians, who had kept our wives and children in perfect terror, but laughed and chatted gaily as they rode along. The tyees or big men were dressed in buckskin leggings, handsomely beaded, and breech-clouts, made of cedar bark. The (Indian women) were dressed very similarly. Men and squaws all had painted faces. The (Indian women) always carried the papooses done up in proper Indian fashion and hung to the horn of the saddle, which bobbed up and down in no very easy manner when the ponies were in full gallop.”**⁶⁴

Longmire train reached Wellspring
because the region seemed impossible to cross they sent out men to find a better road
but without success
Seeing their plight the Indians dismounted their horses,
cleared a small patch of ground and marked two roads -- one heading northeast; other northwest
along each road they placed dots in the ground saying “sleeps, sleeps”
at the end of the road they said “soldiers”
Immigrants decided on the route with the fewest “sleeps” and set out for the northeast

LONGMIRE WAGON TRAIN DISCOVERS ITS ERROR

Even without a compass it became obvious they had taken the wrong route
James Longmire reported in his diary: **“We saw before us almost a perpendicular bluff, seemingly 1,000 feet high, extending far away to the mountains. This we learned later was White Bluffs, on the Columbia River. Here we camped for the night, ordering the Indians to camp at a respectful distance from us, which they did, much to our surprise. However, we placed a double guard out, as we suspected they had led us to this trap in order to massacre our whole party; but I really believe, now, that their intentions were good, if they had been able to make us understand them. The next day we retraced our way to Well Springs [sic], where we had left our proper course; but in due time we learned that our Indian escort meant to conduct us to Fort Colville [sic], an English trading post, for the winter, thinking the snow on the Cascades would prevent our reaching Fort Steilacoom, where United States soldiers were stationed. Upon reaching Well Springs, our followers left us, much to our relief. We were further encouraged the same night by the return of Nelson Sargent, who with others had gone in advance to look out a good road, with the glad news**

⁶⁴ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 342.

that after crossing the canyon a good road lay before us; and still better news that they had struck a trail which the Steilacoom and Olympia Company had blazed for the coming emigrants.”⁶⁵

LONGMIRE TRAIN LEAVES WELLSRING AGAIN

Wellspring was left behind again, but this time the route traveled lay northwest -- September 18, 1853
they traveled the length of a canyon covering about a mile of extremely difficult terrain
before coming out on a beautiful plain

Following Cold Creek for two days they came to Selah Valley on the upper Yakima River
which was crossed

They had reached the Wenas Valley (northwest of today's Yakima)

Longmire continued his narrative: **“...taking our course along Wenas Creek, about ten miles, when we came to a garden [cultivated by Chief Ow-hi], now the farm of David Longmire, my son, who was a little boy making his way with the rest of us across the plains. This garden was kept by Indians, of whom we bought thirteen bushels of potatoes, the first vegetables we had had since leaving the Rocky Mountains -- a real feast, though boiled in their jackets. It required a bucketful to make one meal for us.”⁶⁶**

A few days of well-deserved rest were taken in the Wenas Valley

LONGMIRE TRAIN SETS OUT AGAIN

In an effort to make their journey less difficult the Longmire Train traveled along river beds
they followed Wenas Creek to its source and crossed to the Naches River
which they followed for four days crossing and recrossing sixty-eight times
to add to their difficulties, their bedding and food were wet most of the time

Leaving the Naches River the wagon train began the difficult climb
up the east side of the Cascade Mountains -- September 24, 1853
these hardy pioneers now faced with a grave challenge which had previously defeated
George B. McClellan and his survey crew
and the naive efforts of the Olympia and Steilacoom road builders
but this time failure meant disaster

Longmire and his companions followed a ridge
between the North and Middle Forks of the Little Naches River toward the Cascade summit
slowly the wagon train climbed higher into the mountains
frequently boulders had to be rolled out of the way
when they reached the timber line, trees had to be cut down to provide a passage
women and children cleared away brush ahead of the caravan
it was back-breaking work
sometimes the wagons moved less than a mile a day
each night the people wondered if they would ever get to the top of the mountain pass

TERRITORIAL GOVERNOR ISAAC STEVENS REACHES WASHINGTON TERRITORY

Averaging a hard forty miles a day from Fort Benton, the governor's pack train angled southward

⁶⁵ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 343.

⁶⁶ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P 343-344.

then turned west to cross the summit of the Rocky Mountains at (Cadotte Pass)
he was at the extreme eastern edge of his new domain -- September 24, 1853
though drenched in a violent rainstorm, Stevens conducted an appropriate ceremony
he formally declared the establishment of the Territory of Washington by Congress
Stevens noted a train tunnel 4.25 miles in length would be required at (Cadotte Pass)
he then led the way down the Big Blackfoot River (to the vicinity of present-day Missoula)
Rumors of gold (they were true) enticed the expedition members
but the party continued up the beautiful Bitterroot Valley to Fort Owen
(site of the first permanent white settlement in Montana)

TERRITORIAL GOVERNOR ISAAC TEVENS' SURVEY PARTY REACHES FORT BENTON

Washington Territorial Governor Isaac Ingalls Stevens stopped in (central Montana)
to reassemble and re-supply scattered surveying parties of engineers at Fort Benton
in anticipation of the most daunting part of their work -- probing the Rocky Mountains
to locate a passage through the Bitterroot Mountains
which still lay ahead of them-- early September 1853
he knew additional appropriations of funds would be necessary to complete the railroad survey
he wrote Secretary of War Jefferson Davis saying it would be shame to stop the work at this point
he wrote an additional letter to the Indian Department asking for authorization
of the anticipated council he had been promising the Indians
Stevens then dispatched his exploring parties toward the mountains as if their expenses were paid
while he turned to the north toward Canada to invite still more Indians to the big talk
he had set for the following summer [1854]

GOVERNOR STEVENS RETURNS TO FORT BENTON

Washington Territorial Governor Stevens had not traveled very far north
when a courier summoned him back to Fort Benton
Lieutenant Rufus Saxton, who had established a supply station in the Bitterroot Valley,
had ridden east with a small party across the Continental Divide to meet Stevens' Party
after a brief conversation Stevens decided he would have to forgo his northern swing
to get through the Rocky Mountains before they were blocked by snow
he also would have to abandon his slow wagons and hurry along with a pack train

ISAAC STEVENS' EXPEDITION ESTABLISHES CANTONMENT STEVENS

By now the governor knew that the looping curves and tangled spurs of the Continental Divide
could not be surveyed within a matter of weeks
He decided to establish a base called Cantonment (temporary quarters) Stevens
a few miles upstream from Fort Owen
and keep several parties working from that location as long as the weather allowed
One lieutenant, twenty-three-year-old John Mullan, was even detailed to stay all winter
and keep measurements on the snowfall -- a record of obvious importance to a railroad
Mullan noted in his report to the Topographical Bureau noted: **“the lateness of the season, the difficulty of the county, the importance of our mission, the scarcity of our supplies, the meagerness of the information we then possessed and the necessity felt for a more detailed and thorough**

exploration of the Rocky Mountain section ... all conspired to influence Governor Stevens to leave in the mountains a small party for the winter of 1853, for further explorations....”

Because of his pressing duties as governor, Isaac Stevens pushed with a small party down the Bitterroot Valley to the Clark Fork River

GEORGE FREDERICK WHITWORTH LEADS A PARTY OF PRESBYTERIANS WESTWARD

George Whitworth was born in England and educated in Indiana where he attended Hanover College he became a Presbyterian minister but moved his family to Washington Territory -- 1853 where he hoped to establish a Presbyterian colony

For the first three months while traveling over the Oregon Trail Whitworth’s party rested themselves and their oxen every Sunday and listened to a sermon from the preacher but rumored dangers in Indian country forced them to abandon the restful Sabbath and hasten westward for the remainder of the journey

Whitworth family members who completed the journey to Puget Sound consisted of George and Mary and their children James Edwin, Frederick, John Matthew and Clara, Mary’s two nieces, her 70-year-old mother, and two young men named Bell they also brought cattle and horses

Whitworth and others traveling with him brought with them a world view that was Victorian Christianity, education, government and capitalism were all necessary to the advance of civilization

LONGMIRE TRAIN ARRIVES AT THE SUMMIT OF NACHES PASS

After three days of back-breaking toil hacking through dense forest a rich prairie of fine grass and good water was reached -- September 27, 1853 this became known as Summit Prairie (and today as Government Meadow)

George Himes, nine years old at the time, wrote a description of the scene in a letter [1905]:

“In due time the summit of the Cascades was reached. Here there was a small prairie -- really it was an old burn that had not grown up to timber of any size.”⁶⁷

James Longmire commented they found **“fine grass and good water. Here we stopped for two days, giving our tired oxen a good rest and plenty of food, which they badly needed, for the rest of the trip.”⁶⁸**

Some of the men made camp for the night on Summit Prairie in full view of Tacobet Lemonti (later known as Mount Tahoma or Mount Rainier) they took in the scene around them:

- green meadows swept away from their feet,
 - leaves on the shrubs had turned to red and yellow,
 - in the distance they could view broad valleys and hills covered with timber,
 - every way they turned, they gazed upon the wild beauty of the mountains
- lofty peaks rose up in every direction and rising over them all was (Mount Rainier) covered with glacial ice and snow

Other pioneers eagerly went to look for the construction party which had been promised

⁶⁷ Joan and Gene Olson. *Washington Times and Trails*, P. 89

⁶⁸ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 344.

and relished the opportunity to travel the newly-constructed road to Puget Sound
When the seekers returned, they walked slowly and said little to each other
no road to Steilacoom could be found
they could not know that the road crew from Puget Sound had stopped work
due to hunger and discouragement when it seemed no one was coming through Naches Pass
some of the workers had gone home just a week before Longmire's party arrived on the scene

CAPTAIN GEORGE B. McCLELLAN INVESTIGATES EASTERN WASHINGTON

After crossing the outlet of Lake Chelan,

McClellan moved his party northward reaching the Okanogan River -- September 27, 1853

Captain McClellan's survey party averaged only five mile a day as they worked northward

Little Mac allowed his surveyors time to pan for gold as they traveled

Camp was made along the river about one and a half miles from Fort Okanogan,

an old Hudson Bay Company establishment that lay in ruins

McClellan described structure and noted that little business took place there

Fort Okanogan's caretaker, Joe Lafleur, told McClellan "**there was no pass between Mt. Baker and the Hudson's Bay Company's trail from Okinakane [sic] to Langley [in British Columbia],**"⁶⁹

but there was a foot trail that led from the headwaters of the Methow River to Puget Sound

Running low on supplies George McClellan cut his forces

McClellan and his remaining men continued north at least to Lake Osoyoos

LONGMIRE PARTY PRESSES ON

In spite of the surrounding majestic beauty after two days of rest Longmire and his party moved on
they began their journey down the west side of the Cascade Mountains

A trek of three miles brought the pioneers from Summit Prairie up to Summit Hill atop Naches Pass
there they found a bluff overlooking the (Greenwater River) -- September 29, 1853

George Himes continued in his letter: "**Now it was October [sic] and bitter cold to the youth with bare feet and fringed pants extending half way down from knees to feet. My father and the teams had left camp and gone across the little burn, where most of the company was assembled, apparently debating about the next movement to make. And no wonder for as we neared we saw the cause of the delay. For a sheer thirty feet or more there was an almost perpendicular bluff. For more than a thousand feet further down the mountain it was so steep that a team could not stand up.**

"It was at this point my mother exclaimed, after looking over the precipice, 'Well, George, I guess we have got to the jumping-off place at last.'"⁷⁰

Men were sent to find a way around the precipice -- they found none

heavy timber in all directions eliminated the possibility of getting on by any other route

they thought of the oncoming winter -- there would soon be heavy snows and freezing weather

there was very little food left in the wagons -- to go over the cliff was the only way

⁶⁹ United States War Department, *Reports of Explorations and Surveys to Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean: 1853-55. Volume 1*, Washington: A.O.P Nicholson, printer, 1860: p. 142.

⁷⁰ Joan and Gene Olson. *Washington Times and Trails*. P. 89.

LONGMIRE PARTY PREPARES TO ENCOUNTER THE JUMPING-OFF PLACE

Longest rope in the wagon train was stretched down the cliff

leaving just enough to be wound twice around a small tree which stood at the edge of the drop-off
but it was far too short -- pioneers were trapped on the edge of the bluff

James Biles said **“Kill one of my poorest steers and make a rope of his hide, and if that is not long enough, kill another.”**⁷¹

three steers were killed and skinned before the necessary length of rawhide was secured
this was added to the 180-foot rope they already had

With no other option, the wagons were unloaded -- September 29, 1853

wagon tongues were tied upright

wheels were chained so they would not turn, but rather had to skid

small trees were tied to the backs of the wagons to further act as brakes

to help keep the wagons from getting away

One end of rawhide line was tied to the wagon axles and the other end was looped a few turns
around a tree and held by several men

when the free end of the line was gradually let out, the wagons were lowered slowly over the cliff
by holding tightly the end of the line wrapped around the tree,

men could also help keep the wagon from running away

One by one each wagon skidded down the 300 yards to the relative safety of a large bench
located part of the way to the Greenwater River below

next sleds were made to lower the possessions which had been taken from the wagons

Lowering each wagon and sled down the cliff was hard and dangerous work

on the bench, safely below the steepest part of the cliff, the ropes were loosened

but the wheels remained locked to hold the wagon in place

Next, the animals were driven down the cliff single file via a circuitous route to the bench

finally the pioneers themselves followed their animals

an almost perpendicular descent had been overcome

From the bench each wagon was hitched to the oxen

with wheels locked and branches still attached to the back,

one by one each wagon slowly rolled another quarter mile downhill from the bench
to the Greenwater River below

amazingly, all the wagons were lowered safely with the exception of [John] Lanes’

which was lost when the line broke and the wagon with a small quantity of provisions
went crashing down the slope to be smashed to bits on the rocks and trees below

Lanes’ family finished the journey on horseback

Descent down the Jumping-Off Place took two days

HELP ARRIVES FOR THE LONGMIRE TRAIN

As the men labored to deliver the last of the wagons to the stream bed of the Greenwater River,

women and children followed a circuitous Indian trail down a steep slope -- September 30, 1853

Virinda (Mrs. James) Longmire and Mrs. A.E. Light had started early in the morning

down the difficult, narrow trail leading to the river below

⁷¹ Laura B. Downey Bartlett, *Student's History of the Northwest and State of Washington*, Vol. I. P. 163.

as they descended the route Virinda Longmire in the lead was surprised to meet a white man she had not seen one except in their party since leaving Fort Walla Walla
Andy Burge had been sent out from Fort Steilacoom with supplies for the road construction crew he exclaimed to the ladies, **“My God, women, where in the world did you come from?”--a greeting rough, but friendly in its roughness to the two women who shrank against the trees and shrubbery along the narrow trail to give him room to pass with his pack animal to pass with his pack house (horse), the trail being barely wide enough for one person.**”⁷²

he learned the location of the wagon train from the two lone women in the wilderness
Burge sought out the pioneers to tell them they could not possibly make it across the country ahead
he urged returning to where there was grass and water for their animals and food for themselves
Longmire’s party met in council and decided to move on toward Puget Sound
when Andy Burge failed to convince them he set to work distributing his supplies
Burge shook his head sadly and started out ahead of them on his return to Steilacoom
blazing trees as he went and leaving notes tacked up trying to provide encouragement
and preparing them for what was yet to come

At the western base of the Cascade Mountains, the Longmire Party crossed the (Greenwater River)
they camped at Bare Prairie so named because of the lack of vegetation -- September 30, 1853
however, the bubbling spring of clear water did provide some refreshment
Longmire Party became very familiar with the westward flowing rivers --October 1, 1853

James Longmire noted: **“We crossed the Greenwater sixteen times and followed it until we came to White River, which we crossed six times, then we left it for a dreary pull over Wind Mountain, which was covered with heavy fir and cedar trees but destitute of grass, with a few vine maples, on whose long leaves our poor oxen and horses had to live for seven long days not having a blade of grass during that time.”**

Longmire continued his narrative: **“I must not forget to mention the fact that in these dark days--seven of them--we and our half-starved cattle worked the road every day. We bridged large logs which lay before us, by cutting others and laying alongside, making a bridge wide enough for the oxen to draw our wagons across....”**⁷³

DESPERATION AGAIN SWEEPS THE LONGMIRE TRAIN

Progress slowed as the pioneers focused their attention every day for a week on road building
grass was not available for the animals -- every day one or more died

Everyone was hungry and their food was almost gone
when it seemed they could go no further, the Longmire Party met a few Indians
who described the route to a place where there was grass for the oxen

James Longmire described their situation: **“...all, except John Lane, E. A. Light and myself, left their wagons on account of their failing oxen, which they drove before them to Boise Creek Prairie [Northwest of today’s Buckley], where there was good grass. Lane, Light, and I arrived first; the rest soon followed with their cattle and horses. Four miles further we reached Porter’s Prairie....”**⁷⁴

After seven days of hardship and weariness, the safe haven described by the Indians was reached

⁷² Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 344.

⁷³ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 345.

⁷⁴ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 345.

Longmire's wagon train, most of the pioneers without their wagons,
 camped at Porter's Prairie -- October 1, 1853
 women and children gathered salal berries for food and found roots
 which provided some nourishment as the oxen ate their fill of grass
 famished and exhausted pioneers and oxen alike rested

PUGET MILL COMPANY BEGINS OPERATION

Josiah Keller landed with his wife and a daughter on Teekalet Spit
 there bunkhouse, cookhouse and store awaited the steam-powered sawmill and merchandise
 Keller served as superintendent of the mill

Within a week of landing the engine, boilers and a Muley saw was taken from the *L.P. Foster*
 Keller had steam up and he and the crew cut its first log at Teekalet Mill -- October 1, 1853
 (first full year saw four million board feet of dressed lumber produced)

Outcome of the operation:

(Josiah Keller died at Victoria, B.C. which dissolved the partnership -- [1861]
 Andrew J. Pope and Captain William C. Talbot settled with Keller's heirs
 they bought out Captain William C. Talbot's interest in the Puget Mill Company
 Pope and Talbot then formed a partnership that included the old Puget Mill Company
 they changed the Teekalet Mill name to Port Gamble [1868]
 sawmill at Port Gamble operated continuously for 142 years from 1853 [until 1995])

U.S. MARSHALL J. PATTON ANDERSON TAKES A CENSUS OF WASHINGTON TERRITORY

After completing living arrangements in Olympia U.S. Marshall J. Patton Anderson
 conducted a census of Washington Territory
 as instructed by Secretary of the Interior Robert McClelland
 it was found that 3,965 whites, of which 1,682 were voters, were in residence -- autumn 1853

Most of the population of Washington Territory resided mainly in places such as:

Olympia, Tumwater, Vancouver, Cowlitz Prairie, Monticello and Seattle
 located in Clark, Thurston, Lewis, Pierce, Island, Jefferson King and Pacific counties
 with only limited numbers of people living outside of these jurisdictions

<u>County</u>	<u>Population</u>	<u>Voters</u>
Clarke	1,134	466
Thurston	996	381
Lewis	616	239
Pierce	513	276
Island	195	80
Jefferson	189	68
King	170	111
Pacific	152	61

Washington Territory was at the mercy of a far larger number of Indians
 it was reported that western Washington was home to between seven and eight thousand
 and east of the Cascade Mountains between six and seven thousand
 Indians on the sea-coast of Washington and along the Strait of Juan de Fuca
 were sometimes guilty of murder

those living near the settlements could not always withstand the temptation to commit a robbery
In addition, the Haida and Kwakiutl Indians of the Queen Charlotte Islands (today's Haida Gwaii)
were good seamen who possessed large strong war canoes in which they made long voyages
to commit a murder or theft

GOVERNOR STEVENS CONTINUES HIS TRANSCONTINENTAL RAILROAD SURVEY

After crossing the Rocky Mountains through a gap he called Cadotte Pass
Stevens and his men made a quick stop at the Coeur d'Alene Mission
next they followed old fur trader trails around Coeur d'Alene Lake to the ruins of Spokane House

CAPTAIN McCLELLAN CONTINUES HIS INVESTIGATION OF EASTERN WASHINGTON

For the next week Little Mac's survey party explored the Methow River route
and an alternate route along the Twisp River

McClellan directed a member of the expedition party, Lieutenant Johnson Kelly Duncan,
to navigate the Methow River as far as practical

continuing on foot, Duncan surveyed the region **"until the roughness of the trail and the
barometer assured him of its unfitness for a railroad."**⁷⁵

McClellan examined the Twisp River, noting: **"I was by this time quite certain that this route
would not answer for a railway but determined to keep on upon the same trail myself until the
question could be fairly settled."**⁷⁶

he followed the valley of the Twisp River until reaching War Creek

which he followed until the trail became impassable for pack animals

Captain McClellan observed: **"The trail is said to pass from this ravine [War Creek], over a
very difficult country [War Creek Pass & Purple Pass] to the stream emptying into the head of Lake
Chelan [Stehekin River], then to cross very steep and lofty mountains at the head of that stream
[Cascade Pass], and finally to reach the Skagitt [sic] river on the western slope."**⁷⁷

Much of his examination he conducted simply by looking at the surrounding countryside
from some convenient promontory

McClellan made a few perfunctory stabs up some of the streams, but he conducted no survey
and never crossed to the west to see what the land would be like on that side

After his reconnaissance of the Methow and Twisp River valleys,

McClellan and party left Fort Okanogan and proceeded to explore the Spokane Plains

"on foot until there was no longer any doubt as to the impracticability of the route"⁷⁸

McClellan's survey party arrived at Fort Colville -- October 7, 1853

⁷⁵ United States War Department, *Reports of Explorations and Surveys to Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean: 1853-55. Volume 1.* Washington: A.O.P Nicholson, printer, 1860: p. 142.

⁷⁶ United States War Department, *Reports of Explorations and Surveys to Ascertain the Most Practicable and Economical Route for a Railroad from the Mississippi River to the Pacific Ocean: 1853-55. Volume 1.* Washington: A.O.P Nicholson, printer, 1855: p. 197.

⁷⁷ Majors, Harry M., editor, "Exploring the Kettle Range: The Pierce Expedition of 1882." *Northwest Discovery*, September 1982: p. 89-90.

⁷⁸ Majors, Harry M. editor, "Exploring the Kettle Range: The Pierce Expedition of 1882." *Northwest Discovery*, September 1982: P. 89-90.

SEVERAL OPEN PRAIRIES GREET THE LONGMIRE TRAIN

After backtracking to gather their wagons and goods

Longmire's wagon train set out from Porter's Prairie much refreshed -- October 7, 1853

Crossing the (White River) a seventh and final time the pioneers pushed on to (Connell's Prairie) where camp was made for the night

GREAT CELEBRATION IS HELD AT THE PUYALLUP RIVER

Longmire and his pioneers exited (Connells Prairie) and proceeded to the Puyallup River this route crossed the virtually unobstructed (South Prairie)

unclaimed or unimproved land was considered to be public land with access available to all thus locating their specific route is difficult at best

Longmire Wagon Train reached the Puyallup River Valley -- October 8, 1853

Longmire reported how the travelers overcame their hunger once they reached the Puyallup River:

"...the present site of Van Ogle's hop farm [along the East side of the Puyallup River at the mouth of Fennel Creek]. Little did Van think then that he would ever raise, bale, and sell hops on that piece of ground. We found the river low and filled with humpback salmon. We armed ourselves with various weapons, clubs, axes and whatever we could get and went fishing. Every man who could strike a blow got a fish, and such a feast we had not enjoyed since we had potatoes boiled in the jackets, but fish was far ahead of potatoes. John Mayer declared they were the best fish that he had ever eaten. We had a royal feast; some of our party was up all night cooking and eating fish. All relished them but my wife, who was feeling indisposed, but she was fortunate in finding an Indian who had just killed a pheasant, which she bought--her first purchase in Puget Sound, and which caused much merriment in our party, as the Indian was a perfect nude."⁷⁹

END FOR THE TRAIL FOR THE LONGMIRE WAGON TRAIN

Longmire's wagon train departed from where Fennel Creek empties into the Puyallup River -- October 8, 1853

because of the swampy condition of the land surrounding the Puyallup River

Longmire chose to traverse the hill to the south -- a much easier and safer route

Local settlers also celebrated the arrival of the wagon train over Naches Pass

unofficial greeters and/or the curious arrived to visit with the new arrivals

While this reception was meant a friendly gesture, the immigrants felt self-consciousness

Longmire relates: **"Before proceeding with my narrative I must mention the fact that I arrived in this country with torn and ragged pants and coat, my cap battered, with only one boot, my other foot covered with an improvised moccasin made of a portion of a cow's hide which we had killed a few days before. In this garb I was to meet a party of well dressed gentlemen from Olympia, who had heard of us from Andy Burge, led by Mr. [James] [Hurd, who had come out to welcome the first party of emigrants direct from the East over the Cascade mountains north of The Dalles. My garb was a sample of those of the other men, and when we were together felt pretty well, all being in the same fashion; but when brought face to face with well dressed men we felt somewhat embarrassed. But our new friends were equal to the emergency and our embarrassment was soon**

⁷⁹ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 345-146.

dispelled by copious draughts of 'good old bourbon,' to which we did full justice, while answering questions amidst introductions and hearty handshaking. This was on the 8th day of October.”⁸⁰

GOVERNOR STEVENS LEARNS OF CAPTAIN McCLELLAN’S ARRIVAL AT FORT COLVILLE

At the Spokane House ruins Isaac Stevens learned
that Captain George McClellan and the Western Division survey crew
had just reached Fort Colville some eighty miles north of their location
Although suffering from a recent episode of his old rupture, Stevens decided to join them at once
accompanied by a single guide, the governor forced himself to keep going
until he reached his destination at nine o’clock p.m., October 8, 1853

GOVERNOR ISAAC STEVENS AND CAPTAIN GEORGE McCLELLAN MEET

There was genuine joy as the two leaders of the Western Division of the Northern Survey expedition
met at Fort Colville -- October 8, 1853

Captain George B. McClellan shook the governor’s hand and pounded him on the back
post trader at Fort Colville tapped a keg of whiskey
and the trader’s wife cooked thick steaks in buffalo fat
reunion lasted into the wee hours of the morning

McClellan reported to Stevens that no feasible railroad pass existed
between the Columbia gorge and the Canadian border
this was a blow to Stevens’ plans
he needed a pass over the Cascade Mountains to make his railroad possible
Governor Stevens angrily ordered McClellan to go back and do a decent job
McClellan protested that his animals and equipment were too worn
he told the governor of a brisk snow fall which supported his argument
reluctantly his superior gave in

But the next day a hung-over Stevens, irritable from the pain in his abdomen,
began to have his doubts about Captain McClellan’s work
there were reasons for doubt -- Little Mac had slighted every one of his assignments

SURVEY PARTIES CONTINUE ON TO FORT WALLA WALLA

Traveling separate routes from Fort Colville

Governor Stevens and Captain McClellan moved south to Fort Walla Walla -- October 9, 1853

Stevens arrived first and learned that Puget Sound settlers
annoyed by McClellan’s neglect of their needed road
had voluntarily chopped out a passageway themselves

Stevens also heard a train of thirty-five wagons had managed to get across
furthermore, according to Hudson’s Bay traders and Indians
recent snows reported by McClellan had been no more than a normal October flurry

McClellan’s report did not change their belief that in any average year
Naches Pass could be crossed with pack stock as late as (December)

When McClellan arrived at Fort Walla Walla, Governor Stevens again ordered him

⁸⁰ Virinda & James Longmire, Yelm History Project.com, Posted on August 23, 2010.

into the mountains but once again Little Mac talked his way out of the assignment

MEMBERS OF THE LONGMIRE WAGON TRAIN HAVE THEIR LAST CAMP TOGETHER

Leaving the Puyallup River Longmire chose to traverse the hill to the south

this was a much easier and safer route than the swampy, tree-filled banks of the meandering river

Their journey concluded along Clover Creek where the pioneers assembled their last camp together

at this last campsite, immigrants received needed provisions

unselfishly offered by established residents of the region

two elderly settlers, Mrs. J.P. Lackey and Mrs. Christopher Mahan

provided produce from their garden

Longmire described the location: **“The next day [October 9] we moved on and camped at Clover creek, some 300 yards from the home of Mrs. [Christopher] Mahan, who, I believe, still lives there, and whose kindness the ladies of our party will never forget. ...The men all went out to Fort Steilacoom to see Puget Sound, [leaving the women to keep camp], and during our absence Mrs. Mahan made a raid on our camp and took my wife, Mrs. E. A. Light, Mrs. [Mary Ann] Woolery and other ladies whose names I do not remember, to her home, where she had prepared a dinner which to these tired sisters, after their toilsome journey, was like a royal banquet. After months of camp life, to sit once more at a table presided over by a friend in this far-away land, where we thought to meet only strangers, was truly an event never to be forgotten, and one to which my wife often refers as a bright spot on memory’s page.”**⁸¹

Thirty-five wagons had crossed the Cascade Mountains by a new road

Longmire Trail from the Yakima River over Naches Pass

was opened to Steilacoom and Puget Sound

but only through the efforts of the travelers themselves was the wagon road completed

this route also became known as the Cascade Road or Emigrant Road

Longmire and his companions had accomplished the **“last of the ‘firsts’ for wagon trains:”**

- first wagon train to California had arrived in [1841];

- first wagon train to Oregon City had arrived in [1842];

- first wagon train to cross Cascade Mountains into Puget Sound Country 1853

For first time the Puget Sound region was open to a considerable number of emigrants

DR. WILLIAM TOMLIE PROVIDES A GIFT TO THE NEW ARRIVALS

Dr. William Tolmie was the manager of the Puget Sound Agricultural Company

and Chief Factor of Fort Nisqually provides a gift to the members of the Longmire Wagon Train

as reported by James Longmire: **“On the 10th of October Dr. Tolmie, chief factor of**

Hudson Bay Company, stationed at Fort Nisqually, paid us a visit, asked us numerous questions

about our long journey and arrival. He treated us in a very friendly manner, but soon left, bidding

us a polite farewell. In about three hours he returned with a man driving an ox cart, which was

loaded with beef just killed and dressed which he presented to us, saying, ‘Distribute this to suit

yourselves.’ Not understanding it to be a present we offered to pay him, which he firmly but politely

⁸¹ Virinda & James Longmire, Yelm History

refused, saying, ‘its a present to you,’ and it was a present most welcome to us at that time, and for which we expressed heartfelt thanks to the generous giver.”⁸²

Leaving their families in camp, James Longmire, E. A. Light and John Lane set out looking for a place to homestead

in their absence, Dr. Tolmie placed his bounteous gift in the care of a very highly regarded lady, Mrs. Mary Ann Woolery “Aunt Pop”

Dr. Tolmie instructed her to keep the meat safe until J.P. Lackey and Christopher Mahan could return and equally divide the portions

results of these instructions were indicated by Laura B. Downing Bartlett: **“It was not long before Mrs. Wollery was put to the test of guarding her trust -- and thus far on the journey all the honor and credit had been given the men for strength of will and character -- but here the little lady, of not over one hundred pounds weight, steps to the fore, showing so much determination and pep that she backed down a large, over-bearing man, bent on running things to suit his own pleasure, regardless of others. This man referred to came with a knife and wanted some meat. Mrs. Wollery said: ‘No sir, you can’t have any now.’ He replied: ‘I am hungry, and I am going to have some of it. I can’t wait.’ Then Mrs. Wollery replied: ‘You will have to wait; I am just as hungry as you are, and I expect to wait; and so are all the rest hungry; and the man (meaning Dr. Tolmie) said I was not to allow any one to touch the meat until the two eldest men came into camp, and they would divide it evenly.’ The man again said: ‘I can’t wait for that, and I will not either.’ ‘You will have to,’ she replied. ‘By what authority?’ he questioned. ‘There is my authority,’ she said in a defiant tone, shaking her clenched fist at him, ‘and if you touch that meat I’ll take that ox bow to you,’ and suiting her action to her word, she picked it up and stood between the man and the fresh meat. The man, seeing she meant business, gave it up and went away to await his turn with the others. “The two eldest men soon after returned, released her from guard duty and divided the meat.”⁸³**

JAMES LONGMIRE CONCLUDES HIS STORY

Several days later, after breaking camp, the pioneers scattered in different directions, but the majority of settlers took up land claims in Pierce and Thurston counties

Mr. Longmire enjoys contentment: **“Having received due notice from the Hudson Bay company not to settle on any lands north of the Nisqually River. We crossed the river and went to Yelm prairie, a beautiful spot. I thought, as it lay before us covered with tall, waving grass, a pretty stream bordered with shrubs and tall trees, flowing through it, and the majestic mountain, which the Indians almost worshipped and which they gave the name Ta-ko-bed, as it seemed standing guard over all in its snowy coat. It was a scene fit for an artist’s brush--the most beautiful I had even seen, and good enough for me; so I bought a house from Martin Shelton, but no land, as it was yet unsurveyed, and returned to my family. On this prairie the grass grew tall and rank, and herds of deer wandered leisurely as cattle in their pastures at home.”⁸⁴**

⁸² Virinda & James Longmire, Yelm History Project.com, Posted on August 23, 2010. Project.com, Posted on August 23, 2010.

⁸³ *Students’ History of the Northwest and the State of Washington, Volume I*, by Laura B. Downing Bartlett, Smith-Digby Company, Tacoma, Washington, 1922. Pages 164-165.

⁸⁴ Oregon Pioneer Association, Transactions of the [1st]-56th Annual Reunion, P. 347.

U.S. FOURTH INFANTRY PURSUE THE KILLER OF ALBERT PETTINGILL

When he learned of the skirmish with the Makah Indians and the killer's escape
Captain Bradford Alden in command of U.S. Fourth Infantry set out in pursuit
traveling from port to port aboard the survey steamer *Active*
he captured the killer at Port Ludlow when the local village chief was detained
until the criminal was given up
this killer was brought to trial at the October term of the Third District Court -- October 1853
he, along with an accomplice, was hanged

OTHER LUMBERMEN ARRIVE ON PUGET SOUND

Several California-owned mills were built on Puget Sound -- 1853
Captain William Renton was persuaded by Charles C. Terry
to build a small sawmill at New York-Alki
Renton found other backers and purchased equipment for a small sawmill
north winds, difficult moorage and bobbing deadheads (floating logs)
(within a year he was to move his business to Port Orchard)
George Meigs purchased an existing sawmill at Apple Tree Cove
(today's Kingston) from J.J. Felt
after this equipment was moved it became the Port Madison Mill Company -- 1853

INDIANS ARE ATTACKED ON THE ILLINOIS RIVER

Miners along the Illinois River in Oregon Territory complained
that coastal Indians of an unidentified tribe were stealing cattle in the region
they sent a call for help to Fort Lane built only a month before at Table Rock
First Dragoon Lieutenant Richard C. W. Radford took detachments of Companies A, C and E
over the Siskiyou Mountains to assist the miners
When he arrived Lieutenant Radford realized he did not have enough men to round up the Indians
he sent for reinforcements -- Lieutenant Thomas F. Castor came with another detachment
Lieutenants Radford and Castor traveled up the Illinois River into the Siskiyou Mountains
until they came across a camp of Indians
Radford attacked the camp on the Illinois River (at Cave Junction, Oregon) -- October 24, 1853
soldiers killed fifteen Indians, captured sixteen horses,
they burned all the property they could gather
two soldiers were killed and four were wounded in the skirmish

STEAMER *FAIRY* BEGINS SCHEDULED SERVICE ON PUGET SOUND

Steamer *Fairy*, a tiny side-wheeler, was brought to Puget Sound
by Seattle businessmen A.B. David and Warren Gove
she arrived from San Francisco on the deck of a lumber bark *Sarah Warren*
Fairy, took the place of the canoe express service that carried the mail
she was the first locally owned steamboat
to provide scheduled service in Washington Territory -- November 1853
she was supposed to make two trips a week between Olympia and Steilacoom
and one trip a week from Olympia to Seattle

when she steamed into Olympia with Captain David J. Grove at the helm
she was greeted by a big celebration including cannon fire
fares were high: \$5 for Olympia-Steilacoom, and \$10 for Olympia-Seattle
it took at least two days and often three to make the trip from Seattle to Olympia
travelers camped on the beach at night

Fairy proved to be unseaworthy in bad weather

she provided distinctly undependable steamer service around Puget Sound -- 1853
after a few runs from Olympia to the then very small village of Seattle

Fairy eventually replaced by a sailing schooner which ran irregularly
mail and passengers were usually transported by more predictable Indian canoes

Fairy was placed into service on the much shorter Olympia-Fort Steilacoom run
where she provided good service until [1857] when her boiler exploded

WASHINGTON TERRITORY GOVERNOR STEVENS COMPLETES HIS JOURNEY WEST

Isaac Ingalls Stevens left Captain McClellan in the Cascade Mountains to complete his assignment
while the governor and his expedition took canoes down the Columbia River
to Columbia Barracks where they arrived -- November 19, 1853
Governor Steven and the members of his party were received
as the guests of Ben Bonneville who was now in command of the army post

WASHINGTON TERRITORY GOVERNOR STEVENS COMPLETES HIS SURVEY

Isaac Stevens and his expedition had surveyed the Northern transcontinental route
investigating a swath 2,000 miles long and 200-400 miles wide from St. Paul, Minnesota
they had explored nine passes through the Rocky Mountain
Governor Stevens' survey identified the first rail route from St. Paul to the Puget Sound
(his reconnaissance, in general, determined the route of the Northern Pacific Railroad
which was built about three decades later)

Stevens called his route ideal:

- he reported on the vast extensive prairie available for construction;
- he reflected on the uncomplicated nature of the Rocky Mountain passes;
- he noted the even less challenging character of the passes further west
through the Coeur d'Alene and Cascade mountains;
- he skipped lightly over the troubles presented by the mountains and severe winters;
- he rhapsodized about a potential connection with oriental markets
(Shanghai was only 5,000 miles from Puget Sound);
- Stevens believed the northern route was highly advantageous over its competitors**

However, little had been accomplished regarding Cascade Mountain passes

CAPTAIN GEORGE B. McCLELLAN, U.S. ARMY ENGINEERS, FAILS IN HIS ASSIGNMENT

U.S. Army Topographical Engineer Captain George B. McClellan did not do well as a road builder
or as a mountain pass surveyor

McClellan arrived late at Columbia Barracks (Fort Vancouver) and showed no sign of doing anything
rather than examine Naches Pass over which his wagon road to Fort Steilacoom was to travel
he simply reported to Washington Territory Governor Stevens what he had heard from Indians

who reported deep snow made it impossible for him to pass through the Cascades
he gave up the project and failed to carry out his military instructions
his opinion was that only the Columbia River route was worth considering
he proposed a route suggested by a Hudson's Bay Company trapper and guide
McClellan never actually saw the proposed route himself
Isaac Stevens was unsuccessful in compelling Captain McClellan to brave the wintry mountains
characteristically cautious, McClellan halted operations when snow began to fall
consequently he never managed to determine the depths of snow in the Cascade passes
Only through the effort of the settlers themselves was a wagon road over Naches Pass completed

PUBLIC SCHOOL OPENS AT COWLITZ LANDING, WASHINGTON TERRITORY

In Washington Territory Cowlitz Landing School was constructed as a public institution -- fall 1853
private schools charged a fee ranging from eight to ten dollars per term for each pupil
H.H. Pinto served as the teacher for the three month school term
Teachers were frequently itinerant -- surroundings were crude and the instruction simple
among the textbooks uses were:

- McGuffey's *Electric Reader* (a separate one for each grade),
- Thompson's or Smith's *Arithmetic*,
- Smith and Clark's grammar book

COAL MINING BEGINS ALONG BELLINGHAM BAY

William Prattle and his two partners in the Puget Sound Coal Mining Association
began working a nearly vertical eight-foot seam of coal -- fall 1853
after being dug by hand the coal was loaded into a wheelbarrow
to be taken to the Bellingham Bay shore where it was loaded on ships
to be transported to San Francisco
(Prattle's mine was not large enough to achieve commercial success
its operation was gradually reduced over the next few years
about 150 tons of coal were shipped before the mine closed permanently)

ANOTHER COAL SEAM IS DISCOVERED ALONG BELLINGHAM BAY

As William Prattle's Puget Sound Coal Mining Association began working
another nearly vertical seam of coal was discovered to the north of Prattle's Point
on the bluff (below the west end of present day Bellingham's Laurel Street)
this seventeen-foot thick vein was found by two of Henry Roeder's employees -- fall 1853
Captain Roeder owned the Sehome Hill property on which the vein was discovered
he immediately saw an opportunity for financial profit from the coal
he had sixty tons of coal extracted from the seam and shipped as a sample to San Francisco
where it sold for \$16 a ton

CAPTAIN HENRY ROEDER DEVELOPS HIS NORTHERN PUGET SOUND LAND HOLDINGS

Captain Roeder became actively involved in the industrial development
of property around Whatcom Creek, Bellingham Bay and beyond
he purchased ninety-three acres on land along the Chuckanut shoreline -- 1853

and opened Chuckanut Stone Quarry
Roeder and his partners Henry Hewitt and William Brown sold his coal-bearing land
for \$18,000 to San Francisco investors
who organized the Bellingham Bay Coal Company [1854]
they opened the Sehome Mine [1855]
Edmund Fitzhugh was made the mine's first local manager
Roeder also staked donation land claims of 1,600 acres in Whatcom County [1855]
(reaching from Bellingham's present day Holly to G streets)
he also owned property on Whidbey Island and San Juan Island

WASHINGTON TERRITORIAL GOVERNOR STEVENS IS WELCOMED TO OLYMPIA

Isaac Ingalls Stevens, traveling unescorted from Fort Vancouver,
took the usual route by way of the Cowlitz River to Olympia
He arrived in Olympia alone hungry and very muddy
because of the bad roads he had been traveling -- November 25, 1853
no one recognized him since no one knew what the new governor looked like
everyone in town expected him to arrive with pomp and ceremony
Stevens made an effort to get something to eat at the only eating place he could find in town
but the cook had no time to serve him

Stevens was told, **"We are going to have doin's here, and we can't feed a stranger till after they're through"**⁸⁵

Governor protested that he was hungry and begged to be provided some scraps at the kitchen table
in kindness, the muddy traveler was sent to the kitchen and given some odds and ends to eat
after satisfying his hunger, Stevens went out into the street to look around

While investigating Olympia a man complained to Stevens about the slow arrival of the new governor
Stevens answered, **"Then I suppose I am the man you are looking for."**⁸⁶

Once the honored guest's presence was discovered
someone began to beat on an old saw hung on a post with a hammer
men appeared from all directions and gathered in the dining hall

When the Governor explained who he was, everyone gave him a hearty welcome
he was informed the party was in his honor
dinner, in the best style and form the town could achieve, was served in the dining room

Governor Stevens sat at the head of the table and watched the others eat
he was not hungry -- he had already eaten

After dinner, Governor Stevens declared to the people of Puget Sound

there were several great stretches of Eastern Washington which invited settlement
he remarked: **"I can speak advisedly of the beautiful St. Mary's valley just west of the Rocky Mountains and stretching across the whole breadth of the territory; of the plain fifty miles wide bordering the south bank of the Spokane River; of the valley extending from the Spokane**

⁸⁵ Edmond Stephen Meany, *History of the State of Washington*, P. 161.

⁸⁶ Edmond Stephen Meany, *History of the State of Washington*, P. 161.

River to Colville; of the Coeur d'Alene Prairie of six hundred square miles; the Walla Walla valley. The Nez Perce's country is said to be rich as well as the country bordering on the Yakima River.”⁸⁷

WASHINGTON TERRITORY GOES INTO OPERATION

Territorial Governor Isaac Ingalls Stevens proclaimed the government in operation
in Olympia -- November 28, 1853

he also proclaimed Olympia the new territorial capitol city

he called for an election of territorial legislators to be held [January 30, 1854]

with the session to open in Olympia [February 27]

Governor Stevens offered his first speech

“Fellow citizens of the town of Olympia...after my six months experience in the plains and mountains I feel that I have now reached home -- a home soon to be cheered by the presence of my wife and children -- and to be the scene of my future labors.

“You have reason to complain of the great delays which have occurred in the organization of your Territory. It is my pleasant duty; to be able to report that a railroad is eminently practical from the head of navigation on the Mississippi to your own magnificent Puget Sound.

“Gentlemen, I have now seen much of the Territory, and am convinced that it is to play no secondary part in the progress of our country. Its position on the north Pacific is august, and makes it the greatest outpost on the western coast. Its resources...are inexhaustible.... We have everything to encourage us, and [the region] MUST become a great emporium of trade.

“A great field opens to our view, and we can labor with the conviction that from our hands...an imperial domain will descend to our children in the cause of freedom and humanity.”⁸⁸

But Stevens found the situation in the territory dangerous as well because of the Donation Land Law

this measure amounted to an invitation to take up land

regardless of whether it had been surveyed or not

regardless of extinguishing Indian title to the land

or providing for the land already guaranteed by treaty to the British

Hudson's Bay Company was resentful

Indians were concerned and restless

New governor appointed two Indian Agents to help with the Indian concerns

Michael Simmons for Puget Sound west of the Cascades

A.J. Bolen for Yakima Country east of the mountains

OLYMPIA CLIQUE GOES INTO OPERATION

This group of leaders served as the Democratic Party political machine

to them Governor Stevens was a hero

his personality and talent gave him an immediate following

Olympia's *Pioneer and Democrat* newspaper supported him

Isaac Stevens' success in finding a practical route for a railroad

gave him great influence over the people of Washington Territory

he served as territorial governor until [1857]

⁸⁷ Joseph Schafer, PhD., *A History of the Pacific Northwest*, P. 221.

⁸⁸ *Centralia Daily Chronicle*, “Gov. Isaac Stevens Surprised Olympians” P. 14, November 26, 1775

(then he was elected Territorial Delegate to Congress
he remained in that position until the outbreak of the Civil War)
However, like every active political organization, the Olympia Clique had its detractors
after the hue and cry for territorial status had accomplished its purpose
many people regretted the loss of their completely non-partisan independence

CHIEF SEATTLE, THE SAGE OF THE DUWAMISH PEOPLE, SPEAKS HIS MIND

Dr. Henry Smith who was present at the occasion noted: **“Chief Seattle arose with all the dignity of a senator, who carries the responsibilities of a great nation on his shoulders. Place one hand on the governor’s head and slowly pointing heavenward with the index finger of the other, he commenced his memorable address in solemn and impressive tones.”**⁸⁹

“Yonder sky has wept tears of compassion on our fathers for centuries untold, and which, to us, looks eternal, may change. To-day it is fair, to-morrow it may be overcast with clouds. My words are like the stars that never set. What Seattle says the great chief, Washington (the Indians in early times thought that Washington was still alive. They knew the name to be that of a president, and when they heard of the president at Washington they mistook the name of the city for the name of the reigning chief. They thought, also, that King George was still England’s monarch, because the Hudson’s Bay traders called themselves ‘King George men.’ This innocent deception the company was shrewd enough not to explain away for the Indians had more respect for them than they would have had, had they known England was ruled by a woman. Some of us have learned better.) can rely upon, with as much certainty as our pale-face brothers can rely upon the return of the seasons. The son of the white chief says his father sends us greetings of friendship and good-will. This is kind, for we know he has little need of our friendship in return, because his people are many. They are like the grass that covers the vast prairies, while my people are few, and resemble the scattering trees of a wind-swept plain.

“The great and I presume also good, white chief sends us word that he wants to buy our lands but is willing to allow us to reserve enough to live on comfortably. This indeed appears generous, for the red man no longer has rights that he need respect, and the offer may be wise, also, for we are no longer in need of a great country. There was a time when our people covered the whole land as the waves of a wind-ruffled sea cover its shell-paved floor. But that time has long since passed away with the greatness of tribes almost forgotten. I will not mourn over our untimely decay, nor reproach my pale-face brothers with hastening it, for we, too, may have been somewhat to blame.

“When our young men grow angry at some real or imaginary wrong and disfigure their faces with black paint, their hearts, also, are disfigured and turn black, and then their cruelty is relentless and knows no bounds, and our old men are not able to restrain them.

“But let us hope that hostilities between the red man and his pale face brothers may never return. We would have everything to lose and nothing to gain.

“True it is that revenge, with our young braves, is considered gain, even at the cost of their own lives, but old men who stay at home in times of war, and old women who have sons to lose, know better.

⁸⁹ *Recovering the Word: Essays on Native American Literature*. Edited by Brian Swann and Arnold Krupat, P. 518-521.

“Our great father Washington, for I presume he is now our father as well as yours, since George has moved his boundaries to the north; our great and good father, I say, sends us word by his son, who, no doubt, is a great chief among his people, that if we do as he desires, he will protect us. His brave armies will be to us a bristling wall of strength, and his great ships of war will fill our harbors so that our ancient enemies far to the northward, the Simsiams and Hydas, will no longer frighten our women and old men. Then he will be our father and we will be his children. But can this ever be? You God loves your people and hates mine; he folds his strong arms lovingly around the white man and leads him as a father leads his infant son, but he has forsaken his red children; he makes your people wax strong every day, and soon they will fill the land; while our people are ebbing away like a fast-receding tide, that will never flow again. The white man’s God cannot love his red children or he would protect them. They seem to be orphans and can look nowhere for help. How then can we become brothers? How can your father become our father and bring us prosperity and awaken in us dreams of returning greatness?”

“Your God seems to be partial. He came to the white man. We never saw Him; never even heard His voice; He gave the white man laws but He had no word for His red children whose teeming millions filled this vast continent as the stars fill the firmament. No, we are two distinct races and must ever remain so. There is little in common between us. The ashes of our ancestors are sacred and their final resting place is hallowed ground, while you wander away from the tombs of your fathers seemingly without regret.

“Your religion was written on tables of stone by the iron finger of an angry God, lest you might forget it. The red man could never remember nor comprehend it.

“Our religion is the traditions of our ancestors, the dreams of our old men, given them by the great Spirit, and the visions of our sachems [chiefs], and is written in the hearts of our people.

“Your dead cease to love you and the homes of their nativity as soon as they pass the portals of the tomb. They wander off beyond the stars, are soon forgotten and never return. Our dead never forget the beautiful world that gave them being. They still love its winding rivers, its great mountains and its sequestered vales, and they ever yearn in tenderest affection over the lonely hearted living and often return to visit and comfort them.

“Day and night cannot dwell together. The red man has ever fled the approach of the white man, as the changing mists on the mountain side flee before the blazing morning sun.

“However, your proposition seems a just one, and I think my folks will accept it and will retire to the reservation you offer them, and we will dwell apart and in peace, for the words of the great white chief seem to be the voice of nature speaking to my people out of the thick darkness that is fast gathering around them like a dense fog floating inward from a midnight sea.

“It matters but little where we pass the remainder of our days. They are not many. The Indian’s night promises to be dark. No bright star hovers about the horizon. Sad-voiced winds moan in the distance. Some grim Nemesis [unbeatable opponent] of our race is on the red man’s trail, and wherever he goes he will still hear the sure approaching footsteps of the fell destroyer and prepare to meet his doom, as does the wounded doe that hears the approaching footsteps of the hunter. A few more moons, a few more winters and not one of all the mighty hosts that once filled this broad land or that now roam in fragmentary bands through these vast solitudes will remain to weep over the tombs of a people once as powerful and a hopeful as your own.

“By why should we repine [complain]? Why should I murmur at the fate of my people? Tribes are made up of individuals and are no better than they. Men come and go like the waves of the sea.

A tear, a tamanamus [guardian spirit], a dirge [hymn of grief], and they are gone from our longing eyes forever. Even the white man whose God walked and talked with him, as friend to friend, is not exempt from the common destiny. We *may* be brothers after all. We shall see.

“We will ponder your proposition, and when we have decided we will tell you. But should we accept it, I here and now make this the first condition: That we will not be denied the privilege, without molestation, of visiting at will the graves of our ancestors and friends. Every part of this country is sacred to my people. Every hillside, every valley, every plain and grove has been hallowed by some fond memory or some sad experience of my tribe. Even the rocks that seem to lie dumb as they swelter in the sun along the silent seashore in solemn grandeur thrill with memories of past events connected with the fate of my people, and the very dust under your feet responds more lovingly to our footsteps than to yours, because it is the ashes of our ancestors, and our bare feet are conscious of the sympathetic touch, for the soil is rich with the life of our kindred.

“The sable braves, and fond mothers, and glad-hearted maidens, and the little children who lived and rejoiced here, and whose very names are now forgotten, still love these solitudes, and their deep fastnesses at eventide grow shadowy with the presence of dusky spirits. And when the last red man shall have perished from the earth and his memory among the white men shall have become a myth, these shores shall swarm with the invisible dead of my tribe, and when your children’s children shall think themselves alone in the field, the shop, upon the highway or in the silence of the woods they will not be alone. In all the earth there is no place dedicated to solitude. At night when the streets of your cities and villages shall be silent, and you think them deserted, they will throng with the returning hosts that once filled and still love this beautiful land. The white man will never be alone. Let him be just and deal kindly with my people, for the dead are not altogether powerless.”⁹⁰

OREGON TERRITORY GETS A NEW GOVERNOR

John Wesley Davis arrived in Salem, Oregon -- December 2, 1853; (will serve until [August 1, 1854])
he assumed power from local politician Acting-Governor George Law Curry
Oregon Territorial Governor Davis
was a former Democratic Speaker of the National House of Representatives
who had presided over the Political Convention which nominated Franklin Pierce
During his administration he suffered nine months of attack by the Whig Portland *Oregonian*
even the Democratic Salem Clique, which dominated Oregon politics,
labeled Governor Davis a foreigner

OREGON TERRITORIAL LEGISLATURE GOES INTO SESSION

⁹⁰ Note: some controversy surrounds this speech as Chief Seattle (or as he preferred, Noah) did not speak English well and most probably delivered the speech in Lushotseed, the native language of the Duwamish people. This was translated into Chinook Jargon and then into English. Dr. Henry Smith, who had mastered the language of the Duwamish, took notes and reproduced the speech from his notes. Chief Seattle’s Speech as recorded by Dr. Smith was published in the *Seattle Star*, October 28, 1887. This speech is often reported to have been delivered at the 1855 Point Elliott Treaty signing but according to Dr. Smith it was delivered at a reception for Superintendent of Indian Affairs Isaac Stevens “in front of Dr. Maynard’s office” on Main Street in November or December 1853. Finally, there are at least four versions of this speech attributed to Chief Seattle.

Washington Territory had been carved out of the northern and eastern portions of Oregon Territory
 Oregon's legislature went into session representing an area than previously -- December 5, 1853
 C.Z. Bishop was elected Speaker of the House of Representatives by its members
 Ralph Wilcox served as President of the Council
 Council member promptly reelected Joe Lane as Territorial Delegate to Congress
 Democrats dominated the newly reconstituted government with the capital established at Salem
 that should have put an end to the political squabbling once and for all, but it did not
 Issue of slavery came to a head in Oregon Territory -- 1853
 debate centered around the Blue Book Controversy which had continued unabated since [1849]
Little Blue Book, Iowa Territorial Laws [1839], forbade slavery
“neither slavery nor involuntary servitude, except as a punishment for crime”
Big Blue Book, Revised Statute of Iowa of [1843], was less direct
 James K. Kelly, Reuben P. Boise, David R. Bigelow, and Joseph G. Wilson
 submitted a code of laws designed to alleviate legal conflicts between the *Blue Books*
 these proposed codes were adopted by the Territorial Legislature -- December 1853
 to go into effect [May 1, 1854]
 Oregonians split into “cliques” along political lines -- Democrats vs. Whig-Republicans
 rabid political quarrels continued on in the pages of the local Oregon newspapers
 Democrat-controlled Salem newspaper, the *Oregon Statesman*,
 began referring to the *Argus* as the “Air Goose”
 and the Whig mouthpiece in Oregon City, the *Argus*,
 took to calling the *Statesman*'s publisher, Asahel Bush, “the Ass of Hell”

SAN JUAN ISLAND BECAME A SCENE OF CONTROVERSY

British Governor and Chief Factor Sir James Douglas at Victoria
 became alarmed that an influx of Americans would challenge British sovereignty over the island
 James Douglas decided to establish farm on San Juan Island
 under the auspices of the Puget Sound Agricultural Company
 Steamer *Beaver* dropped off the farm's foreman, Charles John Griffin -- December 1853
 accompanied by a crew of Kanaka (Hawaiian) shepherds and 1,300 sheep
 along with the sheep Griffin brought crop seed and farm animals, including some Berkshire pigs
 Griffin located his farm's headquarters on the narrow peninsula
 leading to (Cattle Point) on San Juan Island's southern tip
 he placed the sheep under the care of his Kanaka shepherds
 Impressed with the glorious views across the island, Puget Sound and neighboring islands
 Griffin named his piece of paradise Belle Vue Farm
 An American settler who was cutting timber on San Juan Island
 was informed he was trespassing on Puget Sound Agricultural Company (and British) land

CAPTAIN GEORGE B. McCLELLAN'S ISSUES HIS REPORT ON THE CASCADE ROUTE

Apathetic and deficient in his work though he was, McClellan's efforts proved valuable anyway
 his report provided a wealth of general information that was previously unknown:
 •he was the first to explore the area of the North Cascades as far north as the 49th parallel,
 documenting various water courses and drainages -- often to their source;

- he found and verified that the territory was inaccurately mapped and, defying former beliefs about the region, the northern country was very rugged;
 - he did basic survey work on the eastern side of the Cascade Mountains centered on an Indian trail which was later useful;
- however, McClellan's report also was inaccurate:
- he reported that the Columbia River Gorge afforded the only route worth considering;
 - he noted great physical challenges prevented construction across the Cascades further north; he completely missed two good routes through the Cascade Mountains to the West Coast (thus the northern Cascade Range was untouched by railroad development for years)

WASHINGTON TERRITORIAL GOVERNOR STEVEN'S WRITES HIS REPORT

Isaac Stevens informed Secretary Davis that regarding the railroad survey he recommended the route should branch at the Snake River:

- one crossing the Cascade Mountains through Snoqualmie Pass directly to Puget Sound
- other along the North side of the Columbia River to a yet to be named desirable terminus

Not only did the Army Topographical Engineer expedition

document the route of the northern railroad, but it recorded the flora and fauna and Native American tribes

artists John Mix Stanley and Gustavus Sohon created a pictorial record of the expedition that included some of the first graphic representations of the regions explored

Isaac Stevens had conducted an exhaustive preliminary study

he estimated the cost of a railroad from the Mississippi River to the Pacific Ocean at \$117,121,000

this cost was increased by Secretary Jefferson Davis to \$150,871,000,

Stevens himself attributed this to Davis' bias in favor of the Southern railroad route

Steven's survey report [published in 1859] was the most thorough of the four railroad surveys

SOME EXPEDITION MEMBERS DISAGREE WITH GOVERNOR STEVENS

Regarding the desirability of the Northern route through Washington Territory

naturalist George Suckley accused Stevens of outright puffery

he told his brother, "**A road might be built over the tops of the Himalayeh [sic] mountains -- but no reasonable man would undertake it. I think the same of the Northern route. Tunnels of two miles in length are not our only obstacles; gullies, steep grades and deep cuts are bad enough, but the almost innumerable heavy and strong bridges required, and the large number of short and sudden curves, frequently of less than 1,000 feet radius, are very serious obstacles.**"⁹¹

he added even most Washingtonians thought the most likely path was through South Pass

Truth lay somewhere between Steven's boosterism and Suckley's ridicule

developing the northern route would be possible -- but not easy

However, most significantly, Secretary of War Jefferson Davis himself used his influence

in favor of the Southern Transcontinental route along the California Trail

⁹¹ James A. Crutchfield, *It Happened in Washington*, P. 42.

Davis stated: **“Not only is this the shortest and least costly route to the Pacific, but it is the shortest and cheapest route to San Francisco, the greatest commercial city on our western coast.”**⁹²
(no final decision would be made until the South had seceded from the Union
and Jefferson Davis led the Confederacy as its president)

GOVERNOR STEVENS REJECTS McCLELLAN’S REPORT

Washington Territorial Governor Isaac Ingalls Stevens had been assigned three principal tasks by President Franklin Pierce and Secretary of War Jefferson Davis:

- 1) survey a northern transcontinental railroad and telegraph route and a wagon road from the Missouri River to Puget Sound;
- 2) serve as Superintendent of Indian Affairs in Washington Territory;
- 3) establish and maintain a government for Washington Territory

Governor Stevens rejected Captain George B. McClellan’s suggested route along the Columbia River
Stevens had heard of a possible railroad route through Snoqualmie Pass
Stevens decided he wanted to use this route although he had never visited it himself
Stevens sent two reports to Secretary of War Jefferson Davis
Captain George B. McClellan’s report (although he disagreed with the contents)
and his own report

GEORGE WHITWORTH ESTABLISHES PORTLAND’S FIRST PRESBYTERIAN CHURCH

Rev. George Whitworth and Mary Whitworth and their five children wintered in Portland there Rev. Whitworth and Dr. J. S. Yantis established the First Presbyterian Church
he worked to develop his dream: a Presbyterian colony

U.S. THIRD ARTILLERY GOES BY SHIP TO CALIFORNIA BUT IS FORCED TO TURN BACK

Headquartered at Fortress Monroe, Virginia where its artillery school was established
portions of Third Artillery Regiment were ordered to ship out for California
aboard the new steamer *San Francisco* -- December 21, 1853
these included about 500 men of Companies A, D, G, H, I and K with their band
and large detachments of recruits for Companies B and L
Weather became very threatening -- a high wind came up and the sea became mountainous
San Francisco became unmanageable
a huge wave swept away part of the upper deck carrying 150 soldiers and twenty-five civilians
overboard to their death
425 survivors were taken to New York, Boston or Liverpool, England

ADDITIONAL PARTIES CONDUCT SURVEYS

When Governor Steven’s appropriation to conduct the northern route survey ran out
he was obliged to draw an additional \$16,000 to complete the work
Lieutenant Abiel Tinkham was hired by Governor Stevens to explore for a mountain pass
Tinkham traveled east across Snoqualmie Pass on foot with a party of Yakama Indians
who were familiar with an Indian trail to reach a Snoqualmie Indian camp

⁹² Joseph Schafer, PhD., *A History of the Pacific Northwest*, P. 237.

near Snoqualmie Falls -- during the winter 1853-1854
their explorations were conducted all the way to Seattle
Tinkham was much more optimistic than was Captain George B. McClellan
about the route being suitable for a railroad
he had not seen snow over six feet deep all the way
his reports were the basis for early road building efforts across Snoqualmie Pass
A party under Lieutenant Rufus Saxton established a depot at the western base of the Rockies
they later surveyed a large portion of the region
between the Columbia River valley and Fort Benton on the Missouri River
Lieutenant Andrew Jackson Donelson went up the Missouri River
to create a supply base at Fort Union, a fur trading post far upstream, and examine the country
Lieutenant John Mullan with thirteen men was billeted at Fort Owen
an outpost on the upper reaches of Clark's Fork River and the Coeur d'Alene Mountains
throughout the winter Mullan and his men traveled around the valley and nearby mountains
taking measurements, mapping and seeking information from local folks, Indian and white
Mullan depended heavily on an enlisted man, Gustavus Sohon, "an artist and gifted linguist"
he learned the Salish tongues of the Flatheads and Pend d' Oreilles
and became the party's interpreter
Sohon helped gather information on trails, mountain passes and other geographical features
and his sketches are still among the earliest and best of the region
Mullan became well-known among the area residents who met him
as he explored the Mission valley where St. Ignatius Mission was located
and in the Bitterroot Valley where St. Mary's Mission and Fort Owen were built
Still another small independent party under naturalist George Suckley
spent a frigid month in the mountains sometimes eating roots to stay alive
and huddling at night under eleven blankets and a buffalo robe to keep warm
Suckley accumulated a large collection of natural history specimens
he and four companions built a canoe
packed notebooks crammed with data on the courses of rivers and the specimens
into the craft and pushed off to rejoin their comrades at Fort Vancouver on the coast
they completed the remarkable journey of 1,049 miles in fifty-three days

SMALLPOX EPIDEMIC SWEEPS THE REGION

Once again smallpox struck the settlers and decimated the natives -- 1853-1854
many Indians and settlers were saved by the efforts of Catholic priests

CALIFORNIA STAGE COMPANY IS FORMED IN SACRAMENTO

Five of the six stage lines in California merged into the California Stage Company -- January 1, 1854
leaving Adams and Company as their only competition in California
At the time of merger, California Stage Company was the largest organization of its kind
with capital stock was fixed at one million dollars
Sacramento became the headquarters for 170 stations scattered over fourteen separate routes
This giant merger soon brought Oregon Territory
into direct and regular communication with the outside

however, Washington Territory had no direct overland link beyond its borders

STUART'S EXPRESS OPERATES BETWEEN PORTLAND AND OLYMPIA

It was the custom for freighting concerns in Olympia to meet Cowlitz River boats with an eye for extra business, freight haulers offered to transport passengers to and from Cowlitz Landing

A.B. Stuart opened Stuart's Express which was affiliated with California's Adams and Company the one express company that did not merge into the California Stage Company Stuart's Express provided the first regular passenger service out of Olympia to Portland -- 1854 it appears to have been a strictly regional operation as they transshipped and received freight through the Adams and Company

Stuart boasted that **“even with ‘stoppages’ its messenger had covered the 180-mile distance between these two cities ‘within thirty-six hours!’”**⁹³

Ezra Meeker recounted how the unhappy travelers in an out of Olympia were **“conveyed over either the roughest corduroy or deepest mud, the one bruising the muscles the other straining the nerves in the anticipation of being dumped into the bottomless pit of mud.”**⁹⁴

TRAVEL AND COMMUNICATION WAS SLOW AROUND PUGET SOUND

Steamer *Fairy* ran for a short time on Puget Sound but proved to be unseaworthy she was withdrawn from service -- January 1854

for nine months nothing faster than a sailing vessel or canoe could be had to transport passengers or troops from place to place while land travel north of Seattle was impracticable

Absence of steam vessels on Puget Sound made communication of news slow and uncertain it also made the possibility of help in case need nearly hopeless

WASHINGTON TERRITORY'S TWO MAIN SETTLEMENTS GROW

In Vancouver, Washington Territory a courthouse was built -- 1854 it joined two hotels, Peter Fulkerson's saloon and bowling alley

Clark County sheriff agreed to rent the courthouse to the school directors at three dollars a month provided **“school was not to interfere with court proceedings”**⁹⁵

Olympia's population increased to almost 1,000

there were no paved roads and the houses consisted mostly of log cabins household goods such as clothing and kitchen utensils had to be brought across country

EDUCATION TAKES A STEP FORWARD IN WASHINGTON TERRITORY

First school in King County opened -- January 17, 1854

a schoolroom was rented in the first frame house in Seattle: “Bachelor's Hall”

Dr. Henry A. Smith, a versatile and active leader, arrived in Seattle -- 1854

he built an infirmary which received patients from all points in the Puget Sound area

⁹³ Oscar Osburn Winther, *The Great Northwest*, P. 195.

⁹⁴ Oscar Osburn Winther, *The Great Northwest*, P. 188.

⁹⁵ Cecil Dryden, *History of Washington*, P. 311.

he later became the first superintendent of schools in King County
School in Vancouver received a new teacher

Mr. M. R. Hathaway replaced Mrs. Clark Short who had conducted classes [1852-1853]

M. R. Hathaway was a homesteader and one-time postmaster at Vancouver
during his career he moved around to a variety of teaching positions
(and eventually became superintendent of schools for Clark County)

SAN JUAN ISLAND DISPUTE

International boundary along the 49th parallel became confusing at the shore of Puget Sound
there was no agreement where the line extended as it continued west (if it continued west)
across the water, through the archipelago and across Vancouver Island

British Puget Sound Agricultural Company's Belle Vue Farm

on the southern tip of San Juan Island brought a response from Washington Territory officials
U.S. Customs Collector Colonel Isaac Ebey stationed at Port Townsend sent his deputies,
Henry Webber and Paul K. Hubbs on several trips across the Strait of Juan de Fuca
to collect the revenue due on incoming British goods

Hubbs found British sheep on San Juan Island

Colonel Ebey demand that Puget Sound Agricultural Company

pay custom duties on animals and other property it had (in Ebey's view)
smuggled into the United States

SOUTHERN OREGON ENJOYS A PERIOD OF PEACE AFTER THE TABLE ROCK TREATY

Hostilities between Indians and whites remained in check -- but suspicions were prevalent
settlers and miners in Randolph, Oregon Territory and at the Whiskey Run Mines
thought the Nasomah band of Lower Coquille Indians were up to something
they decided to do something about it

George H. Abbott, A.F. Soap and William H. Packwood led forty volunteers

to a sleeping Coquille village a mile and a half from the Oregon coast

they attacked with a fury (near today's Bandon, Oregon) -- January 28, 1854

Indians had only three guns and some bows and arrows to defend themselves

volunteers killed fifteen men, one woman and wounded four others

twenty Coquille Indians were captured

jubilant volunteers believed they had pre-empted a planned Indian up-rising

in fact they had only begun another series of reprisals

ELECTION DAY -- A FIRST FOR WASHINGTON TERRITORY

Date for the first territorial election was set by Governor Isaac Stevens for January 30, 1854

of an estimated population of 3,965 there were 1,682 white, male voters

Democrat Columbia Lancaster was elected Washington Territorial Delegate to Congress

defeating Whig candidate William Wallace 698 votes to 500 f

Lancaster served one term [April 12, 1854 until March 3, 1855]

Nine Councilmen (members of the upper legislative house) were elected

Territorial House of Representatives was composed of seventeen members

Pacific County seemed to suffer from a peculiar malady

J.L. Brown was nominated for the office of Representative but died before Election Day
John Scudder was then nominated and elected, but died en route to the legislative session
another candidate, Henry Fiester, was elected by special permit
he arrived safely in Olympia and took his oath of office
next day, Fiester entered the Pacific Hotel
where members had gathered around a stove to discuss the topics of the day
he complained of pain in his shoulder, he sat in a chair
and was seized by a coughing spell -- he dropped over dead
lobbyist James Strong secured a proclamation from the governor
calling for still another election in Pacific County
James Strong was elected representative and finished the term

OLYMPIA'S NEWSPAPERS CHANGES ITS NAME

Washington Territory's only newspaper, the Olympia *Columbian*
owned by two printers, Thornton F. McElroy and James W Wiley, had begun operation [1852]
it had advertised itself as being politically independent
After the first election the *Columbian* became the *Pioneer and Democrat* -- February 4, 1854
this newspaper became the spokesman of the Olympia Clique
and Washington Territory government
Governor Isaac Ingalls Stevens was a hero
his energetic personality and talent as reported in venerated newspaper articles
assured him an enamored following

SECRETARY OF WAR JEFFERSON DAVIS DISAGREES WITH STEVEN'S REPORT

After reviewing the various reports related to the Northern Transcontinental Railroad route
Jefferson Davis threw his support behind Captain George McClellan's report
of the difficulties inherent with the northern route
Secretary of War rejected Governor Steven's report out of hand
this could have been because of Davis' southern leanings
and his willingness to accept the southern (or even central routes) as superior
possibly the Secretary of War was prejudiced against Stevens
because of the presumptuous way he ran up deficits
even authorizing unauthorized additional survey efforts
Secretary Davis protested the charges as they came in
he wrote Governor Stevens a blistering letter ordering all further operations stopped
and the surveying parties disbanded

CHETCO RIVER INDIANS OF OREGON ARE ATTACKED

Chetco River Indians had lived peacefully along that river in spite of the events surrounding them
they operated a ferry for miners and packers traveling along the Oregon coast
(white settler A.F. Miller had built a house about a quarter mile from the river's mouth [1853])
he decided to take over the ferry business
he promised the Chetco Indians peace and a good trade relationship
if they gave up their weapons -- they complied)

A.F. Miller contacted friends living in the Smith River settlements in California
they attacked the unsuspecting and unarmed Chetco Indians (near Brookings, Oregon)
shooting at them and burning their lodges -- February 15, 1854
two Indians trapped inside a plank house burned to death
another was shot down as he ran
attackers allowed most of the women and children to escape, but they killed twelve men

WASHINGTON TERRITORY LEGISLATIVE BUILDING IS CRAMPED

Washington Territory legislators met in the building constructed by Edmund Sylvester
as a general store with living quarters on the second floor [1852]
located on Main Street (now Capitol Way) near Third Avenue
this building became The Parker-Coulter Dry Goods Store [1853]
second floor became the home of the territorial legislature
access to the Council and House of Representatives chambers
was by an outside stairway that led to both rooms
Olympia founder, Edmund Sylvester gave the legislature twelve acres on which to build the capitol
located on a hill the site overlooked a body of water (that is now known as Capitol Lake)

FIRST LEGISLATIVE SESSION IN WASHINGTON TERRITORY OPENS IN OLYMPIA

Newly elected members of the Territorial Legislature arrived on foot, horseback, canoe or small boat
their average age was twenty-eight
ten were farmers, seven were lawyers, four were mechanics
no other occupation was represented by more than one member⁹⁶
First legislative assembly convened -- February 27 [to May 1] 1854
eight of the nine Councilmen (members of the upper legislative house) who were present
elected their Officers:

G.N. McConaha from King County was made President of the Council
he was an attorney and had been chairman of the Monticello Convention,
H.M. Frost from Pierce County was elected Chief Clerk after twenty-five ballots
one week later he resigned due to poor eyesight
Elwood Evans of Thurston County was elected as Frost's replacement,
W.E. Hichs was elected Assistant Clerk,
J.L. Mitchell was elected Sergeant-at-Arms,
W.G. Osborne was elected Door Keeper

seventeen members of the House of Representatives elected their Officers:

Francis Chenoweth of Clark County was elected Speaker,
B.F. Kendall was elected Chief Clerk,
D.L. Phillips was elected Assistant Clerk,
E.W. Austin was elected Sergeant-at-Arms,
James H. Roundtree was elected Door Keeper,

legislators received \$3.00 per diem and 10 cents per mile for travel expenses

Territorial officers were selected by the members of the legislature

⁹⁶ Don Brazier, *History of the Washington Legislature 1854-1963*, P. 3.

Treasurer -- William Cook
Auditor -- D.R. Bigelow
Librarian -- B.F. Kendall
Prosecuting Attorney:
 First District -- F.A. Chenoweth
 Second District -- D.R. Bigelow
 Third District -- F.A. Clark

WASHINGTON TERRITORY LEGISLATURE GOES INTO ACTION

First session of Washington Territory's first Legislature opened -- February 27, 1854

Almost the very first topic for discussion in the Territorial House of Representatives was that of Suffrage (voting) rights

it was of such importance that it became the subject of the first section of the first act adopted an amendment extending the franchise to **“persons of mixed white and Indian blood who had adopted the customs and habits of civilization”** was proposed and lost another amendment offered by King County Representative Arthur A. Denny, **“to allow all white females over the age of eighteen years to vote,”** also was lost on a nine to nine tie vote one representative who was married to an Indian woman voted “no” because Indian women were not included in the Bill

First Bill passed established a Board of Commissioners to prepare a Code of Laws legislators agreed to adopt the laws of Oregon Territory where practical

TERRITORIAL LEGISLATORS RECEIVE MONEY FROM CONGRESS IMPROVEMENTS

Congress had granted additional funds to the territory for specific improvements:

- navigation was improved with a grant of \$94,000 to construct lighthouses along the shoreline,
- Superintendent of Indian Affairs was provided \$100,000 for use in dealing with the natives,
- money was granted for the construction of important roads:

- \$25,000 for a road between The Dalles and Fort Vancouver,

- \$30,000 for a wagon road between Fort Steilacoom and Fort Vancouver

(this road eventually ran southeastward from Fort Steilacoom

across the American Plain [at present North Fort Lewis] to the Nisqually River

then overland to the head of navigation of the Cowlitz River

it continued near [today's Toledo, Washington] and then by river or along the river bank to Fort Vancouver

bridges across the lower portion of the Nisqually River were often washed away by flooding and ferries had to be used to cross the river)

GOVERNOR ISAAC STEVENS TURNS HIS ATTENTION TO ROADS

One of the major concerns of Washington Territory pioneers was the lack of roads

in his first message to the territorial legislature, Governor Stevens stressed the need for road building few roads existed in the territory at that time

most commerce and travel was by water or on horseback over Indian trails

he noted there was a general desire to relieve the isolation in which pioneers found themselves and develop faster ways to reach the market areas

Governor recommended his own road construction projects between:

- Puget Sound and Walla Walla,
- Puget Sound and the Columbia River,
- along the eastern shore of Puget Sound from Olympia to Bellingham Bay

Governor Stevens took road improvements seriously

Lieutenant Richard Arnold U.S. Fourth Infantry stationed at Ft. Steilacoom

took charge of the government road building program over Naches Pass -- 1854

only minor improvements were accomplished

(each succeeding session of the legislature passed a steadily increasing amount of legislation pertaining to transportation)

WASHINGTON TERRITORY LEGISLATURE CREATES EIGHT NEW COUNTIES

To facilitate election of territorial officers:

- Whatcom -- [March 9, 1854] in honor of a local chief; County Seat: Bellingham,
- Skamania -- [March 9, 1854] means: "swift water"; County Seat: Stevenson,
- Sawamish -- [March 13, 1854] County Seat: Shelton
(renamed Mason County in honor of Territorial Secretary C.H. Mason [1864]),
- Chehalis -- [April 14, 1854] means: "sand" (renamed Grays Harbor) County Seat: Montesano,
- Cowlitz -- [April 21, 1854] named in honor of local Indians; County Seat: Kelso,
- Wahkiakum -- [April 24, 1854] named in honor of local chief; County Seat: Cathlamet,
- Walla Walla -- [April 25, 1854] means "swift water"; County Seat: Walla Walla,
- Clallam -- [April 26, 1854] means: "strong people"; County Seat: Port Angeles

These joined existing Washington counties that had been created by the Oregon Territory legislature:

Clarke (later Clark) County [August 20, 1845], County Seat: Vancouver,

Lewis County [December 19, 1845], County Seat: Claquato which is no longer in existence,

Pacific County [February 4, 1851], County Seat: Pacific City,

Thurston County [January 12, 1852], County Seat: Olympia,

Jefferson County [December 22, 1852], Seat: Port Townsend,

King County [December 22, 1852], County Seat: Seattle

Pierce County [December 22, 1852], County Seat: Tacoma

JUDICIAL DISTRICTS WERE ESTABLISHED AND JUDGES ASSIGNED

First Judicial District -- Justice O.B. McFadden

Walla Walla, Skamania, Clarke, Cowlitz, Wahkiakum and Pacific counties

Second Judicial District -- Justice Victor Monroe

Lewis, Chehalis (renamed Grays Harbor), Thurston and Sawamish (renamed Mason) counties

Third Judicial District -- Chief Justice Edward Lander

Pierce, King, Island, Clallam, Jefferson and Whatcom counties

HOSTILITIES TAKE PLACE ALONG PUGET SOUND

William Young, an engineer employed at the Alki Point sawmill

operated by Charles Terry and William Renton hired three members of the Snohomish natives to take him north to locate a land claim on Whidbey Island -- early March 1854

several days later, two of the guides were seen with Young's clothing, watch and money

Fearing Young had met with foul play, King County Sheriff Thomas Russell organized a posse consisting of himself, Dr. Wesley F. Cherry, Mr. Tyson, and one or two other white men along with four Indians

Russell's posse followed the suspects by canoe to Holmes Harbor on Whidbey Island where they attempted to take the Indians into custody but a fight broke out on the beach *Pioneer and Democrat* reported nine Indians killed including at least one of the suspects Deputy Sheriff Russell, Tyson, and Cherry were wounded -- March 5, 1854

Russell's posse returned to Seattle where Dr. Wesley F. Cherry died the next day -- March 6, 1854 Cherry was the first public safety officer to die in the line of duty in Washington citizens of Seattle discussed retaliation but reconsidered they drafted a request to Governor Isaac Stevens for military action

FIRST SCHOOL FUNDING LAW PASSES IN WASHINGTON TERRITORY

Territorial Councilman D.R. Bigelow of Thurston County introduced a Bill to provide territorial money for schooling all children between four and twenty-one years of age -- March 1854 this proposal was almost an identical to Oregon Territory's school law two-mill (.002¢) tax was levied in every county to be added to the school fund from the sale of land granted by the Federal government (land Sections 16 and 36) to provide funds for maintenance of the common schools together with the money secured from fines imposed for breaking the laws of the Territory

Each county set up its own school system -- or not no central authority was created to provide uniformity

In Washington Territory standards for pupils and teachers alike were inadequate instruction was largely confined to elementary grades in the absence of "normal" (teacher training) schools standards for teacher education and teacher qualifications were necessarily very inferior equally inadequate were the school buildings and the equipment that went in them

INDIAN AGENTS ARE ESTABLISHED BY GOVERNOR STEVENS

Governor Stevens established Indian Agents for three districts in Washington Territory Michael Simmons became Indian Agent for the region west of the Cascade Mountains, A.J. Bolan, a member of the legislature from Clarke County, became the Indian Agent for the region east of the Cascade Mountains to the Bitterroots W.H. Tappan, a councilman from Clarke County, became a special agent for the Columbia River District

GOVERNOR STEVENS ACCOMPANIES THE MILITARY TO WHIDBEY ISLAND

Soldiers from Fort Steilacoom under Lieutenant William Slaughter set out for Whidbey Island they were accompanied by Territorial Governor Stevens, Indian Agent Michael Simmons and Deputy Indian Agent George Gibbs boat containing members of Companies A and C of the U.S. Fourth Infantry capsized in Puget Sound -- nine of the eleven soldiers drowned Governor Stevens continued on with Indian Agents Michael Simmons and George Gibbs

they met with Chiefs Seattle of the Suquamish people and Patkanim of the Snoqualmie Indians
it was learned engineer William Young became drunk and quarreled with his Indian guides
he assaulted them with a sword, killing one and wounding the other
Indian Tom Taylor, the son of the murdered guide, killed Young in revenge -- March 1854
Seattle and Patkanim named the Indians in the Holmes Harbor fight,
but said the killers had fled

Stevens' party continued on to Holmes Harbor and ordered the Indians to deliver up the suspects
when they refused, Stevens burned their canoes and paddled back to Olympia
Soon after Tom Taylor pleaded guilty to murdering William Young and one of the guides
Taylor was indicted for murder

WASHINGTON TERRITORY LEGISLATORS EFFECT OTHER CHANGES

Legislators made other changes in the laws they had inherited from Oregon Territory:

- legislature petitioned Congress to eliminate Indians' property rights
and to purchase thousands of acres owned by the Puget Sound Agricultural Company;
- laws targeting Chinese were passed to discourage immigration
and severely limit their financial success
Washington Territorial legislature denied the vote to anyone from China;
- legislature sent a Memorial to Congress asking for confirmation
of George Washington Bush's claim he had cultivated for nearly ten years -- March 1854
Bush could not claim land under the Oregon Donation Land Law;
- legislature passed an Act creating a Territorial University with the location to be determined;
- provisions were made for the location, establishment and operation of ferries
but apparently nothing was done about bridge construction
- Columbia City (today's Vancouver, Washington) was named the county seat of Clarke County

GOVERNOR ISAAC STEVENS APPOINTS INDIAN AGENTS

No Indian agents had been commissioned by the federal government for Washington Territory
Governor Stevens, as Superintendent of Indian Affairs, appointed Michael Simmons
to serve as special agent for the Puget Sound District

Simmons began his duties by publishing a request to all good citizens
to assist in suppressing the sales of liquor to Indians by:

- informing him of every such infraction of the law which became known to them;
- advising persons employing Indians to have a written contract
witnesses by a white man;
- refraining from punishing suspected Indians criminals
except with certain proof of their crimes

he hoped these guidelines would preserve the peace

KILLERS OF CAPTAIN JEWELL AND HIS COOK ARE PURSUED

U.S. Fourth Infantry commander Lieutenant Floyd Jones set out with a squad of men
in pursuit of the killers of Captain Jewell and Mr. Church his cook
in a confrontation two Clallam Indians were killed and several slightly wounded
three natives were arrested and taken to Fort Steilacoom

three others were subjected to floggings
When Washington Territory Governor Isaac Stevens heard of the encounter
he made a visit to Dungeness Spit confront the natives and to reassure the settlers

SAN JUAN ISLANDS ARE CLAIMED BY WASHINGTON TERRITORY

In response to Hudson's Bay Company's Belle Vue farm,
Whatcom became the first and northernmost county
created by the Washington Territory legislature
San Juan Islands were made part of the newly-formed county
name Whatcom derives from a Nooksack word meaning "noisy water"
and also was the name of a Nooksack Indian chief
British government on Vancouver Island protested that this was an illegal action
as was the action of the American settler taking up residence on the island
Canadian New Caledonia Governor James Douglas refused to pay the American taxes
U.S. Customs Collector Colonel Isaac Ebey continued his visits to San Juan Island -- March 1854
he raised an American flag over his tent and sent word to Governor Douglas
that Puget Sound Agricultural Company was trespassing on American property
verbal confrontations followed as Ebey and his deputies threatened to seize Company sheep
to pay for the uncollected duties
Belle Vue Farm manager Charles Griffin threatened to have the Americans arrested
Paul K. Hubbs, assistant Puget Sound District Collector of the Customs,
went straight to Governor Douglas in Victoria and informed the governor
that he would enforce the United States revenue laws around San Juan Island
Hubbs would collect duties from the Puget Sound Agricultural Company sheep farm
and that all vessels in the vicinity would be boarded
to ensure compliance of American revenue laws

COMMODORE MATTHEW PERRY'S SECOND VISIT TO JAPAN

Commodore Perry returned to Japan leading twice as many steam frigates [February 1854]
Japan could not retain its isolation policy without risking war
After weeks of long and tiresome talks, Perry reached a treaty with Japan -- March 31, 1854
peace and friendship between the United States and Japan would be assured
two Japanese ports were opened to American ships
Japan would provide help for any American ships wrecked along the Japanese coast
and shipwrecked crews would be protected
permission for American ships to buy supplies, coal, water and other necessary provisions
in Japanese ports was guaranteed
Key translator for the Japanese during the treaty negotiations had learned English
from Ranald MacDonald who had intentionally marooned himself in Japan [1848]
MacDonald, the son of a Hudson's Bay Company trader, later said
his fascination with Japan began with stories he heard as a child
about the shipwrecked Japanese sailors he had met in Oregon [1833]
After signing of the treaty, the Japanese invited the Americans to a feast
Americans admired the courtesy and politeness of their hosts

and thought very highly of the rich Japanese culture

GOVERNOR STEVENS TRAVELS TO WASHINGTON CITY

Secretary of War Jefferson Davis' blistering letter was received by the governor [February 1854]

not only were each of Governor Stevens' financial requests rejected

but all further railroad survey operations were ordered stopped

Isaac Stevens asked for and was granted a leave of absence by the Washington territorial legislature
he had four goals in mind:

- to secure the payment of the protested drafts
and to gain permission for still more exploration;
- to preserve the results of his railroad and road survey;
- to support the acts of the legislature which required approval of Congress;
- to escort West his wife and children back to Washington Territory

Leaving twenty-four-year-old Territorial Secretary Charles Mason in charge of his office

Governor Stevens hurried via Panama to the national capital -- early April 1853

BRITISH COUNTER AMERICAN CLAIM

New Caledonia Governor James Douglas protested to Washington Territory Governor Isaac Stevens

British collector of customs, Captain James Sanister, arrived on San Juan Island

he raised the British flag over the shepherd's cabin at Belle Vue farm

Sanister swore out a warrant for the arrest of American Customs Officer Colonel Isaac N. Ebey

Ebey snatched the document out of the arresting officer's hands

he stated he would never leave the island (eventually he did leave, however)

(in the course of the next year, two more American tax collectors were subject to arrest)

LIEUTENANT JOHN MULLAN ELIMINATES TWO ROUTES THROUGH THE BITTERROOTS

From their winter camp John Mullan and his men sought the best route across the mountains

for a transcontinental railroad, telegraph line and wagon road

Through his interpreter Gustavus Sohon, Lieutenant John Mullan located an Indian drifter

who suggested the pass (later called Sohon's Pass and the future route of the Mullan Road)

however, Mullan was still not convinced that the route was the best one

he sent party member topographer Thomas Adams with the Indian

to make a close examination of the spot when the snow depth became more manageable

As the weather improved they pushed their way through a second route over the Lolo Pass

Mullan found the snow so scant that he was able to bring a wagon

across the roadless Continental Divide from Fort Benton

to the Bitterroots -- early spring 1854

entering the Lochsa River area (Idaho) in search for a passage suitable for a railroad

eventually Mullan noted in his report regarding his second option: **"I can arrive at but one**

conclusion -- that the route is thoroughly and utterly impracticable for a railway. The country is one immense bed of rugged, difficult, pine-clad mountains, that can never be converted to any purpose for the use of men ... In all my explorations I have never seen a more uninviting beds of mountains."

he eliminated Lolo Pass as a potential route

WASHINGTON TERRITORIAL LAWS ARE NOT APPLIED EQUITABLY

Snohomish Indians hanged two of their own people in Seattle
for the murder of a white man at Lake Union [July 1853] -- April 1854
friendly relations between the two races continued in that region
At about the same time, James Burt murdered a Canadian Indian in an encounter near Olympia
Burt was tried and acquitted -- he fled the territory to avoid the vengeance of the natives
Public opinion believed James Burt should have been punished
apprehensions regarding the consequences of his act were expressed in the Olympia newspaper

STEAMBOAT EXPLOSION ON THE WILLAMETTE RIVER

Sidewheeler *Gazelle* served the upper Willamette River
she blew up while tied to the dock awaiting departure at Canemah -- 6:40 a.m., April 8, 1854
of the fifty people on board, twenty were killed and four more died later of their injuries
many were prominent people in the territory
tragedy of the *Gazelle* was the first steamboat disaster in the Pacific Northwest
Gazelle was rebuilt and operated briefly as the barge *Sarah Hoyt* -- with no boiler she was towed

TABLE ROCK TREATY RATIFIED BY CONGRESS

Table Rock Treaty had been negotiated by Oregon Superintendent of Indian Affairs Joel Palmer
with the Rogue River Indians in Oregon [September 10, 1853]
Congress ratified the terms of the agreement -- April 12, 1854
Rogue River Indian tribe was sent to their reservation
Provisions of the treaty soon were violated by both sides

MARGARET BAILEY RECEIVES A DIVORCE FROM DR. WILLIAM BAILEY

Margaret Smith Jewett had traveled to Oregon with Rev. David Leslie and his family
as part of the second reinforcement of the Methodist Champoeg Mission [1837]
she soon entered into a feud with Rev. Leslie
she married Dr. William Bailey a doctor and early pioneer leader and politician [1839]
Margaret Smith Jewett Bailey divorced Dr. Bailey because of his drinking
and abuse -- April 12, 1854
however, community sympathy seemed to have attached to the disfigured Dr. William Bailey
in her own words as a divorcee Margaret was **“shunned and slighted and regarded with
suspicions in every place, till my life is more burdensome than death would be.”**⁹⁷
Former Mrs. Bailey sought solace by continuing her long-term feud with Rev. David Leslie
Margaret Smith Jewett Bailey also sought comfort by writing the first novel
published in the Pacific Northwest which was actually a thinly disguised biography:
*Grains, or Passages in the Life of Ruth Rover, with Occasional Pictures of Oregon,
Natural and Moral* [published in 1854]

TWO MEN FROM THE SHIP *JOHN ADAMS* ARE KILLED BY NATIVES

John Adams was the first vessel to come into the harbor at New Dungeness -- spring 1853

⁹⁷ David Lavender, *Land of Giants*, P. 189.

Captain Jewell master of the barque *John Adams*, and his cook Mr. Church started out for Port Townsend in a small boat but were never seen again both men had considerable sums of money which fell into the hands of the Indians Clallam Indians admitted that two of their people had murdered the men

CONFEDERATION OF INDIANS FORMED

Yakima Chief Kamiakin began building a confederation of Indian tribes to oppose the white threat he quickly enlisted Peu-Peu-Mox-Mox, Head Chief of the Walla Walla people and Looking Glass, War Chief of the Nez Perce Plateau tribes laid in extra supplies in preparation for the possibility of war -- spring 1854 In secrecy, these three Indian leaders planned a council to be held in the Grande Ronde Valley of Eastern Oregon which was selected both because of its remoteness and because it was hoped the Shoshone tribes might join couriers quietly and quickly spread word of the secret council throughout the region

ST. IGNATIUS MISSION IS REPLACED

Original St. Ignatius Mission (near today's Cusick, Washington) was named for the founder of the Society of Jesus -- St. Ignatius Loyola [1844] Father Joseph Joset noted the clay soil was not good for growing and that severe winters depleted the surrounding game animals causing the Indians and missionaries to starve this site also was both isolated and vulnerable to flooding St. Ignatius Mission near the Washington-Idaho border had been abandoned after nine years Father Pierre De Smet and Jesuit Adrian Hoecken constructed a new St. Ignatius Mission in the Flathead River Valley forty miles north of (today's Missoula, Montana) near the old mission of Saint Mary -- 1854 new St. Ignatius Mission would serve the Flathead Indians (north of Missoula, Montana) as Father De Smet had promised them initially the Upper Kalispel and most of the Lower Kalispel Indians moved to the new St. Ignatius Mission new St. Ignatius Mission provided the longest continuous mission service in the interior

STEILACOOM BECAME THE FIRST INCORPORATED TOWN IN WASHINGTON TERRITORY

Steilacoom established several "first" for the territory:

- first community in Washington Territory to be incorporated -- April 22, 1854;
- first Protestant (Methodist Episcopal) church building in the territory;
- first public lending library in Washington Territory;
- first brick building north of the Columbia River (this was also the first jail in Pierce County);
- first school in Pierce County

WASHINGTON TERRITORY LEGISLATURE ADJOURNS

First session of the Washington Territory Legislature adjourned -- May 1, 1854 at the conclusion of the session there was apparently a "Sine Die" celebration (Washington's Territorial [and State] governments adjourn "Sine Die")

that is, indefinitely -- with no date set to go back into session

“At least one account of the festivities relates that [David] Denny and [George] McConaha of King County were accosted and coaxed back to the celebration as they were about to embark by boat for Seattle. Denny was a teetotaler and McConaha was a reformed drinker. Whether Mr. McConaha succumbed to temptation is not entirely clear, however, his departure for Seattle was substantially delayed. This may have been the cause for the end of a promising political career. En route to Seattle in Indian canoes the McConaha party of five including Indian guides encountered a storm between Vashon Island and Alki Point. A canoe capsized and Mr. McConaha and two others perished.”⁹⁸

REV. GEORGE FREDERICK WHITWORTH BRINGS THE PRESBYTERIAN CHURCH NORTH

Rev. Whitworth and his family moved from Portland, Oregon into Washington Territory where they were among the early pioneers to settle in the southern Puget Sound area
Whitworth himself arrived at Olympia, the new territorial capital of Washington [March 4, 1854]
he soon took out a donation land claim of 320 acres north of Olympia
Rev. George Whitworth’s family joined him from Portland, Oregon Territory -- May 1854
Whitworth lost no time in organizing the First Presbyterian Church of Olympia
as well as churches in Grand Mound and present-day Chehalis -- he rode circuit on horseback
he is considered the father of Presbyterianism in Washington
in addition, he turned his prodigious energies to law, Indian affairs, farming education
and the development of the area’s coal resources
Initially upon his arrival on Puget Sound and for many years thereafter,
Whitworth was a leader in the Temperance Movement
demanding absolute abstinence from his followers
he founded the first temperance society in the new territory --1854
which advocated a law based on one enacted in Maine ([851]
prohibiting the manufacture and sale of liquor
Whitworth’s dream of a colony of Presbyterians never materialized

DEPARTMENT OF THE PACIFIC RECEIVES A NEW COMMANDER

Number of regular soldiers available in the Pacific Northwest was incredibly small
whole United States Army numbered only about 10,000 men
2,000 of these were stationed along the Pacific coast west of Rocky Mountains
(Department of the Pacific had been created by the United States Army [1853]
to replace the older Pacific Division [1848-1853]
and abolish the 10th Department [California] and 11th [Oregon Territory] Department)
Department of the Pacific was headquartered inland from San Francisco at Benicia, California
Major General John Ellis Wool, the second most senior officer in the United States Army
following only General-in-Chief Winfield Scott himself
at the age of seventy Wool was a veteran of the War of 1812 during which he was wounded
General Wool took command of the Department of the Pacific -- 1854
Wool was a capable administrator, but he was less adept at dealing with political problems

⁹⁸ Don Brazier, *History of the Washington Legislature 1854-1963*, P. 5.

he truly believed that the Army was best qualified to deal with westward expansion problems
he was intolerant of interference by those outside the military, including territorial officials
Wool thought problems between Indians and whites were generally the fault of whites
he believed the Indians were being poorly treated by the settlers
he especially blamed volunteer militias whose behavior toward the natives appalled him
critics of Wool often referred to him as pompous or arrogant
they claimed he held too high an opinion of his own moral infallibility
Wool, however, had little interest in public opinion -- he performed his duties as he saw fit

U.S. THIRD ARTILLERY IS SENT TO THE DEPARTMENT OF THE PACIFIC

After the disastrous [1853] trip on their way to California aboard the steamer *San Francisco*
the undaunted U.S. Third Artillery Companies D, G, I, K and M
set out from New York around Cape Horn aboard the steamboat *Falcon* -- 1854
this time on their way to California the U.S. Third Artillery was accompanied
by the U.S. Fourth Infantry Companies B and L on the steamer *Illinois*
U.S. Third Artillery Companies D, G, I, K and M on the steamer *Falcon*
nearly repeated the voyage of the *San Francisco*
disabled in a storm they managed to return to Hampton Roads, Virginia
where the troops landed at Fortress Monroe
there the steamer *Illinois* picked them up they again began the journey to California

BRADFORDS CASCADE RAILWAY LINKS WESTERN AND EASTERN WASHINGTON

Goods from below the Lower Cascades were portaged around the Columbia Gorge
on Bradfords' mule-powered Cascade Railway to the village of Upper Cascades
this portage railway on the north bank of the Columbia River had existed nearly five years
Inhabitants of Lower Cascades and Upper Cascades made their living cutting firewood
fueling steamboats which consumed an average four cords of wood an hour
while traveling on the Columbia River
Daniel and Putman Bradford's side-wheeler steamboat *Mary* was used above the Columbia Gorge
Mary linked the Upper Cascades with The Dalles in what became known as the Middle Cascades
this was as far as steamboats could travel up the Columbia River
above The Dalles remained the still impossible to navigate Celilo Falls
Middle Cascades was considered to be the most treacherous part of the Columbia River

PORTAGES ON THE COLUMBIA RIVER PROVIDE A VITAL LINK

Sidewheelers *Belle of Oregon City* owned by Captain W.B. Wells and Captain Richard Williams
and *Mary* owned by Colonel Joseph Ruckel and Captain Lawrence White Coe
provided the transportation link from Portland, Oregon City, Vancouver and Fort Vancouver
up the Columbia River to Lower Cascades
Two villages, one at either end of The Columbia Gorge provided stopping places
for portaging goods around rapids, rocks and islands both up and down the Columbia River
Lower Cascades was a loading platform and village located nearest to Fort Vancouver and Portland
there goods had to be unloaded from the steamers
and then were placed on Bradford and Company's little mule-drawn wooden railway

that ran along the north (Washington) side of the Columbia River
loading and unloading service at the portage was provided by the few settlers residing there
Upper Cascades was the other end of the portage's mule-car railroad
it consisted of a few houses, Bradfords' store, a warehouse, a wharf and a sawmill
Fort Cascades was built at the foot of the upper rapids to protect the portage route
two little steamers, *Mary* and *Wasco*, transported supplies back and forth
across the forty miles of water between Upper Cascades and The Dalles
this was considered the most treacherous part of the portage
Cascade Railway linked Lower Cascades with village of Upper Cascades
after the original Cascade Railway line was severely damaged by a flood [winter 1855]
the link between Lower and Upper Cascades was rebuilt
by brothers Daniel F. Bradford and Putnam Bradford -- 1856
Daniel F. Bradford hired men to rebuild track along the north side of the Columbia River
(this track was later lengthened and reached six miles when completed)
Middle Cascades as it was called linked Lower Cascades and Upper Cascades
had a blockhouse, Fort Rains, which served to protect the wooden-rail, mule-powered railway
Fort Rains was located one mile below the falls of Upper Cascades
Settlements above and below the rapids of The Cascades were unprotected
outermost settlements were ten miles apart
supplies tended to accumulate at either end waiting for shipment to Fort Vancouver or Fort Dalles
this proved to be a military hazard in the movement of supplies
Meeting the needs of gold seekers in the Colville region added to the growing trade at The Dalles
but the greatest demand was generated by the increase in the number of troops
stationed in Yakima and Walla Walla country
necessitating the transportation of munitions and supplies

STEAMBOAT WASHINGTON SERVES THE UMPQUA RIVER

Steamer *Washington* made three trips a week on the Umpqua River
between Scottsburg, Oregon Territory and the mouth of the river
she left Allan, McKinlay & Company's wharf at Scottsburg
on Mondays, Wednesdays and Fridays
one of *Washington's* owners was Captain Sylvester Hinsdale a former sailor
and a merchant at Gardiner, Oregon on the Umpqua River
company's owners advertised
"a good scow for the transportation of cattle is always in readiness"

JOHN MULLAN EXIMINATES TWO MORE ROUTES ACROSS THE BITTERROOT MOUNTAINS

Mullan investigated the Clark Fork River Valley looking for a another potential railroad route
he traveled through (today's Dixon, Paradise, Plains, to Thompson Falls) -- May 1854
to see how difficult it would be to build a wagon road through that area
spring runoff resulted in all the streams boiling with rapid, deep water which covered the trails
rocky mountainsides also made travel difficult
Mullan became convinced this third course was not a suitable route either
Lieutenant John Mullan's fourth and final route over the Bitterroot Mountains

followed the Nez Perce Trail along the St. Joe River

this route was used by Father Pierre-Jean De Smet when he arrived
to set up St. Mary's missions among the Flathead Indians [1841]

Mullan rejected this option because of the **“difficulties and disasters arising from snow and other obstacles that attended the trip of Mr. W.W. Finkham, one of our civil engineers”**⁹⁹

LIEUTENANT JOHN MULLEN ELIMINATES ALL OPTIONS

Lieutenant Mullan had found that none of the four routes explored across the Bitterroot Mountains were satisfactory as a railroad route

satisfied he had done a thorough and complete job of the surveys

Lieutenant Mullan returned to his Willow Creek camp and finished his report
to Washington Territory Governor Isaac Stevens

SACRED HEART MISSION BECOMES HOME TO FATHER ANTHONY RAVALLI

Father Anthony Ravalli took charge of Sacred Heart Mission that had been established
among the Coeur d'Alene Indians of Northern Idaho by Father Nicholas Point [1843]

Father Ravalli designed and supervised the building of a church
he carved the altar and beautiful statues himself

Governor Isaac Stevens visited the mission [1855] and stated in his official report: **“The church was designed by the superior of the mission, Father Ravalli, a man of skill as an architect and, undoubtedly, judging from his well-thumbed books, of various accomplishments.”**

CONGRESS PASSES THE KANSAS-NEBRASKA ACT

Democratic Senator Stephen A. Douglas of Illinois crafted the Act

to increase opportunities for a transcontinental railroad across America's heartland

it created two new territories: Kansas and Nebraska -- May 26, 1854

popular sovereignty was featured in the proposal providing for settlers to decide for themselves
whether or to allow slavery in any specific territory

this allowed for the expansion of slavery into Washington Territory and Oregon Territory

as the voters living in each territory would be provided an opportunity

to accept or reject slavery in the territory

Democrats nationally favored the Kansas-Nebraska Act

and the effort to spread of slavery into the territories in the possession of the United States

Oregon Territory Democrats were concerned with more than the slavery question

to them popular sovereignty meant the fulfillment of their hopes and demands

for self- government and for the election of all Territorial officers

and, most importantly, it meant an end to imported officials

New Republican Party had formed in opposition to the spread of slavery

while they were not opposed to slavery where it already existed, they opposed its expansion

they denounced the Kansas-Nebraska Act as a concession to the slave holders of the South

Republican Party was rapidly becoming the dominant political force throughout the North

Oregon and Washington territories were divided on the issue of slavery

⁹⁹ OFFICE MILITARY ROAD EXPEDITION, *Topographical Bureau, Washington, D.C., February 14, 1863.*

there was strong opposition to the extension of slavery into the West
but there also was strong support for the expansion of slavery into the new territories

NEW PACIFIC REPUBLIC IS PROPOSED IN SOUTHERN OREGON TERRITORY

Oregon Territorial Legislature proposed creation of a new pro-slavery territory
to be carved from Southern Oregon and Northern California -- 1854
this was referred to at various times as "Jackson Territory" and the "State of Jefferson"
Oregon Territorial Legislature instructed Delegate Joe Lane
to procure passage of appropriate legislation to create Jackson Territory
however, the resolution was not adopted by Congress
thus a local legislative committee was appointed to draft memorials to Congress
Delegate Joe Lane refused to introduce the memorials into Congress -- idea was temporarily dropped
(until it resurfaced [1857] and again was dropped -- statehood ended the effort [1859])

NEW POLITICAL PARTY, SUPREME ORDER OF THE STAR SPANGLED BANNER, ARISES

Supreme Order of the Star Spangled Banner was also known as the "Know Nothing Party"
this was the most recent version of the old "Americans only" movement
they were strongly anti-Roman Catholic -- especially Irish immigrants
they also wanted to exclude foreign-born citizens from all government offices
whether federal, state, county or municipal
Support of the Know Nothing Party surfaced in Oregon Territory -- 1854
membership in Oregon was recruited from former Whigs and Democrats opposed to slavery
Northern California and Southern Oregon miners had once been strongly Democratic
now they were opposed to Willamette Valley settlers and the Democrat Salem Clique
they joined the Know Nothings and the effort to withdraw from Oregon Territory
to form pro-slavery Jackson Territory
but in Oregon the Know Nothing movement was more anti-Democrat and anti-Salem Clique
than it was pro-slavery

BRITISH COLUMBIA NATIVES CONDUCT RAIDS IN WASHINGTON TERRITORY

Ten large war canoes with several hundred Haida Indians aboard appeared at Vancouver Island
eight warriors came ashore and shot Englishman Charles Bailey
who had been mistaken as an American -- end of May 1854
New Caledonia Governor James Douglas ordered out a force from the fort at Victoria
who pursued them to their canoes
two of the Haidas proceeded to Bellingham Bay
where they landed at the claim of a settler named Clayton
Mr. Clayton could see from their demeanor that hostilities were intended
he fled to the woods pursued by the Indians
he escaped to the house of Captain William Prattle where some Lummi Indians tribe were visiting
these natives delivered the alarm to the settlements in the area
Clayton, Prattle and five others set out in a canoe in case the Indians had found their trail
they anchored off Captain Prattle's house
from Saturday afternoon until 10 o'clock Sunday -- May 28-29, 1853

all went ashore except David Melville and George Brown who were left to keep guard
Safely on shore, precautions were undertaken
during the night Richard Williams discharged his gun to clean it
as the weapon had become wet during the day
this shot was answered by a volley out of the darkness and from the water
At the sound of gunfire some friendly Indians came to the rescue -- the enemy was driven off
David Melville and George Brown were never seen again
but as their canoe was found on the beach the next morning covered with blood
it was supposed that they were surprised while asleep and beheaded
as was customary with these northern Indians
two Haida murderers then robbed several houses on Bellingham Bay and Whidbey Island
before they disappeared
Secretary and Acting-Governor Charles Mason and Indian Agent Michael Simmons
learned that armed northern Indians had appeared in the waters of Washington Territory
they immediately set out from Olympia to Fort Steilacoom
they gathered a small detachment of soldiers and proceeded up Puget Sound
to ascertain the condition of affairs in Bellingham Bay
however, nothing was accomplished other than making a display that the United States
would punish crimes committed against its citizens -- when able

OREGON STATEHOOD EFFORT IS ATTEMPTED

An election calling for a state constitutional convention finally was held -- June 1854
proposed constitutional convention was rejected by the territorial voters by 869 votes
Southern Oregon gold miners and Know Nothings were solidly opposed to statehood
(Additional efforts would be made in Oregon every year until statehood was granted [1859])

PACIFIC NORTHWEST TRADE EXPANDS

Columbia River was main artery for commerce in the Pacific Northwest
Portland was by far the largest and busiest city in the region
Several sailing schooners served Puget Sound:
•*Colonel Ebey* was built at Port Townsend,
•*H.C. Page*, a small schooner, was constructed by Captain Roeder at Bellingham
connected Bellingham with the rest of the territory,
•two lumber ships, *Julius Pringle* and *L.P. Foster*, served Josiah Keller's Teekalet Mill
California provided the principal market for Washington goods such as lumber, fish, grain, and coal
China and the Orient occasionally became a good market for trade
especially after Japan was opened to Americans -- 1854
Other markets were also contacted
four ships carried lumber from Puget Sound to Australia and one sailed for Calcutta, India -- 1854

BUSINESS GROWS AT THE COLUMBIA GORGE PORTAGE

Bradford and Daniel Bradford had a monopoly providing service above The Cascades to Celilo Falls
when the Bradford brothers purchased the Cascade Railway [1853] it was in Oregon Territory
but now it was in Washington Territory which maintained low taxes on the business

Crude as it was, the Bradfords' shipping monopoly made a great deal of money for its owners
U.S. government poured a steady stream of supplies to soldiers stationed in Indian Country
annual influx of immigrants each fall contributed to the business at the portage
recently discovered gold in eastern Washington and Oregon created a vast increase in business
Bradford's freight charges soon came to be considered exorbitant by some
in addition to the fees charged by Captain W.B. Wells and Captain Richard Williams
to carry cargo from Portland to The Dalles on the *Belle of Oregon City*
Bradford and Company charged an additional \$50 a ton to deliver goods the The Dalles
but *Belle of Oregon City* and Daniel and *Mary* could not handle the demand

BRADFORD AND COMPANY FACES COMPETITION ON THE COLUMBIA RIVER

Small iron propeller steamboat *Eagle* ran between Portland and Oregon City [1852]
she was moved to connect Portland and Vancouver
with the Lower Cascades of the Columbia River
in competition with the steamboats *Belle of Oregon* and *Fashion* -- 1854
(*Eagle* was sold to a towing business [1865] and operated until [1871]
when she was again purchased and her engines removed to be placed in the *Jane West*)

PACIFIC COUNTY GOVERNMENT MOVES ONCE AGAIN

Tiny isolated fishing station of Chinook on the Columbia River had been named Pacific County seat
after a military reservation was made of the land surrounding Pacific City, the former county seat
Chinook was an inconvenient county seat
Oysterville had grown up around the oyster trade in Willapa Bay
residents of Oysterville on the Long Beach Peninsula petitioned the county commissioners
to transfer the county seat there
an election sanctioned the move to Oysterville -- 1854

EARLY ADVENTURES OF BEN SNIPES

Ben Snipes was born in North Carolina where his family lived until Ben was twelve years old
when they moved to Iowa
Ben attended school in short bursts during the winter when farm work permitted
When news of the California gold rush reached Iowa, Ben unrelentingly insisted his father
move the family to California where gold nuggets lay in the streambeds ripe for picking
his parents, Elam and Asenath, just as adamantly refused
Ben learned a neighbor, George Humphrey, was going to Oregon and needed a hired man
Humphrey had several teams of oxen and a considerable number of cattle
at age seventeen Ben signed on "passage free" in return for his help along the Oregon Trail
Ben Snipes and the covered wagon train left Iowa [spring 1852]
Ben soon made himself the "right-hand-man" of the train
he drove and cared for the Humphrey oxen and served as second cook to the party
because of his excellent care of the oxen entrusted to him
they fared much better than other wagon trains journeying to Oregon
Humphrey's oxen came through in fine condition with little or no loss
crossing took five months before they arrived in the Willamette valley ([ate fall 1852])

George Humphrey settled near the present site of Salem, Oregon
Ben Snipes' first occupation in Oregon was harvesting potatoes by digging with a potato fork
but soon he was hired to work with a pack train bound for California with a load of apples
he was put in charge of the "bell mare" (lead mule) in the train of forty-five mules
his assignment was the equivalent to having charge of the caravan
apples were sold at \$1 per pound -- fresh apples were even more rare than gold in Yreka
Young Ben Snipes bought a miner's pick and pan and set out to find his fortune
his first claim showed good signs and on his third day he took \$500 in gold dust for the claim
(this mine eventually made \$75,000 for its new owner)
Ben stayed on to assist the buyer for \$7.00 per day
he now had more money than his father had ever owned at any one time
and a job that paid several times the wages his father had ever drawn
Snipes next bought a "drifting claim" (mineshaft) for \$1,500 at Yreka Flats
he worked this claim all winter [1852-1853]
when the pocket ran out [spring 1853] he could not even pay his beef bill and had to work it off
Ben went to work for the butcher who was doing a boom business buying beef at a low price
and selling at very high prices
Ben learned every phase of the business and bought a shop of his own
Ben's competition soon closed his place and left when winter stopped mining operations
Snipes' business now produced more wealth than a gold mine
all on the credit basis [winter 1853]
suddenly the town stampeded for richer diggings
young Snipes was left with a number of uncollectible bills which represented his profits
fate had dealt him several cruel blows: Ben Snipes lost everything -- he was "dead broke" -- 1854

GRANDE RONDE INDIAN COUNCIL MEETS TO FORM AN INDIAN CONFEDERATION

Grande Ronde council was held for five days to coordinate an Indian strategy -- summer 1854
to deal with Washington Territorial Governor and Superintendent of Indian Affairs Isaac Stevens
This was the most noted gathering of Indians that had ever been seen in the Pacific Northwest
speeches were given by representatives of nearly every Eastern Washington tribe
with the exception of the Shoshone Indians who were not present at the council
Only Chief Lawyer of the Nez Perce, Sticcus of the Cayuse and Garry of the Spokanes
were in favor of holding a council and making a treaty with Governor Stevens to sell their lands
they hoped if everyone heard what the governor proposed perhaps war could be avoided
they were very much in the minority
More aggressive chiefs at the council met without the three pacifists
they identified the boundaries of each tribe's ancient lands ensuring nearly all the land
in Eastern Washington and a large part of Eastern Oregon was claimed by the Indians
their plan was for each chief in council with Governor Stevens to claim his boundaries
and demand that land be his tribe's reservation
in that way Lawyer's, Sticcus's and Garry's demand for a council would be met
but no land would be left for sale and the council with Stevens would fail
Finally on the fifth day the chiefs agreed that if Governor Stevens if he demanded a council
they would meet but no Indian land would be given up

However, Chief Lawyer notified Indian Agent A. J. Bolon of the council the Indians' secret was out

CONGRESS PROVIDES FUNDS FOR WASHINGTON TERRITORY

On his visit to the nation's capital Washington Territory Governor Isaac Stevens was very successful in lobbying Congress

- he secured \$30,000 from Congress to construct a wagon road from the headwaters of the Missouri River at Fort Benton, Montana to Wallula, the site of Fort Walla Walla on the Columbia River where connections could be established with other routes;
- he also helped the Northwest's two delegates to Congress Columbia Lancaster (Washington) and Joe Lane (Oregon) obtain congressional appropriations for building roads leading to Puget Sound and the Willamette Valley;
- most gratifying to the governor's own interests were \$10,000 from the Indian Department for concluding his postponed council between the Blackfoot and the Rocky Mountain tribes

However, Washington Territory Governor Isaac Stevens was not able to win funds for completing his surveys of the northern transcontinental railroad route Secretary of War Jefferson Davis did all he could to discredit the evidence of the surveys in an effort to maintain the Southern route as the only legitimate choice but fortunately the survey already was substantially complete

GOVERNOR ISAAC STEVENS JOURNEYS BACK TO WASHINGTON TERRITORY

Leaving the nation's capital Isaac Stevens headed back west via Panama he brought with him his wife Margaret (Cyman) their twelve-year-old son Hazard and their four daughters, Virginia, Kate, Maude, and Susan while crossing the isthmus, Margaret Stevens and the girls were stricken with fever Pressing on, the governor and his family reached San Francisco where a month-long convalescence was spent by the Stevens ladies Stevens came into frequent contact with General John Ellis Wool, a veteran of the Mexican War and currently in command of the United States Department of the Pacific Military District Wool enjoyed describing his Mexican War exploits to friends, guests, or anyone within hearing on one occasion he told a group he was responsible for victory in the Battle of Buena Vista Stevens reminded General Wool that General Zachary Taylor was in command of the battle and deserved full credit for victory -- not John Wool General Wool carried a grudge against the governor from that day forward a less brash and more insightful governor may have realized that if military operations ever became necessary in the territory of Washington they would have to be conducted under the supervision of General John E. Wool's Department of the Pacific

ALEXANDER WARD WAGON TRAIN IS MASSACRED

For more than a decade the Oregon Trail had been the focal point of two cultures one saw the route as a means to reach the land of opportunity

the other saw the route as the conduit of an unlimited number of invaders
Even so there were only a handful of incidents where Indians
made a concerted, sustained and ultimately effective attack on a wagon train party
Alexander Ward Wagon Train was overrun and gruesomely massacred
along the Boise River near Fort Hall -- August 20, 1854
twenty pioneers including women and children were viciously attacked
eighteen were killed -- brutality of the incident caused great alarm among the settlers
(As a result of these murders and other Indians activities in the region
Hudson's Bay Company decided to close Fort Boise and Fort Hall)

U.S. FOURTH INFANTRY GOES ON THE ATTACK

Word of the Ward Massacre reached Major Gabriel J. Rains
commanding officer of the United States Army Fourth Infantry -- August 28, 1854
by this time many of his men's five-year enlistment had expired and they had been discharged
other soldiers had just received eight month's pay -- feeling flush they deserted
Major Rains sent orders to Major Granville Owen Haller who was stationed at Fort Dalles
with about fifty enlisted men of the U.S. Fourth Infantry
together with Lieutenant Robert MacFeely and Surgeon George Suckley
Major Haller organized a force numbering twenty-seven privates that set out from Fort Dalles
traveling on horseback along the immigrant road
to provide protection to the trains coming West and, if possible, to punish the murderers
proceeding on the road they were joined by a company of thirty-seven mounted volunteers
under volunteer Captain Nathan Olney, Lieutenants Orlando Neal and J.A. Staley
Olney was provided with rations for thirty men but he had acquired a few more

MAJOR HALLER'S COMMAND REACHES FORT BOISE

Major Granville Haller's twenty-seven privates and two officers set up camp -- September 11, 1854
along with Nathan Olney, Orlando Neal and J.A. Staley leading a party of volunteers
Pack train carrying supplies from Fort Dalles was late in arriving consequently supplies ran short
regulars and volunteers had to subsist on captured cured Indian salmon
and captured Indian horses

FOUR INDIANS INVOLVED IN THE WARD WAGON TRAIN MASSACRE ARE CAPTURED

Volunteers traveling with Major Granville Haller's U.S. Fourth Infantry troops
captured four Shoshone Indians -- September 12, 1854
they were indicated to be involved in the massacre of the Alexander Ward wagon train
they were placed in the charge of volunteer Lieutenant Orlando Neal and six men
All four Shoshone Indians were examined by a court of inquiry
where each explained his part in the wagon train massacre
one tried to escape and was shot dead by the guard
three others were hanged on the massacre grounds
near the grave of Mrs. Ward and her seven children

MAJOR GRANVILLE HALLER MOVES TO THE PAYETTE RIVER

Major Haller with the twenty-seven men of the U.S. Fourth Infantry accompanied by about forty volunteers force moved to the Payette River -- September 15, 1854 they captured five empty native lodges and several packs of dried salmon friendly Indians who served the army as guides discovered caches of articles which had been stolen from the Alexander Ward wagon train civilian Captain Nathan Olney leading the volunteers entered an Indian camp an old man, who proved to a head chief, was captured along with an Indian woman and three children

MAJOR GRANVILLE HALLER'S EXPEDITION ENCOUNTERS MORE INDIANS

While scouting the Payette River Haller's soldiers surprised a lodge of Indians -- September 16, 1854 they killed two and captured three Indian women they also confiscated several horses and a quantity of provisions Haller's U.S. Fourth Infantry soldiers and volunteers returned to the Boise River stirring up a great deal of dust along the way they conducted a night attack on a village of Indian lodges belonging to the suspected murders (just a few hours earlier other Indians made a hurried escape keeping to the river bed they had been warned by the dust cloud) Major Haller's expedition then marched thirty-five miles beyond Fort Boise and went into camp

STEAMBOAT *MAJOR TOMPKINS* ARRIVES ON PUGET SOUND

James M. Hunt and John N. Scranton found the unused steamboat in San Francisco they brought her to Puget Sound arriving -- September 16, 1854 *Major Tompkins* began operation on Puget Sound as regular service was offered from the wharf built by Edward Giddings, Jr. on the north end of Olympia to Port Townsend she arrived at Steilacoom during a time when there was no cannon to be fired in tribute so the citizens dynamited a few stumps in celebration when she arrived at Elliott Bay (Seattle) the occasion was marked with patriotic pride and the blowing up of stumps *Major Tompkins* delivered freight and passengers on Puget Sound she also was contracted to carry the mail between Seattle and Olympia Nathaniel Coe was the first postal agent in the Northwest this operation replaced the canoe mail service then in operation as a sometimes rival to the *Fairy*, she slowly made her way (approximately five miles per hour) among Olympia, Seattle, Victoria, the islands of Puget Sound and other places Local pioneers endeared her with the nickname *Pumpkins* however, the *Major Tompkins* was too small and too poorly constructed she suffered from constant engine trouble -- and no repair shops existed in the region

MAJOR GRANVILLE HALLER'S MEN PROTECTS A WAGON TRAIN

A scouting party met a small group of immigrants headed by Mr. Jeffreys -- September 21, 1854 Major Haller was informed Indians were following the train and had threatened to attack U.S. Fourth Infantry Soldiers charged the pursuing Indians who retreated one horse was captured but no Indians were killed

Haller's soldiers continued the pursuit and captured eight natives
who were tried by a military commission
condemned, they were executed on a gallows erected on the Indian camp ground
Jeffreys' Party was the last of the "immigration of 1854"
Major Granville Haller returned to Fort Dalles with his U.S. Fourth Infantry command
without having lost a single man in the expedition

SAN JUAN ISLAND DISPUTE ESCALATES

Whatcom County Sheriff Ellis Barnes repeatedly visited San Juan Island
stopping at British Puget Sound Agricultural Company's Belle Vue Farm
to demand that manager Charles Griffin pay taxes claimed due to Whatcom County
when Griffin continued to refuse to pay, Sheriff Barnes announced
he would sell Belle Vue Farm's sheep at auction to collect for the tax bill
One night Sheriff Barnes landed on San Juan Island with a party of four armed men
to seize Puget Sound Agricultural Company sheep
a Kanaka (Hawaiian) shepherd guarding the flock once again refused to pay
thirty-four sheep were confiscated to be auctioned off as payment for taxes owing
Prospective bidders from Whatcom County who accompanied Sheriff Barnes and his deputies
began bidding at the post-midnight auction on the beach
successful bidders struggled mightily to load their newly-acquired livestock
into canoes and other boats too small to carry them
uncooperative sheep only added to the mayhem

About dawn when Sheriff Barnes and his men were attempting to leave: **"there was a whoop from the hill and Griffin, together with some twenty Kanakas brandishing knives, were seen charging down toward them."**¹⁰⁰

Sheriff Barnes' men drew their revolvers -- Charles Griffin and his Kanakas beat a hasty retreat
Griffin reported the theft to British New Caledonia Governor James Douglas in Victoria
Governor Douglas wrote a heated letter of protest to Governor Stevens
he asked for damages to be paid in the amount of three thousand pounds

PETER SKENE OGDEN DIES

Peter Skene Ogden was left to oversee Fort Vancouver after its purchase by the United States [1849]
Ogden's last years at Fort Vancouver were frustrating ones as he coped with the problems
of a fast-changing environment in which settlers and prospectors were more in evidence
than were fur traders and Indians
in ill health, he left Fort Vancouver for Oregon City
where he died at age sixty-four -- September 27, 1854

UNITED STATES REVENUE CUTTER *JEFFERSON DAVIS* ARRIVES ALONG THE COAST

United States Revenue Cutter Service was operated under the U.S. Department of the Treasury
providing maritime law enforcement and collecting United States import fees on shipping
(this service will merge with the Lifesaving Service [1915])

¹⁰⁰ David Richardson, *Pig War Islands*, P. 40.

to form the United States Coast Guard)
Cutter *Jefferson Davis* was a topsail Schooner
built by J M Hood of Sommerset, Massachusetts in 1853
she was ninth-four and one-half feet in length with a twenty-three-foot beam
she had nine feet in depth and displaced 176 tons of water
sailed into Puget Sound -- September 28, 1854
Captain William C. Pease, USRCS, commanded the crew of three officers and thirty-two men
he was the youngest captain in the U.S. Revenue Cutter Service (USRCS)
(a nice model of a cutter is on display at the Kitsap County Historical Museum in Bremerton)
Jefferson Davis was to assist vessels in distress and enforce American territorial law at sea
this relieved the feeling of isolation for the inhabitants of the northern counties

UNITED STATES REVENUE CUTTER *JEFFERSON DAVIS* VISITS PUGET SOUND

Jefferson Davis frequently stopped by to contact Assistant Customs Collector Paul Hubbs
to make sure all was well with his post and with San Juan Island in particular
All was quiet on the waters of Puget Sound -- October 1854
protecting and patrolling shipping proved to be unnecessary for the moment
with only minimal maritime traffic moving through the Tacoma Narrows

MURDERERS ESCAPE FROM FORT STEILACOOM

Two Clallam Indians escaped from Fort Steilacoom -- October 19, 1854
they were accused of the murder of Captain Jewell and Mr. Church of the barque *John Adams*
Acting-Governor Charles H. Mason offered a large reward for their capture
Indian Agent Michael Simmons proved his worth
when he convinced Clallam Indians to surrender Mr. Church's murderer
but the Clallams refused to give up the other escaped convicts

ACTING-GOVERNOR MASON SEEKS MILITARY ASSISTANCE

Washington Territory Acting Governor Mason who was also serving learned that four Indians
accused in the murder of Captain Jewell of the *John Adams* and his cook Mr. Church
had escaped from Fort Steilacoom
as the Acting Superintendent of Indian Affairs for employed the only naval resource at hand
Captain William C. Pease, USRCS, received an urgent letter
from Acting Governor Mason -- October 20, 1854

“Sir: four Indians who were confined in the garrison of Fort Steilacoom for the crime of murder, having made their escape therefrom on the night of the 19th of October, I have to request your cooperation with the Indian Agent for the Puget Sound Indian District, Mr. T. [sic] Simmons Esqr. in effecting their recapture. Having learned from reliable information that these Indians are now on the shores of Hoods Canal and that the presence of a force will be necessary to succeed in retaking them, I will request if it is not too incompatible with your present duties that you will transport Mr. Simmons to that point and render him such assistance as may be necessary to effect the object in question.”

Captain Pease, USRCS upon reading the request immediately wrote in reply to the Acting Governor:
“This vessel together with the officers and crew are at all times when not inconsistent with my

legitimate duties at your service in enforcing the laws of this Territory. I am ready at a moments notice to take Col. Simmons and as many U.S. troops on board as can be conveniently accommodated, and transport them to any point desired within the waters of this collection district.”

Captain Pease further suggested that the cutter *Jefferson Davis* be towed to Hoods Canal by the paddle wheel steamer *Major Tompkins* with Captain James M. Hunt commanding since the winds had been light it was more expedient for the cutter to get there under tow *Jefferson Davis* prepared for action and loaded a contingent of the U.S. Fourth Infantry under Lieutenant John Nugen

WASHINGTON GOVERNOR ISSAC INGALLS STEVENS RETURNS TO THE TERRITORY

Steven’s trip north from San Francisco was discouraging -- especially for the governor’s ailing wife last leg of the of the journey to Olympia almost brought her to despair

All one drizzly day the family sat huddled in canoes as they were paddled up the Cowlitz River to the log “hotel” at Cowlitz Landing

these accommodations consisted of two rooms

a small chamber with a few cots reserved for women

a larger dormitory with rows of bunks served the men

this was jammed with bewhiskered gents in sweaty wool shirts and mud-encrusted boots apparently the governor’s wife and daughters were the only female guests

as the Stevens spent the night sleeping seated upright on a stool beside his wife next day and the day following they rode a springless wagon beneath dripping fir trees through frequent mud holes so large and soft the wheels would become stuck

more men would have to be gathered to pry them free

at the end of the second day they reached a narrow neck of land reaching into a gray bay

down the center of the village wandered one muddy street bordered by twenty rude houses

and perhaps twice than many Indian huts

massive tree stumps stood everywhere

a scattering of canoes were drawn up on the beach

This was Olympia -- this was home

Margaret Stevens recorded her first impressions -- November 1, 1854

“Below us, in deep mud, were a few low, wooden houses, at the head of Puget Sound. My heart sank, for the first time in my life, at the prospect.”¹⁰¹

Settlers in Washington Territory numbered about 5,000

Olympia was the largest town -- twenty miles Northwest on the Nisqually Road was Steilacoom north of Steilacoom lay thirty miles of wilderness

populated by small Indian villages and homesteads

northern edge, Seattle, consisted of fifty-five houses and buildings

across Puget Sound were Port Gamble and Port Townsend

Vancouver, Cowlitz Landing and Monticello composed the other centers of population

north of the Columbia River

GOVERNOR ISAAC STEVENS ATTEMPTS TO ESCALATE THE SAN JUAN DISPUTE

¹⁰¹ Oscar Osburn Winther, *The Great Northwest*, P. 165.

After reading the heated letter of protest regarding events on San Juan Island
from New Caledonia Governor James Douglas
Territorial Governor Isaac Stevens demanded protection from his superiors
in the nation's capital

STEAMBOAT WASHINGTON IS PLACED ON A WINTER SCHEDULE

Steamer *Washington* ran the Umpqua River three times a week
between Scottsburg, Oregon Territory and the mouth of the river
Captain Sylvester Hinsdale, the ship's owner, the *Washington* would run every Saturday evening
carrying the U.S. mail departing from Umpqua City at 8:00 a.m.
and return to the Allan, McKinlay & Co. wharf in lower Scottsburg at 8:00 a.m., Sunday
Washington was advertised as being ready to **“meet vessels at all other times, and receive
freight and passengers for every point within the bounds of navigation on the Umpqua river.”**
(*The Umpqua Weekly Gazette* [advertisement], February 24, 1855. p.4, col.4.)

MURDERER OF CAPTAIN JEWELL IS CAPTURED

Major Tompkins entered Hoods Canal with the *Jefferson Davis* in tow
transporting U.S. Fourth Infantry Company C under Lieutenant John Nugen
they proceeded to a camp of Clallam Indians on Hoods Canal to demand the surrender
of the three convicts accused of the murder of Captain Jewell of the *John Adams* and his cook
Indian Agent Colonel Mike Simmons was waiting on the beach by Hoods Head at the canal entrance
with him was Captain Jewell's murderer -- November 1854
but the Clallams refused to give up the others

CUTTER JEFFERSON DAVIS SEES HER FIRST ACTION

Major Tompkins with the revenue cutter *Jefferson Davis* carrying troops in tow,
proceeded to a camp of the Clallams on Hood Canal to demand the surrender of the convicts
U.S. Fourth Infantry Company C under Lieutenant John Nugen saw their first action on Puget Sound
soldiers were awakened, fed and loaded into the *Jefferson Davis*' boats to go ashore
early in the next morning -- November 26, 1854
meanwhile, the *Jefferson Davis* hove to while her gunners ran out the ship's cannons
other crewmen were assigned to wait at the oars
Two of the revenue cutter's officers and some of her sailors were assigned to shore duty
each officer carried his Navy Colt pistol
sailors were armed with Perry Carbines and each had a cutlass strapped to his side
they were ready for any action that might come
With Lieutenant John Nugen of the U.S. Fourth Infantry in command of the landing party
men of Company "C" reached the gravelly beach and rapidly made their way toward the village
when they stormed through the village they found it abandoned
Indians had fled as soon as they caught sight of the *Jefferson Davis*
with her cannons run out pointing menacingly at the village
with no Indians in sight the officers had the men move cautiously
through dense woods and foliage in search of any Indians who might be hiding there
after a few hours in the woods without any success the troops returned to the village

and burned it along with its winter supply of salmon
soldiers then hauled all of the Indian's canoes off the beach and out to the two waiting ships
where they hoisted them on board the *Jefferson Davis* and broke up each canoe
as a final punishment for harboring fugitives from the law
Apparently in frustration at not finding the fugitive Indians
Indian Agent Michael Simmons requested the cutter fire several rounds into the woods
where some Indians were supposed to be hiding
reluctantly, Captain William Pease ordered his gunners to fire into the woods
nine rounds of twelve-pound solid shot were fired
when each twelve-pounder was touched off, shot and smoke spit across the water
rounds of grape-shot also raked the forest
it was later rumored that five Clallams were killed in the bombardment

Captain Pease later wrote the Treasury Secretary a report about the incident saying: **“While I regret the necessity to open the batteries of this vessel against what will be termed the inoffensive Indian, a proper regard for the lives of the people of this territory, and the laws of humanity, together with the special request of acting Gov. Mason and the Indian agent have impelled me to pursue the course I have.”**

AFTER THE ATTACK OF THE *JEFFERSON DAVIS* ON THE CLALLAM VILLAGE

Captain William Pease had the revenue cutter move out of Hoods Canal
to an area that was called Ho-Hum-Ah by the Indians (or McNeir's Claim as the settlers knew it)
there they anchored and waited for the tide and wind to shift
for a favorable passage back to Port Townsend
At the change of the tide, the *Major Tompkins* proceeded to Port Townsend to refuel
carrying with her Lieutenant John Nugen's U.S. Fourth Infantry Company C

REVENUE CUTTER *JEFFERSON DAVIS* REMAINS ON DUTY

Major Tompkins had departed when a canoe full of Indians was seen
trying to slip by the *Jefferson Davis* heading north -- November 27, 1854
Captain William Pease, USRCS ordered the cutter's launch lowered with an armed crew
to pursue and arrest the individuals
he also signaled their plight to the *Major Tompkins* which also took up pursuit of the natives
Indians were terrified by the speed with which the *Major Tompkins* followed them
and the ease with which they were overtaken in flight
Once the canoe was captured the Indians were brought back for questioning
they turned out to be Clallam leaders well known as by the settlers by the names
Duke of York, Duchess of York, General Scott, General Taylor and Prince of Wales
they were accompanied by several Indian women
Duke of York was detained as a hostage to be exchanged for surrender of the escaped convicts
three suspected killers were traded for the Clallam chief who was returned to his people
they were turned over to the Indian Agent Colonel Mike Simmons
to be taken to Fort Steilacoom for a hearing and possible punishment
but because it could not be shown the Captain Jewell and Mr. Church
were actually dead the accused were never tried

REVENUE CUTTER *JEFFERSON DAVIS* RETURNS TO PATROL

After the capture of the Clallam Chief known to settlers as The Duke of York
Jefferson Davis reached Port Townsend in a few days
month of December 1854 was rather uneventful for the Revenue Service
only pressing issue being a ship that was supposedly boarded and seized
by some northern coastal Indians
(*Jefferson Davis* patrolled the water of Washington Territory for four years [1858])

AMENDMENTS BY CONGRESS TO DONATION LAND LAW GO INTO EFFECT

Some desirable changes to the Donation Land Laws went into effect -- December 3, 1854
in Washington and Oregon territories the four year waiting period to file a claim was dropped
now after two years of residence settlers could buy their land for \$1.25 an acre
these land purchasing privileges were extended to any unclaimed lands

CAPITOL CONTROVERSY IN OREGON TERRITORY CONTINUES

Construction on a permanent capital building was begun in Salem -- December 1854
moving the Oregon Territory capital to Salem remained a source of dispute in the territory
this controversy continued into [January and February 1855]

FEDERAL GOVERNMENT LEARNS OF THE SAN JUAN ISLAND RAID ON BRITISH SHEEP

When news of the international uproar reached Washington City
including the demand for protection made by Washington Territory Governor Isaac Stevens
Secretary of State William Marcy wrote a sternly worded letter to Governor Stevens
instructing the governor to stop confronting the British
while a joint commission of both governments studied the problem
Congress finally appropriated money for a boundary commission
which the British had first proposed [1848] to settle the dispute

GOVERNOR ISAAC STEVENS SERVES AS SUPERINTENDENT OF INDIAN AFFAIRS

Congress had replaced the three treaty-writing Commissioners of Oregon Territory
Superintendent of Indian Affairs General Joel Palmer had set out to write new treaties there
With the creation of Washington Territory
Superintendent of Indian Affairs for Washington Territory Isaac I. Stevens got the assignment
possessing courage, energy and bad judgment in equal measure
Stevens carried the burden of knowing future development of the territory
depended on the arrival of the railroad
much of the ground needed to lay rails belonged to the Indians
best way to acquire the right-of-way was to negotiate a series of treaties for the land

NATIVE AMERICAN DEMOGRAPHICS OF WASHINGTON TERRITORY

It would be Superintendent of Indian Affairs Isaac Stevens
who would attempt to deal with the approximately seven or eight thousand Indians
including women and children who lived on Puget Sound

including those living along the Strait of Juan de Fuca:

- Upriver Nisqually and Downriver Puyallup -- sixty-five warriors
led by brother chiefs Leschi and Quiemuth
- Klickitat and Upper Green and White Rivers -- fifty-five warriors led by Kanasket
- Duwamish and Downriver Green and White Rivers -- thirty-five warriors
led by chiefs Nelson and Kitsap
- Upriver Puyallup -- twenty warriors
led by Chiefs Sluggia (nephew of Leschi) and Koquilton

there were another six to seven thousand Plateau Natives in Eastern Washington

CHIEF LESCHI SAVES SETTLER ANDREW BRADLEY

Andrew Bradley was attempting to herd cattle across the swift-flowing Puyallup River -- 1854
he was swept downstream in the torrent

Leschi, braving the hazardous condition of the river, managed to save him from drowning

GOVERNOR ISAAC STEVENS PLANS HIS APPROACH TO DEAL WITH THE INDIANS

Washington Territorial legislature went into its second session -- December 4, 1854

Governor Stevens informed them it was time to settle the question of Indian land ownership

Isaac Stevens proposed to write treaties to eliminate the natives' claims

beginning with the Indians nearest to Olympia

who represented the regions longest and closest contact with settlers

Stevens served several roles:

- as Territorial Governor he represented the needs of the federal government and settlers;
- as Superintendent of Indian Affairs he represented the needs of Indians
as defined by the federal government;
- as negotiator he represented the United States State Department

Stevens knew the development of Washington centered on the proposed transcontinental railroad
from the Mississippi River to Puget Sound

he needed Indian land on which to build

but first the Coastal Natives would have to be removed to provide adequate room

for the constant stream of newly-arriving settlers

Inland Indians of Eastern Washington during the Grande Ronde Council had developed their strategy
for dealing with the Federal and Territorial governments [summer 1854]

they would claim abutting properties for their reservations leaving no land for the whites

Stevens felt that without a reservation to maintain their lifestyle the Indians could lose everything

his first step was to hold a series of meetings in his office with local experts on Indians

Stevens' strategy team drew rough maps of the territory

looking at the areas occupied by the Indian villages of Puget Sound

they defined the reservations they thought would be suitable for the natives

next focusing on all of the Indians residing East of the Cascade Mountains

Stevens proposed moving these people onto the Olympic Peninsula

but this appeared impractical

he decided to create one large reservation on Nez Perce land for all Inland People instead

governor felt the Nez Perce would be excellent leaders and would pacify the others

Washington Territory Governor Isaac Stevens sent out notices to the Coastal Natives that councils were to be held with them to write treaties to acquire their land and maintain peace

SUPERINTENDENT OF INDIAN AFFAIRS ISSAC STEVENS MAKES TREATY PREPARATIONS

After addressing the opening session of the territorial legislature -- December 4, 1854

Washington Territory Governor Isaac Stevens turned his full attention to preparing treaties affecting the lives of about 8,500 Indians on Puget Sound and the Strait of Juan de Fuca by convincing them to sell large portions of their land and move onto smaller reservations

TREATIES WITH THE NATIVES AMERICANS HAD LONG BEEN A PROBLEM FOR AMERICA

Article Two Section Two Clause Two of the U.S. Constitution grants the President the power to write treaties with the "advice and consent" of the United States Senate approval of the treaty after it has been written requires two-thirds of the Senators to accept

Treaties are written by nations

President George Washington declared a similar practice would apply to agreements with Indians

President Washington first made diplomatic overtures to the Creek Indians [1789]

he met with the U.S. Senate to gain approval for him to write a treaty

this was the only time a president ever appeared in person to seek advice and consent

President Washington wrote additional treaties with tribes of Native Americans

as did his successors and their representatives

Superintendent of Indian Affairs Joel Palmer wrote treaties with Oregon Indians [1853-1855]

a segment of the white population wished to wage a war of extermination

Joel Palmer was removed from office charged with being too lenient toward the natives

Governor Isaac Stevens faced many challenges in his efforts to persuade the many small bands of Coastal Puget Sound and Strait of Juan de Fuca Indians to relinquish their land

Stevens decided these would not be treaty negotiations in the usual sense

Indians were to be presented with a treaty already written except for a few details

Indians had only to sign

there was no consideration of the Indians refusing to participate

land was needed for railroad routes, telegraph lines and wagon roads,

land was needed for farmers and industry,

land was needed for villages, towns and cities

Next was the question of who would represent the Indians during the treaty signings

coastal natives lived as families in villages of one or more long houses

several villages could be composed of closely related families

but there was no leader of multiple villages

each village was politically independent

Stevens determined that groups of villages would constitute a tribe (that is, a nation)

he decided who would be the head chief that would represent the villagers

Strategy planning resulted in a several-step approach when dealing with the natives

Stevens' lack of experience was compensated for by the knowledge of his two main assistants

long-time settler and leader Michael Simmons and red-headed Benjamin Shaw

Special Agents Michael Simmons and Benjamin Shaw went to work

Simmons managed the many details necessary to conduct successful signings

in the meantime Benjamin Shaw delivered message to the Indians to attend the meetings both believed in getting the job done -- at any cost

Shaw once said in describing his own talents:

“I can get the Indians to sign their death warrants.”¹⁰²

(he had no idea that future generations would accept this metaphor literally)

next Simmons and Shaw would take several canoe loads of trinkets and food to the designated meeting ground

as runners would assemble the natives for a preliminary briefing

Finally, when all was ready, the governor would come sweeping in to conduct the signings

Isaac Stevens possessed several personality traits counterproductive to the negotiation process including impatience, arrogance and a maddening assurance his view was always correct

MEDICINE CREEK TREATY FINAL PREPARATIONS ARE COMPLETED

Winter of 1854 was the coldest in recorded history as the thermometer hovered at 10° above zero this fact was noted by the 600 to 700 Nisqually, Puyallup, Squaxin Island people

along with S’Homamish, Stehchass, T’Peeksin, Squi-aitl, and Sa-heh-wamish villagers

leaders, commoners and slaves who attended the council

they blamed the invaders for the bitter weather

few or none of the Indians spoke English -- variations of Salish were their native languages

Orrington “Old Cush” Cushman led the advance party and supervised site preparations

they arrived at the council site where Medicine Creek enters the Nisqually River

about a mile above the river’s mouth

there they cleared the council area of brush and set up tents for the governor’s party

Next came Indian Agents Michael Simmons and Benjamin Shaw who served as interpreter

Shaw and several others present could speak the 5,000 words of the native Salish tongue

PROSPECTIVE CHANGES WITH TIME

People today decry the negotiation process as robbery of the Indians’ land

spending millions of dollars and thousands of man-hours hardly qualifies as robbery

“robbers,” as a term, better applies to the long list of insatiable, greedy and dishonest

incompetents who administered the basic policy -- not to the authors of the treaties

indeed, taking into consideration the pressure of that day to deal with the “Indian problem”

it is hardly possible to imagine the destruction that could have taken place

to accomplish the goal

in fact, the natives’ hunting-gathering economy required huge amounts of productive land

which was, in the eyes of the settlers and loggers, going to waste

teaching the Indians skills to be productive with less ground

while paying them for the relinquished land seemed a very reasonable solution in the 1850s

INDIANS BEGIN TO ARRIVE AT MEDICINE CREEK

Upriver Nisqually Indians traveling by horse were the first Indians to arrive -- December 24, 1854

they were dressed proudly for the occasion in their finest ceremonial costumes

¹⁰² David Lavender, *Land of Giants*, P. 298.

Leschi arrived accompanied by his brother Quiemuth and nephew Sluggia
Leschi was part Yakima Indian and had made frequent trips across the Cascade Mountains
to visit his inland relatives
for some time they had been discussing an attack on the invaders
Leschi had brought back to Puget Sound warnings he had heard about the settlers' lust for land
he told of other native people who had lost their hunting and gathering grounds
he warned that Americans would get the Nisqually to sign a paper
then send them to *polakly illeha* -- a land far away where it was perpetually dark
Leschi had asked his white friends Dr. Tolmie and James McAllister about this dark place
they said it was true, but Americans would not send the Nisqually there

GOVERNOR STEVENS ARRIVES AT THE COUNCIL SITE

Isaac I. Stevens in his role as Superintendent of Indian Affairs arrived in the cold winter rain
he sloshed ashore from a canoe accompanied by:

- boyish looking twenty-five-year-old Territorial Secretary Charles H. Mason,
- First Lieutenant William Alloway Slaughter who represented the military,
- James Doty who served as Secretary of the Treaty Commission,
- and his twelve-year-old son Hazard Stevens

At Medicine Creek Governor Stevens seems genuinely to have felt
that he was working in the best interest of the Indians

although the parcels of land he offered were small, he was convinced
that if settlement continued unchecked for a few more years,

Indians would be left with no land whatever

it was better, he reasoned, for them to accept something now than to lose everything later

Governor Stevens, all five foot three of him, with his small closely trimmed beard
did not make a good impression -- December 24, 1854

although he had the look of a powerful man in his prime of life, he wore work clothes
red flannel shirt open at the throat,
rough homespun pants tucked into his boots

battered broad-brimmed black felt hat with his pipe stuck in the hatband

Stevens' mood did not reflect patience or cooperation -- he was a man in a hurry

his stomach hurt from his old rupture injury, his foot injury was causing him pain

enveloping chilling mist and cold rain was endless

incessant Indian chatter added to his irritable state

Indians were affronted by Governor Stevens' appearance and attitude

they considered a treaty signing to be a state occasion requiring grand ceremony

That evening Puyallup Indians arrived in the gathering gloom

bringing with them sub-Indian Agent John Swan

Treaty meetings began in the vicinity of an old fir tree: "Medicine Creek tree" -- Christmas Eve 1854

Indians sat on the ground in concentric circles

outside the evergreen arbor sheltering the white dignitaries

chiefs were set to work drawing up a map of the Indian land claims

all participated except Leschi who refused to finish his map

Finally, standing before them, Governor Stevens made an introductory speech sentences by sentence

Ben Shaw translated each sentence into Chinook Jargon -- a contrived language of 350 words
then Indian interpreters from each band translated the Jargon into Nisqually-Puyallup
in fact, Shaw could speak Nisqually-Puyallup well, but Stevens insisted
he use Jargon to convey difficult legal concepts -- an impossible task
Stevens promised to tell everyone once and for all
what land belonged to the Indians and what belonged to the whites
it quickly became clear that the Indians were not brought together to negotiate
but rather to sign the treaty as already written
Indians would get what land was offered in Article One and that was all
At the conclusion of the Superintendent of Indian Affairs' speech the gathering was dismissed
to talk among themselves about what had been said

SECOND DAY OF THE MEDICINE CREEK TREATY COUNCIL CONVENES

As Governor Stevens spoke, Ben Shaw again translated into Chinook Jargon -- Christmas Day 1854
after Stevens' speech, Commission Secretary James Doty read the treaty article by article:

- Indians were to reduce their herds of horses to 500 head;
- Indians must agree to give up their slaves;
- Indians must refrain from making war on the villages;
- Indians must allow the federal government to direct their internal affairs;
- Indians could not trade on Vancouver Island or anywhere outside of the United States;
- Indians could not use or sell alcoholic beverages on the reservation

Ben Shaw attempted to turn the simplicity of Chinook Jargon into complex legalese
this reading lasted all afternoon

it was noted in Article III, for instance, that Indians were to take fish and game **“at all usual
and accustomed grounds and stations in common with all citizens of the Territory”**

there was no explanation of “usual and accustomed,”

there was no identification of “grounds and stations,”

there was no clarification of “in common with,”

and, of course, Indians were not considered to be “citizens of the Territory”

Indians were told that if they had any questions they were to come to Stevens or his assistant

MEETING OF INDIANS IS HELD

There was considerable hesitation on the part of the natives -- most of it led by Leschi

there were arguments over the location of the reservation

each band of natives wanted to be on their own accustomed territory

Pioneer negotiators retired to celebrate with whiskey -- some said with too much whiskey

(settler George Gibbs threw the charge at Stevens three years after the fact -- but not at the time)

Indians later said the Nisqually were puzzled by the proposal

gradually they came to understand the reservation was not to be located in the vast unknown

but within their own homelands

or at least within the land of one of their neighboring people

in fact, they were to give away all of their land except a useless portion known as “The Rock”

because nothing grew there

THIRD DAY OF THE MEDICINE CREEK TREATY COUNCIL

Governor Stevens was under a great deal of pressure to conclude negotiations -- December 26, 1854
Indian land was needed for both settlements and the railroad
misunderstandings abounded for a variety of reasons:

- time pressure and weather conditions,
- personal shortcomings,
- inadequacy of the languages,
- perhaps the Indians acquired exaggerated notions of what was being offered
perhaps they simply misunderstood,
or perhaps there was exaggerated talk on the part of agents being goaded by Stevens
to hurry up and get the thing finished

Indian objections to losing their land could be overcome only by impossible promises:

- for all time they would be allowed to hunt and fish and dig roots in the old, familiar places,
- teachers, machine shops, livestock and annuities of useful goods would be provided

MEDICINE CREEK TREATY COUNCIL CONCLUDES

Participants gathered for the last time -- December 26, 1854

second reading of the treaty was completed and another speech was given by Governor Stevens:

- Stevens promised a free agricultural and industrial school for all Indian children
would be built within a year and maintained for twenty years
(it was hoped the Indians would learn to live like whites)
 - Stevens promised the Indians \$32,500 in goods, clothing and farm equipment
over the next twenty years;
 - Stevens promised \$3,500 for relocation;
 - Stevens promised three reservations:
 - Nisqually Reservation was 1,280 acres located primarily east of the Nisqually River
this is a rocky piece ground where no Indian had existed in living memory;
 - Puyallup Reservation for the Puyallup, Cowlitz, Muckleshoot and Steilacoom people
(is composed of 17,643 acres near present-day Tacoma and Puyallup)
 - Squaxin Island was approximately 1,280 acres in the southwest corner of Puget Sound
there was no source of water on the island (and no one lives there today)
- in exchange the natives relinquished 2.24 million acres of land to the United States
foremost among those objecting to the terms of the treaty was Leschi

Stevens kept an escape clause for the federal government to use if necessary
which stipulated the President of the United States retained the right to move Indians
to other suitable locations within the territory -- Article 6

Sixty-two spaces for Indians to make their mark beside their name were at the bottom of the treaty

Indians began signing the treaty that was to alter their lives forever

sixty-two chiefs and headmen representing more than 800 Indians signed

Squaxin Indians were the first to capitulate accepting the island homeland without complaint
knowing the reservation sat on their ancestral land

Leschi's mark remains a mystery

when the document was filed, Leschi's signature or mark, appeared with the other chiefs
there are witnesses who say they saw him sign

others swear that he refused to sign and refused the gifts offered to him
Leschi later insisted, and Stevens' enemies made much of the contention, the mark was forged
some Indians said he became so angry he tore up a certificate
naming him as a sub-chief of the Nisqually people
and stomped it into the ample mud of the treaty site and rode away
after signing, the Indians were given presents of food, blankets and trinkets
Nineteen whites witnessed the treaty including Michael T. Simmons, Charles H. Mason
and Governor Stevens' thirteen-year-old son Hazard
First of the treaties was signed (and was later ratified by the United States Senate)
Nisqually, Puyallup Squaxin and representatives of the Steilacoom, S'Homamish, Steh-Chass,
T'Peek-sin, Squiatl and Sa-ha-wamish were under treaty
Governor Stevens sent his agent, James Doty, among Plateau tribes -- winter 1854

GOVERNOR STEVEN'S TREATIES ESTABLISH A NEW POLICY REGARDING INDIANS

America's Indian Policy had been rooted in traditions first developed by the English colonists
it proposed that merely pushing the Indians further west
was the solution for the "Indian Problem"
this policy became impossible to carry out with the acquisition of Oregon Territory
as there was no west to push the Native Americans into
Governor Isaac Steven's treaties reflected a new American government policy
its goal was to concentrate Indians onto reservations
this paternalistic policy was designed in part to protect Indians from white harassment
and to provide an environment where the Indians could be "civilized"
Indians were promised medical care and schools
through education, development of agricultural skills and industrial training
it was hoped that once the Indians were civilized they would be ready for assimilation
into American society -- after they had surrendered their culture and spiritual beliefs
and adopted American values and Christian beliefs
It never occurred to the Indians that Governor Steven's treaties promised cultural genocide

A FEW DAYS AFTER MEDICINE CREEK TREATY

Two or three days after the treaty was made Indian Agent Benjamin Shaw rode to the Nisqually River
where he met Leschi and Stahi who reported: "**They were dissatisfied and they complained very much. I told them if anything was wrong, it would be fixed by the government. They were very excited and accused me of deceiving them. I denied it and told them I had told just what the governor had said. They tried to get a new treaty. They asked me to report their dissatisfaction to the governor. I told the governor, but the treaty was [already] sent to Washington.**"¹⁰³

INDIAN TENSIONS INCREASE AS MISUNDERSTANDINGS ARE CLARIFIED

As the year of 1854 was drawing to a close
tensions between the Indian and pioneers were increasing
due in part to Washington Territorial Governor Isaac Stevens

¹⁰³ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascades*, P. 139.

and the treaties he had drawn up for the Washington Indians
when they signed the Indians thereby forfeited the lands they once roamed
Treaties specified that the Indians give up their ownership of the lands
in exchange for reservation land set aside for the native's use
though they would still be free to journey under certain circumstances
Puget Sound Salish Indians did not perceive the concept of ownership of the land
it was believed the land belonged to everyone
Indian Chiefs selected by Governor Stevens signed the treaties not expecting anything to come of it

RUMORS OF HIDDEN WEALTH SPREAD THROUGH THE WEST

A widely accepted story was told about a Nez Perce Indian who wandered into Sacramento
there he made the acquaintance of several miners who became positively impressed
by his general demeanor and dignity
one of the Indian's admirers was an old prospector, Captain Elias D. Pierce
who had devoted a decade of his life to gold hunting
Pierce's Nez Perce Indian friend gave a vivid account of his home in the wilds (of Idaho)
he told of how he, with two companions, was once in the high mountains
where they observed in the night a light of dazzling brilliance with the appearance of a star
Indians looked on the light with awe believing it was the "eye of the Spirit of the place"
in the morning the natives summoned the courage to investigate
they found a glittering ball that looked like glass
but it was so deeply embedded they could not remove it
in their belief that it was "medicine," they feared to use any violence to remove it
thus they came away allowing the glittering ball to remain
Pierce immediately believed they had found an immense diamond
but he was prevented by the Nez Perce Indians from prospecting on their reservation

GOVERNOR STEVENS SAILS FROM OLYMPIA TO WRITE ADDITIONAL TREATIES

Washington Territory Governor and Superintendent of Indian Affairs Isaac Stevens
was considered a strong "anti-Indian man"
Stevens chartered a small side-wheeler steamer *Port Townsend* for a tour of Puget Sound
to conduct meetings with the Indians to sign treaties -- early January 1855
(During the next six rainy, storm-lashed weeks Stevens and his party traveled eight hundred miles
throughout the Puget Sound region and concluded three more treaties
details of each treaty differed but reservation lands and Indian fishing rights
were constant provisions of each treaty)

GOVERNOR STEVENS CONDUCTS A SECOND TREATY SIGNING

Governor and Superintendent of Indian Affairs Isaac Stevens opened his Second Treaty Council
on the beach at *Muckl-te-oh* or Point Elliott (now Mukilteo, Washington)
2,300 Indians representing twenty-two Indian groups living in allied villages
along the east side of Puget Sound as far as Bellingham Bay
were in attendance -- January 12, 1855

CAPITOL CONTROVERSY IN OREGON TERRITORY RAGES ON IN OREGON

Oregon Territorial Legislature passed a bill moving the seat of government from Salem to Corvallis -- January 13, 1855

Oregon Territorial Governor George Law Curry and many others objected to the move in part, because public buildings in Salem were already under construction
Governor Curry sent the matter to the United States Secretary of the Treasury in Washington City

POINT ELLIOTT TREATY SIGNING IS CONCLUDED

Eighty-two native leaders attended the Point Elliott Treaty Council

listed in order among those who signed with their "X" -- January 22, 1855:

- Suquamish and Duwamish people led by Chief Sealth (Seattle),
- Snoqualmoo (Snoqualmie) and Sno-ho-mish (Snohomish) Chief Pat-ka-nam (Patkanim), Lummi Chief Chow-its-boot, Skagit Chief Goliah,

also present were the Swinomish, Nooksack, Sauk-Suiattle, Muckleshoot and Stillaguamish
this treaty guaranteed both fishing rights and reservations

land was set aside for Suquamish, Port Madison, Tulalip, Swin-a-mish (Swinomish) and Lummi people

reservations for the Dwamish, Skagit, Snohomish and Snoqualmie natives are conspicuously absent

(Point Elliott Treaty was ratified by the United States Senate [March 8, 1859])

CHIEF NOAH (SEATTLE) GIVES A SPEECH AT POINT ELLIOT

On the occasion of the Elliott Bay Treaty signing Noah spoke for his people

and thousands of other Native Americans who found themselves facing the same unknown future:

"Yonder sky that has wept tears of compassion upon my people for centuries untold, and which to us appears changeless and eternal, may change. Today is fair. Tomorrow it may be overcast with clouds. My words are like the stars that never change. Whatever Seattle says, the great chief at Washington can rely upon with as much certainty as he can upon the return of the sun or the seasons. The white chief says that Big Chief at Washington sends us greetings of friendship and good will. This is kind of him for we know he has little need of our friendship in return. His people are many like the grass that covers the vast prairies. My people are few. They resemble the scattering trees of a storm-swept plain. The great, and I presume -- good, White Chief sends us word that he wishes to buy our land but is willing to allow us enough to live comfortably. This indeed appears just, even generous, for the Red Man no longer has rights that he need respect, and the offer may be wise, also, as we are no longer in need of an extensive country.

"There was a time when our people covered as the waves of wind-ruffled sea cover its shell-paved floor, but that time long since passed away with the greatness of tribes that are now but a mournful memory. I will not dwell on, nor mourn over, our untimely decay, nor reproach my paleface brothers with hastening it, as we too may have somewhat to blame.

"Youth is impulsive. When our young men grow angry at some real or imaginary wrong, and disfigure their faces with black paint, it denotes that their hearts are black, and that they are often cruel and relentless, and our old men and old women are unable to restrain them Thus it has ever been. Thus it was when the white man began to push our forefathers ever westward. But let us hope

that the hostilities between us may never return. We would have everything to lose and nothing to gain. Revenge by young men is considered gain, even at the cost of their own lives, but the old men who stay at home in times of war, and mothers who have sons to lose, know better.

“Our good father in Washington -- for I presume he is now our father as well as yours, since King George has moved his boundaries further north -- our great and good father, I say, sends us word that if we do as he desires he will fill our harbors, so that our ancient enemies far to the northward -- the Haidas and Tsimshians -- will cease to frighten our women, children and old men. Then in reality he will be our father and we his children. But can that ever be? Your God is not our God! Your God loves your people and hates mine! He folds his strong protecting arms lovingly about the paleface and leads him by the hand as a father leads an infant son. But, He has forsaken His Red children, if they really are His. Our God, the Great Spirit, seems also to have forsaken us. Your God makes your people wax stronger every day. Soon they will fill the land. Our people are ebbing away like a rapidly receding tide that will never return. The white man’s God cannot love our people or He would protect them. They seem to be orphans who can look nowhere for help. How then can we be brothers? How can your God become our God and renew our prosperity and awaken in us dreams of returning greatness? If we have a common Heavenly Father He must be partial, for He came for His paleface children. We never saw Him. He gave you laws but had no word for His red children whose teeming multitudes once filled this vast continent as stars fill the firmament. No; we are two distinct races with separate origins and separate destinies. There is little in common between us.

“To us the ashes of our ancestors are sacred and their resting place is hallowed ground. You wander far from the graves of your ancestors and seemingly without regret. Your religion was written upon tablets of stone by the iron finger of your God so that you could not forget. The Red Man could never comprehend or remember it. Our religion is the traditions of our ancestors -- the dreams of our old men, given them in solemn hours of the night by the Great Spirit; and the visions of our sachems (chiefs), and is written in the hearts of our people.

“Your dead cease to love you and the land of the nativity as soon as they pass the portals of the tomb and wander away beyond the stars. They are soon forgotten and never return. Our dead never forget this beautiful world that gave them being. They still love its verdant (lush green) valleys, its murmuring rivers, its magnificent mountains, sequestered vales and verdant lined lakes and bays, and ever yearn in tender fond affection over the lonely hearted living, and often return from the happy hunting ground to visit, guide, console, and comfort them.

“Day and night cannot dwell together. The Red Man has ever fled the approach of the White Man, as the morning mist flees before the morning sun. However, your proposition seems fair and I think that my people will accept it and will retire to the reservation you offer them. Then we will dwell apart in peace, for the words of the Great White Chief seem to be the words of nature speaking to my people out of dense darkness.

“It matters little where we pass the remnant of our days. They will not be many. The Indian’s night promises to be dark. Not a single star of hope hovers above his horizon. Sad-voiced winds moan in the distance. Grim fate seems to be on the Red Man’s trail, and wherever he will hear the approaching footsteps of his fell destroyer and prepare stolidly to meet his doom, as does the wounded doe that hears the approaching footsteps of the hunter.

“A few more moons, a few more winters, and not one of the descendants of the mighty hosts that once moved over this broad land or lived in happy homes, protected by the Great Spirit, will remain

to mourn over the graves of a people once more powerful and hopeful than yours. But why should I mourn at the untimely fate of my people? Tribe follows tribe, and nation follows nation, like the waves of the sea. It is the order of nature and regret is useless. Your time of decay may be distant, but it will surely come, for even the White Man whose God walked and talked with him as friend to friend, cannot be exempt from the common destiny. We may be brothers after all. We will see.

“We will ponder your proposition and when we decide we will let you know. But should we accept it, I here and now make this condition that we will not be denied the privilege without molestation of visiting at any time the tombs of our ancestors, friends, and children. Every part of this soil is sacred in the estimation of my people. Every hillside, every valley, every plain and grove, has been hallowed by some sad or happy event in days long vanished. Even the rocks, which seem to be dumb and dead as they swelter in the sun along the silent shore, thrill with memories of stirring events connected with the lives of my people, and the very dust upon which you now stand responds more lovingly to their footsteps than yours, because it is rich with the blood of our ancestors, and our bare feet are conscious of the sympathetic touch. Our departed braves, fond mothers, glad, happy hearted maidens, and even the little children who lived here and rejoiced here for a brief season, will love these somber solitudes and at eventide they greet shadowy returning spirits. And when the last Red Man shall have perished, and the memory of my tribe shall have become a myth among the White Men, these shores will swarm with the invisible dead of my tribe, and when your children’s children think themselves alone in the field, the store, the shop, upon the highway, or in the silence of the pathless woods, they will not be alone. In all the earth there is no place dedicated to solitude. At night when the streets of your cities and villages are silent and you think them deserted, they will throng with the returning hosts that once filled them and still love this beautiful land. The White Man will never be alone.

“Let him be just and deal kindly with my people, for the dead are not powerless. Dead, did I say? There is no death, only a change of worlds.”¹⁰⁴

CHIEF NOAH (SEATTLE) EXPRESSES MISGIVINGS ABOUT THE TREATY HE SIGNED

In a second speech Chief Noah expressed his misgivings about the treaty: “There is no place in the white man’s cities. No place to hear the leaves of spring or the rustle of insect’s wings. But perhaps because I am a savage and do not understand, the clatter only seems to insult the ears. And what is there to life if a man cannot hear the lovely cry of a whippoorwill or the arguments of the frogs around a pond at night? The Indian prefers the soft sound of the wind darting over the face of the pond, and the smell of the wind itself cleansed by a midday rain, or scented with a pinion pine. The air is so precious to the redman. For all things share the same breath--the beasts, the trees, the man. The white man does not seem to notice the air he breathes. Like a man dying for many days, he is numb to the stench....

What is man without the beasts? If all the beats were gone, men would die from great loneliness of spirit, for whatever happens to the beast also happens to man. All things are

¹⁰⁴ This version of *Chief Seattle’s 1854 Oration* was printed in the *Seattle Star* October 29, 1887 in a column by Dr. Henry A. Smith. Subsequent versions also attributed to Chief Seattle followed. In fact, Noah (as he preferred to be known) spoke only limited English and his speech was translated into Chinook Jargon and later translated into English. Whatever his exact words may be, his intent is very clear.

connected. Whatever befalls the earth befalls the sons of the earth.”¹⁰⁵

GOVERNOR STEVENS’ WRITES HIS THIRD TREATY ON PUGET SOUND

Continuing his tour of Puget Sound and the Strait of Juan de Fuca to conduct treaty signings on the small side-wheeler steamer *Port Townsend* Washington Territory Governor Isaac Stevens held a Third Council with the natives from the west side of the Cascade Mountains to acquire land from Puget Sound to the crest of the Olympic Mountains Stevens met with 1,200 Lower Elwha Klallam, Port Gamble Klallam, Skokomish and Chimakums at Point-No-Point in the midst of a severe storm -- January 25-26, 1855 Skokomish Indians provided considerable opposition during the discussions (Point-No-Point Treaty was ratified by Congress [March 8, 1859])

WASHINGTON TERRITORY AUTHORIZES A TERRITORIAL UNIVERSITY

Washington Territorial Legislature demonstrated a growing willingness to support education as the territorial legislature made formal provision for a territorial university -- January 29, 1855 legislators voted to locate the territorial University of Washington at Seattle also selected were three members of the Board of Commissioners: Daniel Bagley, John Webster and Edmund Carr ten-acre wooded lot in “downtown” Seattle was donated as a site by Arthur A. Denny, C.C. Terry and Judge Edward Lander

GOVERNOR STEVENS SIGNS ANOTHER TREATY WITH COASTAL NATIVES

Continuing his tour to conduct treaty signings, the side-wheeler *Port Townsend* carried Steven’s party along the Strait of Juan de Fuca about 120 miles to Neah Bay at the Pacific Ocean Governor Stevens held a Fourth Council -- this time 600 Makah Indians accepted the Superintendent of Indian Affairs proposed treaty -- January 31-February 1, 1855 (Neah Bay Treaty was ratified by Congress -- [March 8, 1859])

WASHINGTON TERRITORIAL LEGISLATURE ADJOURNS

Several significant tasks had been accomplished during the session that ended -- February 3, 1855 Olympia was named the permanent territorial capital Masonic Hall on Main Street (Capitol Way) had housed the legislature up to now penitentiary was located at Fort Vancouver territorial university was placed in Seattle with a branch campus on Boisfort Plains, Lewis County

JENNIE CLARK IS THE FIRST STERNWHEELER ON THE WILLAMETTE RIVER

Jennie Clark’s hull and upper works were built by Jacob Kam at Milwaukie, Oregon [1854] on the same spot where the *Lot Whitcomb* was constructed *Jennie Clark* was owned by the firm of Abernathy, Clark & Company composed of George Abernathy, Ransom Clark, Jacob Kam and J.C. Ainsworth Kam and Ainsworth decided on the sternwheeler design

¹⁰⁵ James A. Crutchfield, *It Happened in Washington*, P. 49.

as it was superior to propeller-driven and side-wheel boats
propellers were too vulnerable to expensive-to-repair damage to propellers and shafts
from rocks and other obstructions in the river
side-wheelers were too difficult to steer and needed expensive dock facilities
her two engines were built in Baltimore to Kam's specifications for a price of \$1,663.16
and were shipped around to the West Coast at a cost of another \$1,030.02
equipped with two engines, she was thus easily controlled

Jennie Clark at 50-tons was 115 feet long; 18½ foot beam; and 4-foot draft

Jennie Clark went into service on Willamette River

with John C. Ainsworth was her first captain -- February 1855

she provided transportation between Oregon City and Portland

SPECIAL ACT OF CONGRESS COMES TO THE AID OF PIONEER SETTLER GEORGE BUSH

In response to the [March 1854] Memorial to Congress from Washington Territorial Legislature
seeking protection for black pioneer George Bush's land claim

Congress passed a special act under the Oregon Donation Land Law

pioneer George Bush's relief -- February 10, 1855

Bush and his wife Isabella were allowed to claim the open land east of Tumwater

George and Isabella Bush claimed 640 acres of today's Bush Prairie

this was later expanded the claim to one thousand acres of showplace ranch and orchard

MAJOR TOMPKINS LOST IN A SHIPWRECK

To the chagrin of the white population and the relief of the Indians who had tried to outrace her

steamboat *Major Tompkins* (nicknamed *Pumpkins*) was lost -- night of February 10, 1855

when she was blown toward the rocks at the entrance of Esquimalt Harbor, Vancouver Island

her passengers all safely escaped to land

(*Major Tompkins* was soon replaced by the steamer *Water Lily* owned by Charles C. Terry)

LOCATION OF THE OREGON TERRITORIAL CAPITOL CITY IS MANDATED

Location of Oregon the territorial capital city was resolved by the U.S. Treasury Department

which refused to expend monies for a capital building anywhere but in Salem -- February 1855

Treasury Secretary James Guthrie declared the move to Corvallis invalid

unless the move was approved by the United States Congress

Governor Curry and Oregon Secretary of State Benjamin Harding returned back to Salem

GOVERNOR ISAAC STEVENS MEETS OPPOSITION WITH HIS TREATY PROPOSAL

Fifth Treaty Council was held on the Chehalis River

Governor Stevens expected to purchase the Indians' title to part of western Washington

Chehalis River Council Treaty Council began -- February 24, 1855

Stevens met with Indian resistance for the first time during his whirlwind tour of treaty-making
for one week Stevens and his treaty commission met various Indian representatives

who lived along the Pacific coast and in the southwestern part of Washington Territory

Quinault and Queets people from the north side of Grays Harbor, Satsop,

Lower Chehalis, Upper Chehalis, Shoalwater Bay, Chinook and Cowlitz Indians

for a week Governor Stevens and other members of the treaty commission
tried to impose terms which the Indians found unacceptable
for a week Indian representatives tried to convince the Governor
to renegotiate the unacceptable terms in order to reach a reasonable compromise
Indians offered to make considerable concessions
Stevens refused to make any concessions
Stevens was not able to secure the necessary signatures from the Indian delegates

SOUTHWEST WASHINGTON TREATY COUNCIL FAILS

After a week of negotiations along the Chehalis River only the Quinault Indians
signed Governor Stevens' Treaty -- March 2, 1855
representatives of the other native peoples refused to sign
Isaac Stevens abruptly broke up the council
he announced that no treaty had been made -- and that none would be made
his agreement with the Quinaults was eradicated

U.S. NINTH INFANTRY REGIMENT IS RE-FORMED FOR DUTY IN WASHINGTON TERRITORY

U.S. Ninth Infantry was one of the oldest and most decorated units in the United States Army
it was first authorized by Congress [July 16, 1798] with the creation of twelve regiments
which saw duty in both The War of 1812 and the Mexican War before it was disbanded
U.S. Ninth Infantry Regiment was reconstituted at Fortress Monroe, Virginia -- March 3, 1855
(it has remained in continuous existence since then)
officers of the U.S. Ninth Infantry Regiment included:

- Colonel George Wright who was a take-charge, go-ahead little man,
- Captain Silas Casey, formerly of the Second Infantry, was appointed Lieutenant-Colonel,
- Captains Edward J. Steptoe, formerly of the U.S. Third Artillery, and
Robert S. Garnett, U.S. formerly of the U.S. First Cavalry, were both promoted to Major

MEDICINE CREEK TREATY RATIFIED BY THE UNITED STATES SENATE

President Franklin Pierce reviewed the treaty terms of the Medicine Creek Treaty
this was the first of ten treaties negotiated by Washington Territory Governor Isaac Stevens
President Pierce then sent the proposed treaty to the U.S. Senate for their advice and consent
Medicine Creek Treaty was ratified by the U.S. Senate -- March 3, 1855
after the Senate concurred, the president signed
(other treaties were not ratified until four years later [March 8,1859])

WASHINGTON TERRITORY SEATS A NEW DELEGATE TO CONGRESS

James Patton Anderson had served as U.S. Marshall for Washington Territory for four years
he was elected Territorial Delegate to Congress
by the voters of Washington Territory -- March 4, 1855
he replaced former Territorial Delegate Democrat Columbia Lancaster
Anderson, also a Democrat, served in this capacity for one term -- 1855-[1857]

TREATY MISUNDERSTANDINGS BECOME APPARENT

Governor Isaac Ingalls Stevens had faced Indian concerns with too much bluntness perhaps unfortunately for the Indians, the signing of the governor's treaties was an unwise decision only hand-picked chiefs were allowed to sign the papers formerly native land was then put up for sale and quickly bought up by new homesteaders With the land being in the new owner's possession they put up fences blocking other people out it was at this point that tensions rose -- the Indians still considered the land free for all to use natives were angered when they were blocked out of their hunting and fishing grounds Along with the loss of the land Indians were being killed by white men just for the sake of prejudicial hatred settlers went unpunished for these crimes of murder

BOUNDARY PROBLEMS RESURFACED

Both the United States and Great Britain thought they had settled the long-standing question over the location of the U.S.-Canada boundary with the signing of the Oregon Treaty [1846] which gave the United States possession of the Pacific Northwest south of 49° north as written the international boundary extended **"...to the middle of the channel which separates the continent from Vancouver's Island; and then southerly through the middle of said channel."** Problem was that nothing specified which channel, Haro or Rosario, the treaty identified placing the boundary along Haro Strait gave Americans possession of the San Juan Islands but moving the border east to Rosario Strait would place Great Britain in control of the islands In the 1850s both American and English settlers took up residence on San Juan Island including the Hudson's Bay Company which set up a salmon curing plant and a sheep ranch on the Island of San Juan

OWNERSHIP OF THE SAN JUAN ISLANDS IS DISPUTED

Whatcom County contained the San Juan Islands and the northern portion of the mainland county officials charged British Puget Sound Agricultural Company American taxes company property was taxed as American land company sheep were taxed as foreign imports Whatcom County Sheriff Ellis Barnes believed he had jurisdiction over the San Juan Islands he and ten armed men rowed to the Island of San Juan to collect the real estate and import taxes a sheepherder working for the British company refused to pay the "illegal" taxes -- March 1855 Americans did not bring enough boats to impound enough sheep to cover the cost of the tax desperate, the Americans commandeered an Indian canoe and tried to coax several animals into it sheep panicked, officials were butted and the canoe foundered several rams galloped across the prairie with Americans in stumbling pursuit eventually thirty-four sheep were confiscated to be auctioned off as payment for taxes owing When Sheriff Barnes and his men were leaving **"...there was a whoop from the hill and [Charles] Griffin, together with some twenty Kanakas [Hawaiians] brandishing knives, were seen charging down toward them."**¹⁰⁶ Sheriff Barnes' men drew their revolvers Charles Griffin and Kanakas beat a hasty retreat but thirty-four sheep lost their British status

¹⁰⁶ David Richardson, *Pig War Islands*, P. 40.

VANCOUVER ISLAND GOVERNOR SIR JAMES DOUGLAS RAISES THE STAKES

British Governor and Hudson's Bay Company Chief Factor James Douglas refused to pay the American taxes
he appealed to Washington Territory Governor Isaac Stevens and to the British colonial office
The Black Scot claimed \$15,000 in damages for the thirty-four "stolen" sheep
(Enough concern was later expressed in Washington City
that Secretary of State William L. Marcy urged that neither Americans nor British should try to claim exclusive rights until the ownership of the islands was settled politically
no further action was taken by either side
nor was any additional attempt made to collect American taxes on the Island of San Juan)

U.S. NINTH INFANTRY REGIMENT IS ORDERED TO WASHINGTON TERRITORY

U.S. Ninth Infantry Regiment recruiting offices were opened -- March 26, 1855
by its officers in Maine, Connecticut, New York, New Jersey, Pennsylvania, Maryland, Virginia, Ohio and Tennessee
Companies A, F and G were organized -- [May 1855]
Companies B, H and I -- [June]
Companies D and K -- [August]
Company E -- [September]
Company C -- [November 1855]
U.S. Ninth Infantry Regiment was ordered to the Pacific Coast, via Panama [November 1855]

GOVERNOR STEVENS SENDS HIS SURVEY REPORT TO WASHINGTON CITY

Stevens issued a report to the War Department in Washington City
regarding his survey efforts for a potential northern railroad route -- 1855
Pacific Railroad Survey [1853]-1855 in several volumes
included was a section written by Lieutenant John Mullan
regarding routes crossing the Bitterroot Mountains
Lieutenant Mullan himself followed the report to the nation's capital -- 1855

JUSTICE IS NOT AN EASILY ACQUIRED COMMODITY IN WASHINGTON TERRITORY

Tom Taylor was brought to trial for the revenge murder of engineer William Young
Young had killed Taylor's father
Court was convened at Coveland on Whidbey Island -- April 9, 1855
Tom Taylor was defended by Victor Monroe, William H. Wallace and Elwood Evans
who were appointed to represent him
after reviewing the facts of the incident at Holmes Harbor on Whidbey Island
prosecutor asked for a continuance to the (October) term as courts convened every six months
defense counsel opposed continuing the case for six months
prosecutor then moved to drop the charge and Taylor was discharged

U.S. THIRD ARTILLERY AND PARTS OF THE U.S. FOURTH INFANTRY REACH CALIFORNIA

After many tribulations the U.S. Army Department of the Pacific headquarters at Benicia, California

were reached by U.S. Third Artillery Companies D, G, I, K and M
and U.S. Fourth Infantry Companies B and L -- April 1855
they served under Department of the Pacific Commander General John E. Wool
U.S. Third Artillery Companies D, G, I, K and M
became a “foot-cavalry” of the Department of the Pacific
they were dispersed to Washington, Oregon and Utah territories
where they were actively employed in marching and scouting
throughout the length and breadth of the Pacific Coast
there was not an Indian tribe from the Rockies to the Pacific Ocean they did not visit
U.S. Fourth Infantry Companies B and L were stationed in California
Company B disembarked at the Benicia, California Department headquarters
Company L disembarked at the Presidio, San Francisco
almost immediately both companies B and L under command of Major Gabriel R. Rains
steamed north for Fort Vancouver

GENERAL JOHN E. WOOL EXPRESSES HIS VIEW OF THE INDIAN CRISIS

General John E. Wool was ordered to maintain the peace between Native Americans and settlers
General Wool wrote to local newspapers expressing his opinions of the Indian situation
in both Oregon and Washington Territories
he defended the Indian tribes and condemned the violent acts
committed by undisciplined militiamen

NEWSPAPERS IN OREGON AND WASHINGTON TERRITORIES COME AND GO

Oregon Statesman was the Democratic newspaper founded and edited by Asahel Bush
Bush had long been active and influential in Oregon Democratic politics
he moved from Oregon City to Salem when the territorial capital relocated there [1853]
and continued to rail against the Whig *Portland Oregonian* [founded 1850]
First issue of the *Oregon Argus*, Whig in policy and influence,
appeared at Oregon City -- April 21, 1855
editor Dr. William Lysander Adams served as the owner’s political organizer
he was assisted by David Watson Craig
soon Dr. Adams purchased the *Oregon Spectator* which ceased publication in Oregon City
Dr. Adams shifted his allegiance to the new Republican Party
he was regarded as the “Father of the Republican Party in Oregon”
Puget Sound Courier, the second newspaper in Washington Territory
(after the *Olympia Columbian* [September 1852] begins publication -- May 19, 1855)
Whig newspaper was established in Steilacoom by William Affleck and E.T. Gunn
it remained in operation about a year
(A total of four weekly newspapers were established west of the Cascades in the next five years)

PUGET SOUND PIONEERS BECOME SUSPICIOUS OF THE LOCAL INDIANS

Settlers could see something strange was going on in the Indian villages -- spring 1855
unfamiliar faces gathered around the council fires of local villages
Indians were purchasing uncommonly large quantities of gunpowder

many settlers believed they were burying most of the supply -- perhaps for some future use
Settlers talked a lot about Leschi's suspicious absences
(in fact, that spring he had taken a long horseback ride to Albany, Oregon
to talk to a cousin there who spoke English well
Leschi wanted to bring him back to Puget Sound as a translator
his cousin, it turned out, had forgotten how to speak Nisqually
and had no desire to return to Puget Sound)
Leschi learned that territorial officials had labeled him a troublemaker
they were plotting to jail him or even to hang him

MORE MEMBERS OF THE U.S. FOURTH INFANTRY ARRIVE IN WASHINGTON TERRITORY

Traveling by steamship from Benicia, California 150 U.S. Fourth Infantry Companies B and L troops
under Captain Angor reached Astoria, Oregon after a passage of six days -- May 1, 1855
They arrived at Fort Vancouver early the next morning where they joined
two companies of the U.S. Fourth Infantry and one company of the U.S. Third Artillery
that had been stationed at Fort Vancouver, Fort Steilacoom and Fort Dalles since [1852]
Fort Vancouver was under the command
of Colonel Benjamin Louis Eulalie De Bonneville
Fourth Infantry Lieutenant Henry Hodges was ordered to Fort Dalles with Company L
he was accompanied by U.S. Fourth Infantry Lieutenant Lawrence Kip
who was interested in seeing as much of the territory as possible

U.S. FOURTH INFANTRY COMPANY L TRAVELS TO FORT DALLES

Lieutenants Henry Hodges and Lawrence Kip took the steamer *Belle of Oregon City*
from Fort Vancouver fifty miles up the Columbia River to The Cascades Rapids
where the Columbia River flowed whirling and boiling in a succession of waterfalls
for more than two miles
eighty-four soldiers of Company L walked the five mile portage past the Columbia Gorge
then took the little steamer *James P. Flint* to Fort Dalles at The Dalles
where U.S. Fourth Infantry Companies B and L were stationed
under command of Major Granville O. Haller

USS MASSACHUSETTS ARRIVES IN CALIFORNIA

(Navy ship USS *Massachusetts* had departed from Norfolk, Virginia bound for the Pacific coast
under the command of Naval Lieutenant Richard W. Meade)
Massachusetts arrived at Mare Island Navy Yard near San Francisco California -- May 8, 1855
and prepared for duty selecting sites for lighthouses and buoys

REV. AND MRS. BLAINE IMPACT LIFE IN SEATTLE

Rev. David E. Blaine constructed a Methodist Church building -- May 12, 1855
he cleared the land and taught night school in addition to his duties as minister
As a minister's wife, Catharine Paine Blaine was expected to teach "Sabbath school" without pay
she also opened Seattle's first community school
she was paid \$65 a month for a three-month term

thirteen of the fourteen students she taught in the first term were girls
school ran Tuesday through Saturday -- Sunday and Monday (wash day) were off
school was moved from the church to the Blaine home
after the parsonage was completed -- spring 1855
Catharine, who had attended the [1848] Seneca Falls, New York Convention on women's rights
continued to follow the suffrage movement on the East Coast
she subscribed to political newspapers that addressed women's rights issues
and the outlawing of alcohol
like many women of her time, Catharine wrote several letters back home and to friends
and acquaintances railing against slavery, alcohol and the injustice of voting laws

PREPARATIONS BEGIN FOR THE WALLA WALLA TREATY COUNCIL

Governor Stevens, following Superintendent of Indian Affairs Joe Lane's technique in Oregon,
called for a council in which he invited the Plateau (Inland) Indians
including those tribes that held land in both Washington Territory and Oregon Territory
Walla Walla Treaty Council location at Mill Creek was selected by Kamiakin, Chief of the Yakimas
one large meeting site was prepared at an old council ground in a lush meadow five miles
from Wailatpu and thirty miles east of Fort Walla Walla (today's Wallula, Washington)
Walla Walla Treaty Council became one of the most picturesque events
in the history of American Indians affairs

GOVERNOR STEVENS MOVES HIS TREATY WRITING EFFORT

Stevens had quickly persuaded most of the villages of Puget Sound and the Strait of Juan de Fuca
to accept reservation status

Believing the Indian situation west of the Cascade Mountains was now under control,
Stevens shifted attention to meet with the great horse tribes of the lower interior of the territory
behind him he left nine thousand Indians depressed with second thoughts about their future
some insisted they had not understood the treaty terms, which is quite possible,
since Chinook Jargon used for the negotiations is a rudimentary language
of no more than three or four hundred words

Governor Stevens sought to tie up almost 200,000 square miles of Eastern Washington
Stevens wanted the Indians to sell part of their land to the federal government
while the remainder would be set aside as reservations which the natives would occupy
as wards of the federal government
on the reservation, the government would maintain schools, mills, blacksmith and carpenter shops
these services were offered as part payment for the land -- not as a favor to the Indians
Before Governor Isaac Stevens left Olympia pudgy, humorless, baby-faced twenty-five-year-old
Territorial Secretary Charles H. Mason was placed in charge of Washington Territory
as Acting-Governor
(Stevens would be away from the capital for seven months -- three of those out of the territory)

WASHINGTON TERRITORY GOVERNOR ISAAC STEVENS STOPS AT FORT DALLES

Territorial Governor Stevens, now in his role as Superintendent of Indian Affairs,
was on his way to the interior to hold a grand council of tribes

he had summoned from far and near
Stevens invited Oregon Superintendent of Indian Affairs Joel Palmer to attend negotiations with him
as the land claimed by the Indian tribes were in both of their territories
Columbia River served as the dividing line from the Pacific Ocean to its great bend to the north
but from there to the Rocky Mountains the territorial boundary was the invisible 46° north
a concept so abstract there was no use even trying to explain it to the nomadic Indians
who wandered across the invisible line at will
Superintendent Stevens stopped to request a small body of troops to be sent to escort
Oregon's Superintendent of Indian Affairs Joel Palmer
and to guard the presents he would provide to the council Indian attendees
these troops were to meet Isaac Stevens at the council grounds

U.S. FOURTH INFANTRY COMPANY L SETS OUT FROM FORT DALLES

Lieutenant Archibald Gracie's command of forty mounted troopers of Company L,
a Cayuse Indian to serve as guide, two Metis packers driving fifteen mules
that carried the camp equipment bid farewell to the officers at Fort Dalles
and rode away -- noon May 18, 1855
Lieutenant Gracie had invited Lieutenant Lawrence Kip to join him on the expedition
these two men had been cadets together at West Point

SUPERINTENDENT OF INDIAN AFFAIRS STEVENS THREATENS THE YAKIMA NATION

Prominent Yakima Indian leader Owhi met with Superintendent of Indian Affairs Isaac Stevens
it was said Stevens told the chief that if the Indians refused to give up their land and sign a treaty
soldiers would be sent into their country to wipe them off the face of the earth
Stevens asked Owhi to communicate this message to the other leaders -- which he did
When Chief Kamiakin, leader of the Yakima, Palouse and Klickitat peoples east of the Cascades,
learned of Stevens' threat he sought counsel from the priests at St. Joseph's Mission
he was told that although an Indian attack might delay the threat for a time
the battle must be lost -- Yakamas would inevitably lose their homes to the whites

KAMIAKIN -- CHIEF OF THE YAKIMA, PALOUSE AND KLICKITAT INDIANS

During his spirit quest Kamiakin had a vision of a buffalo singing a power song to him
his elders interpreted the vision saying he would be a great warrior, but would lead a tragic life
however, in spite of the tragedy he was still to follow his destiny
Kamiakin had many leadership qualities
his mother was daughter of a great Yakima leader and her two brothers also were prominent
his father was a Palouse Indian
he possessed courage, good judgment and generosity
Kamiakin was raised along Ahtanum Creek (near today's Yakima)
as a young man he traveled with his family to the Great Plains
where he established himself as a warrior and buffalo hunter
he was curious about the white religion
he tried to persuade missionaries Henry Spalding at Lapwai
and Marcus Whitman at Waiilatpu to establish a mission near his tribe

they refused his offer [1839]
he demonstrated good business sense by traveling to Fort Vancouver [early 1840s]
there he traded horses for cattle and drove his herd back to Ahtanum Creek
Kamiakin's herd was the first in the Yakama Valley
he met a Catholic priest at Fort Walla Walla and offered land for a mission
if the Catholics would live there and teach his tribe
two Catholic priests arrived and built St. Joseph's Mission on Ahtanum Creek [1848]
Kamiakin grew wealthy enough to have five wives
but he broke native custom by marrying women not approved by his family
however, his marriages did assure important political ties among many tribes
When Washington Territory was established, Superintendent of Indian Affairs Stevens
needed a prominent Yakima leader with which to negotiate
there were several Yakama bands each headed by its own chief
Kamiakin was the most prominent Yakama leader, although he was not the head leader
Stevens bestowed on Kamiakin the title "Head Chief"

STEILACOOM BEGINS A NEWSPAPER OF ITS OWN

Puget Sound Courier, published by W. B. Affleck and E. T. Gunn, began production -- May 19, 1855
pioneers of the region enjoyed local articles of interest, poetry, works of fiction
and an occasional news story reporting events in the world, nation, or territory
this four page weekly newspaper remained in publication for two years

SUPERINTENDENT OF INDIAN AFFAIRS ISAAC STEVENS ARRIVES AT THE COUNCIL SITE

Federal government negotiation party arrived at Mill Creek -- Monday May 21, 1855
dealing with the Plateau Indians varied vastly from those people West of the Cascade Mountains
Plateau native villages were politically aligned into tribes
making talks between nations, the usual approach in establishing treaties, more reasonable
however, Plateau natives were more warlike
Tents were pitched; an arbor of boughs was constructed under which a roughhewn pine table
was placed for use by those who would take notes during the speeches
there was no display of ceremonial status Indians were long accustomed to
and Hudson's Bay Company had used to great effect in their dealings with the natives

U.S. FOURTH INFANTRY COMPANY L ADDS MORE SOLDIERS TO THEIR PARTY

Forty mounted soldiers under Lieutenant Archibald Gracie accompanied by Lieutenant Lawrence Kip
reached the Umatilla River after departing from Fort Dalles -- May 22, 1855
there they came upon seven Fourth Infantry soldiers under the command of a corporal
who had been dispatched the week before in an unsuccessful pursuit of Indian marauders
these men were added to Lieutenant Gracie's command

SOLDIERS ARRIVE AT THE WALLA WALLA COUNCIL SITE

U.S. Fourth Infantry Company L led by Lieutenant Archibald Gracie arrived at the council grounds
there they found Stevens and Superintendent of Indian Affairs for Oregon General Joel Palmer
and their party settled into their camp -- May 23, 1855

Lieutenant Lawrence Kip, who accompanied the expedition

later published an account of the Council: **“Wednesday, May 23. At two o’clock P.M. we arrived at the ground selected for the Council... one of the most beautiful spots of the Walla Walla Valley, well wooded and with plenty of water. Ten miles distant is seen the range of the Blue Mountains, forming the southeast boundary of the great plains along the Columbia.... It stretches away along the horizon until it is lost in the dim distance, where the chain unites with the Snake River Mountains.”**¹⁰⁷

Here we found General [Joel] Palmer, the Indian Agent, and Governor Stevens, with their party, who had already pitched their tents.... As was proper for the highest dignitary on the ground, he had a dining room separate from his tent. An arbor had been erected near it, in which was placed a table, hastily constructed from split pine logs, smoothed off, but not very smooth....”¹⁰⁸

Escorting soldiers occupied huts of branches draped with pack covers

log cabin, hastily erected, sheltered the goods Stevens had brought along for presents

Potatoes placed in a huge mound and a small herd of beef cattle

furnished the foundation for future feasts

In the intolerant words of Captain Thomas Jefferson Cram, U.S. Topographical Engineers,

who later investigated the Indian trouble for General Wool’s Department of the Pacific,

this camp was **“meager...shabby...deficient in those points of show that are so well calculated to strike the fancy or command the respect of an Indian.”**¹⁰⁹

NEZ PERCE INDIANS ARRIVE AT THE WALLA WALLA TREATY COUNCIL GROUNDS

First of the Indians to arrive were the Nez Perce composed of several separate tribes or bands

almost the whole Nez Perce nation, except for buffalo hunters then East of the Rocky Mountains,

had assembled to meet with Superintendents of Indian Affairs Isaac Stevens and Joel Palmer

Lieutenant Lawrence Kip wrote: **“Thursday, May 24th ...About 2500 of the Nez Perce tribe have arrived. It is our first specimen of this Prairie cavalry, and it certainly realized all our conceptions of these wild warriors of the plains. Their coming was announced about ten o’clock, and going out on the plain to where the American flag staff had been erected, [an American flag had been presented to the Nez Perce by officers during the [1847-1848] Cayuse War] we saw them approaching on horseback in one long line. They were almost entirely naked, gaudily painted and decorated with their wild trappings. Their plumes fluttered above them, while below, skins and trinkets and all kinds of fantastic embellishments flaunted in the sunshine.**

“Trained from early childhood almost to live upon horseback, they sat upon their fine animals as if they were centaurs. Their horses, too, were arrayed in the most glaring finery. They were painted with such colors as formed the greatest contrast; the white being smeared with crimson in fantastic figures, and the dark colored streaked with white clay. Beads and fringes of gaudy colors were hanging from the bridles, while the plumes of eagle feathers interwoven with the mane and tail fluttered as the breeze swept over them, and completed their wild and fantastic appearance.

¹⁰⁷ Adapted from: “The Indian Council at Walla Walla, May and June of 1855” in *Army Life on the Pacific: a Journal* by Lieutenant Lawrence Kip.

¹⁰⁸ W. Storrs Lee, *Washington State*, P. 257.

¹⁰⁹ David Lavender, *Land of Giants*, P. 301.

“When about a mile distant, they halted and half a dozen chiefs rode forward and were presented to Governor Stevens and General Palmer in the order of their rank. On came the rest of the wild horsemen in single file, clashing their shields, singing and beating their drums as they marched past us. They formed a circle and dashed around us while our little group stood there, the center of their wild evolution. They would gallop up as if about to make a charge, then wheel round and round, sounding their loud whoops until they had apparently worked themselves up into an intense excitement. Then some score or two dismounted, and forming a ring, danced for about twenty minutes while those surrounding them beat time on their drums.”¹¹⁰

Treaty Commissioners and the members of their party stared in awe at the fabled mountain tribesmen beyond any doubt they were the most powerful natives in the Northwest
Nez Perces, or pierced-nose Indians (as they were named by early French-Canadian trappers) called themselves Chipunish
they were the most friendly Indians to the whites of any tribe in the region
they were also one of the most numerous tribes
roaming over the rivers and streams to the West of the Rockies,
throughout the Rocky Mountains reaching to the almost limitless plains to the East
all of the way to the hunting grounds of the Missouri River tribes
Lieutenant Lawrence Kip visited the lodge of an old chief of the Nez Perces named Lawyer who displayed an unhealed old wound that had been inflicted in a fight with the Blackfoot Indians
he also displayed several locks of hair that Kip presumed were the remains of acquired scalps

LIEUTENANT KIP CONTINUES HIS ACCOUNT OF THE WALLA WALLA COUNCIL

Lieutenant Kip reported the morning brought rain
making him thankful he was in camp and not on the march -- May 25, 1855
when it cleared up about noon several soldiers rode to the Nez Perce camp
to find their friend Lawyer who was surrounded by his family
reading a portion of the New Testament
while a German soldier of Governor Stevens' party drew his portrait in crayon
Later that evening Chief Lawyer made a visit to the soldiers' camp
where he enjoyed the rudimental hospitality available

CAYUSE INDIANS WERE THE NEXT TO APPEAR ON THE COUNCIL GROUNDS

Lieutenant Lawrence Kip noted reported the scene: **“Towards evening the Cayuse tribe arrived, numbering about three hundred. They came in whooping and singing in the Indian fashion, and after riding around the camp of the Nez Perce two or three times, they retired to form their own at some little distance.”**¹¹¹ -- Saturday, May 26, 1855

Several of the principal Cayuse chiefs including Weyatenatemany and Young Chief visited Isaac Stevens' camp and the soldiers' camp to size up their enemies' strength

SOLDIERS VISIT WITH THE INDIANS

For almost as far as the eye could see enormous horse herds grazed hills still green from spring rains

¹¹⁰ W. Storrs Lee, *Washington State*, P. 257-258.

¹¹¹ W. Storrs Lee, *Washington State*, P. 259.

Lieutenant Kip noted: **“Sunday, May 27th ... We went to the Nez Perce camp, where we found they were holding service in one of the largest lodges; two of the chiefs were officiating, one of them delivering an address -- taking the Ten Commandments for his text -- and at the end of each sentence the other chief would repeat it in a louder voice. This is their invariable custom with all their speeches. Everything was conducted with the greatest propriety, and the singing, in which they all joined, had an exceedingly musical effect.**

“After service we rode through the Cayuse camp, but saw no evidence of Sunday there. The young warriors were lounging about their lodges, preparing their arms and taking care of their horses to be ready for their evening races. The Christianity among these Indians, we suspected is confined to the Nez Percés.”¹¹²

LAST OF THE NATIVES ARRIVE AT THE COUNCIL GROUNDS

Lieutenant Lawrence Kip reported: **“Today [Monday, May 28· 1855] leading chiefs belonging to some of the most distant tribes, attended by their followers, have been coming into the camp, and most of those for which the Commissioners have been waiting are now represented. Their encampments and lodges are scattered over the valley for more than a mile, presenting a wild and fantastic appearance....”¹¹³**

Indian chiefs representing three great nations arrived at the council grounds

Yakima Chief Kamiakin, unfriendly Yakima Chief Owhi and Umatilla Chief Wenap-snoot reached the council site -- May 28, 1855

angry Chief Peu-Peu-Mox-Mox and his Walla Walla people arrived

Lieutenant Kip remarked: **“The Walla Wallas, another of the principal tribes present, is one much reduced in numbers and in importance since the pioneer trappers first came among them. They range through the valley for thirty miles to old Fort Walla Walla, once a central trading post of the Hudson Bay Company....**

“In a short time some of the principal chiefs paid their respects to Governor Stevens and then came down to look at our camp. It was not, as we had reason to believe afterwards, a friendly visit, but rather a reconnaissance to learn our numbers and estimate our powers of resistance....”¹¹⁴

When they saw the huge number of Nez Perce present,

Kamiakin and Peu-Peu-Mox-Mox began to realize that Nez Perce Chief Lawyer had betrayed their trust

not wishing to accept gifts from false friends,

Kamiakin refused Stevens’ offer of tobacco for his pipe and provisions for his party

Oregon Superintendent of Indian Affairs Joel Palmer spoke to the assembled chiefs: **“I want to say a few words to these people, but before I do, if Ka-mi-akin wants to speak, I would be glad to hear him.”**

Kamiakin replied, **“I have nothing to say.”¹¹⁵**

WALLA WALLA COUNCIL MEETS FOR THE FIRST TIME

¹¹² W. Storrs Lee, *Washington State*, P. 259.

¹¹³ W. Storrs Lee. *Washington State*. P. 260.

¹¹⁴ W. Storrs Lee, *Washington State*, P. 258-259.

¹¹⁵ A. J. Splawn, *KA-MI-AKIN The Last Hero of the Yakimas*, P. 30.

About 5,000 Indians, including women and children, were gathered on the council grounds they were well armed and well informed

Leschi had visited with the Yakimas and told of Stevens' tactics in negotiations
Isaac Ingalls Stevens had set the time of the first meeting at noon Tuesday May 29, 1855
he planned to follow the precedence established with the [1853] Table Rock Treaty written by Oregon Superintendent of Indian Affairs Anson Dart
Indians did not gather in front of the council table until 2:00 p.m.
about eight tribes were represented -- interpreters were sworn in
Superintendent of Indian Affairs Stevens gave a short speech
after two hours it began to rain and the council adjourned to meet at 10:00 a.m. the next day if the weather was pleasant -- or to wait for the first pleasant day

WALLA WALLA TREATY COUNCIL OPENS FOR A SECOND DAY

After the preliminary meeting of the day before
several great chiefs were presented themselves -- 1:00 p.m., Wednesday, May 30, 1855
Lawyer and Wellamotkin (or Old Joseph) (Nez Perce),
Peu-Peu-Mox-Mox (Walla Walla),
Owhi (Umatilla)
Kamiakin (Yakima),
Weyatenatemany and Young Chief, old Chief Stickus and Five Crows (Cayuse),
other chiefs did not show up at all
an arrogant Palouse chief said his people would not attend
hostile Spokanes refused to participate, however, Spokane Garry attended as an observer
Directly in front of Isaac Stevens' tent, a small arbor with a rough pine table inside was set up
several of the governor's party sat taking notes of everything that was said
In front of the arbor on a bench sat Washington Superintendent of Indian Affairs Isaac Stevens and Oregon Superintendent of Indian Affairs General Joel Palmer
In the open air before them in concentric semi-circles sat the Indian chiefs
in ranks by order of dignity -- other tribesmen sat behind them in order of descending rank
filling the background were the women and children
about 1,000 Indians composed the scene on that afternoon
others remained in their various camps tending to the necessities of the day
After smoking the traditional pipe for half an hour, a ceremony which precedes all Indian business, the Walla Walla Treaty Council was opened with a short address
by Oregon Superintendent of Indian Affairs General Palmer
Superintendent of Indian Affairs Isaac Stevens then rose and made a long speech
he set forth the object of the council and what he desired from the Indians
when he finished each sentence, the interpreter repeated it to two of the Indians
who announced it in a loud voice to the others
one in the Nez Perce language and the other in the Walla Walla language
this process necessarily caused business to move slowly

MISUNDERSTANDINGS BEGAN IMMEDIATELY

Indians could not conceive of selling land

no one owned the earth -- it was provided for all to live on
they demanded as their reservation all of the land they had always hunted
since the hunting grounds of various tribes overlapped nothing was left for the whites to occupy
most of the Indians held firm on their position

WALLA WALLA COUNCIL MEETS FOR THE THIRD TIME

After the usual preamble of smoking, first Isaac Stevens and then Joel Palmer,
made long speeches explaining the benefits the Indians would receive by signing this treaty
and the advantages which would result to them when they moved to the new lands
offered in exchange for their present hunting grounds -- Thursday May 31, 1855
this day's council meeting broke up at 3:00 p.m.

NO COUNCIL MEETING IS HELD ON THIS DAY

There was no meeting of the Walla Walla Council -- Friday, June 1, 1855
Indians wished to consider the proposals made to them during the past two days
It was learned by the whites that two Nez Perce Indians who could
write were keeping a minute record of everything that took place during the meetings

CHEIFS BEGIN TO REPLY TO SUPERINTENDENT ISAAC STEVENS' TREATY OFFERS

Fourth session of the Walla Walla Council assembled about noon Saturday June 2, 1855
after an opening speech by Governor Steven several chiefs began to reply to the treaty proposals
most of the Indian leaders had an unfavorable view of the treaty
Unknown to the settlers the Cayuse Indians had developed a plot to attack the whites
first they would massacre the military escort -- which could be easily done
more than 3,000 armed Indian warriors faced fifty soldiers on the open plains
some of the troops might have time to fire one round before being overrun
their next move would be to surprise the soldiers at Fort Dalles
this also was easily done as most of the troops were on assignments away from the post
This was to be the beginning of an Indian war of extermination waged on the settlers
only the refusal of the Nez Perce to agree prevented the execution of the plot
constant negotiations were going on between the tribes
Nez Perce were more powerful than all of the others united
it was impossible carryout the plot without their consent

PLOT TO KILL SUPERINTENDENT OF INDIAN AFFAIRS ISAAC STEVENS IS REVEALED

Because it was Sunday no meeting of the council was held
Sundays were revered by many of the Indians -- especially the Nez Perce
who heeded the teachings of the missionaries sent to bring them the religion of the whites
On the fifth night of the Walla Walla Council the Cayuse plot
was reported to Nez Perce Chief Lawyer
alleged conspirators were reported to be Peu-Peu-Mox-Mox (Walla Walla),
Young Chief (Cayuse) and Kamiakin (Yakima)
Lawyer told Superintendent Isaac Stevens of the murderous scheme -- Sunday June 3, 1855
Superintendent Stevens told only two of his men

Lieutenant Lawrence Kip and C.P. Higgins who was Pack Master of the supply train
Stevens posted a guard but no reason was offered for the precaution
After midnight old Chief Lawyer moved into the Commissioner's camp
he set up his tent next to Stevens to show his protection was extended
over the governor and the other Commissioners
Lawyer explained the relocation of his tent to the other Indians
this was a demonstration of friendliness toward the governor and the peace commission
Nez Perce were nearly equal in number to all of the other tribes present
Lawyer's move prevented an attack on the commission officials
as the Cayuse knew the Nez Perce chief would be killed in the fight
and the Nez Perce would unite to avenge his death
(in fact, historians have speculated that the rumor may have been started by Chief Lawyer himself
to provide him a better bargaining position)

WALLA WALLA COUNCIL MEETS AGAIN IN THE AFTERNOON

Talks began for a fifth time -- 1:30, Monday June 4, 1855
Superintendent of Indian Affairs Stevens proposed that all of the Indian tribes in attendance
would be placed on one large reserve within the Nez Perce homelands
he believed the friendly tribe would exert a positive influence over the more intractable others
he may also have been influenced by old Chief Lawyer's story and protective gesture
after Superintendent Stevens addressed the Indians Chief Lawyer spoke
it was the first time the Nez Perce Indians had been heard in the council
chiefs of other tribes were not so accepting of the treaty proposals
several other Nez Perce chiefs spoke before the council broke up about 5:00 p.m.
Nez Perce Indians alone seemed willing to consent to the agreement
Finally the council adjourned about 5:00 p.m.
speeches by Nez Perce leaders seemed to have little effect on the other Indians
who could be heard singing and beating their drums as they danced long into the night

PRESSURE BUILDS TO GET THE TREATIES SIGNED

On the sixth gathering of the council Superintendent of Indian Affairs Isaac Ingalls Stevens
again addressed the natives -- Tuesday June 5, 1855
he again explained, this time more elaborately, what the "Great Father" would provide to them
if they agreed to give up their land and if all interior Indians agreed
to settle on the Nez Perce reservation
Oregon Superintendent of Indian Affairs General Joel Palmer spoke for over an hour
attempting to illustrate the many benefits they would receive
he even attempted to explain the coming of the railroad and the telegraph
to the comprehension of none of the Indians
After Superintendent Palmer had finished Stickus, the old Cayuse chief, made a short speech
stating his opposition to moving from the long-held land of his ancestors
hostility grew among the Indians as the up-to-now friendly-appearing Cayuse turned sullen
Superintendent Stevens adjourned the council until the next day

HOSTILITY OF THE CAYUSE INDIANS KEEPS THE COUNCIL FROM MEETING

Indians again were determined not to meet in council

Chief Lawyer's apparent acceptance of the treaty for the Nez Perce heightened native concerns they wished to consult among themselves -- Wednesday June 6, 1855
another day was lost

SEVERAL CHIEFS BECOME OPPOSED TO SIGNING THE TREATY

Walla Walla Treaty Council began discussions for the seventh time -- noon Thursday June 7, 1855
Lieutenant Lawrence Kip took a place at the pine recorders' table and recorded some of the speeches
Kamiakin (Yakima) and Peu-Peu-Mox-Mox (Walla Walla) were vocally opposed to the treaty
Cayuse Indians also objected that they had no right to sell the land given to them
by the Great Spirit -- they feared to do so

Young Chief made an eloquent speech on this subject and asked, **"I wonder if the ground has anything to say? I wonder if the ground is listening to what is said? I wonder if the ground would come alive and what is on it? Though I hear what the ground says. The ground says 'It is the Great Spirit that placed me here. The Great Spirit tells me to take care of the Indians, so lead them aright. The Great Spirit appointed the roots to feed the Indians on.' The water say the same thing. 'The Great Spirit directs me. Feed the Indians well.' The grass says the same thing. 'Feed the horses and cattle.' The ground, water and grass say 'the Great Spirit has given us our names.' We have these names and hold these names. Neither the Indians or whites have a right to change these names. The ground says, 'The Great Spirit has placed me here to produce all that grows on me, trees and fruit.' The same way the ground says, 'It was from me man was made.' The Great Spirit, in placing men on the earth desired them to take good care of the ground and to do each other no harm. The Great Spirit said, 'You Indians who take care of certain portions of the country should not trade it off except you get a fair price'."**¹¹⁶

Five Crows of the Walla Wallas said **"I will speak a few words. My heart is the same as Young Chief's."**¹¹⁷

members of other tribes related that they did not clearly understand what was proposed
one chief (his name was unrecorded by Kip) noted: **"The Indians are blind. This is the reason we do not see the country well. Lawyer sees clear. This is the reason why I don't know anything about this country. I do not see the offer you have made to us yet. If I had the money in my hand I should see. I am, as it were, blind. I am blind and ignorant. I have a heart, but cannot say much. This is the reason why the chiefs do not understand each other right, and stand apart. Although I see your offer before me, I do not understand it and I do not yet take it. I walk as it were in the dark, and cannot therefore take hold of what I do not see. Lawyer sees and he takes hold. When I come to understand your propositions, I will take hold. I do not know when. This is all I have to say."**¹¹⁸

several chiefs noted that some tribes were not sufficiently represented

¹¹⁶ Adapted from: "The Indian Council at Walla Walla, May and June of 1855" in *Army Life on the Pacific: a Journal* by Lieutenant Lawrence Kip.

¹¹⁷ Adapted from: "The Indian Council at Walla Walla, May and June of 1855" in *Army Life on the Pacific: a Journal* by Lieutenant Lawrence Kip.

¹¹⁸ Adapted from "The Indian Council at Walla Walla, May and June of 1855" in *Army Life on the Pacific: a Journal* by Lieutenant Lawrence Kip.

another council should be held before deciding -- Indians never saw any reason for haste

Peu-Peu-Mox-Mox, chief of the Walla Wallas said: **“I do not know what is straight. I do not see the offer you have made to the Indians. I never saw these things which are offered by my Great Father. My heart cried when you first spoke to me. I felt as if I was blown away like a feather. Let your heart be, to separate as we are and appoint some other time. We shall have no bad minds. Stop the whites from coming up here until we have this talk. Let them not bring their axes with them. The whites may travel in all directions through our country, we will have nothing to say to them, provided they do not build houses on our lands. Now I wish to speak about Lawyer. I think he has given his land. That is what I think from his words. I request another meeting. It is not in one meeting only that we can come to a decision. If [you] come again with a friendly message from our Great Father, I shall see you again at this place. Tomorrow I shall see you again, and tomorrow evening I shall go home. This is all I have to say.”**

some became more suspicious of Superintendent of Indian Affairs Stevens’ good faith when he would not listen to the suggestion of a second council

Kamiakin, Yakima Chief simply noted, **“I have nothing to say.”**

Umatilla chief Owhi said to the council, **“We are together and the Great Spirit hears all that we say to day. The Great Spirit gave us the land and measured the land to us, this is the reason I am afraid to say anything about the land. I am afraid of the laws of the Great Spirit. This is the reason of my heart being sad. This is the reason I cannot give you an answer. I am afraid of the Great Spirit. Shall I steal this land and sell it? or, what shall I do? This is the reason why my heart is sad. The Great Spirit made our friends, but the great Spirit made our bodies from the earth, as if they were different from the whites. What shall I do? Shall I give the land which is a part of my body and leave myself poor and destitute? Shall I say I will give you my land? I cannot stay so. I am afraid of the Great Spirit. I love my life. The reason why I do not give my land away is I am afraid I will be sent to hell. I love my friends. I love my life. This is the reason why I do not give my land away. I have one word more to say. My people are far away. They do not know your words. This is the reason I cannot give you an answer. I show you my heart. This is all I have to say.”**

General Joel Palmer, Superintendent of Indian Affairs for Oregon Territory said: **“We have listened and heard our chiefs speak. The hearts of the Nez Perces and ours are one. The Cayuses, the Walla Wallas, and the other tribes say they do not understand us. We were in hopes we should have but one heart. Why should we have more than one heart? Young Chief says he does not know what we propose to him. Pe[u]-pe[u]-mox-mox says the same, Can we bring these saw mills and these grist mills on our backs to show these people? Can we bring these blacksmith shops, these wagons and tents on our backs to show them at this time? Can we cause fields of wheat and corn to spring up in a day that we may see them? Can we build these school houses and these dwellings in a day? Can we bring all the money that these things will cost, that they may see it? It would be more than all the horses of any one of those tribes could carry. It takes time to do these things. We come first to see you and make a bargain. We brought but few goods with us. But whatever we promise to give you, you will get.**

“How long will these people remain blind? We come to try and open their eyes. They refuse the light. I have a wife and children. My brother here has the same. I have a good house, fields of wheat, potatoes, and peas. Why should I wish to leave them and come so far to see you? It was to try and do you good, but you throw it away. Why is it that you do so? We all sometimes do wrong. Sometimes because our hearts are bad, and sometimes because we have bad counsel. Your people have

sometimes done wrong. Our hearts have cried. Our hearts still cry. But if you will try to do right, we will try to forget it. How long will you listen to this bad counsel and refuse to receive the light? I, too, like the ground where I was born. I left it because it was for my good. I have come a long way. We ask you to go but a short distance. We do not come to steal your land. We pay you more than it is worth. There is the Umatilla Valley that affords a little good land between two streams and all around it, is a parched up plain. What is it worth to you, what is it worth to us? Not half what we have offered you for it. Why do we offer so much? Because our Great Father told us to take care of his red people. We come to you with his message to try and do you good....”

Superintendent Stevens adjourned the council for the day with a long speech saying in part: **“I must say a few words. My Brother, and I have talked straight. Have all of you talked straight? Lawyer has and his people have, and their business will be finished tomorrow. Young Chief says, he is blind and does not understand. What is it that he wants? Stickus says his heart is in one of these places -- the Grand Roande, the Tuche [Touchet], and the Tucanon. Where is the heart of Young Chief? Pe-pe-mox-mox cannot be wafted off like a feather. Does he prefer the Yakima to the Nez Perce reservation? We have asked him before. We ask him now. Where is his heart? Kamiakin, the great Chief of the Yakimas, has not spoken at all, his people have no voice here today. He is not ashamed to speak? He is not afraid to speak? Then speak out. Owhi is afraid to lest God be angry at his selling his land. Owhi, my brother! I do not think God will be angry with you if you do your best for yourself and your children. Ask yourself this question tonight. Will not God be angry with me if I neglect this opportunity to do them good? But Owhi says, his people are not here. Why then did he tell us, some hear our talk? I do not want to be ashamed of him. Owhi has the heart of his people. We expect him to speak out. We expect to hear from Kamiakin and from Schoom [Skloom, the brother of Kamiakin]. The treaty will have to be drawn up tonight. You can see it tomorrow. The Nez Perces must not be put off any longer. This business must be dispatched. I hope that all the other hearts and our heart will agree. They have asked us to speak straight. We have spoken straight. We have asked you to speak straight; but have yet to hear from you.”¹¹⁹**

TALKS NEARLY REACH A SUCCESSFUL CONCLUSION FOR SUPERINTENDENT STEVENS

Superintendent Stevens convened the eighth day of proceedings -- 3:00 p.m., Friday June 8, 1855

Stevens opened with a few remarks

Oregon Superintendent of Indian Affairs General Joel Palmer made a long speech

aimed at the chiefs who refused the treaty proposal of the day before

they would not have to go to the Nez Perce reservation

he would give them another reservation on the land where they now lived

after this offer had been clearly explained to them and considered

all agreed to it except one tribe -- the Yakimas

Natives would be ceding to the United States more than sixty thousand square miles of land

approximately equal to the combined areas of Pennsylvania and New Jersey

in return they were to receive annuities at the rate of about ten cents an acre

(later objected to by Congress as being too high a price), plus the usual shops and teachers

It seemed as if the end of the Walla Walla Council was near

¹¹⁹ Adapted from: “The Indian Council at Walla Walla, May and June of 1855” in *Army Life on the Pacific: a Journal* by Lieutenant Lawrence Kip.

when just before the Council adjourned, an Indian runner arrived
with the news that Looking Glass, the great war chief of the Nez Perce, was coming
Half an hour later the seventy year old Chief and another chief arrived with about twenty warriors
after an absence of three years hunting buffalo and fighting Blackfoot Indians on the Great Plains
Chief Lawyer served as head chief while Looking Glass was away
word had quickly spread that the great War Chief of the Nez Perce had heard of the council
and had ridden hard all week in order to participate
Superintendents Stevens and Palmer went out to meet them and mutual introductions were made
Looking Glass without dismounting from his horse said in a low voice:
“My people, what have you done? While I was gone, you have sold my country.”¹²⁰
After this the council adjourned for the day

WALLA WALLA COUNCIL TALKS ARE REACHING A CRISIS

Although the council did not meet on the ninth day until 3:00 p.m., Saturday June 9, 1855
it was apparent the talks were at a crisis point
either the Indians must accept the treaty or they would ride away
Based on the approval of the treaty by all of the Indian tribes except the Yakimas
papers were drawn up and brought into the Council to be signed by principal chiefs
Isaac Stevens once more, this time for Looking Glass' benefit, explained the three treaties:
•Cayuses, Walla Wallas and Umatillas were forced to cede four million acres of tribal land
and move to the Umatilla Reservation composed of 95, 000 acres in northeast Oregon
but they retained the right to hunt and fish in their "usual and accustomed places"
•fourteen different tribal groups would to go onto the Yakima reservation
after giving up a combined 29,000 square miles of land
but they retained the right to hunt and fish in their "usual and accustomed places"
•Nez Perces were confined to a reservation that included parts of southeastern Washington,
northwestern Oregon, and west-central Idaho
they ceded 7.5 million acres of tribal land
but retained the right to hunt and fish in their "usual and accustomed places"
none of the Indians were to be removed to these reservations for two or three years
Looking Glass then rose and made a strong speech against the treaty
he said that not only the Nez Perce but the other tribes now refused to sign
while Looking Glass was speaking Lawyer left the Council without saying a word
many regarded this as a sign that he had surrendered his position
Superintendents Stevens and Palmer made several speeches to induce him to change his decision
all to no effect -- it seemed Looking Glass would ruin all that had been gained

OUTLOOK FOR THE TREATY SIGNING WAS OMINOUS

There was great excitement throughout the Indian camps -- Sunday June 10, 1855
Nez Perce held their Christian religious services
then held a council among themselves all day long
few Nez Perce Indians were in sight

¹²⁰ George Washington Fuller, *A History of the Pacific Northwest*, P. 222.

there was talk of Looking Glass being appointed head chief over Lawyer
Then the impasse was suddenly broken

Walla Walla Chief Peu-Peu-Mox-Mox came to Superintendent of Indian Affairs Stevens
and agreed to sign regardless of action of the others

Superintendent Stevens now induced a number of other chiefs to sign his treaty

Chief Kamiakin said he would sign the Yakima portion of the treaty
he declared he was also high chief of the Palouses by family ties
and included them among the tribes he pledged

Both Peu-Peu-Mox-Mox and Kamiakin signed their treaties privately

William Cameron McKay, a stockman and later physician to the Cayuses,
was present at the council as an interpreter and witnessed Kamiakin's signing: **“[W]hen the Indians hesitated, the Governor said to tell the chief, ‘if they don’t sign this treaty, they will walk in blood knee deep.’ To illustrate, Mam-ia-kin [Kamiakin] was about the last to sign by making his cross. When he returned to his seat, his lips were covered with blood, having bitten them with suppressed rage. Father Chaurause [Chirouse] the Catholic Priest was standing by me at the time, and he drew my attention to the blood, remarking ‘I am afraid we will all be murdered before we leave these grounds’.”**¹²¹

WALLA WALLA TREATY COUNCIL CONCLUDES THEIR WORK

Last day of the Walla Walla Council -- Monday June 11, 1855

Lieutenant Lawrence Kip noted: **“...At ten o’clock the Council met. Governor Stevens opened it with a short speech, at the close of which he asked the chiefs to come forward and sign the papers. This they all did without the least opposition.”**¹²²

Kip continued: **“What he has been doing with Looking Glass since last Saturday, we cannot imagine, but we suppose savage nature in the wilderness is the same as civilized nature...and ‘every man has his price’.”**¹²³

Nez Perce chiefs signed the treaty

Lawyer came forward and signed followed by the other chiefs:

Wellamotkin (Old Joseph) signed because his homeland was included in the reservation grant
his people were designated to be a “Free Band” of Nez Perce Indians without boundaries
Cayuse chiefs Five Crows, and Stickus each signed -- in all thirty-six signers were included
Klickitat Indians who had won favor from Oregon’s Indian Superintendent General Joel Palmer
by turning against the Willamette and Rogue River natives were rewarded for their loyalty
they were allowed to return to their old homelands at the head of the Cowlitz River

After the council meeting was done the presents Superintendent of Indian Affairs General Joel Palmer
had brought with him were distributed

Walla Walla Treaty Council, like other legislative bodies adjourned *sine die*

Nez Perce held a great Scalp Dance, with 150 women taking part and then began breaking camp

¹²¹ David L. Nicandri, *Northwest Chiefs: Gustav Sohon’s View of the 1855 Stevens Treaty Councils*. Tacoma: Washington State Historical Society, 1986.

¹²² W. Storrs Lee, *Washington State*, P. 265.

¹²³ David Lavender, *Land of Giants*, P. 302.

AFTER THE CONCLUSION OF THE WALLA WALLA COUNCIL

Oregon Superintendent of Indian Affairs General Joel Palmer went home and reported that all was well
Washington Superintendent of Indian Affairs Isaac Stevens, convinced that the tribes were placated, decided to ride on across the Rocky Mountains to write additional treaties
he proceeded to Cataldo Mission in Coeur d'Alene Country
there he notified the local chiefs of a council to be held on his return from Blackfoot Country

THREE RESERVATIONS ARE CREATED

Agreements or treaties were finally concluded after ten days of talks
Indians had ceded a total of 47,000 square miles of land and agreed to accept life on reservations in return for payment of \$750,000
As a result of the rumor to kill Superintendent Stevens, he separated the Nez Perce from other Indians
he gave them better treatment
Nez Perce got the best land and were provided with a tremendously large reservation
5,000 square miles between the Snake River and the lovely Bitterroot Mountains
for their sole use
plus \$200,000 for industrial improvements
and an annual salary of \$500 for twenty years for chiefs Lawyer and Looking Glass
who may have arranged the whole show for the benefit of themselves and their tribes
some Nez Perce bands were even allowed the status of "Free Bands"
were not confined to a reservation, but could roam over their traditional homeland
Yakima Indians were represented by the unhappy Chief Kamiakin
there were fourteen signers: Kamiakin, Owhi, Skloom, and eleven delegates
Confederated Yakima Nation got more marginal land on two reservations:
Simcoe and Wenatchee
plus \$200,000 for industrial improvements and \$500 for twenty years for each chief
Cayuse Indians now stood alone -- Young Chief decided to sign the treaty also
Cayuse were placed on the Umatilla Reservation in eastern Oregon
along with the Walla Walla and Umatilla people
this was the smallest reservation -- 800 square miles
plus \$150,000 cash and annuities for industrial improvements
in addition, allotments in the form of chief's' salaries were made
Superintendent Stevens promised annuities of about 10¢ an acre for the rest of the land
when Congress ratified the treaty [March 8, 1859], it failed to appropriate these funds

TREATIES WERE NOT BINDING ON THE INDIANS

Chiefs could not speak for all of the members of their village or tribe
also some chiefs refused to sign at all -- thus these people were not bound to the agreement
Wellamotkin's (Old Joseph) Nez Perce people were granted special status as a "Free Band"
Treaties would not become operative until ratified by the United States Senate
Indians were not required to move to the reservation
until a year after the treaty was ratified by Congress
Americans misunderstood the workings of their own government (a not unusual circumstance)

although the treaties were not in effect homesteaders headed for Eastern Washington Territory
they claimed land belonging to Yakima, Walla Walla, Cayuse, Nez Perce and Umatillas
United States Senate was slow to ratify Stevens' treaties,
so the United States was not obligated to provide protection to the tribes
treaties eventually were ratified -- five years after the Treaty Councils took place [March 8, 1859]

INDIANS WERE NOT SATISFIED WITH THEIR TREATIES

Yakimas and Klickitats were seething in the aftermath of their own treaty signing
they were horse Indians accustomed to life galloping over the treeless hills of Eastern Washington
even during negotiations plots were formulated for the renewal of hostilities
dissenting native groups who supported the treaties refused to comply with the arrangements
Yakima chiefs met with Chief Kamiakin after the Walla Walla Council
some were for immediate hostilities
some Yakima chiefs went among all of the other tribes fomenting discontent
Kamiakin decided they would fight only if troops entered their land

GOVERNOR STEVENS LEAVES WASHINGTON TERRITORY TO WRITE MORE TREATIES

Isaac Stevens left Cataldo Mission in Coeur d'Alene Country and rode out of Washington Territory
he traveled from the site of the Walla Walla Treaty Council along Mill Creek
Stevens took with him for the protection of his treaty writing party only fourteen Nez Perce Indians
including Chief Looking Glass who had joined Stevens on his journey east
to represent their tribe in the council with the Blackfoot Indians
Isaac Stevens and his party entered Nebraska Territory (today's Montana)
to write treaties with the Missouri River Indians east of the Rocky Mountains

MORMON PIONEERS MOVE INTO WASHINGTON TERRITORY

First Mormon settlement in Washington Territory (today's Idaho)
was founded while (Idaho) was still part of Washington Territory
party of twenty-seven Mormons arrived after a month's journey north from Utah -- June 18, 1855
they established a mission to the Bannock and Shoshone Indians
They selected the site for a fort, Fort Lemhi (near Tendoy, Idaho)
and prepared to farm an eight acre tract as they planted corn, turnips, peas, beans, and potatoes
in addition to the fort, twenty-five cabins were built
other settlers soon arrived and the settlement flourished

CONVENTION IS HELD IN OREGON TERRITORY TO OPPOSE THE EXPANSION OF SLAVERY

An anti-slavery convention was held in Albany, Oregon Territory -- June 27, 1855
thirty-nine men were present and signed their names to the records of the meeting
they became the charter members of the movement against slavery in the Pacific Northwest
intense feelings that the expansion of slavery was an outrage had been aroused after the repeal
of the [1820] Missouri Compromise with passage of the Kansas-Nebraska Act [1854]
which replaced a ban on slavery in the Pacific Northwest with popular sovereignty
members of the convention encouraged holding public meetings in each county
to arouse sentiment against the spread of slavery across the nation

and to support local candidates for office who held the same strong feelings

GOLD WAS OCCASIONALLY DISCOVERED IN NEW CALEDONIA (BRITISH COLUMBIA)

Small amounts of gold had been reported by fur traders [in the 1830s]

but Hudson's Bay Company policy kept news of such discoveries quiet

Local Secwepemc Indians living beside (ironically named) Tranquille Creek

carried a large amount of gold to Hudson's Bay Company's Fort Kamloops, New Caledonia

Prospector James Huston wandered across the Canadian border

he entered New Caledonia (British Columbia)

where he discovered gold in Tranquille Creek in the Fraser River Valley

this touched off searches in other locations

gold strikes were made on the Thompson, Fraser, Colville and Columbia rivers -- 1855

gold also was discovered in the Okanogan Valley -- 1855

RUMORS OF GOLD CIRCULATE AROUND WASHINGTON TERRITORY AND BEYOND

For twenty-nine years Fort Colville had been a Hudson's Bay Company trading post

but employees had failed to observe (or least did not advertise) the presence of gold dust there

region around Fort Colville between the Spokane and Pend d'Oreille rivers

provided the first significant discovery of gold made in Washington Territory's interior

richest discoveries of fine flour gold occurred in the Fraser River Canyon

between (today's Hope and Yale, British Columbia)

this region was controlled by Americans who invaded the Indians' land

and provoked conflicts

Just as Washington Territory Governor Stevens was conducting treaty talks with the Plateau tribes

word of gold strikes on the Thompson, Fraser, Colville, and Columbia rivers

reached Fort Colville

PROSPECTORS ATTEMPT TO BUILD A COLONY AT (TODAY'S PORT ORFORD)

Captain William Tichenor in command of the steam propeller ship *Sea Gull*

entered Port Orford Harbor to establish a town and roads

and investigate gold digging and timber removal opportunities -- June 1855

Nine men led by J.M. Kirkpatrick, who was elected Captain by the party, were landed on the beach

with provisions enough to support the colony for two weeks

Captain Tichenor sailed away saying he would return in two weeks with more men and supplies

Kirkpatrick's Party made a defensive camp on a seastack rock on the beach

they were armed with three muskets, two rifles, one pistol, several swords and a ship's cannon

Local Tututni Indians ordered the sailors off what they considered to be their beach

instead of leaving, the sailors climbed to the rock's crest

where they were besieged by over 100 warriors

USS MASSACHUSETTS STEAMS NORTH FROM SAN FRANCISCO

U.S. Navy ship *Massachusetts* was dispatched to Washington Territory to provide support

and select sites for lighthouses and buoys

Massachusetts left Mare Island Navy Yard near San Francisco California

on a cruise to the Columbia River-- June (and July) 1855

FURTHER NEGOTIATIONS TAKE PLACE WITH THE QUINAULT INDIANS

In the absence of Governor Isaac Stevens, Indian Agent Michael T. Simmons, a member of the original treaty commission, was sent to negotiate with the Quinaults because they were the only Southwest Washington natives to attempt to sign a treaty. Simmons traveled to the Quinault River to negotiate a separate treaty with the Quinault Indians at Port Townsend -- July 1, 1855. These were a continuation of the earlier council conducted by Governor Stevens [February 25]. When the treaty was eventually concluded by Indian Agent Michael T. Simmons, uniquely they were granted the right to reside where they wished as long as they kept the peace. Quinaults received reservations and the services of physicians, teachers, agricultural and industrial instructors. Quinaults retained their rights to fish and to pasture their stock as they always had and to grow berries on unoccupied land. Representatives of the Quinaults signed the treaty at Port Townsend -- July 1, 1855 (Governor Stevens formally signed the treaty in Olympia [January 25, 1856] thus it became known as the Olympia Treaty).

GOLD IS DISCOVERED IN THE OKANOGAN VALLEY AND ON THE FRASER RIVER

Gold discoveries in other locations assured additional gold rushes -- 1855. News of gold strikes in the Okanogan Valley leaked out. Fraser River region produced gold and the rush spread into Canada. Yakima chiefs went among all other tribes fomenting discontent.

PROSPECTORS WERE QUICKLY FOLLOWED BY OTHER INTRUDERS

In addition to prospectors, homesteaders also headed for Eastern Washington and the land belonging to Yakima, Walla Walla, and Umatilla Indians, although the land was not open for settlement but still belonged to the Indians as the proposed treaties had not been ratified by the U.S. Senate or signed by the president. Influx of miners also led to increased populations at distributing points and centers of trade along the Columbia River at Lower Cascades, The Dalles and Upper Cascades. It became obvious that conditions at these portages needed to be improved.

YAKIMA INDIANS HOSTILITY GREW QUICKLY

Yakima Valley was the scene of multiple ugly incidents. Qualchan, Kamiakin's nephew, took the initiative with five of his relatives. Five prospectors along the Yakima River on their way to the Colville diggings were seen. Charles Walker, L. O. Merilt, J. C. Avery, Eugene Borier, and a man named Jamieson. Walker and Jamieson were killed by the Yakimas. Soon after, two more prospectors were found dead along the trail across Yakima land. Other prospectors in the high country east of the Cascade Mountains were killed by Indians. Misunderstanding, bitterness and fear.

resulted in an uprising of the Eastern Washington Territory Indians against the settlers every tribe East of the Cascade Mountains in Washington Territory was in the field except the Flatheads, Spokanes, Pend d'Oreilles, and a portion of the Nez Perce and many of the young men of these tribes joined the camps of the hostiles lowest estimates of those engaged in the war placed the number of native participants at three thousand warriors

SUPERINTENDENT OF INDIAN AFFAIRS ISAAC STEVENS WRITES ANOTHER TREATY

Governor Isaac Stevens, now in his role as Superintendent of Indian Affairs, arrived at Hell Gate treaty grounds in the Bitter Root Valley (in today's western Montana) Flathead, Kootenay, and Upper Pend d'Oreille Indians took part in treaty talks -- July 8, 1855 they became known as the Confederated Salish and Kootenai Tribes Indian leader Victor was recognized as their head chief by Superintendent Stevens

JOSEPH RUCKEL AND HARRISON OLMSTEAD SETTLE THE EAST SIDE OF THE CASCADES

Colonel Joseph Ruckel took up a land claim along the south bank of The Cascades of the Columbia he settled the portion of the Cascade's Rapids that was known as Middle Cascades -- 1855 Soon after Colonel Joseph Ruckel had secured his land, Harrison Olmstead took a claim abutting Ruckel and extending one mile farther down the south bank of the Columbia to the west Olmstead's land included the mouth of Eagle Creek and Tooth Rock but did not include the site of Bonneville which was owned by John C. Tanner

COLONEL JOSEPH S. RUCKEL BECOMES PART OWNER OF THE *FASHION*

Steamer *Fashion* (the rebuilt *J.P. Flint*) was purchased from J. and C.E. Williams -- July 1855 Colonel Joseph Ruckel convinced J.O. Van Bergen, the *J.P. Flint's* former captain, to join in the purchase of the *Fashion* *Fashion* was put in service delivering cargo between Portland and The Cascades of the Columbia River

COLONEL JOSEPH S. RUCKEL AND HARRISON OLMSTEAD FORM A PARTNERSHIP

Colonel Ruckel's steamboat *Fashion* provided service between Portland and The Cascades of the Columbia River Working quickly and quietly Joseph Ruckel formed a partnership with his neighbor Harrison Olmstead Ruckel and Olmstead were determined to link The Dalles with Portland all that was missing was a portage around The Cascades on the Oregon side

CONSTRUCTION BEGINS ON A SECOND PORTAGE ROUTE AROUND THE CASCADES

Colonel Joseph S. Ruckel and Harrison Olmstead began construction on a wagon road across their adjoining land claims along the south side of The Cascades of the Columbia River They hired men, secured a right-of-way and constructed a roadbed and bridges landings were built at both the Upper Cascades and at the mouth of Tanner Creek W.R. Kilborn oversaw construction of the road-building and furnished animal teams this wagon road ran from the upper landing to Ruckel's settlement

and a pack trail was carved out from there over “Tooth Rock” to the lower landing warehouses were built to hold the cargo being moved along the south side of the Cascades Rapids

SUPERINTENDENT OF INDIAN AFFAIRS ISAAC STEVENS CONCLUDES ANOTHER TREATY

Washington Territory Superintendent of Indian Affairs Stevens
concluded treaty talks -- July 16, 1855
After eight days tribal leaders became reluctant signers of the Hellgate Treaty
Confederated Salish and Kootenai Tribes gave up twelve million
of their twenty-two million acres for a 1.23 million acre reservation
(known today as the Flathead Indian Reservation)
Indians left Council Groves sad and angry -- and forever changed
(Hellgate Treaty was ratified by the U.S. Senate, [March 8, 1859])

SUPERINTENDENT OF INDIAN AFFAIRS ISAAC STEVENS CONTINUES EAST

Washington Territory Governor Isaac Stevens left the Hellgate Treaty grounds
Stevens requested a delegation of Flathead, Kootenay and Upper Pend d’Oreille Indians
be added to his fourteen Nez Perce Indian escort under Chief Looking Glass
to accompany him by way of the Coeur d’Alene Pass
although he had been advised this route was impracticable because of deep snow
Gratified by the success of his Hellgate treating-writing efforts, Isaac Stevens
crossed the Continental Divide into Dakota Territory (today’s Montana)
to address the Blackfoot Indians at Fort Benton

TOWN OF COLUMBIA CITY (VANCOUVER, WASHINGTON) IS PLATTED

(Establishment of the Hudson’s Bay Company headquarters at Fort Vancouver [1825]
prevented development of the region by pioneers as an effort was made to preserve a wilderness
favorable to the propagation of fur-bearing animals and to hold the region for Great Britain
urban development could take place only after the trading company finally abandoned the post
and even after the Hudson’s Bay people had gone title to much of the land was in dispute)
(United States Military authorities laid out Columbia Barracks [1849] just north of Fort Vancouver
and claimed a large part of the territory as a military reservation
urban development was once again held up pending the resolution of land claims)
After the death of her husband Amos, Mrs. Ester Short platted the family land claim
to establish a town -- July 28, 1855
she donated Esther Short Park and also a long strip of waterfront
to be perpetually managed by the city
(when she died Esther Short Park became her monument)
Joseph Brant built Metropolis Hall in Columbia City, Washington -- 1855
ground floor served as a livery stable; second story was a theater and dance hall
(Washington Territory Legislature changed the name of Columbia City
back to “Vancouver” [December 1855])
(City of Vancouver was incorporated [1857])

STEAMER WASCO PROVIDES SERVICE ABOVE THE CASCADES

Harrison Olmstead had the seventy-foot side-wheeler steamer *Wasco* built by Captain Isaac McFarland and his brother Cornelius who served as the steamboat's engineer. Harrison Olmstead's *Wasco* was put into service on the Middle Cascades of the Columbia River to compete with the Bradford brothers' *Mary* -- August 1, 1855

MAJOR RAINS ORDERS FORT CASCADES BUILT AT THE LOWER CASCADES PORTAGE

Necessity of keeping open a portage road around the Columbia River Gorge rapids was necessary for the military to supply Fort Dalles in Eastern Washington Territory

Construction of Fort Cascades (also known as the "Lower Blockhouse") at the Lower Cascades on Hamilton Island in the Columbia River by soldiers of the U.S. Fourth Infantry

(near present-day North Bonneville, Washington) -- early August 1855

at the time the U.S. Army moved onto the Johnson Land Claim

this property included a wharfboat, three buildings

and a small field enclosed by a split-rail fence

Work was also undertaken to survey and construct a Military Portage Road

FORTS, BLOCKHOUSES AND FORTIFICATIONS PROVIDE SECURITY FOR SETTLERS

Blockhouses were little "forts" built in communities around Washington Territory

term "fort" for many of these shelters is misleading

some had stockade fences and hut housing

but lacked barracks, mess halls, parade grounds and other physical features of a fort

this arrangement provided for some cooking and sleeping space as well as defense

Blockhouses were built of large logs with the second story jutting out over the first

this enabled men to better defend them since it placed the defenders above the attackers

BLOCKHOUSES AND MILITARY POSTS ARE BUILT BY UNITED STATES ARMY TROOPS

U.S. Military troops constructed blockhouses and forts at critical locations

Klickitat County was the location of two U.S. Military posts at the Columbia Gorge

- Fort Cascades or "Lower Blockhouse" at the Lower Cascades portage

was built on Hamilton Island in the Columbia River at the Lower Cascades

by U.S. Fourth Infantry soldiers [August 1855]

this property included a wharf boat, three buildings and a small field

enclosed by a split-rail fence

work was also undertaken to survey and construct a Military Portage Road

- Fort Rains construction of was begun by Lieutenant Day, U.S. Third Artillery

to protect the portage road around the Middle Cascades Rapids [October 1855]

logs for the construction project were obtained from the nearby northern hills

Fort Rains was located on Sheridan's Point along the Washington side of the Columbia

2½ miles above Fort Cascades (west of today's Bridge of the Gods)

Jefferson County was the location of one U.S. Military post

- Fort Wilson was built by the U.S. Army at Point Wilson [1855]

(Fort Worden was later built at the site)

Whatcom County was the location of one U.S. Military post

- Fort Bellingham was two blockhouses built by settlers on a bluff three miles northwest

of the mouth of Whatcom Creek [1855]

it was taken over Captain George E. Pickett [August 1856]

sixty-eight men of U.S. Ninth Infantry Company D resided at the fort

King County was the location of three U.S. Military posts

- Fort Thomas was a twenty-six foot square temporary U.S. Army post constructed by the U.S. Fourth Infantry on the south bank of the Green River [1855] about six miles north of (today's Auburn near today's Kent) on land belonging to settler John Thomas

this post was in use for only a few weeks and was abandoned [1855]

- Camp Muckleshoot Prairie was built by Captain Erasmus Darwin, U.S. Third Artillery and soldiers of the U.S. Ninth Infantry as a defensive position on Muckleshoot Prairie along the White River near its junction with the Green River [1856] (southeast of today's Auburn)

it included two blockhouses, a log stockade and log quarters for the men

- Black River Blockhouse was constructed by regular U.S. Army Troops [1856]

this defensive position was located

near (today's SeaTac but the exact location is unknown)

Yakima County was the location of two U.S. Military posts

- Fort Naches was built near the bank of the Naches River nine miles above the river's mouth one large gabion (earth-filled basket) rectangular structure was built by the Ninth Infantry under the command of Colonel George Wright [1856]

Fort Naches protected up to two companies of soldiers and their supplies

it included one building within the stockade

(Fort Naches was abandoned with the construction of Fort Simcoe)

- Fort Simcoe was constructed by Major Robert Garnett and his Ninth Infantry troops [1856]

it was located at the "bubbling spring" on Toppenish Creek

near the site of Major Granville O. Haller's [1855] defeat

Fort Simcoe was designed by architect Louis Scholl who also designed Fort Dalles

it had a blockhouse at each corner of the post that was a standalone fortification

there was a 420-foot square parade ground

log and frame barracks and buildings surrounded the parade ground

but there was no stockade

(today Fort Simcoe is located south west of White Swan

on the Yakima Indian Reservation)

Pierce County was the location of one U.S. Military post

- Fort Maloney was constructed by U.S. Fourth Infantry troops under Captain Maurice Maloney [1856]

this two-story blockhouse was unusual because in that the first story had a low ceiling perhaps less than 6 1/2 feet high

it was located on the north bank of the Puyallup River

to protect the John Carson Ferry crossing

(today marker is located near the northwest end of the bridge carrying traffic across the Puyallup River into Puyallup is located near the site)

Franklin County was the location of one U.S. Military post

- Fort Taylor, built by the Ninth Infantry, was located east of (today's Starbuck, Washington)
 this was a temporary constructed of rocks and logs
 which served for one month [August 11-September 11, 1858]
 its name honored First Lieutenant Oliver H.P. Taylor, who had been killed in action

LIFE IN THE BLOCKHOUSE WAS MISERABLE

Most blockhouses provided enough room for several families to crowd into
 dozens of men, women and children were cooped up in muddy, stinking compounds
 arrangements were made for cooking and sleeping as well as for defense
 food was of poor quality and in short supply
 settlers often bickered and quarreled about the causes and purpose of the war they faced

Rev. John H. DeVore wrote: **“Can you sympathize with us on this side of the Great Columbia?
 Have you one consoling word to utter in our behalf? Our country is laid waste. We hear nothing but
 the clangor of arms and the war-whoop. We lie down at night after bidding each other farewell and
 resign ourselves into the hand of the God of battles, not knowing that we shall even behold the light
 of another day. When we find that we have lived to see the light of another day, oh! how thankful....
 How intolerable this state of suspense!”**

In fact, few of the blockhouses were ever attacked (some of the buildings are still standing)
 but each served as a ready refuge for pioneers in the event of an attack
 Indians attacked the blockhouse at the White River crossing
 after much maneuvering the Indians were defeated
 Leschi was reported leading these attacks of violence and cruelty against settlers

SECOND PORTAGE ROAD ALONG THE COLUMBIA RIVER BEGINS OPERATION

Colonel Joseph S. Ruckel and Harrison Olmstead opened their six miles wagon/pack trail portage
 along the Oregon side of the Columbia Gorge -- August 15, 1855
 to compete with Bradford and Company's Cascade Railway
 (begun on the Washington side of the Columbia River [1851])
 Both Captain J.O. Van Bergen (a former partner in the dismantled *J.P. Flint*)
 and Captain McFarland from The Dalles bought stock in the portage wagon road

BRADFORD AND COMPANY IMPROVES THEIR CASCADE RAILWAY

It had become obvious the military needed a better portage at The Cascades
 tons of equipment and supplies were necessary to provide protection to Eastern Washington
 U.S. military was interested in improving the portage around The Cascades
 and in lowering the shipping rates
 a survey of the Columbia's riverbanks was conducted along the Columbia Gorge by the military
 it was determined the north side of the river offered better prospects
 In response to the survey, brothers Daniel F. and Putnam F. Bradford began construction
 on five miles of improvements to their the Cascade Railway around the Columbia Gorge
 between the settlements of Upper and Lower Cascades -- late 1855
 Colonel Joseph S. Ruckel and Harrison Olmstead's Oregon Portage Railroad on the Oregon side
 could do nothing but watch as improvements to their competition were undertaken

OREGON TERRITORY'S ROGUE RIVER INDIANS BREAK OUT

Rogue River Indians were not a single tribe but rather a combination of many related tribal groups
vicious little conflicts between Oregon settlers and Indians culminated -- August 1855
several drunken Indians massacred ten or eleven miners along the Klamath River
in revenge the miners shot, hanged and threw into prospect holes twenty-five or more Indians
none were guilty of any hostile action -- the guilty natives had already fled
Indians struck back, and the war was on
Oregon Volunteers hurried to the scene of conflict
in the dark they ambushed an unsuspecting Indian village
at dawn they discovered that most of the twenty-three victims were old men, women and children
Outraged, the Indians burned isolated farms and mines through the Rogue districts
and ambushed wagon trains killing at least sixteen settlers
Major Gabriel Rains sent soldiers and artillery to subdue the uprising

YAKIMA INDIAN LAND IS OVERRUN BY GOLD PROSPECTORS

Word of the gold find at Fort Colville passed quickly among the people of the Pacific Northwest
stories of gold brought excited gold seekers who rushed to the Fort Colville region
Washington Territory's first real gold rush was on -- late summer 1855
business on the Pacific coast was slow at the time
therefore, a considerable number of people took part even at the beginning of the gold rush
hundreds of California prospectors rushed from the south into the Colville area to pick out claims
gold seekers swarmed across the Rocky Mountains from the East
Shortest route to the gold fields from Fort Colville was through the Yakima reservation
excited gold rushers blatantly ignored the closure of Indian lands to pioneers
increasingly large groups of miners raced to the Colville diggings
miners, heavily burdened with supplies carried by mules, were known to steal Indian horses
and to mistreat Yakima Indian women
Yakimas believed Governor Stevens had promised the tribes would remain undisturbed
until after treaty was ratified by the United States Senate
First causality of the increasingly tense situation was prospector Henry Mattice of Olympia
he had crossed Naches Pass to the gold fields
Yakima Indians said he raped the young daughter of a chief and he was killed

SUB-INDIAN AGENT ANDREW J. BOLON GOES TO INVESTIGATE THE YAKIMA INDIANS

Andrew J. Bolon was a young Irishman with flaming red hair and a quick temper
known for his honesty he also was fearlessness -- some believed foolhardy
he lived at The Dalles where he served as Sub-Indian Agent
Hearing of the death of the prospectors at the hands of Qualchan
Bolon left home to ride to Ahtanum Creek to ask Yakima Chief Kamiakin
reasoning that an escort of soldiers would attract rather than prevent resistance,
Bolon rode alone northward into the Yakima Valley
Bolon was intercepted by Yakama chief Shumaway
who warned him that Qualchan was too dangerous to confront
sub-Indian Agent Andrew Bolon turned back and began the ride home

SUB-INDIAN AGENT ANDREW J. BOLON IS KILLED

Andrew Bolon, riding alone through Yakima Country on his return to The Dalles when he came upon a group of Yakama Indians traveling south he decided to ride along with them

one of the members of this group was Mosheel -- Shumaway's son and Kamiakin's nephew Although a number of Yakama Indians in the traveling party protested Mosheel decided to kill Bolon as Bolon and the Yakamas were eating lunch (fifteen miles from present Goldendale)

Mosheel and three other Yakamas attacked Bolon with their knives -- September 23, 1855 they tried to conceal the murder by burning his and his horse's bodies

YAKIMA LEADERS ARE CONCERNED ABOUT RETALIATION BY THE MILITARY

Yakima leaders held a council and it was decided that if retaliation for Bolon's killing was demanded it would be necessary to give up the murderers to the soldiers

Shumway was distressed when he heard his own son was responsible for Agent Andrew Bolon's death

in response to the news Shumway sent an ambassador to U.S. Fourth Infantry Commander Major Gabriel Rains at Fort Vancouver

YAKIMA CHIEF KAMIAKIN DEVELOPS A PLAN OF HIS OWN TO WAGE WAR

Kamiakin's ability as a leader was not appreciated by the military or territorial government leaders he knew the killing of Special Indian Agent Andrew J. Bolon would lead to immediate war

Kamiakin prepared by gathering his allies in his own camp and waited for cold weather

Cascade Mountains would be wrapped in deep snow

Columbia River would be covered with ice and steamboats would be locked up in their ports with communication between the Willamette Valley and Puget Sound population cut off

then would be the time for his warriors to attack the few soldiers and settlers

east of the Cascade Mountains and wipe them out

NEWS OF SUB-INDIAN AGENT ANDREW BOLON'S DEATH REACHES THE DALLES

When Andrew Bolon failed to return to his home at The Dalles,

Indian Agent Nathan Olney sent a Des Chutes chief among the Yakimas to investigate

he learned that after leaving Shumaway, Bolon was followed by three young warriors

Des Chutes chief also learned of continuing Yakima preparations for war

this information was delivered to Major Granville Haller at Fort Dalles

(Bolon's charred and mutilated remains was found in a gully in the Simcoe Mountains beside the charred body of his horse)

POPULATION OF PUGET SOUND PIONEERS IS SPREAD THINLY

Between 4,000 and 5,000 settlers lived in Washington Territory -- most were along Puget Sound

Olympia was the largest town in Washington and the capital

there thirty legislators met periodically in the old Masonic Hall

Steilacoom was located twenty miles north along the rutted Nisqually Road

both towns intended to be the capital although they were political opposites

Olympia's *Pioneer and Democrat* newspaper proudly announced its political leanings
Steilacoom's *Puget Sound Courier* was more subtle with its newspaper banner
but no less adamant in its political support of the Whig Party

North of Steilacoom was thirty miles of roadless wilds almost completely unvisited by pioneers
only a few small Indian villages populated the wilderness
along the edge of Commencement Bay were a few homesteads (today's Tacoma)
further north was the village of Seattle with about forty-five homeowners
who bragged about the handful of other buildings and a sawmill facing Elliott Bay

Across Puget Sound were two other population centers:

- Port Gamble was a handful of houses built around a sawmill surround by logging camps,
- Port Townsend which was similar in same size and makeup

Lack of roads in the wilderness meant each homestead was, in effect, an island unto itself
visiting a neighbor meant an hour's walk
neighbors living two or three miles distance were considered close
going to town was a day's journey or more
visiting the territorial capital in Olympia could take a week or more

FEAR INCREASES AMONG THE SETTLERS OF WESTERN WASHINGTON

Yakima Chief Kamiakin's gathering of Indians who supported fighting the white invaders
was seen as an expansion of the outbreak by Rogue River Indians in Oregon Territory
if the natives living in the Puget Sound region joined the uprising
the results could become an Indian war of extermination

On the lonely farms of Puget Sound country families reacted with horror and panic
to the ambush of Sub-Indian Agent Bolon and the killing of prospectors in Eastern Washington
Warning cries grew increasingly shrill with each passing day
from the White River Valley reports came to Fort Steilacoom
that Leschi was seen drilling his people like soldiers
territorial officials went to Muckleshoot Prairie to meet with Leschi
and a fierce-looking Indian named Kanasket -- but nothing came of the talks

TERRITORIAL SECRETARY CHARLES H. MASON REQUESTS MILITARY SUPPORT

Acting-Governor Charles Mason requested the aid of Federal troops
from Fort Vancouver and Fort Steilacoom be sent to punish the Yakima tribe
in response to the incidents in Eastern and Western Washington
It was also implied that Washington Territorial Governor was expected to arrive in Spokane County
sometime in September and under the circumstances a detachment of soldiers
might be sent to assist him

CAPTAIN MAURICE MALONEY IS ORDERED TO FORT STEILACOOM

U.S. Fourth Infantry Commander Major Gabriel Rains at Fort Vancouver
ordered Irish-born Captain Maurice Maloney to transport forty-one soldiers from Fort Vancouver
Captain Maloney was to travel to Fort Steilacoom
there he was to replace Second Lieutenant John Nugen as Commander at the post
and take command of the troops operating in the Puget Sound Region

United States Revenue Cutter Captain William C. Pease undertook the assignment carrying Captain Maloney and his men aboard the Revenue Cutter *Jefferson Davis* north from Fort Vancouver to Fort Steilacoom

FORT STEILACOOM WAS A COLLECTION OF UNFORTIFIED BUILDINGS

Fort Steilacoom served as the official home of two U.S. Fourth Infantry companies on the muster rolls were listed 152 men but only twenty-five soldiers were present for duty. Hardly a fort at all, Fort Steilacoom had no stockade around the post and no blockhouse; it was composed only of frame buildings set beside parade ground. There were rumors that only 400 rounds of ammunition were on hand at the post. Fort Steilacoom Acting-Commander Lieutenant John Nugen had heard rumors that 250 Indians were coming down the Puyallup River to attack the post.

SETTLERS BUILT BLOCKHOUSES OF THEIR OWN

Blockhouses and stockades were constructed by settlers during the Indian uprisings 1855-1856 wherever there were three or more families living in close proximity. Local citizens were urged to build a blockhouse of their own rather than leave the entire cost of the construction effort defrayed by auctioning animals captured from Indians. Whidbey Island also was the location of nine pioneer-built blockhouses:

- Fort Nugen was a log fort constructed by settlers west of Oak Harbor [1855]. It was named in honor of Fort Steilacoom Commander Lieutenant John Nugen (although the exact location is unknown today but was in the vicinity of Fort Nugen Park).
- Alexander's Blockhouse was a two-story building constructed by settlers in Coupeville [1855]. It was surrounded by a ten-foot high double log stockade with sharpened ends. (It has been moved from the John Alexander property to Coupeville and restored; it now stands next to the Island County Historical Museum).
- John Crockett's two blockhouses were located on the farm belonging to him [1855], several hundred yards north of Crockett's Lake on Whidbey Island. Both buildings were connected by a log stockade (this site was located near Terry Road and Fort Casey Road near Fort Casey). (One blockhouse that is still located on the old farm property was restored by employees of the WPA (Works Progress Administration) [1938] and is open to the public. (Another blockhouse was sold to Ezra Meeker and moved to Seattle for the [1909] Alaska-Yukon Pacific Exposition; it was later moved to Point Defiance Park in Tacoma but no longer exists).
- Ebey Blockhouse was one of four blockhouses connected by a twelve-foot stockade built by Jacob Ebey overlooking his farm on Whidbey Island [1855]. Ebey Blockhouse is not to be confused with Fort Ebey on the Snohomish River.
- Davis Blockhouse was built by settlers on James Davis' Whidbey Island claim near Coupeville by the three Davis brothers in response to the murder of Isaac Ebey by hostile Indians [1857]. (This building was restored and became known as the Cook Blockhouse).

Thurston County had the largest population of settlers and the most blockhouses built by pioneers:

- Fort Eaton (not to be confused with Eaton Blockhouse on Yelm Prairie)

- was a small civilian outpost built by settlers of Chamber's Prairie
on Nathan Eaton's land claim
it had an unusual in design with sixteen log houses in a square facing inward [1855]
(today a marker is located near the site on the Yelm Highway just east of Meridian Road);
- Chambers Blockhouse was built by settlers on Andrew Chambers' land claim [1855]
(in Lacy, Washington at today's present 6909 Rainier Road
location of this blockhouse is marked by a Daughters of the Revolution plaque)
(this structure also was known as Andrew Chambers Blockhouse and Fort Chambers);
 - Fort Henness was constructed by local settlers on Grand Mound Prairie
it was composed of the Goodell family stockade, two blockhouses, a school
and huts to shelter the locals
it was reportedly occupied for sixteen months by thirty families -- 224 people
it was named in honor of Captain Benjamin Lee Henness, Washington Territory Volunteers,
who had a nearby land claim
(today a monument at 183rd and Apricot Road, Grand Mound, has a fort diagram and history)
 - Rutledge's Blockhouse was constructed by William Rutledge and Jesse Ferguson Jesse [1855]
on land between their two land claims (in today's Tumwater one-quarter mile south
of Tumwater Middle School)
it never became necessary to settlers to use this defensive structure
 - Stockade at George Washington Bush's land on Bush Prairie enclosed about an acre of land
(this stockade was sometimes referred to as the second blockhouse in today's Tumwater)
 - Blockhouse at Dofflemyer Point was constructed by the Dofflemyer family [1855]
at the eastern entrance to Budd Inlet at Boston Harbor
- King County's population was centered in Seattle where settlers constructed two blockhouses:
- Fort Duwamish was a two-story blockhouse built of small unpeeled logs by settlers [1855]
it was located (in today's Georgetown district at Corson Avenue South and South Shelton)
where a palisade stretched across the peninsula
Fort Duwamish protected the residence of Seattle during the siege
 - Fort Decatur was constructed by Seattle settlers and U.S. Marines from the USS *Decatur*
who built two blockhouses after the Battle of Seattle [1856]
one at the northern end of Elloit Bay (at today's 1st Avenue and Cherry Street)
another at the southern end of Elliott Bay (at today's Main Street)
both blockhouses held a cannon and were protected by a palisade
that ran from the northern to the southern blockhouse
Fort Decatur was also known as the Seattle Blockhouse
(a marker at 3rd Avenue and Jefferson Street, Seattle, tells the story)
- Kitsap County had one settler-built blockhouse and a settler-owned stockade:
- Teekalet Blockhouse (also known as the Port Gamble) was two-story octagonal log building
constructed as a defense against marauding Haida and Kwakiutl Indians [1853]
by Captain William C. Talbot's employees of the Puget Mill Company at Teekalet
(today's Port Gamble)
- Cowlitz County also was the location of one pioneer constructed blockhouse:
- Fort Arkansas was a blockhouse built beside the Cowlitz River by local settlers
at the southeast end of Arkansas Valley (near today's Castle Rock) [1855]

- Cochran's stockade was located at the farm of James and Anna Cochran along the Skookumchuck River

Jefferson County had two settler-built blockhouses:

- Fort Mason blockhouse was built by settlers on Point Wilson in Jefferson County (at a location within today's Fort Worden State Park, it is not to be confused with Fort Madison located in the Walla Walla Valley)
- Fort Townsend was a blockhouse established to protect local settlers
Fort Townsend was first established as a blockhouse about two miles south of Port Townsend for the protection of settlers [1855]
(Fort Townsend will later be expanded by the by the U.S. Army into a post [1856]
Old Fort Townsend State Park, Jefferson County marks the location of the Army post but much remains except the grounds and a flagpole)

Four additional blockhouses have been indicated as being built by settlers but their locations remain unknown:

Mime Prairie, Port Ludlow, Meigs' Mill, Boisford Prairie and the Lewis River

OREGON MILITIA BUILDS THREE BLOCKHOUSES IN WASHINGTON TERRITORY

Fort Bennett was a temporary stockade built by Oregon Mounted Volunteers about six miles from today's Walla Walla, Washington

named for Captain Charles Bennett who was killed in the Battle of Frenchtown
it was soon moved to a location about two miles above Waiilatpu Mission

Fort Borst was a blockhouse built by Captain Francis Goff and five Oregon Militiamen on land belonging to Joseph Borst

to protect the Chehalis River crossing near the mouth of the Skookumchuck River and for storage of supplies needed by troops

(Jeremiah Borst used the abandoned blockhouse as his home in [1858]
it was moved [1922] to Fort Borst Park in Centralia and restored)

Fort Mason in Walla Walla County was the location of a temporary blockhouse built by Oregon Territory militiamen somewhere in the Walla Walla Valley

near a little tributary of Mill Creek about seven miles from Dr. Marcus Whitman's sawmill and twenty-three miles from Fort Walla Walla [1855]

(this post is not to be confused with the Fort Mason built at Port Townsend in Jefferson County)

CAPTAIN MAURICE MALONEY AND HIS COMMAND ARRIVE AT FORT STEILACOOM

Revenue Cutter *Jefferson Davis* delivered Captain Maloney with forty-one U.S. Fourth Infantrymen from Fort Vancouver to Fort Steilacoom

this did a great deal to relieve the feelings of isolation around Puget Sound

Captain Maloney replaced Lieutenant John Nugen as the officer in charge of Fort Steilacoom

Revenue Cutter Captain William C. Pease and his officers

became honored guests of the army at Fort Steilacoom

off-duty crewmen received liberty to visit the fort and the small town of Steilacoom

MAJOR GABRIEL RAINS DEPLOYS HIS FORCES

U.S. Commander of the Pacific Military District Major Gabriel J. Rains at Fort Vancouver

ordered a demonstration in force to intimidate the Yakimas:

- Major Granville O. Haller led eighty-four men of the U.S. Fourth Infantry Company B and with a howitzer from Fort Dalles into Yakima Country;
- Lieutenant Day leading fifty-five men of the U.S. Third Artillery had been on patrol in Eastern Oregon and recently arrived at The Dalles
Day and troops were to remain at Fort Dalles in reserve
- Lieutenant William Slaughter was to lead forty soldiers of Company C of the U.S. Fourth Infantry from Fort Steilacoom into Yakima Country to support Major Granville Haller's effort

LIEUTENANT WILLIAM SLAUGHTER IS ASSIGNED TO PUNISH THE YAKIMA INDIANS

Lieutenant William Alloway Slaughter was to lead the forty men of Company C of the U.S. Fourth Infantry out of Fort Steilacoom and across the Cascade Mountains to join Major Granville O. Haller in his advance on the Yakima Indians
Twenty-eight year old Lieutenant Slaughter was anxious for the assignment as the young career officer he wanted an opportunity to prove his worth to an army notoriously slow in offering promotions

LIEUTENANT WILLIAM A. SLAUGHTER MARCHES TO SUPPORT MAJOR HALLER

Lieutenant William Slaughter with forty men of Company C of the U.S. Fourth Infantry marched from Camp Connell to cross the Cascade Mountains at Naches Pass in support of Major Granville Haller's advance on the Yakima Indians -- September 27, 1855
Because of delays in sending Major Granville Haller's troops from Fort Dalles Lieutenant Slaughter remained in camp along the White River

INCIDENT IN THE WHITE RIVER VALLEY

A.L. Porter, a young settler, was concerned with the recent arrival of an increasing number of Indians he took the precaution of sleeping in the woods away from his White River cabin at night one night he heard a disturbance outside his cabin and realized he was surrounded by Indians who were calling his name -- night September 27, 1855
Creeping, boots in hand, as quietly as possible to investigate he was soon discovered he fired one shot, dropped his gun, boots, and hat in a panic and fled for his life through a swamp
Porter somehow made his way to the home of his nearest neighbors
Dominick Corcoran and James Riley
he was badly slashed and bloodied by the thick brambles, his clothes were in shreds
Porter, Corcoran and Riley rode twelve miles on horseback to William and Elizabeth Brannan's homestead on the lower White River and convinced them to join in the escape to Seattle by canoe
On the way to Seattle they alerted other White River families
most of the farmers who had settled in the region made a frantic flight to Seattle's blockhouse

ACTING-GOVERNOR CHARLES MASON REACTS TO THE WHITE RIVER VALLEY INCIDENT

Acting-Governor Mason undertook a tour of the White River Valley -- September 30, 1855
he was accompanied by a squad of U.S. Fourth Infantry soldiers from Fort Steilacoom

to investigate allegations raised by the young homesteader A.L. Porter
On the inspection tour neither the Acting-Governor nor the military contingent
saw any sign of hostile Indians or further evidence of their presence
they concluded there was nothing to worry about
Acting-Governor Mason and the military squad marched on to Seattle
there they announced they could find no cause for alarm
they believed hysteria had gripped the pioneers
Mason told the settlers to return home to their farms -- most did
Mason returned to Olympia and the U.S. Fourth Infantry soldiers to Fort Steilacoom

FORT CASCADES IS COMPLETED AT THE MIDDLE CASCADES PORTAGE ROUTE

It took five weeks to construct the Fort Cascades (also known as the "Lower Blockhouse")
on Hamilton Island in the Middle Cascades
construction of the blockhouse and military portage road was completed -- September 30, 1855
Fort Cascades was enclosed by a fence measuring 590 feet on the north side
and by 338 feet of fence on the west
south and east sides were bordered by the Columbia River
structures in the compound included the commanding officer's quarters, officers' quarters,
commissary storehouse, company kitchen, bakery and guard house
When Fort Cascades was completed Sergeant Matthew Kelley and eight privates
from U.S. Fourth Infantry Company H were dispatched to occupy the small blockhouse
(Slightly upstream the town of Lower Cascades grew around the fort)

MAJOR GRANVILLE O. HALLER TAKES UP THE MARCH ON THE YAKIMA INDIANS

Major Granville Haller led a column of eighty-four men of the U.S. Fourth Infantry Company B
Haller had with him a mountain howitzer placed in the charge of Lieutenant
Major Haller hoped to make a show of force against the hostile natives
he felt this troops and the mountain howitzer he brought with him would awe the Indians
he would reestablish peace in the Yakima Valley before the onset of winter
and would punish the murders of Agent Bolon
Major Haller traveled across the Columbia River in (winter) weather -- October 3, 1855
his route north of the Columbia River lay over a gradual elevation for ten miles
to the summit of the bald range of hills beyond which was the Klickitat Valley
this was crossed before the timbered range of the Simcoe Mountains were entered
about sixty miles from Fort Dalles was the Simcoe Valley
home of Kamiakin and the Ahanahm Mission -- their objective

KAMIAKIN LEARNS OF THE APPROACH OF THE SOLDIERS

Yakima Chief Kamiakin while in camp was approached by a messenger from Qualchan
who informed him soldiers from Fort Dalles were seen that morning
crossing the Columbia River
and marching toward Yakima Country -- evening October 3, 1855
Kamiakin, through spies, was kept informed of every step of Haller's advance
fires were lit on the highest peaks to signal Indians to gather and post scouts at strategic points

INDIANS FACE A SEVERE SHORTAGE OF WEAPONS

Only a few of the wealthiest Indians were armed with modern rifles or handguns
standard weapon for Indian use was a smoothbore musket manufactured by Parker, Field & Co.
produced in England they were intended to be sold in British India
but proved to be unpopular there
Hudson's Bay Company then sold the muskets in North America
firearm's two ounce lead ball was virtually impossible to hand-cast perfectly round
musket had a huge trigger guard suited for a gloved hand during cold northern winters
side of the weapon displayed a flamboyant brass plate in the shape of a dragon
which was greatly admired by Indians
if the musket was discharged straight into the air
the musket ball would travel upward about 300 yards before returning to earth
however, the weapon's effective range was about fifty yards
(the distance a target could reasonably be expected to be hit)
muskets were plentiful and enough powder and shot were available to keep them in use
there was scarcely any report of an Indian resorting to bow and arrow
Guns carried by the whites were often no better than the Indians' muskets
but gunsmiths to repair them were available and they had easier access to better weapons

MORMONS ALSO ARM THE NATIVES

Native unrest was enflamed by the arrival of a Bannock Indian into Eastern Washington
sent by the Fort Lemhi Mormons to arm the Indian tribes
many guns and powder balls later found among the Walla Walla and Cayuse warriors
had Mormon brands on them

NATIVES DID HAVE ONE GREAT ADVANTAGE

Living and hunting in their homeland for generation after generation, Indians knew the lay of the land
every hill and stream between Puget Sound and the Cascade Mountains was known to them
while there were regions in Washington Territory no pioneers had ever seen
Roads, which were poorly maintained, existed in a few locations
these had to be used to move soldiers and equipment into the field
however, identifying the location of the enemy was almost impossible until fighting started
and the Indians never chose to fight on a road

YAKIMA CHIEF KAMIAKIN MAKES FINAL PREPARATIONS FOR BATTLE

Kamiakin moved his camp to where he could better accommodate the three hundred painted warriors
of the Yakima, Columbia, Sinkiuses, Walla Walla, Cayuse, Palouse, Chelan, and Spokane tribes
who soon assembled to defend Indian land against military invasion
Warriors moved to the rough country along Toppenish Creek (near the present site of Fort Simcoe)
where preparations were completed to face the slowly moving soldiers

BATTLE OF TOPPENISH CREEK OPENS THE YAKIMA WAR

No Indians were seen until the third day on the march -- Saturday October 6, 1855

Major Granville Haller's U.S. Fourth Infantry Company B worked their way through dense thickets of underbrush and small trees down a long hill toward Toppenish Creek. Yakima Chief Kamiakin and Palouse Indians Chief Owhilay led 300 to 500 Indians who laid concealed in the thick undergrowth, ravines and rock. While an army advance party approached near where the creek crossed the trail gunfire erupted -- 3:00 Saturday afternoon. Advance guard was drawn in, the rear guard closed up, and the battle commenced. Loss at that point was one soldier killed and seven wounded. War parties of Indians had been constantly arriving considerably increasing their numbers. Also large numbers of Indians spectators had gathered to watch the Battle of Toppenish Creek. This led Major Haller to believe he was fighting a force of almost a thousand warriors. Indians lacked any real chain of command -- each warrior fought independently. In the pitched engagement the soldiers had some success. Captain Russell and his Fourth Infantry soldiers descended the hill. They advanced along the warrior's right flank. Unperceived they reached the enemy's rear. When Russell and his troops began a vigorous charge the warriors fled. After fighting for some time, Major Haller drove the warriors at bayonet point until the soldiers possessed the heights above the creek. Battle of Toppenish Creek continued until nightfall when the Indians stopped to eat and sleep. Major Haller made camp where they fighting had stopped without concern for water and grass for the animals. Indians could be heard only a short distance away. Haller's scouts informed him they were preparing for an attack. It was quite dark before Haller's eight casualties could be moved. Throughout the night the Fourth Infantry lay on the ground and kept their weapons close at hand.

LIEUTENANT WILLIAM SLAUGHTER MARCHES TO MEET MAJOR HALLER

Lieutenant William Slaughter led his forty men of the U.S. Fourth Infantry Company C out of his White River camp and crossed Naches Pass -- October 6, 1855. Unaware of Major Granville Haller's battle with the Chief Kamiakin and his warriors, Lieutenant William Slaughter intended to make contact with Major Haller's forces. Together they would punish the Yakima Indians for their hostilities. Slaughter's command crossed the summit of the Cascades and marched toward to the northern edge of Yakima Country.

BATTLE OF TOPPENISH CREEK CONTINUES

As dawn broke, Major Haller found his camp was completely surrounded by Kamiakin's warriors. Fighting resumed with a vengeance -- Sunday morning October 7, 1855. Here the fight remained all day. Troops maintained their position by repeated bayonet charges which kept Indian skirmishers at bay. During the day Kamiakin was reinforced by accessions of bands. All day long squads of mounted Indians were seen approaching and joining the war party.

Father Charles Pandosy from St. Joseph Catholic Mission on Ahtanum Creek
was being held by the Indians seemingly as an interpreter but in reality as a prisoner
he considered the small force of soldiers in imminent danger
he sent Cheruscan, a Christian Indian, to Haller's camp with a letter and a white flag
to inform Haller of the peril and the only terms the chiefs would consider for peace
In fact, the Indians' position was not as strong as it appeared
warriors did not have weapons or ammunition sufficient to arm a sizeable force,
they fought in small detachments, at different times and at different points,
making their assaults less formidable than if delivered simultaneously
whenever one warrior got tired, he would fall back and turn over his weapon to another
who would try his skill at crawling forward until he was within certain aim
Toward noon the Indians began growing weary of the fight
Kamiakin sent his swiftest rider to Qualchan asking for immediate reinforcements
Kamiakin could be heard above the noise of battle encouraging his men
and promising that Qualchan would be there soon with reinforcements
Major Granville Haller's soldiers forced the Indians across Toppinich Creek to the north side
Kamiakin's voice was no longer shouting encouragement and battle instructions

KAMIAKIN RECEIVE REINFORCEMENTS

In fact, Yakima Chief Qualchan was already riding to the battle scene
leading 200 Indian reinforcements from the Selah Valley
he met Kamiakin's messenger (at today's Union Gap)
Qualchan's march became a race
soldiers could see a large dust cloud in the distance
as rapidly approaching warriors raised the spirits of the warriors already in combat
Qualchan, riding past Kamiakin, led his own forces into battle and warriors' spirits revived
fighting erupted anew along Toppenish Creek which continued until nightfall -- October 7,
Soldiers were driven back as they retreated up a hill
leaving most of their mules and provisions behind
Major Haller's troops were now surrounded and deprived of food and water
Indians, fearing the food they had captured was poisoned burned it
Attacking braves, although successful, suffered from exhaustion and lacked ample firepower
as night arrived, the Indians felt confident the battle would end the next day
pleased with their success they left the brush at the bank of Toppenish Creek
to cross safely back to the other side to sleep

MAJOR GRANVILLE O. HALLER DECIDES TO RETREAT TO FORT DALLES

It was not until after dark that a messenger could be dispatched to Major Rains at Fort Vancouver
informing him of the situation so reinforcements could be sent -- night October 7, 1855
Cut off from grass and water, it was necessary for Major Haller to break out of his present camp
Haller's troops moved back down to the Toppenish Creek for water
Not finding any Indians, Haller decided to return to Fort Dalles with his wounded by a night march
cavalry horses and pack-animals suffering from lack of pasture and water were released to forage
only enough animals were kept to carry the wounded and ammunition

up to now Haller's losses had been two soldiers killed and thirteen wounded
Haller was obliged to spike and bury the mountain howitzer
baggage and provisions that could not be transported were burned

MAJOR GRANVILLE O. HALLER CONDUCTS A RETREAT TO FORT DALLES

Haller's U.S. Fourth Infantry Company B was organized in two divisions
Major Haller led the advance group to take care of the wounded
and look after the remaining pack animals
rear party was under Captain Russell to act as guard to protect the retreat
That night was unusually dark during the early hours of Monday October 8, 1855
even the trailing horses and mules left on their own could not be seen
Cutmouth John, a Wascopam Indian who assisted Major Haller as a guide,
had to get off his horse and feel the ground for the trail
Captain Russell's rear guard completely lost the trail
when the mistake was discovered a guide of their own was sent to find the proper route
Meanwhile, Haller's detachment halted to rest in a small grove of trees on the side of a steep hill
there they stopped to prepare their dinner
Haller ordered fires to be lighted in some fir trees as a signal to Captain Russell's rear guard
Indians also understood the significance of the signal fires
about 250 warriors were selected to pursue Major Haller
fortunately for the army the war party did not expect the soldiers to be in motion
until after daybreak because a large herd of horses and mules were seen leisurely grazing
preparations for the next day were slowly undertaken by the warriors

MAJOR GRANVILLE HALLER CONTINUES HIS RETREAT

Daylight came to Major Haller's men camped in the trees -- but no rear guard could be seen
in fact, Captain Russell's rear guard, hurrying on the wrong trail to catch Haller's column,
had advanced a long distance toward Fort Dalles in the dark night
they were now beyond the reach of the Indians -- ahead of Haller's troops
Indians swarmed around Haller's camp as firing erupted -- Monday October 8, 1855
fight resumed for the third day
Haller's retreat to Fort Dalles continued into the Klickitat Valley
where the U.S. Fourth Infantry was harassed for ten miles by 250 pursuing warriors
Indians with superior forces and better horses continually harassed the army

LIEUTENANT SLAUGHTER IS STOPPED FROM ASSISTING MAJOR HALLER

Yakima Chief Qualchan had supported Yakima Chief Kamiakin
in his efforts against Major Haller's U.S. Fourth Infantry
with Major Haller in retreat, Chief Qualchan led his own band of warriors to Naches Pass
Teias, Qualchan's uncle, traveled in advance of the main party with thirty scouts -- October 8, 1855
he discovered a lone man coming through the pass and the Indians quickly surrounded him
Teias recognized him as the former sheep herder at Fort Nisqually John Edgar
Edgar was married to Teias' Nisqually-Yakima niece, Betsy, and they had several children
Betsy's father was a minor Nisqually-Yakima war leader

John Edgar was a husky, hard-drinking Englishman who seemed to enjoy living life on the edge for example, during this campaign some of the men purchased red ribbons to wear on their hats it was hoped the Indians would think they were Hudson's Bay men and not shoot them Edgar, who had more right to wear such a ribbon than anyone else there, would not hear of it after Edgar quit as a shepherd for Puget Sound Agricultural Company he became an American citizen he established the first claim near the Bald Hills on Yelm Prairie Edgar had gone to crossed Naches Pass with the notion that he might be able to find his wife's father to persuade him to surrender John Edgar told Teias he was coming to warn his wife's relations of the approaching soldiers Teias told Edgar of Major Gabriel Haller's defeat and advised him to turn back Teias chose to let Edgar ride away -- Private Edgar was, in fact, a scout for Lieutenant Slaughter

LIEUTENANT SLAUGHTER MARCHES BACK ACROSS THE CASCADE MOUNTAINS

Private John Edgar raced back to the troops to inform Lieutenant Slaughter of the bad news that Major Haller had been defeated in the Klickitat Valley and retreated toward Fort Dalles and even worse news that perhaps 2,000 Yakimas were ahead and were aware of his arrival Slaughter's orders were to enter Yakima Country -- but he knew the situation better than Major Rains if he proceeded he would march into apparent annihilation -- his force was not strong enough if he waited for reinforcements his food would run short and snow would cut off his retreat snowfall would also elevate the level of the Naches River and cut off communications Lieutenant Slaughter prudently fell back through Naches Pass to the west side of the Cascades where he camped on the White River Prairie -- October 8, 1855

MAJOR GRANVILLE O. HALLER CONDUCTS A RUNNING SKIRMISH

Haller's U.S. Fourth Infantry Company B soldiers encountered additional Yakima warriors about sixty miles from Fort Dalles -- Monday October 8, 1855 troops became involved in another running skirmish which lasted over twenty-five miles across the Simcoe Mountains during the battle several soldiers were killed and many were wounded, Haller's entire command and his animals were in bad shape as they suffered greatly from thirst and lack of food Soldiers found a tongue of woods surrounded by open prairie, where the command halted there Major Haller's soldiers cleaned their weapons and prepared for a fight while some their own men served as a small rear guard to hold the Indians at bay All day long Haller's U.S. Fourth Infantry made a stand Indians tried to burn the prairie grass but counter fires set by soldiers defeated them next warriors set the dry fir tree needles lying on the ground on fire -- but this did no harm Toward evening, Haller's rear guard, now strongly reinforced, made a rush in this charge Sergeant Mulholland and a private from Haller's company were killed Indians at the front were driven off -- never to return With the coming of darkness the remaining Indians also withdrew -- October 8 Major Haller continued his retreat traveling through the night

MAJOR GRANVILLE O. HALLER CONTINUES HIS RETREAT TO FORT DALLES

Haller and his men reached the Simcoe Mountains before daybreak -- Tuesday October 9, 1855
however, the Indians inflicted some casualties during the retreat through mountains
Cut Mouth John, a Wascopam Indian, was sent to Fort Dalles
with a request for reinforcements to aid Major Haller
As the retreat to Fort Dalles continued Haller's troops once again faced superior Indian forces
once again a running fight ensued -- Tuesday morning, October 9, 1855
Major Haller reached a location within twenty-five miles of Fort Dalles

REINFORCEMENTS ARRIVE TO ASSIST MAJOR GRANVILLE HALLER

Lieutenant Day led fifty-five men of the U.S. Third Artillery from Fort Dalles
he met Major Haller and his retreating U.S. Fourth Infantry Company B -- October 9, 1855
with Haller's men in retreat, Lieutenant Day proceeded to the border of the Yakima Country
but this was merely a show of activity on the part of the army

MAJOR GRANVILLE O. HALLER ARRIVES AT FORT DALLES

Major Haller continued his retreat to Fort Dalles which was finally reached -- October 9, 1855
Haller's men suffered a total of five dead and seventeen wounded
a great deal of government property had been abandoned, destroyed and captured
he was forced to abandon his a twelve-pound mountain howitzer in the hurried retreat
natives also captured a herd of cattle from the military
Chief Kamiakin's warriors had suffered two killed, four wounded and one was captured
Captain Russell's rear guard, which had taken another trail, arrived at Fort Dalles without incident

RESULT OF THE BATTLE OF TOPPENISH CREEK

Major Granville O. Haller called on his commanding officer, Major Gabriel Rains,
for a thousand soldiers
reports sent by Major Haller from Fort Dalles made little if any impression
on Major Rains at Fort Vancouver
(Battle of Toppenish Creek later also became known as the "First Yakima War"
and "Haller's Defeat")

MAJOR GABRIEL RAINS REQUESTS CIVILIAN HELP

United States Commander of the Pacific Military District Major Gabriel J. Rains,
although he was United States Commander of the Pacific Military District,
had only 350 federal troops under his immediate command
Major Rains at Fort Vancouver received Major Granville Haller's request
for reinforcements at Fort Dalles -- October 9, 1855

Major Rains urgently appealed to Acting-Governor Charles Mason for military aid noting: **"...all the disposable force in the district will at once take the field, and I have the honor to make a requisition upon you for two companies of volunteers to take the field the earliest possible moment. The composition of these companies to be as follows: One Captain, one First Lieutenant and one Second**

Lieutenant, two musicians, four Sergeants, four Corporals and seventy four privates. The greatest exertions should be made to raise and equip these companies at once.”¹²⁴

Major Rains also addressed Oregon Territory Governor George L. Curry
requesting four companies of volunteers

four companies of militia warranted the appointment of a Major
an officer of that rank was authorized by Rains

Rains also noted arms at Fort Vancouver were available for only two companies
thus volunteers should arrive armed with rifles or any weapons available
ammunition was plentiful, however

WASHINGTON TERRITORY WAS IN A CRITICAL SITUATION

Washington Acting-Governor Charles Mason received a dispatch -- October 9, 1855
that indicated the Palouse Indians had joined the Yakimas
and the Walla Walla and Cayuse were likely to do so soon

Yakimas, Kitsaps, Klickatats and some Nisqually Indians under Chief Leschi had banded together
to form war parties for the purpose of driving the settlers away from the Puget Sound region
Mason was convinced the Indians were determined to fight a real war
an active enemy of hostile Indians was in the field
it was not known, nor could it be determined, how deeply their dissatisfaction ran

ARMY BUILDS A BLOCKHOUSE ON THE TRAIL FROM FORT DALLES TO YAKIMA LAND

Supervision of construction of a blockhouse was undertaken by Lieutenant Day of the Third Artillery
location he selected was on the trail from Fort Dalles close to a large spring -- October 10, 1855
two miles from the foothills of the Simcoe Mountains

(about eight miles west of where the town of Goldendale now stands)

timber was cut from the yellow pine trees of the Simcoes

This blockhouse was a two story structure with room to hold about 100 people
it was surrounded by a stockade made of timbers set in the ground
with the timbers sharpened on the upper ends
government horses were retained inside the stockade
so that Indians could not stampede them
upper floor of the blockhouse held a mountain howitzer

REGULAR U.S. ARMY TROOPS CONSTRUCT ANOTHER BLOCKHOUSE

In addition to Fort Cascades or “Lower Blockhouse” at the Lower Cascades portage (August)
construction of Fort Rains was begun by Lieutenant Day, U.S. Third Artillery
on Sheridan’s Point along the Washington side of the Columbia River
2½ miles above Fort Cascades (west of today’s Bridge of the Gods)
to protect the portage road around the Middle Cascades Rapids -- October 1855
logs for the construction project were obtained from the nearby northern hills

¹²⁴ *THE OFFICIAL HISTORY OF THE WASHINGTON NATIONAL GUARD VOLUME 2 WASHINGTON TERRITORIAL MILITIA IN THE INDIAN WARS OF 1855-56*, Washington Department of Military Affairs. P. 2.

APPREHENSIONS ELEVATE IN WESTERN WASHINGTON TERRITORY

Native American residents throughout Washington Territory were distraught with the demands and limitations of new treaties that had been forced upon them by territorial authorities on behalf of the United States government. Most of the treaties were still unratified by the United States Senate but settlers kept streaming into the region they claimed and developed vast areas of land as their own blatantly disregarding the Indians whose ancestors had inhabited the region for generations going back thousands of years.

CHIEF KAMIAKIAN HAS FRIENDS ON BOTH SIDES OF THE CASCADE MOUNTAINS

Chief Kamiakin was adept at sending many emissaries to incite other tribes and threaten them with threats of reprisals to be taken on them if they did not cooperate with his attacks on settlers. Leschi, whose mother was a Yakima Indian, was a willing follower of the Yakima War Chief.

ROGUE RIVER INDIANS WARS BREAK OUT IN OREGON TERRITORY

Once again the Rogue River Indians became hostile -- October 1855 they had displayed their prowess previously in a brief campaign [September 12-15, 1854 and August 1855] this time they staged their outbreak along the Rogue River. Settlers constructed military defenses for their protection. Fort Yamhill was a blockhouse was built by settlers but upgraded to a fort by Lieutenant Philip Sheridan who was placed in command. Much policing of the territory remained to be done. Rogue River area was full of Indians who had strayed off the reservation it was necessary to round them up. Soldiers of the U.S. Fourth Infantry once again appeared and many clashes occurred. Killings were frequent as were reprisals -- both took innocent lives. These often began when peaceful Indians were mistaken for renegades. After several skirmishes in which settlers participated, peace was finally restored.

WASHINGTON TERRITORY SETTLERS BECOME EVEN MORE CONCERNED

News of Major Granville Haller's defeat at the Battle of Toppenish Creek and the ineffectiveness of Lieutenant William Slaughter's expedition across Naches Pass raised a storm of civilian and military reaction -- October 12, 1855. People living in Seattle and other locations were alarmed enough to begin work on a blockhouse.

OREGON TERRITORIAL GOVERNOR ORGANIZES A MILITIA

Oregon Governor George L. Curry issued a call for four companies of volunteers from Oregon. One of the governor's messengers galloped toward southern Oregon to seek enlistments among the miners along the California border. He encountered an agitated messenger bound northward to ask for help from Salem as Rogue Indians and their neighbors had broken loose again.

Oregon volunteers reported for militia duty -- October 13, 1855

they were to be sworn into duty by U.S. Army Major Gabriel Rains

they were to cooperate with Major Rains and his U.S. Fourth Infantry

but they were to remember Oregon Governor Curry was their commander-in-chief

Oregon Territory law made the militiamen subject to the governor's orders

Major Rains objected to this interpretation of the law

Rains demand to have all militia report directly to him

this was ignored by the Oregon civil and volunteer authorities

Oregon militia was composed of 763 men, rank and file -- and continued to increase

Major Gabriel Rains refused to supply arms to the militia

he had called for only four companies of volunteers from Oregon Territory

Governor Curry consulted with Colonel James Nesmith, Oregon Militia commanding officer,

modified orders were sent to Captain A.V. Wilson: **“You will bear distinctly in mind that your command you will not suffer [allow] to be mustered into the service of the United States.”**¹²⁵

OREGON MILITIA RANK OF MILITIA OFFICERS ADDED TO THE CONFUSION

U.S. Army Major Gabriel J. Rains commanded the regular army troops in the Pacific Northwest

however, Oregon Militia leaders were issues ranks that were higher than Major Rains

Militia Colonel James W. Nesmith commanded the Oregon Volunteers

William H. Farrar, was named Adjutant (Colonel Nesmith's assistant)

James K. Kelly was a Militia Lieutenant-Colonel (a rank higher than Major);

A.N. Armstrong and Mark A. Chinn served as Militia Majors;

Robert R. Thompson served as Militia Quartermaster

W.H. Fauntleroy, was appointed Assistant Quartermaster (to Robert Thompson)

and Shubrick Norrison and John F. Miller were Militia Commissaries

Oregon volunteers elected A.V. Wilson captain before they reported to Fort Vancouver

shaggy-haired, square-shouldered Robert Thompson

owned a Donation Land Claim at The Dalles

he served as Indian Agent there

and secured a federal contract for a freight service operation

LIEUTENANT WILLIAM SLAUGHTER MAKES CAMP IN THE WHITE RIVER VALLEY

After a march from Naches Pass, Slaughter reached the White River Valley

with his forty men of the U.S. Fourth Infantry Company C -- mid-October 1855

Camp Connell was established on the White River Prairie

to intercept any Eastern Washington warriors attempting an invasion

thus providing some protection to the settlers along Puget Sound

Lieutenant Slaughter's unexpected reappearance was a concern to the Puget Sound Indians

indeed, a potential general uprising dwindled off into sporadic hit-and-run Indian clashes

ACTING-GOVERNOR CHARLES MASON INVESTIGATES PIONEERS' CONCERNS

¹²⁵ *History of Pacific Northwest - Oregon and Washington*. Compiled and Published by the North Pacific History Company, P. 537.

Settlers living along the White River (Pierce County) were particularly concerned that Yakima Indians might cross Naches Pass join with local Indians in a campaign of terror
Acting-Governor Mason had heard concerns from settlers along the White River (Pierce County) he decided to assess the situation there for himself
he set out from Olympia with a contingent of soldiers
Mason spoke with several Indian leaders in the upper White River region
he concluded that it was all a mistake and there was nothing to be alarmed about
he continued on to Seattle where he delivered that message to residents
White River pioneers filtered back to their claims -- mid-October

GENERAL JOHN E. WOOL RESPONDS TO MAJOR HALLER'S FAILED MILITARY EFFORT

General Wool at his Benicia, California headquarters dispatched seventy soldiers to Fort Vancouver to bolster the military presence in Washington Territory and Oregon Territory
additional reinforcements were not available as the whole west coast had less than 1200 soldiers
only about 300 of these were in Washington and Oregon territories
General Wool also asked the War Department in Washington City for a regiment of soldiers to be sent as quickly as possible from the east coast
meanwhile, sporadic Indian attacks continued in both Washington and Oregon territories

ACTING-GOVERNOR CHARLES MASON ISSUES A CALL FOR WASHINGTON VOLUNTEERS

Lack of success by Major Granville Haller during his campaign against the Yakima Indians greatly elevated concerns for Washington Territory Acting-Governor Charles H. Mason
it was obvious that civilian help would be necessary to stop the Indians
of Eastern and Western Washington from uniting and conducting a general uprising
Acting-Governor Mason issued a call for two companies of militia volunteers -- October 14, 1855
Indian Agent Benjamin F. Shaw was authorized to gather recruits in Olympia and Clarke County to form two companies of volunteer militia
one to report to Fort Steilacoom: Company A
another to report to Fort Vancouver: Company B

WEAPONS WERE IN SHORT SUPPLY IN WASHINGTON TERRITORY

Territorial leaders were not able to arm those volunteers who were ready to serve
necessary equipment to maintain either an offensive or a defensive war was lacking
gold-seekers had carried off almost every weapon of any use
settlers were almost without guns and ammunition
many settlers had wives and children and were not willing to leave them unarmed

ACTING-GOVERNOR CHARLES MASON SECURES ARMS FOR HIS WASHINGTON MILITIA

Acting-Governor Mason requisitioned arms from Fort Steilacoom and Fort Vancouver for militia use
both posts were almost as poorly supplied as the territorial government
Mason asked Hudson's Bay Company's Puget Sound Agriculture Company for guns and ammunition for use if necessary
Hudson's Bay Company sent fifty guns and a large supply of ammunition
this confused the Indians who thought the company would support them

ADDITIONAL WEAPONS ARE DELIVERED TO THE *DECATUR*

Jefferson Davis hove-to alongside of the *Decatur* in Apple Tree Cove -- October 15, 1855

Decatur delivered a small store of arms to the revenue cutter

including a mounted a twelve-pounder

Decatur took on board ninety pounds of cannon powder and eight pounds of priming powder

which were aboard the *Jefferson Davis*

Jefferson Davis had also transferred aboard an Indian who was being held on grand larceny charges

after transferring the arms, powder and prisoner the *Jefferson Davis's* anchor was raised

hoisting her fore- and main-sails she departed for Vashon Island to anchor for the night

before continuing on to Steilacoom to deliver the prisoner to Fort Steilacoom

ACTING-GOVERNOR CHARLES H. MASON RECEIVES MORE STARTLING NEWS

Leschi and his two wives visited James McAllister and his family near the Nisqually River

Leschi told McAllister he was going to fight rather than give up his land

McAllister and his wife struggled to convince the chief to change his mind

Leschi warned McAllister that he could not be responsible

for what might happen to him, his family, or his property

if McAllister should join the militia company forming in Olympia

McAllister, at his claim on the Nisqually Prairie, penned a note

to bearded and bespectacled Acting-Governor Mason -- October 16, 1855

“We have information and are satisfied that Leschi, sub-chief and half Clikitat [sic] is and has been doing all he could possibly do to unite the Indians of the country to rise against the whites.”¹²⁶

SHIPS CONTINUE THEIR PREPARATIONS AROUND PUGET SOUND

USS *Decatur* sent a small boat with arms to Olympia for use by the territorial militia

before she started a cruise to show the flag around Puget Sound

Revenue Cutter *Jefferson Davis* worked her way south from Vashon Island through the Narrows

and came to anchor off the town of Steilacoom -- October 16, 1855

after dropping anchor a small boat was hoisted over the side to deliver the Indian prisoner

for incarceration and trial at Fort Steilacoom

Captain Maurice Maloney, commanding officer of Fort Steilacoom, visited the *Jefferson Davis*

with requests for supplies for Fort Steilacoom -- October 16, 1855

he needed manila rope for the pack horses

and a sight glass with case for the use of the commanding officer in the field

in the anticipated engagements with the Indians

ACTING-GOVERNOR MASON RECEIVES A MESSAGE FROM GOVERNOR CURRY

Oregon Territorial Governor Curry communicated with Washington Governor Charles Mason: **“Five companies of the regiment of Oregon mounted volunteers, authorized by my proclamation on the 11th day of October, have gone forward to the Dalles of the Columbia. The remainder will leave the**

¹²⁶ J.A. Eckrom, *Remembered Drums* P. 22.

rendezvous in a few days. This regiment will be an effective force of more than eight hundred men, as each company is much stronger in point of numbers than is prescribed by the proclamation. To obviate delay, if not positive failure in the enrollment of a volunteer force to meet the present critical emergency, I have been constrained to preserve a distinct military organization of the volunteer force from this territory. The officer in command of the regiment will be instructed to act in concert with the commanding officer of the United States troops in the field, as also with the officers of the forces raised under your proclamation on the 14th of October, and to co-operate with them in the prosecution of the campaign. I shall repair to the Dalles as soon as the regiment of Oregon mounted volunteers is on the march, and shall be pleased to meet and confer with you then, in the arrangement for persecuting the campaign.”¹²⁷ dated -- -- October 17, 1855

INDIAN SUPERINTENDENT ISAAC STEVENS WRITES ANOTHER TREATY

Superintendent of Indian Affairs Isaac Stevens held his next Treaty Council at Fort Benton (Montana) at the council ground along the Upper Missouri River near the mouth of the Judith River in Nebraska Territory

Commissioner of Indian Affairs Alfred Cumming in St. Louis was appointed to participate in the treaty talks along with Isaac Stevens
Cumming failed to appropriate the funds necessary for gifts to be provided the natives and also funds for annuities for their chiefs

Commissioner Cumming journeyed up Missouri River to assist Governor Stevens anyway
Articles of Agreement were signed by Blackfoot tribes living east of the Rocky Mountains who occupied the Upper Missouri and Yellowstone rivers
these included Piegan, Blood, Blackfoot and Gros Ventres bands of people
Blackfoot Treaty of Fort Benton was concluded -- October 17, 1855

Isaac Stevens had great success among the natives of Blackfoot Country:

- he promised annuities of clothing and other goods for twenty years amounting to \$400,000,
- he abolished slavery and war among the Indians,
- he excluded liquor from the reservations,
- Stevens established nine reservations containing over 60,000 acres

Blackfoot people agreed to 5,000 square miles of their land for their reservation
this arrangement was achieved in spite of the delays due to the laggard arrival of Commissioner of Indian Affairs Cumming's treaty gifts and annuities

in addition, Nez Perce and Flathead Indians who had accompanied Isaac Stevens Eastward made what proved to be a permanent peace with their old enemies the Blackfoot
(Blackfoot Treaty was ratified by Congress [April 15, 1856])

Seventy Nez Perce warriors led by Chief Spotted Eagle left the council site to return to their home (in today's Idaho)

LEADER OF THE FIRST COMPANY OF WASHINGTON TERRITORY MILITIAMEN IS NAMED

Charles H. (Packwood Charlie) Eaton was a sturdy man in his mid-thirties who was married to Chief Leschi's sister

¹²⁷ Journal of the House of Representatives of the Territory of Oregon, October 22, 1855, P. 44.

Acting-Governor Charles Mason named Eaton the leader of a yet-to-be-formed militia company

Captain Eaton was an excellent choice for leader of a militia force:

- he had come to Puget Sound with Michael Simmons and George Bush [184],
- he was thoroughly acquainted with the country and with the Indians,
- he was respected as a leader by his neighbors

WASHINGTON TERRITORY VOLUNTEER COMPANY OF EATON'S RANGERS IS FORMED

Captain Charles Eaton and his militia volunteers were to watch the mountain passes and act as a shield for the South Puget Sound settlements

Forty-one volunteers of Washington Territory Volunteers known as Eaton's Rangers assembled at 3rd and Main in Olympia to answer the Call to Arms -- October 19, 1855

they were received with great adoration as they accepted a silk flag sewn by Mrs. Cox and her daughter

other officers in addition to Captain Charles H. Eaton were elected:

James McAllister, a long-time pioneer of Thurston County [1844] and friend of Leschi was elected First Lieutenant,

Second Lieutenant James Tullis and Third Lieutenant Alonzo M. Poe,

First Sergeant John Harold, Second Sergeant Charles E. Weed, Third Sergeant W.W. Miller, and Fourth Sergeant S. Phillips,

First Corporal S.D. Reinhart, Second Corporal Thomas Bracken, Third Corporal S. Hodgdon, and Fourth Corporal James Hughes

Captain Charles Eaton ordered volunteer Lieutenant Andrew Jackson Chambers to go out and requisition horses -- Chambers considered that horse stealing he refused to do more than scout for signs of Indians

Captain Eaton and Lieutenant James McAllister traveled to Fort Steilacoom to acquire available supplies

other Rangers gathered on Yelm Prairie at Captain Eaton's homestead

Eaton's Rangers began construction on a blockhouse on Yelm Prairie to provide for the defense of the settlers during their absence

USS *DECATUR* CONTINUES HER TOUR OF PUGET SOUND

Decatur, conducting a cruise to display the flag around Puget Sound, was off Steilacoom

Decatur's small boat returned from Olympia to the ship -- October 19, 1855

pack saddles and blankets for the military post at Fort Steilacoom were delivered to the ship

REVENUE SERVICE PROVIDES ASSISTANCE TO FORT STEILACOOM

Captain Maurice Maloney at Fort Steilacoom once again visited the Revenue Cutter *Jefferson Davis* this time he requested the assistance of an officer to help in the field

to serve as a first lieutenant -- Saturday, October 20, 1855

When the request was made Revenue Marine Second Lieutenant James E. Harrison stepped forward to assist

COMPANY A FIRST REGIMENT WASHINGTON VOLUNTEERS IS FORMED

Eighty-five volunteers recruited by Indian Agent Benjamin Shaw

Judge Gilmore Hays was elected Captain of Company A
by a vote of 59 to 1 -- his being the only dissenting vote
Hays had earlier led a wagon train to the Northwest
losing his wife and several children to cholera along the way
Captain Hays was sworn into service under Captain Maurice Maloney
other officers included: First Lieutenant Jared S. Hurd and Second Lieutenant William Martin
Company A reported to Captain Maurice Maloney, Commander Fort Steilacoom
there they were mustered into military service with their own horses -- October 20, 1855

MILITIA COMPANY A SETS OUT FOR NACHES PASS

Captain Gilmore Hays led his men of Company A out of Fort Steilacoom -- October 21, 1855
on the march to Yakima Country by way of Naches Pass

U.S. ARMY CAPTAIN MAURICE MALONEY MARCHES TO NACHES PASS

Washington Territory Acting-Governor Mason wrote for assistance
to Captain Maurice Maloney the commander at Fort Steilacoom
asking troops be sent east to punish the Yakamas
Captain Maloney left Fort Steilacoom leading 115 members
of the U.S. Fourth Infantry Company A -- October 21, 1855
Captain Maloney had taken five officers and of all available soldiers at Fort Steilacoom with him
Accompanying Captain Maloney were
Captain Maloney's Aide-de-camp Pierce County District Colonel Abram Benton Moses,
Revenue Marine Second Lieutenant Harrison,
thirty-one packers and pack animals, one howitzer and necessary ammunition
No sooner had the force under Captain Maloney left Fort Steilacoom for Yakima Country
than the Indians west of the Cascade Mountains demonstrated they were aware
of the movements of the Yakima Indians and were in close communication

PROTECTING FORT STEILACOOM FALLS TO CAPTAIN WILLIAM PEASE

Lieutenant John Nugen was left with only ten men at Fort Steilacoom
seeing the situation at the post, Captain William Pease of the Revenue Cutter *Jefferson Davis*
directed ten of his sailors be given Perry carbines with ammunition and cutlasses
to temporarily garrison Fort Steilacoom
while the Fourth Infantry was involved in the field
Captain Pease gave the fort's quartermaster seventy-five pistol rounds
and 300 musket ball rounds for the fort's use -- October 21, 1855
remainder of the *Jefferson Davis's* crewman were kept at their regular chores
cleaning the ship, or sewing awnings for the cockpit, making chaffing gear for the rigging
and keeping up on various other maintenance duties on the ship

LESCHI MEETS WITH ACTING-GOVERNOR CHARLES MASON

Nisqually Indian leader Leschi strode into Charles Mason's Olympia office -- October 22, 1855
their talk in Chinook Jargon was frank -- Leschi told Mason that war might come
Mason tried to persuade Leschi to come and camp in town until things cooled down

as Mason understood the conversation Leschi agreed to this proposal
Leschi left -- but did not return

CHIEF LESCHI MOVES HIS PEOPLE OFF THEIR RESERVATION

Nisqually Indians joined by other Indian people moved to the vicinity of Connell's Prairie
Indian forces were located in a vast natural fortification suited for defensive warfare
where grass was available for their animals and salmon were plentiful for food
this area offered opportunities to strike at an enemy in any direction
or change their position at will to confuse and annoy an enemy
while safely escaping to a new position if the requirements of battle required it
here a very small Indian force might easily hold their ground and inflict punishment
two miles away to the northwest the White River roared through a deep canyon
which became a formidable barrier to cross in the face of an enemy
Leschi could easily place his men on the opposite bank from the soldiers
Puyallup River lay between Leschi's forces and the pioneer settlements
except for the few homestead along the river itself
Fort Steilacoom was twenty miles to the west
while Seattle lay northwesterly thirty miles away
(almost all of the battles west of the Cascade Mountains were fought
within five miles of this location)

COMPANY B OF THE WASHINGTON VOLUNTEERS IS FORMED

Indian Agent Benjamin F. Shaw recruited his second Washington Territory volunteer militia company
this time in Clarke County, Washington Territory
retired Oregon Territory Supreme Court Justice William Strong played an active role
William Strong was unanimously elected captain of Company B
Company B was accepted into the service of the United States -- October 23, 1855
they were ordered to report to Major Gabriel Rains, U.S. Fourth Infantry at Fort Vancouver
Company B hoped to be sent to escort Governor Isaac Stevens through hostile Indians country
on his return back to Olympia from the Blackfoot Council treaty writing

MAJOR GABRIEL RAINS PREPARES TO MARCH ON THE YAKIMA INDIANS

Major Rains wanted to move quickly against the Yakamas before winter set in
he prepared to advance on Yakima Chief Kamiakin who had encamped (at today's Union Gap)
with about 300 warriors
Major Rains organized a force of 370 soldiers made up of companies from the U.S. Fourth Infantry,
U.S. Third Artillery and a detachment of twenty Dragoons under Lieutenant Philip H. Sheridan
Major Rains was joined by about 400 militiamen
Oregon Territory George Law Curry had mobilized a cavalry regiment of militiamen
led by Oregon Militia Colonel James Nesmith
two companies of Washington volunteers also had been mustered into federal service
Militia Captain William Strong led the militiamen of Clarke County's Company B
Militia Captain George B. Goudy led seventy infantrymen of Company C out of Olympia
civilian packers completed the contingent of civilians attached to the military

CAPTAIN CHARLES EATON'S RANGERS RECEIVE THEIR ORDERS

Eaton's Rangers completed constructing a blockhouse on Yelm Prairie
to provide for the defense of the settlers in their absence

Captain Eaton received orders -- October 24, 1855

Indian difficulties were expected in the Yakima Valley

Eaton was to divide his militia company into three platoons **“to patrol the whole country between Snoqualmie Pass and the Southern Pass of the Cascades south of Mount Rainier, or Lewis River Pass, looking into each of these passes and intercepting any Indian that may be traveling the mountains from the seat of war.”**¹²⁸

they were specifically instructed to notify all Indians along their line of march

to move west to the shores of Puget Sound

willingness or refusal of the natives would determine whether they were friendly or hostile

hopefully, communication between the Indians on either side of the Cascades

would be stopped

Leschi was to be returned to Olympia

but no one expected much trouble from the Nisqually Indians who had always been peaceful

Lieutenant James McAllister had told his wife before he left that he could drive

the whole Nisqually nation into captivity with his cane -- not that that would be necessary

ONE PLATOON OF EATON'S RANGERS GOES IN SEARCH OF LESCHI

Nineteen men forming one of Captain Charles Eaton's platoons took to the field in search of Leschi
however, they seemed uncertain if they were to arrest him

or form an honor guard to escort him to Olympia for his own protection

James Wiley editor of the Olympia *Pioneer and Democrat* rode along to report on the adventure

Eaton's platoon of Rangers reached Leschi's Muck Creek farm

about ten miles southeast of Fort Steilacoom

they found a plow abandoned mid-furrow in a wheat field -- just before noon October 24, 1855

evidently Leschi and his wife Mary had departed in great haste

many head of horses and cattle milled about

Eaton's men helped themselves to fifteen head to take with them

Captain Charles Eaton and his Puget Sound Rangers made camp in Pierce County -- night October 24
about twelve miles east of Fort Steilacoom

MAJOR GABRIEL RAINS MARCHES OUT OF FORT VANCOUVER

Commander of the Pacific Military District Major Gabriel J. Rains led 370 soldiers

out of his Fort Vancouver headquarters up the Columbia River to Fort Dalles -- October 25, 1855

this force was much stronger than Major Haller's eighty-four soldiers

who had followed the same route to Fort Dalles

but the removal of these men left the posts West of the Cascades almost defenseless

Oregon Militia Colonel James Nesmith led a force of well-equipped and well-trained militiamen

composed of several companies of Oregon Territory volunteers out of Fort Vancouver

¹²⁸ J.A. Eckrom, *Remembered Drums*, P.23.

two militia companies from Washington Territory accompanied by civilian freight packers were to follow the Columbia River and enter Yakima Country from the Southwest
There was little contact between the military and civilian contingents
Rains and Nesmith cooperated in a spirit of individual loyalty -- each mutually ignoring the other
however mutual support, if needed, could be anticipated

ADDITIONAL CALL TO ARMS TAKES PLACE IN WASHINGTON TERRITORY

Four additional Washington Territory Volunteer militia companies were formed -- October 27, 1855

Company C, seventy infantrymen out of Olympia was led by Captain George B. Goudy

First Lieutenant was W.B. Affleck, Second Lieutenant J.K. Hurd,

First Sergeant Francis Lindler,

Second Sergeant A.J. Baldwin,

Third Sergeant F. W. Sealy,

Fourth Sergeants James Roberts, Joseph Walraven and E.W. Austin

Company D, fifty-five men out of Steilacoom led by Captain William H. Wallace
was constantly in the field

Company E, forty mounted men out of Thurston County furnished their own horses were led by
Captain Isaac Hays (not be confused with Captain Gilmore Hays of Company A)
they were in the field for much of the time on enlistment

Company F, sixty-three mounted men from Mound Prairie, Thurston County
who furnished their own horses were led by Captain B.L. Henness
this company was also in active field service

Once the muster rolls were filled they were listed

as the First Regiment of Washington Territory Volunteers

to serve "for three months unless sooner discharged"

these four companies were to be considered "a reserve home defense force"

but were liable at any moment to be called into action

unlike Oregon's militia, these men were to be mustered into the service of the United States
to avoid the confusion of rank suffered in Oregon, Acting-Governor Mason commissioned

Major Gabriel Rains as a Brigadier-General in the Washington Territory Volunteers

thus he would out-rank all Washington militiamen

James Tilton was commissioned as adjutant-general of the volunteer forces

At the same time, various settlements were constructing local blockhouses for their protection
and made other arrangement to strengthen their defenses

Olympians built a twelve-foot stockade along both sides of 4th Street from bay to bay

a blockhouse was built at the corner of 4th and Main (Capital Way)

with the town's cannon mounted there

EATON'S RANGERS MAKE A RECONNAISSANCE OF THE PUYALLUP RIVER

Captain Charles Eaton's Rangers continued their search for Leschi

but the road from Leschi's Mud Creek farm was difficult and soldering was a new experience
as yet no Indians had been seen

Captain Eaton decided it was safe to make camp on Bitting's Prairie
along the East bank of the Puyallup River

about a mile east of the Charles Baden (Bitting) house -- October 27, 1855
It was reported a large number of Indians were fishing the Puyallup River away from the settlements
Captain Eaton divided his command into two units to make a reconnaissance of that region
one squad was placed under the command of Lieutenant James McAllister
the other squad was led by the captain himself
Eaton began his investigation using the trail along the west side of Puyallup River
crossed the river at a ford almost being forced to swim across, at entered the settlement (Sumner)
where the Puyallup joins the Stuck (White) River
they entered a large prairie that was completely deserted
and followed up the Puyallup River for three miles crossing and recrossing the river
until meeting Lieutenant McAllister
who had thoroughly scoured the other side of the river
no recent sign of the Indians was discovered

CAPTAIN EATON AND LIEUTENANT McALLISTER RETURN TO CAMP

Both Captain Eaton and Lieutenant McAllister returned to their Puyallup River campsite
on Bitting's Prairie in the afternoon -- late evening October 27, 1855
for three miserable, hazard-packed days they had unsuccessfully sought Leschi
Irish-born Michael Connell rode into the camp
Connell was a bachelor as were most of his neighbors
he had mustered out of the army at Fort Steilacoom a few years before
Connell was not a member of the Rangers, but he was protecting the vicinity of his homestead
he farmed 230 acres that had become known as Connell's Prairie
Captain Charles Eaton's supplies were exhausted
Eaton received news Leschi was with a large party of Indians
between two hundred to five hundred people were fishing the White River
on Perkins Prairie (near today's Buckley) only three miles from Eaton's camp
six of Eaton's Rangers were sent to Fort Steilacoom for supplies and pack animals
led by Quartermaster and Commissary W.W. Miller
accompanied by two corporals and three privates
Lieutenant Poe was dispatched to Olympia to raise additional recruits
Lieutenant Tullis traveled to Grand Mound (Chehalis) to raise additional recruits

McALLISTER AND CONNELL RIDE OUT TO SPEAK WITH THE INDIANS

Lieutenant James McAllister asked for permission to reconnoiter the military road
leading toward the White River -- afternoon October 27, 1855
permission was granted with the instruction to return by evening
McAllister was accompanied by civilian volunteer Michael Connell and two friendly Indians
Clipwalen, a Canadian Indian who had been rescued from slavery as a boy
and been adopted by the McAllister family
Stahi, a Nisqually relative of Leschi
About an hour after Lieutenant McAllister had departed from camp
Captain Eaton was informed of a dangerous slough that interrupted the route
toward the White River

Eaton and James W. Wiley, editor of *Olympia Pioneer and Democrat*,
rode out about three-quarters of a mile to make a reconnaissance
to see how much labor would be necessary to make repairs to the slough
which ran into the White River
determining two men could complete the repairs in two hours they started back to camp
as Eaton and Wiley were riding back to rejoin the Rangers' camp
they heard a musket shot in the distance followed by another
then a volley of four or five shots -- then silence
McAllister's and Connell's fate of had been sealed on Bitting's Prairie
by hostile Indians led by Quiemuth
Eaton and Wiley quickened their pace back to Bitting's Prairie camp considerably

EASTON'S RANGERS PREPARE FOR A FIGHT

In the quiet interlude after the shots had been fired Captain Charles Eaton's Rangers,
now reduced in number to eleven, made preparations for the fight they knew was coming
they fortified Charles Baden's cabin which was built of thin cedar boards
finding this would not provide ample protection Captain Eaton abandoned the house
Eaton's Rangers moved to an Indian log cabin
which fortunately contained a supply of oats, peas, wheat, dried salmon skins and berries
they carried a cask of water into the longhouse
a log barn which could have provided cover for an attack was pulled down
lumber from the barn fortified the cabin
Rangers' baggage was transferred from Baden's house
brush was cleared from around the cabin to remove hazardous cover to give the Rangers
a clear field of fire
horses were picketed about two hundred yards northward of the cabin
Eaton's Rangers took refuge in the log cabin to defend themselves -- Saturday, October 27
Captain Eaton's volunteers were guided by no plan of attack or any plan of defense

EATON'S RANGERS HEAR BAD NEWS

First Indian they saw was Clipwalen who burst out of the woods -- October 27, 1855
he confirmed that Lieutenant James McAllister was dead
Stahi had joined the Indians who killed him

EATON'S RANGERS FACE A HOSTILE ENEMY

Indians began to appear in the brush across the road
from Eaton's makeshift fort -- 4:00 p.m., October 27, 1855
Orders were given to let the Indians shoot first but twenty-two-year old Andrew Laws had other ideas
he watched three Indians step into the open,
he fired putting a bullet through the head of the first Indian killed in the battle
through the deepening dusk scores of bullets slammed into the longhouse walls

EATON'S RANGERS SURVIVE THE NIGHT

Constant gunfire continued until after 2:00 A.M -- Sunday, October 28, 1855

when firing sputtered to a stop only militiaman Private Edward Wallace was slightly wounded
as a bullet nipped off part of his ear and entered his head

fortunately the bullet's velocity was spent and it did not penetrate his brain

Eaton's Rangers believed they had killed seven Indians but no one was sure

(Indian testimony later confirmed the number)

When the sun rose, the Indians were gone -- but so were the Rangers' horses

George McAllister, son of the slain lieutenant, volunteered to ride for help -- morning October 28

after a quick search of the area he found the Indians had taken all of the horses

except the one hidden by Eaton in the swamp

young McAllister saw no Indians and had no trouble reaching Fort Steilacoom

CAPTAIN MAURICE MALONEY REACHES NACHES PASS

Captain Maloney led his U.S. Fourth Infantry Company A across Naches Pass -- October 28, 1855

he had received orders to attack the hostile Indian tribes in Eastern Washington

Captain Maloney decided to make camp seven miles beyond the pass on a bank of the Naches River
and contact his superiors at Fort Vancouver

he had also become worried about a possible Indian outbreak in the Puget Sound region

and he knew no military units were available to stop it

Captain Maloney remained in camp to recruit pack animals and mounts

he would await developments and further instruction

Maloney's suspicions were well founded

ACTING-GOVERNOR MASON SENDS THE MILITIA TO SUPPORT CAPTAIN MALONEY

Washington Territory Acting-Governor Charles Mason sent two militia units to support Maloney:

- Company E, forty mounted men out of Thurston County led by Captain Isaac Hays
- Company F, sixty-three mounted men from Mound Prairie, Thurston County
led by Captain B.L. Henness

Captain Maurice Maloney received reports of vast numbers of warriors ahead

who greatly outnumbered his troops

Captain Maloney also learned that while Captain Isaac Hays

was on his way with Militia Company E but Captain B.L. Henness' Company F was delayed

CAPTAIN CHARLES EATON'S RANGERS RECEIVE SOME HELP

Three riders from Fort Steilacoom arrived in camp en route to Captain Maloney's camp

they entered the fortified longhouse -- 11:00 a.m., October 28, 1855

Captain Eaton decided to abandon the protection of the log cabin

his little band of militiamen had maintained their position for one hundred and one hours

without losing a man after the deaths of Lieutenant James McAllister

and civilian Michael Connell

Eaton and his Rangers trudged back toward Fort Steilacoom on foot

it seemed the I Indians had moved to somewhere else

WHITE RIVER MASSACRE TAKES PLACE

Indians attacked settlers along the White River ruthlessly butchering men, women and children

nine in all -- October 28, 1855

Johnny Icilius King told his story of the attack to Ezra Meeker at a later date
(Mrs. Eliza Jane Smail had married John King -- together they had a son: Johnny Icilius King
Mrs. King was left a widow when her twenty-three-year-old husband
was killed in a gold mining accident on California's American River [1850]
after his arrival just a few weeks before
Eliza Jane King married her deceased husband's first cousin, Harvey H. Jones [1851]
two more children, Eliza Olive Jones and Harvey Percival Jones were born
Harvey and Eliza Jones decided to go West to start a tree nursery and dairy farm
with their three children accompanied by Eliza's brother John Smail
Harvey Jones and most of his neighbors had arrived in the migration of [1853]
Harvey and Eliza Jones took up a claim near William and Elizabeth Brannan's farm
on the bank of the White River [between today's Auburn and Buckley]
two years of work by the pioneers had produced productive farms
Jones could even afford a hired hand, Enos Cooper)
Harvey Jones lay bedridden with pleurisy (a painful inflammation of the lungs)
his three children, step-son Johnny Icilius King Jones age six,
Eliza Olive Jones age four and Harvey Percival Jones age two were seated
around the breakfast table with their mother -- 8:00 a.m., Sunday, October 28, 1855
as was farm worker Enos Cooper
sounds of Indians were heard just outside the cabin door -- a common occurrence
Eliza Jones opened the door to face an Indian holding a musket
she caught sight of a second Indian crouched at the corner of the house
with his musket pointed at her
she quickly slammed the door and dropped the crossbar into the slots in the doorjamb
before she shoved her children to the floor
Eliza Jones found her husband's five-shooter pistol and fired blindly until it was empty
when the shooting stopped, she led her children into their bedroom
there she told them to lie on the floor as she covered them with a feather bed
after she left Johnny King, her oldest child, peeped over the windowsill
where he saw a dozen warriors attacking the cabin
Harvey Jones got out of his sickbed and was shot
he died as bullets continue to crash through the window
Enos Cooper, at Mrs. Jones urging, tried to escape
he lunged through a window and ran for cover -- but did not make it to safety
Eliza Jones went out through the same window
she was fell wounded only a few feet from the cabin -- shot through the lungs
after some time the firing stopped and Johnny King took charge of his siblings
he led his sister and brother south toward a neighboring cabin -- probably William Brannan's
after only a short walk, Johnny found a rounded depression in the ground
he left his siblings there covering them with brush
he warned them to be very quiet until he could return for them
reaching the Brennan's cabin, Johnny found the door open and windows broken out
debris was everywhere, but no one could be found

Johnny returned to his sister and brother

CHILDREN'S ORDEAL CONTINUES AT WHITE RIVER

Cautiously Johnny King led his sister and brother back to their home

only to find their cabin burned to the ground -- late afternoon Sunday, October 28, 1855

Johnny found his mother dying in the front yard -- later he said, **"I came on my mother, prostrated upon the ground, some hundred feet or so Southwest from the remains of our dwelling. She was yet alive. She told me I must take the children and go to Mr. Thomas's. I did not want to leave her but she told me it was best, that she could not live and that I might save the children."**¹²⁹

Walking along the trail to the Thomas' cabin the children met an old Indian, Tom Vollochot, whom Johnny recognized and trusted from encounters with him at the school

"Old Tom" led the children to his home where his wife fed them
as evening approached the children fell asleep

LESCHI CONDEMNED THE INDIAN ATTACKERS

Leschi had planned to cross Naches Pass and join with the Yakima Indians

in their effort to drive out the white invaders but he had stopped to join with those willing to fight in Western Washington Territory

News of the attacks at the homesteads caused Leschi to berate those who participated in the attack on the settlers -- especially defenseless women and children

to his mind the war was against the soldiers -- not against the settlers

Dissent between those for and against the massacres divided the Indian camp

NEWS OF THE WHITE RIVER MASSACRE REACHES SEATTLE

When a small group of White River refugees

arrived in Seattle -- 10:00 p.m., Sunday, October 28, 1855

Joe Lake announced his homestead had been attacked that morning

he had been slightly wounded by a bullet when he stood in his doorway

he also told of gunfire and hearing screams to the south

It was obvious several families had not fled with the others

CHILDREN REACH SEATTLE

Sometime during the night Old Tom awaked the children

he told them it was time to go as the moon was bright

Johnny King and his siblings were loaded into the Indian's canoe and they set out for Seattle

under a bear skin they rode to the mouth of the Duwamish River

they were delivered to another Indian, Dave, who took the children to the *Decatur* in Elliott Bay where they arrived about 1:00 a.m. -- October 29, 1855

NEWS OF THE WHITE RIVER ATTACK REACHES THE PUYALLUP VALLEY

Abraham Salitat, a Puyallup Indian, rode through the Puyallup Valley

carrying news of the White River Valley attack -- between midnight and dawn October 29, 1855

¹²⁹ Ezra Meeker, *Pioneer Reminiscences of Puget Sound: The Tragedy of Leschi*, P. 297.

he warned the eighty settlers living there of the uprising
(within twenty-four hours nearly all of them knew that war had begun)
(an historical marker near the Puyallup River bridge on Levee Road commemorates Salitat
because the Indians did in fact plan to attack Puyallup Valley
Abraham Salitat was later killed by his people as a traitor)
Panic followed news of the attack

SEATTLE VOLUNTEERS SET OUT FOR THE WHITE RIVER

Captain Christopher Hewitt led fifty-five militiamen and four Canadian Indians
up the White and Green rivers -- early Monday, October 29, 1855
although not officially on the muster rolls as a militia unit, these men were determined
to rescue the living and bury the dead

PUYALLUP SETTLERS STREAM DOWN MILITARY ROAD TO FORT STEILACOOM

Warned by Chief Abraham Salitat settlers gathered what they could of their possessions
and prepared to flee to Fort Steilacoom -- October 29, 1855
All day pioneers endured a terrifying wait on the banks of the Puyallup River
as wagons were broken apart and ferried in pieces across the river
Following reassembly they made a hasty ride down muddy, rutted military road to Fort Steilacoom
everyone who set out arrived unharmed
Fort Steilacoom and the town of Steilacoom did their best to provide shelter
as the great mass of refugees gathered
women and children were put into barracks -- men were assigned to tents
Fort Steilacoom was too large and its buildings too scattered to build a stockade around the post
only shallow trenches, which offered no protection, marked the post's perimeter
livestock was herded together and a watch was put over the herd
Some families found shelter two miles away in the town of Steilacoom
Ezra Meeker noted: **“As we approached the Fort, each converging road was lined with loaded
wagons carrying all sorts of plunder hastily gathered together. Some had come with but little, not
even waiting to bring bedding, while others had been less heedless and brought a great share of their
goods. Others it would seem had left nothing behind, even bringing the chicken coop, cats, dogs,
pigs, and all, and many were driving their cattle before them. But what shall we do? was the
question. There was no room at the fort.”**¹³⁰

WASHINGTON TERRITORY VOLUNTEERS ARRIVE IN YAKIMA COUNTRY

Two Washington militia companies reached the southwest region of Yakima Country
they had been placed under the command of Captain Gabriel Rains
they were to work in concert with Colonel James Nesmith and his Oregon Mounted Volunteers
Militia Captain William Strong arrived with the mounted militiamen of Company B
Militia Captain George B. Goudy arrived with his seventy infantrymen of Company C
civilian mule skinnners completed the Washington Volunteer command -- October 29, 1855

¹³⁰ Meeker, Ezra. Ventures and adventures of Ezra Meeker...., P. 238

OREGON VOLUNTEERS ARRIVE AT FORT DALLES

Colonel James Nesmith's of the Oregon Mounted Volunteers arrived in the region of The Dalles -- October 29, 1855
Camp was established across the Columbia River from Major Gabriel Rains who was at Fort Dalles there Colonel Nesmith waited for his supplies to arrive from Fort Vancouver
Nesmith also waited for Captain Nathan Olney, Oregon Sub-Indian Agent, to arrive to report on the location and intention of the Walla Walla Indians

MAJOR GABRIEL RAINS REFUSES TO SUPPLY THE OREGON VOLUNTEERS

Major Rains declared he had no authority to furnish supplies to Nesmith's volunteers from the stores at Fort Vancouver unless the volunteers were first mustered into military service as regular soldiers
Colonel Nesmith maintained Oregon Governor Curry's position that the Oregon volunteers would continue to act as an independent unit under the command of the Oregon governor
Major Gabriel Rains agreed to accept the services of five Oregon companies this was all that had been requested by the Oregon governor
Rains declined to furnish arms, ammunition or equipment for the additional Oregon companies those militiamen who were not accepted by Major Rains were sent home this left Colonel Nesmith with only 112 Oregon militiamen in his command

GOVERNOR ISAAC INGALLS STEVENS RECEIVES DISTRESSING NEWS

Washington Territory Governor Isaac Stevens left the Fort Benton treaty grounds following the departing seventy Nez Perce Indians who were returning to their own homes
Stevens' party consisted of twenty-five men with poor and spent animals carrying only a few arms and little ammunition
however, they believed their return West would be through a territory of friendly Indians
When Washington Territory Governor Stevens was thirty-five miles west of Fort Benton (Montana) when courier W. H. Pearson rode into Stevens' camp -- evening of October 29, 1855 after a ride of more than 500 miles if the route had been strait -- which it was not he was so spent he had to be helped from the saddle
his message was disastrous: tribes were up in arms from California to Canada he panted out an exaggerated account using as many of the few details as he knew it was believed Cayuses, Walla Wallas and Coeur d'Alenes were disposed to hostilities but he was not aware of the uprising faced by the settlers along the White River
Stevens' treaties which were to make him famous had failed
messenger also added an urgent recommendation from military officials in Washington Territory that Stevens not try to reach his office by riding west through hostile territory but that he retreat instead down the Missouri River to St. Louis and journey home by way of Panama
Stevens refused the advice although his small, poorly armed escort was entirely unprepared for hostility
Stevens halted his progress toward home from Fort Benton he dispatched Washington Territorial Secretary C.A. Doty back to forts Campbell and Benton to procure fresh animals, arms and ammunition

every effort was afforded to make haste

Stevens then hurried ahead of the supply train which had accompanied him

FORT NISQUALLY LEARNS OF THE FIGHT ON BITTING'S PRAIRIE

Indians carried garbled news of the murders of Lieutenant James McAllister civilian Michael Connell to Fort Nisqually -- October 30, 1855

Puget Sound Agriculture Company men quickly began preparations and fortified the gate of their post

MAJOR GABRIEL RAINS TAKES TO THE FIELD IN YAKIMA COUNTRY

Major Rains wanted to move quickly against the Yakamas before winter set in without waiting for support from Militia Colonel James Nesmith,

Major Rains began his march out of Fort Dalles

bound for Yakima Country -- October 30, 1855

Rains led a force of 370 soldiers carrying twenty days' worth of provisions

these were composed of companies from the U.S. Fourth Infantry

also placed under Major Rains' command were members of the recently arrived Third Artillery

twenty heavily armed Third Artillery Company D Dragoons (mounted soldiers)

under the command of Lieutenant Philip H. Sheridan

they were freshly arrived from battles on the Rogue River

this unit was armed with a howitzer

Accompanying Major Rains' Regular soldiers were about 400 militiamen

Oregon Territory militia was under the command of Oregon Militia Colonel James Nesmith

two companies of Washington volunteers and civilian packers completed the combined forces

Militia Captain William Strong led the militiamen of Clarke County's Company B

Militia Captain George B. Goudy led seventy infantrymen of Company C out of Olympia

INDIANS OF EASTERN WASHINGTON CANNOT AGREE ON STRATEGY

Yakamas and other Columbia Basin tribes were not of a single mind regarding resistance

chiefs under Yakama Chief Kamiakin argued for patience and cooperation

Walla Walla Chief Peu-Peu-Mox-Mox complained bitterly about the treaties

that had been forced on the Indians by Governor Stevens and encouraged resistance

other tribes, Palouse, Cayuse, Nez Perce, Wenatchee, Spokane and Coeur d'Alene,

chose to stay out of the conflict

Chief Kamiakin learned of the enemy's approach from scouts under Qualchan

this was a much larger force than Kamiakin had anticipated

he had sent about half of his 600 warriors to help defend the Walla Wallas and their country

many individual warriors arrived in Yakama Country to help stop the white invasion

this gave army officers the impression that all of the tribes were resisting

COMPANY D OF THE WASHINGTON VOLUNTEERS IS ORGAINZED

Militia Company D was mustered in Steilacoom for three months of service -- October 30, 1855

commanded by Captain William H. Wallace -- a lawyer who dabbled in politics

Wallace was issued a Colt Navy pistol and a cutlass as symbols of his position

Militia Company D was composed of fifty-two officers and men

forty-one from Steilacoom, seven from Port Gamble and three from Dungeness one militiaman, Private Bell (an Indian), had been born in the Northwest remainder were from the Eastern U.S., England, Ireland, France and Germany occupations of these volunteers varied twenty-four were farmers, others were sailors and carpenters and miscellaneous employees from a clerk to a hatter to a blacksmith (during the three month tour of duty two officers resigned, two died of enemy gunfire and one private was found unfit for duty)

EATON'S RANGERS ARRIVE AT FORT STEILACOOM

After their two day walk from Charles Baden's cabin on Bitting's Prairie Captain Charles Eaton's Rangers stumbled into Fort Steilacoom -- October 30, 1855 they reported the loss of Lieutenant James McAllister and Michael Connell It was necessary to inform the troops in the field about the White River Massacre Captain Maurice Maloney was somewhere in the vicinity of Naches Pass accompanied by Captain Isaac Hays and his Militia Company E it also was necessary to inform Major Gabriel Rains at Fort Vancouver of this change in situation warning them would be difficult as hostile Indians could be anywhere along the way

WILLIAM TIDD VOLUNTEERS TO SERVE AS A MESSENGER

William Tidd a quiet and unassuming Steilacoom carpenter and member of Eaton's Rangers had just returned with the Eaton's Rangers from Bitting's Prairie because he had fastest horses in the region he volunteered to make the ride to deliver the message With just two hours rest Tidd and six men rode out of Fort Steilacoom by the light of the moon carrying a collection of military dispatches to Olympia -- night October 30, 1855 After delivering the military dispatches from Fort Steilacoom to Olympia William Tidd continued his ride to Naches Pass carrying dispatches for Captain Maloney Tidd passed unharmed across Bitting's Prairie where McAllister and Connell had been killed before reaching the Naches Pass region to warn Captain Maurice Maloney

A NIGHT OF FEAR AT FORT STEILACOOM

U.S. Army Second Lieutenant John Nugen in command of Fort Steilacoom issued a Call to Arms to the citizens of Steilacoom to raise a company of forty volunteers they immediately responded Nugen visited the *Jefferson Davis* again asking to be reinforced at the fort -- October 30, 1855 Captain William Pease then detailed First Lieutenant E.O. Murden with five armed seamen to help protect the fort Several men were also detailed to bring seven rockets from the ship up the hill to Fort Steilacoom for night signals in case any help was needed immediately from the ship At sunset that day aboard the *Jefferson Davis* all the cannons were loaded with grape shot and run out along with loading all the remaining Perry carbines in preparation for any hostilities that might ensue during the night

CONFIRMING DEATH ALONG THE WHITE RIVER

Captain Christopher Hewitt and his forty-four Seattle volunteers after two days of hard work reached the home of W.A. Cox which they found robbed -- Wednesday, October 31, 1855
Cox, along with his wife, had fled the scene with settler Joe Lake
who had been wounded in the attack but not seriously
as they fled they warned the family of Moses Kirkland who also escaped
Captain Hewitt's volunteers continued to the Harvey Jones homestead -- home of the three children
Jones' house had been burned to the ground and Harvey Jones' body with it
body of Eliza Jane Jones was found some thirty yards from the house
shot through the lower part of the lungs
her face and jaws were horribly broken and mutilated apparently with the head of an axe
Enos Cooper, the Jones' hired man, was found about one hundred and fifty yards from the house
with a bullet in his chest
After burying the bodies Captain Hewitt and his militiamen
moved on to the William Brannon farm a mile away
William Brannon's body showed signs of a violent struggle
Indians had used one of their favorite weapons -- a sharpened sawmill file
Mrs. Brannon and her infant son, about ten months old, were found at the bottom of the well
she had been stabbed in the back and head and also just below her heart
before being thrown in head first after her naked baby
this infant had no noticeable marks of violence but had drowned
Captain Hewitt next went to the George E. King claim (no relation to young Johnny King)
George King and their two little children lie dead in the ashes of their home
which had been burned to the ground
Mrs. King was some thirty yards from the house
she had been shot through the heart and was horribly mutilated
their four-year-old son, Johnny King (not to be confused with Johnny Icilius King)
had been taken captive by the Indians
Captain Hewitt learned approximately 150 Indians were prowling in the vicinity of his camp
he returned hastily to Seattle
but on the return the body of Simon Cooper was also discovered by the Seattle militiamen

CAPTAIN MAURICE MALONEY LEARNS OF THE CONDITIONS AROUND PUGET SOUND

Captain Maloney was still in camp near Naches Pass where William Tidd eventually found him
Tidd rode into camp and delivered the upsetting news about the recent events
in the White River Valley -- October 31, 1855
Captain Maloney wrote two dispatches
one to Acting-Governor Mason informing him of his decision to return to Western Washington
second dispatch was addressed to Colonel Gabriel Rains then on the march to Yakima Country:
"I have concluded that it is my duty to return to Steilacoom"

CAPTAIN MALONEY SENDS HIS DISPATCHES TO OLYMPIA AND FORT STEILACOOM

Captain Maurice Maloney asked for volunteers to serve as express riders to deliver his dispatches
seemingly tireless William Tidd once again volunteered to carry the dispatches

along with Thurston County Sheriff John Bradley -- October 31, 1855
Both express riders were accompanied by five escort riders
Captain Maloney's Aide-de-camp Pierce County District Colonel Abram Benton Moses,
Thurston County District Lieutenant-Colonel Joseph Miles
George R. Bright, Dr. Matthew P. Burns and Antonio B. (Tony) Rabbeson

MILITARY SHIPS PROVIDE PROTECTION AND ARMS

Captain William Pease of the Revenue Cutter *Jefferson Davis* received an urgent request
from Washington Territory Adjutant-General James Tilton who reported town of Steilacoom
was in need of military ordnance for protection -- Wednesday October 31, 1855
Captain Pease had two twelve-pound cannons with carriages hoisted overboard
along with twenty-five cartridges, twelve rounds of shot, eight stands of grape shot and primers
along with twenty-four wads of packing
Captain Pease also loaned part of his crew to the Fort Steilacoom based units
these revenue marines added considerably to the defense of the town of Steilacoom
by helping to keep hostile forces at bay
remaining crew members still carried out their duties aboard the *Jefferson Davis*
as the revenue cutter continued to function in the Puget Sound region
Steamer *Port Townsend* also provided protection as she traveled to Olympia with arms for that town

CONNELL'S PRAIRIE IS REACHED BY THE EXPRESS RIDERS AND THEIR ESCORT

After leaving Captain Maloney's camp along the Naches River
Express Riders William Tidd, Sheriff John Bradley and their escort
of Colonel Abram Benton Moses, Lieutenant-Colonel Joseph Miles
George R. Bright, Dr. Matthew P. Burns and Tony Rabbeson
began across Connell's Prairie -- afternoon Wednesday October 31, 1855
Without warning the seven men found themselves in a camp
composed of Indians from several villages -- 3:00 p.m.
these natives were watching for soldiers coming from Fort Steilacoom out of the west
no guard was posted to the east as they were not expecting riders from that direction
during the brief, anxious and confused meeting
hotheaded and unpredictable Militia Surgeon Dr. Matthew P. Burns
got the idea he would kill Leschi
somehow he mistook a young Indian for the middle-aged Nisqually chief
and wrenched a pistol from the astonished young man's hands
Burns had to be restrained by his companions to prevent the young Indian's murder
express riders and Indians then expressed words of friendship
riders bargained for moccasins from the Indian women
Colonel Abram Benton Moses asked what they knew about a burned cabin along the trail
these Indians denied any responsibility
William Tidd, who had recently spent a night a terrifying in the nearby fortified cabin
with Eaton's Rangers, knew better
one of the Indians said the people responsible were on the prairie
tending their animals for the winter

(some of the express riders later swore the Indian was Leschi)
After this encounter Tidd's Express Party started down a narrow dirt road across Connell's Prairie
they turned west through a swampy area thick with brush and alder trees
they rode into the slough Captain Eaton and Joseph Wiley had inspected three days before
this road was barely wide enough for a single wagon track
with a great deal of fallen timber and thick underbrush on either side
mud and water were very deep in the swamp for a full three-quarter of a mile

WILLIAM TIDD'S EXPRESS PARTY IS AMBUSHED

As Tidd's Express Party struggled through the swampy thicket, Indians put up a volley of musket-fire
Lieutenant-Colonel Joseph Miles (sometime referred to as Joseph Miller)
was struck in the neck by a bullet that exited through his chest
he fell into the mud and his companions called for him to grab a stirrup
one of them led Miles' horse out of the swamp by the bridle
Miles lost his grip on the stirrup -- he was too weak to move
he gasped that he was dying, but they should make their escape
Express party left the dying Joseph Miles -- October 31, 1855
as the escorts rode away, William Tidd was hit in the head by three buckshot pellets
but they did not penetrate his skull
William Tidd and the Express party rode back through the swamp to the slough
their horses plodded through in single file
when a burst of musket fire poured out of a tangle of willow and salal

COLONEL ABRAM BENTON MOSES IS KILLED

Colonel Moses was struck in the back on the left side
musket ball exited through his right breast immediately under his heart
however, Moses managed to stay in the saddle through the slough for a mile-and-a-half
Colonel Moses fell from his horse and was too weak to get back in the saddle
his companions carried him 200 yards off the trail
where they wrapped him in their overcoats and hid him in the brush
Like Joseph Miles, Abram Moses was left behind -- Wednesday, October 31, 1855
as the five remaining members of the Express party rode on looking for help

WILLIAM TIDD AND HIS EXPRESS RIDERS ENCOUNTER A FIGHT ALONG FENNELLS CREEK

When William Tidd and the remainder of his Express party reached a bluff above Fennell's Creek,
(south of today's Sumner near Military Road) -- Wednesday, October 31, 1855
they spotted another ambush
they dismounted and charged into the brush
three men on one side and two men on the other
there was fierce hand-to-hand combat -- four Indians were killed
remaining Indians fled as erratic Dr. Burns shouting after them waded into the creek
Tidd and his companions cried out for him to come back
but he ran on toward an almost certain death -- disappearing into a stand of alder
there were wild yells, three shots and silence

William Tidd, John Bradley George R. Bright and Antonio B. (Tony) Rabbeson had lost their horses
they walked back to where they had left the still-living Colonel Moses
but there was nothing they could do for him
they stayed hidden until dark and debated what they should do next
should they try to make their way back to Captain Maurice Maloney's command
or press on to Fort Steilacoom with the dispatches
it was decided to continue on to Fort Steilacoom
they promised Colonel Moses they would return back to him as quickly as possible
William Tidd, John Bradley George R. Bright and Antonio B. (Tony) Rabbeson
worked their way down a steep bluff to Fennel Creek below (Victor Falls)

INDIANS ON CONNELL'S PRAIRIE REMAIN DISCONTENT

There was a general concentration of hostile Indians at Connell's Prairie and the Green River
following the killing of Lieutenant James McAllister and Michael Connell [October 27],
the massacre on the White River settlers [October 28],
and the ambush killing Express Riders Abram Moses and Joseph Miles [October 31]
Three primary bands of Indians maintained hostilities west of the Cascade Mountains
Nisquallies, Puyallups and White River or Duwamish Indians
fully one hundred and fifty fighting men had assembled and had to be fed
in addition to numerous women and children
fish abounded in all the streams at that season of the year
if fishing was interrupted at one place the women could find salmon elsewhere
here the Indians were surrounded by food even up to the impenetrable foothill forests

ACTING-GOVERNOR MASON NEEDS ARMS AND AMMUNITION FOR THE MILITIA

Mason dispatched messages to two U.S. captains aboard their respective ships -- November 1, 1855
Captain William Pease, Commander of the United States Revenue Cutter *Jefferson Davis*
Commander Guert Gansevoort of the U.S. Navy Sloop-of-War USS *Decatur* then at Seattle
Mason requested they furnish and forward weapons to Olympia as quickly as possible
for the arming of a volunteer light infantry with mounted men

Captain Pease replied saying: **"Sir, I have the honor to acknowledge the receipt of your letter of the 14th ... relative to the forwarding of arms for the use of the volunteers recently called into the field by your Excellency (sic). Unfortunately this vessel was [only] partially provided with arms on sailing from New York. I send you however as many as I can properly spare, with 350 rounds of musket cartridges and regret that I cannot fully comply with your request."**¹³¹

in addition to the musket cartridges Captain Pease supplied a considerable number of small arms
cannons from the *Jefferson Davis* were mounted at the stockade in Olympia
where they remained until the end of hostilities west of the Cascade Mountains
Captain Pease also provided the services of twenty well-armed marines
to be landed anywhere they were needed

Decatur's Commander Guert Gansevoort replied he had, using his own credit, purchased all the arms
which could be procured in the town of Seattle

¹³¹ Message of the Governor of Washington Territory, Olympia 1857, P. 105.

Gansevoort also stationed Lieutenant Drake and two twelve-pounders with fixtures complete together with a large quantity of ammunition to assist in Seattle's defense
Decatur sailed to Apple Tree Cove (Kingston) to show the flag
in an effort to raise the morale of the settlers and discourage the fighting spirit of the Indians

EXPRESS RIDERS WALK BACK TOWARD FORT STEILACOM

William Tidd, Sheriff John Bradley, George Bright and Tony Rabbeson walked cross-country from (Victor Falls) on Fennel Creek to the Puyallup River
where they arrived about noon November 1, 1855
fear of Indians had forced them to stay off the roads
They remained in hiding until long after dark at the edge
of the Isaac Lemon (sometimes Lemmon) Prairie (south of Sumner and east of Alderton)
when they finally felt secure enough to continue

SITUATION AT FORT STEILACOOM REMAINS TENSE

Second Lieutenant John Nugen, commander at Fort Steilacoom, wrote to Acting-Governor Mason: **"I have nearly all the women and children in the country at the post and will of course protect them. I would respectfully request that all men in this section of the country be called out, as I am firmly of the belief that we are to have a general Indian war in this vicinity. Send me down cartridges at the earliest moment, as it is reported the Indians are to make an attempt at taking our fort tonight."**¹³²

this report was dated November 1, 1855
an attack never came

CAPTAIN MAURICE MALONEY INVESTIGATES NACHES PASS

Captain Maloney leading the Fourth U.S. Infantry Company A
accompanied by Captain Gilmore Hays and his Militia Company A
had spent three days searching the Naches Pass area without making contact with the enemy
Maloney found caches of Indian provisions, which he destroyed -- November 1, 1855
several Indian mares and colts were killed as they were of no service to the troops
some stray Indian cattle were also found and killed which furnished food for the troops
Captain Maloney received word that Major Gabriel Rains
had been delayed in his departure from Fort Vancouver
this left Maloney and his 202 men alone to confront the whole Indian force
they were compelled to return to their camp along the Naches River

HUDSON'S BAY COMPANY PROVIDES ADDITIONAL SUPPORT

Hudson's Bay Company Governor of Vancouver Island James Douglas sent the steamer *Otter*
to Olympia to display to the Indians that they could not count on company support
he also delivered fifty stands of guns -- half of what was available to defend Victoria if necessary
ten barrels of gunpowder and a large supply of lead

¹³² Appendix to the Congressional Globe, Washington and Oregon War Claims -- Mr. Stevens, P. 491.

FROM CALIFORNIA GENERAL JOHN ELLIS WOOL ORDERS MORE TROOPS BE SENT NORTH

Department of the Pacific Commander General John E. Wool

at his headquarters in Benicia, California

believed the volunteer militias were both illegal and inefficient

he said the territorial governors threw the militia into the field at the least sign of emergency

especially noted to receive Wool's disdain were those who volunteered and asked to be paid

General Wool maintained that war should only be carried on through defensive action

he was opposed to the territorial authorities punishing the Indians for their past misdeeds

in fact, he was so bitterly prejudiced against territorial official, their volunteers and their people

that the general's sympathies were entirely with the natives

he believed it was his highest duty was to protect natives from the local officials

he had no word of encouragement nor temperament to assist the settlers

After reading Major Gabriel Rains' reports of the Indian outbreak in Eastern Washington

and in King and Pierce Counties, Department of the Pacific Commander General John E. Wool

at his headquarters in Benicia, California ordered troops stationed in California and Oregon

into Washington Territory

additional reinforcements were not available as the whole west coast had less than 1200 men

only about 300 of these were in Washington and Oregon territories

Captain E.O.C. Ord's U.S. Third Artillery Company B was ordered to march out of California

to reinforce Major Rains

Captain Edward Fitzgerald's Company of Third Artillery First Dragoons was ordered

to march from Fort Lane, Oregon northward with all haste to Yakima Country

(Fort Lane in the Rogue River Valley was named in honor of General Joe Lane

first Governor of Oregon Territory [1853])

Captain Erasmus D. Keyes' Third Artillery Company M

was ordered from the Presidio, California to push northward with all haste to the seat of war

at the same time General Wool asked the War Department in Washington City

for an additional regiment of soldiers to be sent as quickly as possible from the east coast

(in response this request the U.S. Ninth Infantry was ordered to California [December 1855])

CAPTAIN MAURICE MALONEY AND LIEUTENANT WILLIAM SLAUGHTER UNITE

Due to snow so deep on Naches Pass that forage for his animals was impossible to uncover

Captain Maloney decided to return west of the mountains

with his command to protect the Puget Sound settlements

Captain Maurice Maloney's 162 soldiers of the Fourth U.S. Infantry Company A

along with Captain Gilmore Hays Volunteer Company A's forty militiamen

reached Lieutenant Slaughter's camp of forty-one men of Fourth U.S. Infantry Company C

on Connell's Prairie during the night of November 1, 1855

Captain Maloney had a force of 243 soldiers and militiamen under his command

WILLIAM TIDD AND HIS EXPRESS PARTY COMPLETE THEIR WALK TO FORT STEILACOOM

Long after nightfall when they finally felt secure the Express Riders set out from Lemon's Prairie

William Tidd, John Bradley George R. Bright and Tony Rabbeson traveled all night

in a miserably cold rain that chilled them to the bone

as they forded the Puyallup River on one occasion they saw a pair of Indians
but were fearful of risking a shot since the noise would alert other Indians
since the [October 31] ambush they had plodded on without food
through a mind-numbing array of brush, swamps and streams
They trudged through the gloom toward Fort Steilacoom
they stumbled at last into a fortified camp at the house of Thomas and Agnes Tallentire
on Clover Creek (southeast of Steilacoom) -- about 3:00 a.m., November 2, 1855
slowly they continued their walk to Fort Steilacoom arriving early in the morning -- November 2

VOLUNTEERS ARE DISPATCHED TO RETRIEVE THE BODIES OF MOSES AND MILES

After William Tidd and his escorts reported the incidents at Bitting's Prairie
an armed party of volunteers was dispatched from Fort Steilacoom
to bring in their bodies -- November 2, 1855
when they arrived at Lemon's Prairie they were startled to find Dr. Matthew Burns alive
at Isaac Lemon's abandoned homestead
between the east bank of the Puyallup River and the foot of Elhi Hill
Burns related his story leaving no detail untold as he blustered about (and enhanced) his exploits
Indians had hunted him through the brush with dogs and torches for over a mile
until he shot the last of his seven pursuers dead
his horse had been shot through the kidneys the doctor explained with medical precision
he had then concealed himself (in fact only his head) in a barley sack
(days later the doctor's horse wandered into camp unharmed)
Volunteers returned to Fort Steilacoom bringing an animated Dr. Burns with them

OREGON MILITIA SETS OUT FOR FORT WALLA WALLA

Oregon Militia Lieutenant-Colonel James K. Kelly left Fort Dalles
with 400 men of the First Oregon Volunteers Companies A,B,F,H,I and K
they headed up the Columbia River for Fort Walla Walla -- November 2, 1855

OREGON MILITIA SETS OUT FOR FORT WALLA WALLA

Oregon Militia Lieutenant-Colonel James K. Kelly left Fort Dalles with 350 men
of the First Oregon Volunteers Companies A,B,F,H,I and K
they headed up the Columbia River for Fort Walla Walla -- November 2, 1855

CAPTAIN MAURICE MALONEY TAKES COMMAND OF TROOPS AROUND PUGET SOUND

Captain Maloney took command of the 243 men of his combined forces -- November 2, 1855
Maloney led the Fourth Infantry Company A and Captain Isaac Hay's Militia Company E
across Connell's Prairie
when they reached Michael Connell's farmhouse and barn they saw a blackened ruin
nothing stood but the chimney
Maloney investigated other burned cabins belonging to the White River settlers
signs indicated that a considerable party of hostiles had broken camp only hours earlier
Maloney's scouts traced the Indians to the White River Canyon
Lieutenant William Slaughter's forty-one men of the Fourth Infantry Company C

moved to the Puyallup River to prevent Indian groups from joining together -- November 2, 1855
Chief Leschi's men were spotted by an advance group of Major Maloney's returning column
Leschi fell back to the right bank of the White River -- November 2, 1855
Captain Maloney returned to Camp Connell on Connell's Prairie
there he remained as patrols were sent out to investigate the region

INDIANS ON CONNELL'S PRAIRIE REMAIN DISCONTENT

Following the killing of Lieutenant James McAllister and Michael Connell [October 27],
the massacre on the White River [October 28],
and the ambushing of the Express Riders [October 31]
there was a general concentration of hostile Indians
at Connell's Prairie and the Green River

Three primary bands or families of Indians maintained hostilities west of the Cascade Mountains
Nisquallies, Puyallups and White River or Duwamish Indians
fully one hundred and fifty fighting men had assembled and had to be fed
besides numerous women and children
fish abounded in all the streams at that season of the year
if fishing was interrupted at one place the women could find salmon elsewhere
here the Indians were surrounded by food even up to the impenetrable foothill forests
however, they faced several organizational difficulties:

- they acknowledged no central authority
jealous wrangling among petty chiefs continued,
- dissatisfaction arose regarding Leschi's rebuke for the massacre on the White River,
- a shortage of firearms and ammunition which could not be replenished impeded them
but morale remained high

ACTING-GOVERNOR CHARLES MASON'S CALLS FOR ADDITIONAL MILITIAMEN

Acting-Governor Mason's call for militiamen was answered -- November 2, 1855
600 men agreed to serve in the Washington Territory Volunteers
each volunteer signed a three month term of enlistment at \$18 per month
after electing their officers they were to hold themselves in reserve for any emergency
in all, these forces amounted to a regiment -- but were not organized as such
settlers were only lightly armed and many chose to leave their weapons with their families
many militiamen proved to be both valuable and valiant while others were quite useless
there was no time to sort out which was which before they marched into action

ADDITIONAL VOLUNTEER MILITIA COMPANIES ARE FORMED

Additional Washington Territory Volunteers Militia units were formed -- November 2, 1855

- Company G, infantry led by Captain W.A.L. McCorkle
twenty-two men from Cowlitz County constructed blockhouse defenses;
- Company H, seventy-five infantrymen recruited in Seattle and King County
was led by Captain Christopher C. Hewitt
Company H was already in the field along the White River although they had not been added
to the muster rolls of Washington Territory Volunteer Militia companies;

- Company I, eighty-four infantrymen from Port Townsend led by Captain Isaac N. Ebey performed a great deal of active and detached service in the upper Puget Sound region and Snohomish country;
- Company J, twenty-nine infantrymen from Port Townsend led by Captain A. Plummer were assigned garrison duty at Port Townsend;
- Company K, thirty-six mounted Lewis County militiamen led by Captain John R. Jackson served as scouts;
- Cowlitz Rangers, thirty-nine mounted militiamen from Cowlitz Landing led by Captain Peers served as scouts;
- Nisqually Ferry Guards were led by Sergeant William Packwood they constantly guarded the ferry which was a difficult and dangerous assignment and kept communications open between Olympia and Fort Steilacoom

Once the muster rolls were filled they were listed
as the First Regiment of Washington Territory Volunteers

TERRITORIAL LEADERS MAKE CAMPAIGN PLANS FOR WESTERN WASHINGTON

Best count available estimated the Indian population in the Puget Sound region at about 6,000
Acting-Governor Mason and Indian Agent Colonel Michael T. Simmons inaugurated a war policy
which was designed to separate the friendly Indians from the warriors
and to persuade those natives who were uncommitted to the cause of war not to participate
enemies were declared to be all those Indians on the east side of Puget Sound
who ignored the protection of the territorial government and refused to go to the reservation
also, those natives who chose to live with the hostile Indians were to be considered enemies

Numerous Indian sub-Agents were appointed to gather all of the Puget Sound Indians
and to keep as many of them out of the hostile camp as possible

about 4,000 Indians were herded onto temporary reservations at Fox Island, Point Monroe,
Whidbey Island and other places where it was hoped they could be kept beyond the reach
of other Indians attempting to lure them into war

this policy was successful to a large extent and quelled the number of Indian outbreaks
nothing else could have averted a general Indian uprising

it was noted: **“The remaining 2,000 who escaped internment remained in their homes, hoping and praying that the storm would pass them by. Some decided to determine which way the wind was blowing before choosing sides. Others didn’t wait to debate; they cast their lot with Leschi and the other war leaders, and gathered in an Indian army that would subsequently grow and diminish in the months ahead.”** ¹³³

PUGET SOUND REGION IS DIVIDED INTO THREE SECTORS

Northern Sector included the settlement of Seattle and continued north to the Canadian border
Sloop-of-war USS *Decatur* under command of Guert Gansevoort
was assigned to protect the northern flank of Puget Sound
they were to keep the much feared Haida and Kwakiutl Indians from raiding south

¹³³ J.A. Eckrom, *Remembered Drums*, P. 44.

Northern Sector included the settlement of Seattle and continued north to the Canadian border

Middle Sector included the settlement Tacoma

this was under the protection of the U.S. Fourth Infantry at Fort Steilacoom

and the Revenue Cutter *Jefferson Davis*

Southern Sector included the settlements of Olympia, Cowlitz, Monticello and Vancouver

and continued south to the Oregon border

Captain Charles Eaton and his forty-one mounted Rangers would take up a position

on the Nisqually River and await further orders

they were to cut off the Indian approach from the Cascades toward the Nisqually Valley

CAPTAIN MALONEY RECONNOITERS THE REGION AROUND CONNELL'S PRAIRIE

Maloney sent Lieutenant William Slaughter's forty-one men of the Fourth Infantry Company C

to the Puyallup River to prevent Indian groups from joining together -- November 2, 1855

Captain Maloney led the Fourth Infantry Company A and Captain Isaac Hay's Militia Company E

across Connell's Prairie

when they reached Michael Connell's farmhouse and barn they saw a blackened ruin

nothing stood but the chimney

Maloney investigated other burned-out cabins belonging to the White River settlers

signs indicated that a considerable party of hostiles had broken camp only hours earlier

Maloney's scouts traced the Indians to the White River Canyon

LOCATION OF THE INDIANS IS DISCOVERED

An advance party Captain Maurice Maloney's command suddenly came upon Indians

on Connell's Prairie forcing the Indians to quickly withdraw -- November 2, 1855

Captain Maloney returned to Camp Connell

Captain Maloney's 243 men had taken full possession of the Connell's Prairie

without firing a gun

LESCHI BECOMES THE LEADER OF THE REBELLING INDIANS

With the return of Captain Maurice Maloney and his troops to Connell's Prairie

conflicts among the chiefs suddenly ceased and many of the young men skulked off into the brush

all eyes were turned to Leschi

without a formal agreement he immediately became the undisputed commander

of all of the hostile forces in the vicinity of Puget Sound

Leschi established a camp for his people

to the rear of the Indian camp two miles distant ran the Green River in a deep canyon

two miles to the northwest of the natives' camp the White River roared through a deep canyon

where Chief Leschi could conceal his men to ambush any attempted crossing

Indians faced several organizational difficulties

they acknowledged no central authority -- jealous wrangling among petty chiefs continued

dissatisfaction arose regarding Leschi's rebuke for the massacre on the White River

a shortage of firearms and ammunition which could not be replenished impeded them

But morale remained high

when the time came Chief Leschi went to the battlefield in person

he asked no one to take any risks which he and his closest followers were not willing to share
he was a good shot and was always calm in the presence of the enemy
he inspired confidence among his followers by his example

LESCHI PICKS HIS WHITE RIVER BATTLEGROUND WELL

White River was a roaring torrent for miles above and below the location of the Indian camp
at low water this river could be forded in only a very few places
and not at all when the river was running so high
ferrying across was impossible
White River Valley is narrow at that location and filled with drift wood on either side the river
bluffs on either bank of the river were five hundred or six hundred feet above the water level
and very steep -- in some places almost perpendicular
fallen timber and dense underbrush provided cover so thick that in most places
a retreat of thirty feet would completely conceal a warrior from his enemy
four miles above the battle ground a good crossing of White River
on the only wagon road in the near vicinity was known to both forces
Fort Steilacoom was twenty miles to the west with only one wagon road leading to the White River
Seattle was thirty miles to the northwest with no road leading southeast from the village

CAPTAIN MALONEY DISPATCHES LIEUTENANT SLAUGHTER TO THE GREEN RIVER

All of the country between the Cowlitz River and Puget Sound had been deserted
inhabitants had taken refuge in stockades and blockhouses
Captain Maloney at Camp Connell was in command of the forces operating in the Puget Sound region
Captain Maurice Maloney at Camp Connell dispersed his troops -- November 3, 1855
Lieutenant Slaughter's Fourth Infantry Company C marched to White and Green Rivers
accompanied by Revenue Service Second Lieutenant James E. Harrison and fifty men
Militia Captain William H. Wallace's Washington Territory Volunteers Company D
was stationed on the Puyallup River keeping in communication with Lieutenant Slaughter
Militia Captain Christopher Hewitt's Washington Territory Volunteers Company H
proceeded up the White and Green rivers
and placed himself in communication with Lieutenant Slaughter
Militia Captain Gilmore Hays' Washington Territory Volunteers Company A
proceeded to the Nisqually River and Muck Prairie to better protect Olympia

LIEUTENANT SLAUGHTER MARCHES TO THE WHITE RIVER

Captain Maurice Maloney sent Lieutenant William Slaughter and his Fourth Infantry Company C
to cross the White River and engage Chief Leschi's forces -- November 3, 1855
Militia Captain Gilmore Hays was to lead Washington Territory Volunteer Militia Company A
along the opposite side of the White River
Lieutenant Slaughter marched his men all day -- November 3, 1855
camp was made on the west side of the White River -- no Indians had been seen

LIEUTENANT WILLIAM SLAUGHTER PREPARES TO SEARCH FOR THE INDIANS

Lieutenant Slaughter sent out a ten-man squad accompanied by two loggers

who crossed the three miles to the White River -- November 4, 1855
they reached west bank where Slaughter intended to cross
one of the loggers set about cutting two poplar trees to be used as a makeshift bridge
Indians either already there or attracted by the sounds of axes began firing from across the river
one of the loggers was hit in the neck by a musket ball and killed
Slaughter was still a half mile away from his advance party
traveling the rough trail as quickly as possible his men arrived on the scene
White River was a roaring torrent
the valley was narrow and filled with driftwood on either side of the river
boulders, sand and numerous sandbars increased the surge of water

BATTLE AT WHITE RIVER CANYON TAKES PLACE

Chiefs Kanasket, Quiemuth and Powhowtish led a large force of warriors
they were concealed behind brush and rock atop a high bluff
along the east bank above the White River
estimates of the number of warriors the varied from eighty to more than two hundred
First general engagement of the war got under way -- 9:00 a.m., Sunday November 4, 1855
an attempt was made to fell a tree across the river but in the back-and-forth exchange of gunfire
an Indian sharpshooter killed a soldier
both sides fought from behind the cover of enormous tangles of driftwood logs lining the banks
Slaughter's troops kept up a heavy fire across the river for six hours
soldiers usually took aim at a brush patch where a puff of smoke had been seen
their efforts to dislodge or even discover the sharpshooters failed
Indians soon discovered that if any object was shown above the brush cover
troops on the opposite side of the river would fire at it from various points
they began to push up a hat on a stick until it came into sight and drew fire from the troops
down would go the hat and another Indian was reported killed
this game went on until it became a standing joke
and brought howls of delight from Indians all along the firing line
Behind the Indians a good trail led down the steep hill parallel with the right bank of the river
as noon approached Indians began to withdraw from the firing line and go down the hill
where food was available for them to eat -- several forgot to return to the fight
Captain Maurice Maloney may have been aware of the trail
but he was unable to divide his force to complete a flanking movement of the Indians
Chief Leschi, no doubt, held fears all day of an attack from the rear
It was becoming too dark for the troops to cross the White River -- 3:00 p.m., November 4
Chief Leschi's warriors fell back two miles to their camp on the bank of the Green River
they were jubilant at having successfully prevented soldiers from crossing the White River
further active operations in the region was impracticable due to the height of the rivers
Lieutenant Slaughter and Militia Captain Hays returned to Camp Connell
Captain Isaac Hays was pleased with his militiamen of Company E
First day's battle resulted in the expenditure of a great deal of ammunition -- but not much blood
Maloney had conducted his first battle while suffering only one soldier killed
two privates were wounded, one soldier and one militiaman

there were near-misses for others
two soldiers came away with bullet holes in their hats,
Corporal William Northcraft of Captain Hay's Company E had part of his boot shot away
accounts of Indian fatalities ranged from one
to thirty (claimed in Slaughter's official report) killed
a total of thirty Indians had been involved in the fight
(not the two hundred that were suspected)
Puyallup Indian Tyee Dick described by the battle as "lots and lots of fun"¹³⁴

OREGON MILITIA LIEUTENANT-COLONEL KELLY MEETS WITH PEU-PEU-MOX-MOX

Lieutenant-Colonel James Kelly met with Walla Walla Chief Peu-Peu-Mox-Mox
near the confluence of the Touchet and Walla Walla rivers -- November 4, 1855
Walla Walla Indians had allied with the Cayuse, Umatilla and Palouse natives
this conference did not go well
Kelly suspected treachery on the part of Chief Peu-Peu-Mox-Mox

CAPTAIN MAURICE MALONEY SEEKS OUT THE INDIANS

Captain Maloney advanced with 150 men back to the White River -- November 4, 1855
but found no Indians at the river crossing
Chief Leschi had withdrawn to the Green River where his main supply camp was located
To reach Leschi's camp from Connell's Prairie required a march of two miles to the brow of a bluff
then a descent of 600 feet to the narrow canyon of the White River
before ascending the opposite bluff to the prairie above
next a mile long march was necessary to another bluff 500 feet above the Green River
this whole distance, except for the first mile, required using a very steep, crooked, slippery
Indian trail that took them into the Green River Valley

CAPTAIN MAURICE MALONEY ATTEMPTS TO ENGAGE THE INDIANS

Captain Maloney marched to Chief Leschi's camp at the Green River
but the slowness of the march and the difficulty of the terrain made it late in the day
before the Indians were encountered and an indecisive fight
led to two of Maloney's men being wounded -- Monday morning November 5, 1855
Indian casualties, if any, were unknown
Captain Maurice Maloney marched his men four miles back to the Connell's Prairie camp
in spite of the number of difficulties he faced, it was a blunder for Major Maloney to withdraw
as, in fact, the Indian camp was a few hundred yards from where contact was broken off
there the Indians' equipment, women and children and accumulation of food was located
Maloney's withdrawal also provided the Indians with a breathing spell

LIEUTENANT SLAUGHTER SEEKS OUT THE INDIANS

Militia Captain William Wallace who was stationed in the Puyallup Valley with twenty-five men
of the Washington Territory Volunteers Company D joined Lieutenant Slaughter

¹³⁴ Ezra Meeker, *Pioneer Reminiscences of Puget Sound: The Tragedy of Leschi*, P. 314.

When Wallace arrived Lieutenant Slaughter led a combined force in search of the Indians
but the Indians were gone from the White River -- Monday morning November 5, 1855
a fallen tree stretched unsteadily across the river and bobbed into the current as the men crossed
footing became slippery
some of the men dropped their weapons into the water
some fell into the current to emerge dripping wet on the far bank
Slaughter himself toppled into the river but was rescued by an outstretched arm
Lieutenant William Slaughter set out from Camp Connell with his Fourth Infantry Company C
and Wallace's Militia Company D continued across Muckleshoot Prairie -- November 5
they reached a bluff above the Green River Valley
as they passed a big hollow cedar stump an attacker burst out, fired his musket
and disappeared before anyone could react
militiaman Andy Burge was hit on the knee with a musket ball
some said the attacker was the feared War Chief Kanasket himself

LIEUTENANT SLAUGHTER IS EAGER TO ENGAGE THE INDIANS

Lieutenant Slaughter ordered his troops to set up a defensive position
sergeants were ordered to establish a perimeter along the flanks closest to the enemy
militiamen, knowing that presented the greatest danger, responded by ignoring the orders
Slaughter exerted his authority verbally and the militiamen complied
Fighting broke out and stretched along a two mile long front
along both sides of the Green River -- Monday November 5, 1855
this cold, wet day became the scene of unpleasant memories
Pierce County Sheriff ran about frantically trying to fire a half-cocked double-barrel shotgun
an Indian standing on the roof of a longhouse banged a drum to encourage the warriors
several shots were taken at him before he disappeared -- he was either hit or practical
Slaughter's troops tramped along narrow Indian trails through dense woods
rain turning to snow fell in abundance
during the night they were surrounded by Indians
soldiers and militiamen were unable to light any fire -- not even a pipe
as the cover of darkness was their only protection
all night long they laid collapsed on the sodden ground
shivering with cold and fear they waited in the dark

U.S. ARMY PURSUES OREGON TERRITORY'S COQUILLE INDIANS

Lieutenant-Colonel Silas Casey was stationed at Benicia, California
he led 130 men the U.S. Second Infantry First Dragoons Companies A, C and E
on a punitive expedition to the mouth of the Coquille River
in response to the (September) murder of five white men by Coquille Indians
Coquille Indians fired on the soldiers and retreated back up the Coquille River -- November 5, 1855
Lieutenant-Colonel Casey sent to Port Orford for three boats to pursue the attackers

LIEUTENANT SLAUGHTER MAKES CONTACT WITH THE HOSTILE INDIANS¹³⁵

Dawn arrived and the men of the Fourth Infantry Company C and Militia Company D
lit a smoky fire using wet wood -- their rations were almost gone -- Tuesday November 6, 1855
Indians, although unseen, were just across the White River
Militiaman Tom Perkins climbed a tall tree and shouted out to the Indians in Chinook Jargon
asking they why they were fighting
he announced that if they sent three emissaries to talk
an agreement could be reached and everyone could go home
Indians responded to this suggestion with defiance
they said the troops were cowards who refused to stand and fight
Indians' fishing and hunting grounds had been stolen and their women abused
they promised Indian vengeance
when Perkins sarcastically suggested they could perhaps send three women to do the talking
he was driven out of the tree by a hail of gunfire
Lieutenant Slaughter ordered his men to shoot on sight any Indian they encountered

LIEUTENANT WILLIAM SLAUGHTER PRESSES THE BATTLE¹³⁶

Lieutenant Slaughter moved his command into South Prairie south of Connell's Prairie
he had no decent maps of the area and there were few recognizable landmarks
when they reached a river they did not know if it was the Carbon River
or a rain-swollen South Prairie Creek -- Tuesday November 6, 1855
Indians opened fire from a thicket of salal on the opposite bank but most of their shots went wide
troops lined up on a log that had fallen across the swollen river and started across
on musket ball hit Militia Private John Edgar in the chest and passed through his lung
before striking Militia Private Addison Parham and inflicting a grisly wound
Slaughter's troops in two columns of fifty men each bounded forward
hoping to catch Indians in jaws of a trap
Slaughter's column took the worst of it as two more privates fell wounded
Slaughter's men struggled across the torrent but they found no Indians
during a search of the area Corporal Magek, a regular soldier,
was wounded in both legs by buckshot
Lieutenant William Slaughter turned back toward Camp Connell having accomplished little
his wounded men and John Edgar's body were carried on boards ripped from a deserted cabin

CAPAIN MAURICE MALONEY AGAIN SEEKS OUT THE INDIANS

After having made the tactical mistake of withdrawing and leaving an enemy immediately ahead
Captain Maloney compounded his error -- Tuesday November 6, 1855
he led his expedition of a one hundred men out of camp in a search for hostiles
he marched six miles to South Prairie going in an almost opposite direction
away from the Indians' main encampment
Indians were discovered and Captain Maurice Maloney divided his forces

¹³⁵ J.A. Eckrom, *Remembered Drums*, P. 52-53.

¹³⁶ J.A. Eckrom, *Remembered Drums*, P. 53-54.

Maloney put fifty men in each detachment
one detachment crossed Finnell's Prairie in an unsuccessful search
second detachment led by Maloney traveled by a direct trail for six miles across South Prairie
Indians sharpshooters killed five of Maloney's men
after firing, the attackers withdrew a little deeper into the brush and could not be seen
Captain Maloney immediately withdrew without inflicting any damage on the Indians
Captain Maloney marched his men back to his camp on Connell's Prairie
he had accomplished nothing and had lost five men in the process
that night, Chief Kanaskat and his Klickitat warriors surrounded the camp
they closed in, fired a volley and withdrew into the darkness

CAPTAIN MALONEY'S FORCES SUFFER FROM DISCOURAGEMENT

Captain Maurice Maloney, Lieutenant William Slaughter, Militia Captain William H. Wallace
and Militia Captain Christopher Hewitt had learned it was not fun to fight Indians
in cold, rainy, wintry weather where every bush could conceal an ambush
or, at least, a shower of accumulated rain awaited the arrival of an intruder
it was impossible to move in any direction without becoming drenched to the skin
and chilled to the bone

CAPTAIN MAURICE MALONEY WITHDRAWS FROM CONNELL'S PRAIRIE

Captain Maloney began his retreat back to Fort Steilacoom -- November 7, 1855
leading his Fourth Infantry Company A and Lieutenant Slaughter's Company C of regulars
along with the militiamen of Captain William H. Wallace's Company D
and Captain Christopher Hewitt's Company H
warriors had put up a great deal more resistance than anyone had thought possible
they would not be frightened into submission -- full scale battles would be required
(Maloney arrived at Fort Steilacoom with his wounded and dead
including Colonel Abram Benton Moses, Lieutenant-Colonel Joseph Miles
and Lieutenant James McAllister [November 9])
Lieutenant William Slaughter established Camp Maloney along the north bank of the Puyallup River

MAJOR GABRIEL RAINS FIRES ON THE YAKIMA INDIANS

Major Rains led his force of mixed Regular and Militia troops to the Yakima Valley
to punish the Indians for the defeat of Major Granville O. Haller the month before
Rains discovered Yakima Chief Kamiakin had a well-placed force of warriors on the crest of a hill
Rains bombarded the Indians with howitzer fire
for several hours -- Wednesday November 7, 1855
Major Rains ordered Captain Ferdinand Augur to charge the hill
Augur was able to drive off the Indians and they scattered

MAJOR GABRIEL RAINS SKIRMISHES WITH THE YAKIMA INDIANS

Major Rains arrived at the mouth of Toppenish Creek with his 370 soldiers and 400 militiamen
about fifty Indians under Yakima Chief Kamiakin fired on the leading units of the army
and fell back across Toppenish Creek

Major Rains ordered Lieutenant Phil Sheridan and his twenty dragoons
into the shallow but icy and swift current in pursuit -- Thursday November 8, 1885
as Sheridan crossed, the Indians attacked
but the soldiers were able to drive them off -- Sheridan lost two men drowned
Indians at (today's Union Gap) rode to the sound of the guns
they ran into Oregon Militia Captain T. R. Cornelius' mounted volunteers
both groups exchanged fired until dark
two Indians were wounded as was one Oregon militiaman
Rains pushed his troops up the Yakima River during the afternoon and into the darkness
on the verge of losing the fight, Major Rains ordered his men into camp for the night
Kamiakin met with his other chiefs and decided to make his stand at Union Gap

PUYALLUP VALLEY VOLUNTEERS RETURN HOME TO INVESTIGATE

Settler John Carson led a seventeen-man expedition back to their homes
in the Puyallup Valley -- November 8, 1855
they found their homesteads undamaged and recovered much of what they had left behind
in their flight to the safety of Fort Steilacoom
during their adventure they felt compelled inflict damage on the local Indians
by destroying a canoe and some dried salmon -- they also captured a horse
(after a week of investigations Carson and his men returned to Fort Steilacoom
this did a great deal of allay the fears of the settlers -- some even began to move home)

MAJOR GABRIEL RAINS CONDUCTS THE BATTLE OF UNION GAP

Major Rains broke camp and marched his mixed troops between the twin buttes
of Ahtanum Ridge -- Friday November 9, 1855
Indians rode up and fired on the soldiers then fell back, but Rains kept coming
when he reached the top of a ridge he unleashed his mountain howitzers
a few rounds drove the Indians away
Major Rains continued his march
Indians had relocated themselves atop a hill in a gap in the mountains
where they had constructed a breastwork
warriors beat their war drums while the women sang their war chant
Major Rains and Captain Ferdinand Auger led two companies of infantrymen in an assault of the hill
howitzers smashed the Indians' fortifications and scattered the defenders
Rains ordered a flanking maneuver and the Indians fled
Oregon volunteers accompanying the Regular Army decided it was now a free-for-all
militiamen built bonfires to celebrate their great victory
but Rains ordered them back into camp
Indians came up and enjoyed the warmth of the fires in the cold weather

YAKIMA INDIANS CONDUCT A SUCCESSFUL RETREAT

Outnumbered and outgunned, Kamiakin and his chiefs skillfully evacuated the women and children
across the icy Columbia River far from their usual sources of food -- November 10, 1855
they also had abandoned their cattle and lost many horses in the Columbia's current

Wasco Indian scout Cut Mouth John saw a Yakima Indian on a lame horse
he gave pursuit and killed the man whose only weapon was flint-lock pistol that would not fire
this was the only Indian death during the fight
Some Yakama families went into winter camp near Moses Lake
others moved in with relatives in the Palouse country
many Indians blamed Kamiakin for their troubles and these feelings spread to the Wenatchee,
Wanapum, Columbia, Klickitat, Palouse and Wishram Indians
Kamiakin never returned to the Yakama Country

MAJOR GABRIEL RAINS ORDERS A HALT AT ST. JOSEPH'S CATHOLIC MISSION

Major Rains ordered Lieutenant Sheridan's dragoons toward Naches Pass with some mounted militia
to make contact with a column expected over the mountains from Fort Steilacoom
both Sheridan and Captain Maurice Maloney's Fort Steilacoom soldiers
were blocked by a snowstorm -- both groups turned back
this same storm covered the Indians' tracks
Major Gabriel Rains withdrew through the Yakima Mountains in deep snow

ST. JOSEPH'S MISSION IS BURNED

Major Rains stopped near St. Joseph's mission near Kamiakin's main summer camp
Rains gave volunteers permission to harvest vegetables from Father Charles Pandosy's garden,
but the Oregonians took the priest's herd of pigs as well
Cut Mouth John pillaged Father Pandosy's home -- much to the disgust of Major Rains
militiamen discovered a half keg of gunpowder buried in Father Pandosy's garden
they convinced themselves that Pandosy was in league with the enemy
so they stole the rest of Pandosy's possessions, tore down his small cabin¹³⁷

St. Joseph's Catholic Mission was burned to the ground

Father Charles Pandosy traveled to Olympia to warn Acting-Governor Charles Mason
Father Eugene Casimir Chirouse wrote to Father Pascal Ricard who had filed a land claim
for St. Joseph's Mission in Thurston County [1848]: "**All of the country is on fire. One only
hears of battles, murders, plundering, burnings ... As yet none of us have been killed, but we do not
know from day to day ... The bad Indians call us the allies of the Americans, and plan evil projects
... I have not been able to get any news of our other Fathers. Rumor has it that Father Pandosy has
been killed. Several people say so! Can it be true? For fifteen days I have not slept. Shall I be able to
sleep tonight any better? Pray for us**"¹³⁸

Father Chirouse transferred to Olympia

INGLORIOUS END OF MAJOR GABRIEL RAINS' CAMPAIGN IN EASTERN WASHINGTON

Major Rains had failed in his mission to suppress the Indians
Lieutenant Phillip Sheridan noted the mission had been a "wretched failure"
Captain Edward O. C. Ord of the Third Artillery preferred charges against Major Rains
Rains countered by accusing Captain Ord of looting Father Pandosy's shoes

¹³⁷ David Wilma, *HistoryLink.org* Essay 8124, March 30, 2007.

¹³⁸ Margaret Riddle, *HistoryLink.org*, Essay 9033, April 17, 2003.

(Ord had gone on the campaign wearing carpet slippers)¹³⁹
Neither matter reached resolution since Department of the Pacific Commander General John E. Wool
lacked officers of sufficient rank to court martial Major Rains
General Wool simply ignored the charge against Ord

SNOHOMISH RIVER BECOMES AN AREA OF CONCERN FOR THE SETTLERS

Fifty men from Port Townsend led by Captain Isaac Ebey
were mustered into the Washington Territory Volunteers as Company I
Ebey loaded his men aboard the forty-six foot schooner *A.Y. Trask*
as sailed to the Snohomish River -- November 10, 1855
it was feared Indians from Eastern Washington Territory would attempt to cross the mountains
travel down the river and attack the settlers
to prevent this Ebey's Company I built Fort Ebey was a stockade with four blockhouses
on Ebey Island in the Snohomish River
A.Y. Trask sailed around the mouth of the Snohomish River displaying a pair of cannons
(little was accomplished as no hostile Indians ventured down the river
A.Y. Trask's only action occurred [mid-February 1856] when she returned to Port Townsend
during a ceremonial salute a cannon burst blowing several fingers and a piece of scalp
from an unfortunate sailor)¹⁴⁰

WASHINGTON TERRITORY ACTING-GOVERNOR MASON ADDS MILITIA COMPANIES

Acting-Governor Charles Mason expanded the Washington Territory Volunteer Militia
Adjutant General James Tilton issued General Orders Number 2 -- November 13, 1855
Edward Lander was appointed Aid to the Acting Governor and Commander-in-Chief
Lander was assigned the rank of Lieutenant Colonel;
Dr. Matthew P. Burns was commissioned as Surgeon of Company B;
Dr. R. M. Bigelow was commissioned as Surgeon of Company D;
Dr. Gallio K. Willard was commissioned as Surgeon of the First Regiment;
A. B. Stuart was commissioned as commissary of subsistence for the post of Olympia
Stuart was to provide rations for all volunteers and rangers at the Olympia post
Adjutant General James Tilton's General Orders Number 2 continued:
•Captain William Strong had marched his militiamen of Company B
to join General Gabriel Rains who was to become Captain Strong's commanding officer;
•Captain Isaac Hays and Company E was to occupy the country
adjacent to Chamber's Prairie and will remain ready to carry out marching orders;
•Captain W.A.L. McCorkle's Company G was to guard the mountain passes
of the Lewis River and intercept all communication between hostiles
east of the Cascades;
•Captain Christopher Hewitt and Company H was to establish a post at the forks
of the White and Green rivers and communicate with Captain Maurice Maloney
who was in command of regular and militia forces at Camp Montgomery;

¹³⁹ David Wilma, *HistoryLink.org* Essay 8124, March 30, 2007.

¹⁴⁰ J.A. Eckrom, *Remembered Drums*, P. 57.

- Captain Isaac Ebey with Company I was to establish his position at Port Townsend and furnish a guard at the mouth of the Snohomish River, to prevent any of the enemy from descending the river or commutating with friendly Indians inhabiting the shores of Puget Sound

WASHINGTON TERRITORIAL MILITIA BUILDS MOST OF THE BLOCKHOUSES

In addition to forming militia companies several communities began construction on blockhouses military troops had built several blockhouses at critical locations

Thurston County blockhouses and stockades

Eaton's Blockhouse was built on Charles H. Eaton's Yelm Prairie land by militiamen of Eaton's Rangers to defend local settlers

while Eaton's Rangers were away defending against an Indians uprising [1855] (Eaton's Blockhouse is not to be confused with Fort Eaton on Chamber's Prairie)

Fort Preston was a blockhouse was constructed by Washington Territory Volunteer located at Michael's Fork of the Nisqually River [1855]

Fort Raglan was a blockhouse built by Washington Territory Volunteers on the Joel Myers land claim at Packwood's Ferry, a critical Nisqually River crossing [1855] widow and children of Lieutenant James McAllister lived at the fort during part of the winter [1855-1856]

Fort Miller was a blockhouse on Tenalquot Plain

built by Washington Territory Volunteers [1855]

located near Olympia, it honored pioneer and militiaman William Winlock Miller who was the first mayor of Olympia

Olympia Blockhouses and stockade was composed of two blockhouses built in the center of town by the Washington Territory Volunteers [1856]

after they were abandoned they became the city jail

(location of the Olympia Blockhouses and stockade is today Capital Park)

Fort Skookum was composed of two blockhouses, a ten-foot high timber stockade and five houses built by Washington Territory Volunteers on Skookum Bay along south Puget Sound [1856]

Fort Stevens was constructed on Yelm Creek on the Yelm Prairie (near today's Yelm) by Washington Territory Volunteers led by Captain Gilmore Hays [1856]

Fort Stevens named in honor of Washington Territory Isaac Ingalls Stevens it served as a supply depot

King County blockhouses and stockades

Fort Dent was a blockhouse constructed by the Washington Territory Volunteers -- 1855 southeast of the confluence of the Black and Green Rivers

as they merged to form the Duwamish River (Black River no longer exists)

at the site there was once a Duwamish Indian tribe winter village

it was named for Captain Frederick T. Dent, commander Company B, U.S. Ninth Infantry

Captain Dent had fought in the Yakima War and would go on to become a brigadier general

(this is now a Tukwila City Park and has a marker describing the fort)

Fort Lander and stockade was built by Washington Territory Volunteers

along the Duwamish River [1856] and later moved upriver and placed along the south bank

here a walled stockade ninety-eight by fifty-eight foot was constructed
it was named for Captain Edward Lander, Washington Territory Volunteers
(and was located today's city of SeaTac)

Fort Alden was a blockhouse

constructed by members of the Washington Territorial Militia [1856]
located on the Snoqualmie River (near the town of present-day Fall City)

Fort Alden was built to deter Indians from crossing from Eastern Washington
through Snoqualmie Pass

named for Captain James Alden of the U.S. surveying steamer *Active*
this blockhouse was sometime referred to as Fort Alder

Fort Smalley, constructed by Washington Territory Volunteers, was located
on the north bank of the Snoqualmie River opposite Fort Alden [1856]

Fort Tilton was located three miles below the Snoqualmie Falls (near today's Fall City)
it was constructed by Washington Territory Volunteers [1856]

and was named in honor of Washington Volunteers Adjutant General James Tilton

Fort Tilton completed a triangle of forts that included Fort Alden and Fort Smalley

Fort Tilton, the largest of the three posts, served as a supply depot

it included a blockhouse and enough buildings so that it could serve

as the headquarters and main supply depot of the Northern Battalion

but Fort Tilton was abandoned after serving for only two months

Lewis County blockhouses and stockade

Fort at Cowlitz Landing was established by members of the Washington Territorial Militia
this blockhouse surrounded by a stockade was built on the north bank of the Cowlitz River
at the highest point where the river was navigable [1856]

(today the site and a marker are on the north side of the Cowlitz River
near the Interstate-5 highway bridge in the vicinity to Toledo, Washington)

Snohomish County blockhouses and stockade

Fort Ebey was a stockade with four blockhouses, one in each corner,
constructed by Washington Territory Volunteers on Ebey Island
in the Snohomish River -- 1855

it was named in honor of Colonel Isaac Ebey

(it is not to be confused with Jacob Ebey's blockhouse on Whidbey Island)

Pierce County blockhouses

Fort McAllister was a blockhouse constructed by Washington Territory Volunteers
on South Prairie -- 1855

it was named for Lieutenant James McAllister of Eaton's Rangers who was killed in action

Fort Hicks, was a blockhouse built by Washington Territory Volunteers -- 1855

on the Military Road about twelve miles east of Fort Steilacoom

(near today's Spanaway but the exact location of Fort Hicks is unknown today)

Fort Hicks honored Washington militiaman and businessman Urban East Hicks

Fort Hays (also known as Connell Prairie Blockhouse) was a two-story blockhouse

built by members of the Washington Territorial Militia [1856] near the location

where Lieutenant James McAllister and Michael Connell were killed -- 1855

on Connell's Prairie near (near the present town of Bonney Lake)

this blockhouse was named for Major Gilmore Hays Company A mounted militiamen
Fort White was a blockhouse constructed at Montgomery's Crossing on the Puyallup River
by Washington Territory Volunteers [1856] (its exact location is unknown today)

this blockhouse was named in honor of Captain J. A. White
Fort Pike was a blockhouse constructed by the Washington Territory Volunteers
at the White River Crossing to protect the route [1856]
(this blockhouse may also have been known as Fort Posey)

Jefferson County blockhouses

Fort Townsend was a blockhouse built by Washington Territory Volunteers [1856]
it was located at the entrance to Puget Sound on the west side of Townsend Bay
(this site is now a State Park with a marker indicating its history)

Fort Mason was a rough log hut built by militiamen [1857]
(today it is within Fort Worden State Park)

Clark County blockhouse

Fort Riggs was a blockhouse constructed by Washington Territory Volunteers [1856]
built a blockhouse in Clarke County along the north bank of the Columbia River
on land belonging to Colonel Reuben Riggs

Kitsap County blockhouse

Fort Kitsap was a blockhouse constructed by the Washington Territory Volunteers
at Port Madison on Bainbridge Island -- 1855
it was named for friendly Suquamish Indian Chief Kitsap

Skagit County blockhouse

Blockhouse Lone Tree Point was constructed and manned by Washington Territory Volunteers
three and a half miles northwest of La Conner [856]

GENERAL JOHN E. WOOL TRAVELS NORTH FROM BENICIA, CALIFORNIA

Department of the Pacific Commander General John E. Wool left his Benicia, California headquarters
he took the steamboat *California* to Fort Vancouver
to bolster the military presence in Washington and Oregon territories -- November 1855
with him were Major E.D. Townsend, Major Cross, Major Lee, Captain Cram,
Captain Keyes, Captain Reynolds and Captain W.E. Dall
with two thousand stands of arms were also aboard the *California*

Captain Erasmus Keyes thus described the crossing of the of the Columbia River: **“We arrived off the mouth of the Columbia river in the afternoon, and although a fierce wind had covered the whole bar from shore to shore and for several miles up and down with a white foam, it was decided to cross at once. There happened to be a pilot on board; and he and the captain stood together on the bridge. The head of steam was increased to secure steerage...; and we moved up against a strong ebb tide at a fine rate of speed till we reached about midway of the passage, when a flue collapsed, drove all the burning coals from under one of the boilers and set fire to the ship, which immediately lost headway so much that she ceased for a moment to obey her rudder. The pilot lost courage, exclaimed, ‘she’s a goner!’ and started down the bridge. Captain Dall instantly resumed command, and called out to the firemen to feed the remaining fires with lard and tallow. After a few seconds the ship began to move forward; and, at the end of an hour, we were anchored off Astoria. When the steamer lost headway, the lead showed a draught of water almost exactly corresponding with that of the vessel; but**

fortunately she did not ground. If she had struck, not a soul on board could by any possibility have been saved. Some of the soldiers, as they saw the pilot quitting his post, came to me in terror and asked what they should do. I replied, ‘Take hold of that hose and let us put out that fire in the hold.’ I carried the end of the hose down the steps as far as I could breathe. The men pumped; and in a short time the flames were extinguished. General Wool was perfectly calm, as were the other officers; but it is certain that none of us ever escaped a greater danger than on that occasion; and such was the opinion of the eight or ten shipmates who were among the passengers. Captain Dall’s intrepidity was the admiration of every man on board the ship.”¹⁴¹

GENERAL JOHN E. WOOL TAKES COMMAND OF THE TERRITORIAL MILITARY

When Department of the Pacific Commander General John E. Wool arrived at Fort Vancouver he assumed control of the United States side in the conflict -- November 17, 1855

Seventy-two year old General Wool was widely considered pompous and arrogant

he had been criticized by some for blaming much of the Indians conflicts on the territorial officers after assessing the situation in Washington Territory he decided Major Gabriel Rains’ approach of chasing bands of Yakama Indians around the territory would lead to an inevitable defeat

General Wool planned to wage a static war by using the territorial militia

to fortify the major settlements while better trained and equipped U.S. Army regulars

moved to occupy traditional Indian hunting and fishing grounds

he believed the starving Yakama would be forced to surrender

Wool changed the orders given by Captain Gabriel Rains to Captain William Strong and his men

Company B had hoped to be sent to escort Governor Isaac Stevens back to Olympia

General Wool refused to furnish Governor Isaac Stevens, a United States Indian Commissioner,

an escort or guard to ensure his safety through hostile Indian country -- November 16, 1855

he believed Stevens should have done as he was told and come home via Panama

(in fact, a disagreement between General Wool and General Stevens

centered on General Stevens denying General Wool credit for the victory

in the Battle of Buena Vista [February 23, 1847]

this feud seemed to have increased since their meeting in San Francisco ([all 1854]

General Wool’s grudge against Governor Stevens, and vice versa had heated up)

GENERAL WOOL DISBANDS TWO OREGON MILITIA COMPANIES

At Fort Vancouver, the military commander-in-chief of the Pacific Division

learned Oregon Governor Curry, who knew the general’s feelings about volunteers,

had disobeyed United States regulations

Curry had refused to put his home-mustered militia under Army command

although the militias of Washington had been mustered into the United States service

General Wool was infuriated with Oregon Territory Governor Curry -- November 17, 1855

despite urgent protests General Wool ordered Oregon companies A and B disbanded

even though their term of enlistment had not yet expired

Wool had ignored the civil authority of the Oregon Territory governor

in a most insulting, humiliating and degrading manner

¹⁴¹ Evans, Elwood, *History of the Pacific Northwest: Oregon and Washington, Vol. I.*, P. 546.

Oregon Governor Curry, in turn, declined General Wool's order to disband his militia
all of this power play was conducted by letter since the principals refused to meet in person

GENERAL JOHN WOOL CHANGES THE STRATEGY OF THE WAR

General Wool held the civilian authorities in low regard:

he accused the territorial authorities of sinister and deceitful motives;

he pressed charges of murder in Rogue River Country against the Oregon Mounted Volunteers;

he was more accepting of the militia in Washington Territory

he did not accuse them of murdering Indians

General Wool divided Washington Territory into two Military Districts -- November 17, 1855

First (Columbia) District was Eastern Washington

Second (Puget Sound) District was Western Washington

General Wool ordered the soldiers from Fort Dalles to Fort Vancouver except for a small garrison

he censured Major Gabriel Rains for calling upon volunteers to provide assistance

and also for entering Yakima Country to make war against the Indians

TROOP STRENGTH ESTIMATED IN WASHINGTON TERRITORY

In a report made by Lieutenant Withers, U.S. Fourth Infantry -- November 17, 1855

he indicated there were 702 Regular soldiers and 280 mounted and infantry militiamen

this estimate did not include volunteer companies accepted by Acting-Governor Mason

for local defense in Washington Territory such as defenders at local blockhouses

or militia units formed temporarily

Lieutenant Winthers numbered the military forces in Eastern Washington as follows:

Major Rains in command of 480 U.S. Fourth Infantry soldiers including twenty dragoons

Lieutenant Winthers numbered the military forces in Western Washington as follows:

Fort Steilacoom held 370 soldiers and Washington Territory Volunteers:

- Captain Erasmus Keyes commanded fifty-four regulars
of the Third Artillery Company M
- Captain Gilmore Hays led eighty-four volunteers
of the Mounted, Company A from Puget Sound
- Captain William Wallace led fifty-five mounted Puget Sound volunteers of Company D

MAJOR GABRIEL RAINS REACHES THE MIDDLE CASCADES OF THE COLUMBIA RIVER

Major Rains' command began construction a block house -- Fort Rains

on the site of their camp -- November 17, 1855

(this was used as a supply point by Captain Dent while he was in charge of the work
constructing a wagon road between Fort Rains and The Dalles)

GENERAL WOOL ORDERED MAJOR RAINS' COMMAND BE MASSED AT THE DALLES

Major Gabriel Rains received orders from General John E. Wool to return to Fort Dalles

and to wait there for the general's plan of operation for Eastern Washington

Major Rains and his command, after completing construction of Fort Rains,

returned to The Dalles -- November 18, 1855

there for three weeks the U.S. Fourth Infantry and Volunteers drilled and gathered arms

HUDSON'S BAY COMPANY ASSISTS THE WASHINGTON TERRITORY SETTLERS

Governor of Vancouver Island James Douglas sent the steamer *Otter* to Olympia to display to the Indians that they could not expect the sympathy of the Hudson's Bay Company he also delivered fifty stands of guns -- half of what was available to defend Victoria if necessary ten barrels of gunpowder and a large supply of lead -- November 19, 1855
Douglas also sent \$7,000 of his own money (which the territorial government later repaid) this support ended the Indians' hopes that the British might side with them to drive the pioneers out of the country

OREGON MILITIA COLONEL JAMES NESMITH ESTABLISHES FORT HENRIETTA

Oregon Militia Colonel Nesmith's expedition reached the Umatilla River -- November 19, 1855 there he found an urgent message from Mounted Volunteer Major Mark A. Chinn asking for an additional two companies to serve as reinforcements

Nesmith constructed a fortification near Wells' Springs which he described in his report: **"We have an abundance of water and timber, and enough grass for stock. We have picketed in with large split timber one hundred feet square of ground, and erected two bastions, of round logs, on two of the angles; and for the rails found here made two corrals for the horses and cattle. This, as a defense, is good against any body of Indians."**¹⁴²

Colonel James Nesmith established his camp at Fort Henrietta (near today's Echo, Oregon) it was named in honor of Major Granville Haller's wife

MAJOR MARK A. CHINN RECEIVES ADDITIONAL MILITIAMEN

Militia Colonel James Nesmith responded to Mounted Volunteer Major Mark A. Chinn request by sending three companies of Oregon Mounted Volunteers
Captain Wilson's Company A, Captain Munson's Company I, Captain Cornoyer's Company K numbering 170 men along with accompanying artillery
this strengthened Major Mark Chinn enough to enable him to move forward to Fort Walla Walla, and, if necessary, to dislodge the Walla Walla Indians from the fort

LIEUTENANT-COLONEL SILAS CASEY AGAIN PURSUES OREGON'S COQUILLE INDIANS

After acquiring three boats to conduct a pursuit of the Indians up the Coquille River
Casey and his U.S. Second Infantry First Dragoons Companies A, C and E soldiers camped at the junction of the north and south forks of the river
Casey sent parties up the branches to locate the Indians
after traveling eight miles upstream Lieutenant George Stoneman found the Indian camp (near present-day Myrtle Point, Oregon)
Silas Casey took his entire command of 130 men up the Coquille River -- November 22, 1855 half a mile before reaching the camp, they split up to approach the hideout from two sides
Coquilles spotted a small detachment that remained in the boat and opened fire
Lieutenant Thomas Wright immediately attacked them from the shore

¹⁴² Herbert O. Lang, editor, *History of the Willamette Valley, Being a Description of the Valley and its Resources...*, P. 411.

Lieutenant Stoneman opened fire from the opposite shore
Coquilles were caught in the crossfire and fled after a short fight
Casey decided they had learned a lesson and returned to the mouth of the river

GENERAL JOHN E. WOOL TOURS THE REGION

General John E. W Wool marched a detachment from Fort Vancouver
to the land of the Klamath Indians and back
he declared this was more for the protection of Indians than for the pioneers
Wool went so far as to report this statement to the Secretary of War Jefferson Davis
who up to now had refused to send needed reinforcements General Wool had requested

LIEUTENANT WILLIAM SLAUGHTER INVESTIGATES THE PUYALLUP VALLEY

Lieutenant William Slaughter leading Fourth U.S. Infantry Company C established Camp Maloney
along the north bank of the Puyallup River (where two parallel bridges now cross the river)
he was accompanied by Revenue Marine Second Lieutenant James E. Harrison
who had been brevetted a First Lieutenant in Slaughter's command
Militia companies were to join with Lieutenant Slaughter at Camp Maloney
Captain William H. Wallace and his forty-five men of Pierce County Volunteer Company D
left Camp Montgomery on Spanaway Lake to advance to the Puyallup River
keeping communications open to Fort Steilacoom and Camp Montgomery
Captain Christopher Hewitt, commanding seventy-five volunteers of Company H from Seattle,
was to march up the valley between the White and Green rivers
and cooperate with Lieutenant Slaughter and his U.S. Fourth Infantry Company C

CAPTAIN ERASMUS KEYES TAKES COMMAND OF PUGET SOUND DISTRICT

Captain Erasmus Darwin Keyes recently arrived from San Francisco on the steamer *California*
was ordered by General John E. Wool -- November 24, 1855
to lead the fifty-four men of the U.S. Third Artillery Company M to Fort Steilacoom
Captain Erasmus Keyes was to take command of the post
Company M added to the 168 regulars of the Fourth Infantry under Captain Maurice Maloney
to provide an effective force of 222 soldiers at Fort Steilacoom

As the commander of Fort Steilacoom, Captain Keyes describes the situation: "... [I was] **to proceed on another transport to Steilacoom, and assume command of the Puget Sound district. I arrived there on the 24th day of November, 1855, and found a condition of wild alarm. Many families had been massacred; and the surviving settlers were all collected in the small towns. There were only two skeleton companies of regular infantry and a few companies of volunteers in the district; and they were widely scattered. Lieutenant Slaughter, with one company, guarded a stockade at the mouth of the Puyallup [Fort Maloney] and I arranged an interview with him with the aid of a friendly Indian. I went out twenty miles from Fort Steilacoom and conversed with him across the river, which was so deep and rapid that my volunteer messenger, after delivering my note to Slaughter, lost his horse in returning, but saved himself**"¹⁴³

¹⁴³ Erasmus Darwin Keyes, Brevet Brigadier-General, *Fifty Years' Observation of Men and Events*. P. 257.

ROUNDUP OF FRIENDLY PUGET SOUND INDIANS BEGINS

It was decided to collect non-hostile Indians in camps on the islands of Puget Sound as part of the war strategy orchestrated by Acting-Governor Charles Mason and Indian Agent Michael T. Simmons
most Puyallup and non-hostile Nisqually, between 400 and 500 persons of all ages, were removed to Fox Island -- November 24, 1855
Indians who refused to go were considered enemies

CAPTAIN ERASMUS KEYES REINFORCES LIEUTENANT WILLIAM SLAUGHTER

Second Lieutenant John Nugen was left at Fort Steilacoom
he served as acting-commander of the post in charge of the handful of soldiers left behind who were too sick to carry out their duties
Captain Erasmus Keyes arrived at Camp Maloney with twenty-five men of the Third Artillery Company M as Lieutenant William Slaughter prepared for another assault on the Indians -- November 25, 1855
Keys had taught at West Point and William Slaughter was a student of his
Erasmus Keyes urged his former pupil to be cautious
Lieutenant Slaughter moved onto Bitting's Prairie just east of the Puyallup River being out in the dripping forest where an enemy could hide twenty feet away was bad enough but now a dense fog enveloped the area
several expeditions were sent out to locate hostile Indian -- but without success
Steilacoom storekeeper Sam McCaw took sixteen men on a scouting excursion north (toward today's Sumner) where he found burned-out ruins of some of the homes and the looted ruins of others -- but no Indians

GOVERNOR ISAAC STEVENS CONTINUES HIS TREK HOME

Isaac Stevens' party and his Indian escort trudged through three feet of snow as they crossed the Bitterroot Mountains at Lookout Pass
riding past the dead horse of Coeur d'Alene Indians who had cleared the route before they reached the Coeur d'Alene Mission -- November 25, 1855
In spite of the weather the Washington Territory governor advanced into Spokane Country
scouts were sent ahead to inform the Spokane Indians and their allies of the arrival of the Superintendent of Indian Affairs
and to prepare for council talks with the United States government representative

TROOPS CONVERGE ON BITTING'S PRAIRIE

Lieutenant Slaughter set out from Camp Maloney traveling along the Puyallup River in search of Indians believed to be following chiefs Leschi, Quiemuth, Nelson and Kitsap (the Younger) into war -- November 25, 1855
fresh tracks of Indians were discovered leading both up and down the banks of the Puyallup River however, no Indians were seen
Lieutenant Samuel McCaw leading sixteen men of Militia Captain William Wallace's Company D was sent to the Stuck settlement (today's Sumner)
(Stuck River is the lower end of the White River)

at the Stuck settlement they found the houses of William Kincaid, Abram Woolery
and Jonathan Warren McCarty burned to the ground but their grain remained untouched
except for some taken from the barn of Abial Morrison
those houses that were not burned were strongly built of square timbers
and could easily be defended
home belonging to Robert S. Moore, a lieutenant in Volunteer Company D,
was found broken open and everything taken
there were no other signs of Indians either during the march or at the Stuck River
In the meantime, Captain Christopher Hewitt, commanding Volunteer Company H
worked his way up the Green and White river Valley from Seattle
Lieutenant Slaughter's combined regular and militia troops did not see any Indians
camp was made on Bitting's Prairie
one mile east of the Puyallup River -- evening November 25, 1855
wet, rainy weather gave signs of fog rolling in during the night
this increased the chances of an Indian raid

LIEUTENANT SLAUGHTER'S BITTING'S PRAIRIE CAMP IS RAIDED

As night became cooler a heavy fog rolled in -- November 25, 1855
seeing an easy mark Indians conducted a night raid
Chief Kitsap (The Younger), Nelson of the Green River and Niscope Indians,
Kanascut of the Klickitats, Quiemuth and Klowowit of the Nisqually people
crawled toward Slaughter's camp under the cover of fog
Private David Hall of Lieutenant S. McCaw Samuel McCaw's Company D squad
stood guard duty enveloped in the dense fog
his attention was attracted by the snorting of a pack animal picketed thirty yards from the camp
nothing could be seen in the fog and dark -- 10:30 p.m., Sunday night November 25
but he immediately ran to camp and shouted that Indians were stealing the animals
Several militiamen rushed to where the animals had been picketed
Kitsap's raiders made off with thirty-two of Slaughter's horses and eight mules
Twenty Regulars of Lieutenant Slaughter under Sergeant Tootwiler,
and Byrd, of Captain Wallace's volunteers stumbled through the fog and murky darkness
firing blindly, they believed they had managed to hit an Indian -- but no evidence was found
they kept up the pursuit firing at intervals as they searched for about a mile
to the house of Isaac Lemon (or Lemmons)
at Lemon's homestead this detail found unmistakable evidence that a large body of Indians
were in the vicinity (two miles south of Sumner and east of Alderton)
hastily the guards retraced their steps back to Camp Maloney
During the remainder of the night the Indians' conversations could be distinctly understood
one woman's voice was repeatedly heard urging the warriors on in the most fervent manner
number of Indians around the camp was later put at three hundred
commanded by hostile chiefs Kitsap The Younger and Kanascut who led the Klickitats
Quiemuth and Klowowit

LIEUTEANT SLAUGHTER RECIEVES REINFORCEMENTS AT CAMP MORRISON

Captain Erasmus Keyes as the commanding officer of the Puget Sound campaign deployed his forces to support Lieutenant Slaughter -- November 26, 1855
He ordered Captain Charles Eaton and his forty-one mounted men of Eaton's Rangers to march to the support of Lieutenant William Slaughter
Captain B.L. Henness was left in the neighborhood of the Nisqually River with the twenty-five militiamen of Company F
Slaughter's command was also augmented when Lieutenant Chauncey McKeever, from Captain Keyes' fifty-four men of the U.S. Third Artillery Company M arrived he reached Slaughter's camp with a detachment of twenty-five men -- 2:00 p.m., November 26 these reinforcements allowed Slaughter to add new men to each of his units
Lieutenant William Slaughter divided his forces to search for hostile Indians he delegated Militia Captain William Wallace and his Company D to make sorties from Abial Morrison's homestead on the Stuck River
No engagements took place as the Indians kept out of the way during the daytime which was easy to do in the heavy forests of the Puyallup Valley also, the weather was cold, rainy and disagreeable for field work

INDIANS ONCE AGAIN FIRE AT THE SOLDIERS' CAMP

Once again Indians harassed Lieutenant William Slaughter's men -- night November 26, 1855 in addition to shouts and threats
occasionally Indians would crawl out of the woods which surrounded the little plain under cover of fog and fire into the camp wounding several soldiers during the night guards continually returned fire aimlessly at the Indians -- to no avail

ANOTHER VOLUNTEER IS KILLED

Captain William H. Wallace's Company D was camped at Abial Morrison's home on the Stuck River twenty-eight year old Private Elijah G. Price, a recent volunteer, went down to the creek about three hundred yards from camp to wash after cooking breakfast when he began his return walk bringing water from the spring to camp he was shot in the back with a musket ball -- Monday morning November 28, 1855 other militiamen arrived at the scene in time to kill at least one Indian rumor said the bullet was fired by Chief Leschi
from this incident forward any time there was an incident created by the Indians it was attributed to Leschi

OREGON MILITIA'S FORT HENRITTA RECEIVES REINFORCEMENTS

Oregon Militia Lieutenant-Colonel James Kelly was sent by Oregon Militia Colonel James Nesmith to Fort Henrietta where Kelly was to assume overall command of the Oregon Mounted Volunteers in Walla Walla Country -- November 29, 1855
Kelly brought with him six companies, about 170 volunteers, and Indian Agent Nathan Olney:
•Captain Wilson Company A,
•Captain Humason Company B,
•Captain Charles Bennett Company F,
•Captain Layton Company H,

- Captain Munson Company I,
- Captain Narcisse E. Cornoyer Company K

Captain Charles Bennett arrived from Fort Dalles with additional soldiers
total number of forces amounted to about three hundred and fifty men

WEATHER FOR THE MONTH OF NOVEMBER 1855 IS DISMAL

As the daily weather record for Fort Nisqually noted the dismal weather
added to the growing despair in the region:

- eleven days were reported as gloomy,
- ten days of rain,
- five days of drizzle,
- two cloudy days,
- only two days were counted as pleasant during the month of November

LIEUTENANT WILLIAM SLAUGHTER RETURNS TO CAMP MORRISON

After an unsuccessful effort to find the Indians in the Puyallup Valley
Lieutenant Slaughter led his regular and militia force from Abial Morrison's homestead
on the Stuck River back to Camp Maloney on the Puyallup River -- December 1, 1855
Militia Lieutenant R.S. More had remained at Camp Maloney
with a portion of Wallace's Company D
Slaughter gave his men three days' rest

WALLA WALLA COUNTRY IN EASTERN WASHINGTON IS A POWDER KEG

Nathan Olney, Oregon Sub-Indian Agent at The Dalles, made a visit to Walla Walla Country
Olney found obvious signs of preparations for a general outbreak by the Indians
settlers were advised to prepare for a sudden departure

GENERAL WOOL'S CAMPAIGN PLAN IS UNDERMINED

General John E. Wool's campaign against the Yakima Indians had been a dismal failure
settlers in Washington Territory and Oregon Territory on both sides of the Cascades
had little confidence in the military's ability to resolve the conflict with the Indians
Oregon Territory Governor George Law Curry decided to launch a preemptive attack against
the Walla Walla, Palouse, Umatilla and Cayuse of eastern Oregon and Washington territories
who had, up to that point, remained cautiously neutral in the conflict with the Yakimas
Curry believed it was only a matter of time before the eastern tribes
entered the war being carried out by the Rogue River Indians of Oregon Territory
and Yakima Indians in Washington Territory
he thought a largely unprovoked attack would gain a strategic advantage

TENSION RISES IN EASTERN WASHINGTON TERRITORY

In an effort to surprise the Indians camped at the Walla Walla River
Oregon Militia Lieutenant-Colonel James Kelly led most of his volunteers, about 350 men,
out of Fort Henrietta on the Umatilla River -- after sunset December 2, 1855
to undertake a perilous night time march in wet, snowy weather

Militia Lieutenant-Colonel James Kelly left Fort Henrietta
in the charge of Lieutenant Sword and twenty-five men of Oregon Militia Company I
Lieutenant-Colonel Kelly crossed into the Walla Walla Valley
finding no Indians in their vicinity Kelly camped along the Walla Walla River
several miles upstream from Fort Walla Walla

FORT WALLA WALLA IS BURNED TO THE GROUND

Walla Walla Indians learned the Oregon militia was again approaching the interior
from Fort Henrietta

This posed a serious problem to the Indian defenders of Fort Walla Walla
(located at today's Wallula, Washington)

Peu-Peu-Mox-Mox abandoned Fort Walla Walla -- early morning December 3, 1855
he burned the fort before returning to the Walla Walla River with 1,000 hostile natives

ISAAC STEVENS HOLDS THE SPOKANE COUNCIL OF NORTHERN TRIBES

Superintendent of Indians Affairs Isaac Stevens had reached Spokane Council grounds
there talks were to be held with the local Indians -- December 2, 1855

Snow was falling when the Spokane Council treaty talks were begun

at Antoine Plante's Ferry across the Spokane River -- December 3, 1855

all of the Spokane nation was represented with the exception of the Lower Spokanes

also in attendance were portions of the Coeur d' Alene, Okanogan and Columbia tribes

Yakima Indian outbreak made securing the neutrality of these Indians a priority for Isaac Stevens

William Peon acted as interpreter along with others present who understood the Salish language

Indians in attendance at the Spokane Council were uncertain whether to be for peace or war
rumors that circulated at the talks were extremely alarming:

- troops had fought a battle with the Yakimas and had driven them across the Columbia River,
- Walla Wallas, Cayuses and Umatillas were up in arms,
- several bands of Nez Perce had joined the hostiles

to complicate the discussions Governor Stevens and his party faced other troubling realities

several tribes had threatened to attack the governor's party and kill Isaac Stevens

they were waiting on the route to Olympia and they were all carrying weapons

they could block the road ahead that had to be traveled

Superintendent of Indian Affairs Isaac Stevens stated that he was a friend to be counted on
he wanted to wait until the Lower Spokane Indians arrived

before he formally addressed the council

When the Lower Spokane Indians arrived -- afternoon December 3

Stevens attempted to clear up rumors they had heard about Indian land being taken

he said that as a friend he would protect the Indians and their land

he emphasized his desire that they should not join in the war

and that he did not believe they were ready yet to discuss a land cession agreement

he said he had understood that Kamiakin and Peu-Peu-Mox-Mox

were content with the land assigned to them

he professed not to know what caused the war, but asserted that it was certainly not his fault

OREGON MILITIAMEN REACH FORT WALLA WALLA IN EASTERN WASHINGTON

Oregon Militia Lieutenant-Colonel James Kelly and several Oregon militiamen left their camp on the Walla Walla River to investigate Fort Walla Walla -- afternoon December 3, 1855
They discovered the post had been abandoned by the Indians after the partially destroyed adobe building had been plundered, all of the furniture destroyed and the ammunition stolen
James Sinclair, the former proprietor of the fort, invited the volunteers to spend the night
strong gusts of wind whistling through the walls made for an uneasy sleep

IN WESTERN WASHINGTON LIEUTENANT SLAUGHTER RECEIVES REINFORCEMENTS

At Camp Maloney Lieutenant William Slaughter was joined by Militia Captain Isaac Hays and the forty mounted men of Company E out of Thurston County -- December 3, 1855
they carried instructions to rendezvous with Captain Christopher C. Hewitt's Company H at the junction of the White and Green Rivers (the present day site of Auburn)

LIEUTENANT WILLIAM SLAUGHTER MARCHES TO BRANNAN'S PRAIRIE

Lieutenant Slaughter left Lieutenant R.S. More of Captain Wallace's Company D with forty men to protect Camp Maloney at the mouth of the Stuck River -- December 4, 1855
Slaughter set out from Camp Maloney bound for Brannan's Prairie to join Militia Captain Christopher Hewitt's Company H
camped between the Green and White rivers -- December 4, 1855
eight miles of swamps and thickets lay between Slaughter and Hewitt
Lieutenant William Slaughter led sixty-five Fourth Infantry Company C soldiers with two day's rations
he took with him five of Wallace's Militia Company D members

OREGON MOUNTED VOLUNTEERS SEND OUT PATROLS

Oregon Militia Lieutenant-Colonel James Kelly remained at Fort Walla Walla December 4, 1855
Kelly ordered Oregon Militia Major Mark A. Chinn to take 150 men and the baggage train to the mouth of the Touchet River
Kelly, with two hundred men without baggage or provisions, marched about twelve miles up the Walla Walla River to find the missing the Walla Walla Indians
scouts had reported they were camped beside the river's bank

WALLA WALLA INDIANS ARE LOCATED IN EASTERN WASHINGTON

Walla Walla Indians were spotted across the Columbia River -- morning December 4, 1855
Oregon Militia Lieutenant-Colonel James Kelly and several militiamen confronted the Indians but they were too far away for effective fire
Kelly's party then returned to Fort Walla Walla (today's Wallula, Washington)
Later in the day marauding Indians approached the fort
some volunteers gave chase in a northeasterly direction
but the faster Indian horses easily out-distanced the inferior horses of their pursuers
Kelly decided he would follow in the same direction when morning came

SUPERINTENDENT OF INDIAN AFFAIRS CONCLUDES THE SPOKANE TREATY COUNCIL

Spokane and Colville Indians were bitterly hostile in their attitude -- December 4, 1855
they denounced the war in Washington Territory and wanted it stopped
general belief among the natives was that Walla Walla Chief Peu-Peu-Mox-Mox
would carry out his oft-repeated threat against the governor and his party
that Stevens would never reach The Dalles alive
these Indians had not as yet joined the hostiles but they also would not promise Stevens neutrality
they explained that if the renegade Indians at war were driven into their country,
many of the Spokanes would join them
Spokane Garry expressed his belief that the Northern tribes including his people
would join the war if troops moved north of the Snake River
several other chiefs said the settlers were in the wrong in dealing with the natives
even so, most of the Spokane and Colville chiefs spoke for peace
at the end of the Council Garry said: **“All these things that we have been speaking of had
better be tied together as they are, like a bundle of sticks, because you are in a hurry. There is no
time to talk of them. But afterwards you can come back, when you find time, and see us.”**¹⁴⁴

LIEUTENANT WILLIAM SLAUGHTER ESTABLISHES HIS CAMP ON BRANNAN’S PRAIRIE

Militia Captain Christopher Hewitt and his Company H out of Seattle were camped
between the Green and White rivers
Hewitt had instructions to rendezvous with Lieutenant William Slaughter
Lieutenant Slaughter reached William Brannan’s Prairie -- December 4, 1855
when Hewitt arrived in Slaughter’s camp he urged the lieutenant to move his command
to Hewitt’s fortified camp two or three miles further up the White River
Slaughter declined because his men were too tired to continue the march
in the jointly occupied camp fires were lit to provide light and to dry the men’s soggy clothes

WESTERN WASHINGTON INDIANS PREPARE FOR AN ATTACK AT BRANNAN’S PRAIRIE

Indians had amassed enough strength at Brannan’s Prairie in eastern Pierce County
to carry out an attack on the regular and volunteer troops
With this added strength they positioned themselves along the north Bank of the White River
and concealed themselves

LIEUTENANT WILLIAM SLAUGHTER KILLED

Lieutenant Slaughter, Captain Hewitt, Revenue Marine Lieutenant James Harrison
and Dr. Taylor of the navy walked to an old, abandoned root house
to plan their strategy -- 7:00 p.m., Tuesday December 4, 1855
they planned to travel up the White and Green rivers until they found the main Indian camp
Militia Captain William Wallace and Company D was slated to occupy the Puyallup Valley
Militia Captain Isaac Hays’ Company E would hold Muck Prairie and the Nisqually River
other small forces including detachments from the navy
would garrison various strong points and protect towns and river crossings
Troops had roaring fires going to dry themselves and their sodden clothing

¹⁴⁴ George Washington Fuller, *A History of the Pacific Northwest*, P. 230.

wet from the cold incessant December rain that fell on them since the battle at South Prairie
as the men dried off, their forms were silhouetted in the fires' glare
Exiting the meeting Lieutenant William Slaughter stepped into the doorway
without warning hostile Indians under Chief Kanasket guided by the firelight
fired a musket volley at the cabin sending a bullet straight through the heart of Slaughter
twenty-seven year old Lieutenant William Slaughter fell dead
without uttering a sound -- 7:00 p.m., Tuesday December 4, 1855

SCENE AT BRANNAN'S PRAIRIE IS CHOATIC

With the demise of Lieutenant William Slaughter troopers immediately fell into defensive positions
shots rang out in the darkness -- December 4, 1855
Revenue Marine officer Lieutenant James E. Harrison, United States Revenue Service,
took charge of sixty-five men the U.S. Fourth Infantry Company C
this was probably the first time a Revenue Cutter sailor led an Army combat unit
in the field against a hostile force
soldiers and militiamen fired out into the darkness and at the muzzle flashes of the Indians' guns
Skirmish lasted for three hours until ten o'clock that night
Corporal Barry, U.S. Fourth Infantry Company C, was killed
as was Company D volunteer Corporal Julian Clarendon
six other men were severely wounded -- one mortally
Private Cullum, an artilleryman of Captain Erasmus Keyes' U.S. Third Artillery Company M
died of his wounds a day or two later
Revenue Marine Lieutenant James E. Harrison suffered a wound
it was noted in the local newspapers that brevetted First Lieutenant Harrison
behaved with great gallantry while in hostile action on the Green River
he was commended for his efforts
Militia Christopher Hewitt was missing a lock of his hair clipped by a bullet passing his temple

TRIBUTE TO LIEUTENANT WILLIAM SLAUGHTER

His former teacher and friend Captain (later Brigadier-General) Erasmus D. Keyes noted:

“His death was certainly one of the saddest events of that war. ...He was stationed at Fort Vancouver a short time, and in 1853 was ordered to Fort Steilacoom. As an officer, he was brave to a fault. As an Indian campaigner, he had been remarkably successful. No man had more endeared himself to his command. None had a more happy (sic) faculty of inspiring men with enthusiasm. Small in frame and delicate in person, his powers of endurance were wonderful. He had led almost all the expeditions to check the Indians during his stay in the country, and had been actively in the field from the commencement of hostilities till he met his untimely death. Brilliant he was as a soldier; and, as the citizen, he had rendered himself equally dear to the people of the territory in which he had been assigned to duty. In the walks of social life, who that enjoyed his friendship or acquaintance can ever forget him?”

“My heart is sick when I reflect that so brave an officer and so gallant a gentleman should be slain by the wretched savages.”¹⁴⁵

Slaughter’s body was taken down the Green River to Seattle and was sent to his family in Steilacoom
Territorial Legislative Assembly which was in session at the time of his death
passed resolutions expressing the feeling of the territory regarding the irreparable loss
they adjourned for the day in honor of his memory
newspapers published laudatory articles

MILITIA CAPTAIN HEWITT WITHDRAWS HIS MEN FROM BRANNAN’S PRAIRIE

Christopher Hewitt withdrew his men of Militia Company H taking his dead and wounded with him
they marched through the dark to his fortified camp up the White River -- December 4, 1855
Militiamen in Hewitt’s secure camp had heard the gunfire
they marched out to meet the Militia captain and his men
they could hear the shouts of jubilant Indians as they entered the abandoned camp
together they continued in the direction of Seattle

DECISION IS MADE TO WITHDRAW THE TROOPS FROM THE PUYALLUP VALLEY

Deep snow in the Cascade Mountain passes indicated that communications
between the Indians east and west of the Cascades were cut off -- at least temporarily
Obvious success of the Puget Sound Indians’ most recent attack
and the overall unfavorable fighting conditions in the country at that season of the year
indicated a temporary withdrawal of the United States troops from the field was necessary
Indians west of the Cascades had apparently ceased their attacks
thus there seemed nothing to do but to wait patiently (until the coming spring)
when General John E. Wool promised to put enough troops into the field
to bring the war to a speedy end

Captain Erasmus D. Keyes summoned Militia Captain William Wallace
and instructed him to remove his Militia Company D then camped on the Puyallup River
Lieutenant Slaughter’s men of the U.S. Fourth Infantry Company C returned to Fort Steilacoom
Captain Erasmus Keyes then in command at Fort Steilacoom
notified Acting-Governor Charles Mason that it was necessary to withdraw his troops
from the field as many of the men were sick
and the pack animals were worn down

This announcement put an end to active operations against the Indians of Puget Sound
troops were garrisoned at Fort Steilacoom and such points as provided protection to the settlers
volunteers remained at places where they might be of assistance in an attack by the Indians
No further action west of the Cascade Mountains took place for over two months

REVENUE CUTTER *JEFFERSON DAVIS* IS ASKED TO PROVIDE MORE SUPPORT

Territorial volunteers along Puget Sound had a habit of requesting supplies of arms and powder

¹⁴⁵ Keyes, Erasmus Darwin, Brevet Brigadier-General, *Fifty Years' Observation of Men and Events: Civil and Military*. Reprint 2007, P. 548.

from the Revenue Cutter *Jefferson Davis*
having already provided all that could be spared, Captain William Pease could not give any more
without endangering the security of his ship

OREGON MILITIA LIEUTENANT-COLONEL KELLY NEGOTIATES WITH PEU-PEU-MOX-MOX

When Oregon militia Lieutenant-Colonel James Kelly and his men entered the Touchet Canyon,
they were approached by a group of Indian warriors from the main Walla Walla camp
located several miles farther up the Touchet River
beyond a narrow canyon along the river -- December 5, 1855
various accounts place their number in a range of fifty to as many as 150
Peu-Peu-Mox-Mox and other warriors separated themselves from the main body of natives
they rode toward the soldiers carrying a white flag of truce
Peu-Peu-Mox-Mox asked to speak with Indian Agent Nathan Olney
James Kelly, Olney and several others, including interpreter John McBean, rode out to meet the chief
Peu-Peu-Mox-Mox began by asking why the troops were in his country
he stated that he did not want to fight and that his people did not wish to fight
he said that on the following day he would come and have a talk and make a treaty of peace
James Kelly accused the chief of participating in the destruction and looting of Fort Walla Walla,
Peu-Peu-Mox-Mox responded with regret and offered to replace or pay for stolen items
Oregon Militia Lieutenant-Colonel James Kelly demanded more than promises
he insisted the Walla Wallas give up their weapons, feed the militiamen
and supply them with fresh horses
Peu-Peu-Mox-Mox agreed -- he probably felt he had no choice
he asked to be allowed to return to the main camp
to arrange for compliance with the demands
this gave Kelly the impression the chief was buying time to move his village
and prepare for battle
Kelly, not trusting the chief, declared his militia would attack the camp
if the chief attempted to return to it
Peu-Peu-Mox-Mox was given a choice to leave under the flag of truce
with the knowledge the troops would immediately attack his village
or stay with his six companions as hostages
until his followers could surrender their arms and ammunition
Peu-Peu-Mox-Mox said that on the following day he would accompany the militia to his village
he would assemble his people and make them deliver all of their arms and ammunition;
they would restore the property which had been taken from Fort Walla Walla,
or pay the full value of that which could not be restored;
he would furnish fresh horses to remount the militiamen
he would provide cattle to supply them with provisions,
to enable Kelly's volunteers to wage war against other hostile tribes
Kelly believed these promises and refrained from carrying out the attack on the Indian village
as he thought Peu-Peu-Mox-Mox was in under his control
and that on the next day the chief's promises would be fulfilled
Peu-Peu-Mox-Mox chose to stay with the hostages and the seven Indians were placed under guard

STEVENS CONCLUDES THE SPOKANE COUNCIL OF NORTHERN TRIBES

After a stormy three-day council, Governor Stevens won over the Indians' who promised to continue to be the firm friends of the Whites confidence -- December 5, 1855
Indian Superintendent Stevens adjourned the Spokane Council with great expectations of friendship but he was not able to strike a treaty with the represented tribes
Coeur d' Alene, Colville, Columbia and Spokane people were left without any treaty
(Stevens did not return to negotiate a treaty as he had promised
rather reservations were created out of aboriginal territory for all three tribes
through executive orders in the [1870s]
after American settlers had claimed much of the territory for themselves)

GOVERNOR STEVENS ORGANIZES UNITS FOR HIS PROTECTION

Possibility of a running fight with several thousand hostiles was entirely real
in addition to the Nez Perce escort, eighteen frightened miners had gathered for mutual protection not far from where Stevens had his conference at Antoine Plante's Ferry
other miners came from Colville
led by Hudson's Bay Company Chief Trader Angus McDonald
Spokane Indians warned there were plans afoot for Yakimas and Walla Wallas to waylay the party
Governor Stevens distrusted the Nez Perce accompanying him
primarily because of Chief Looking Glass
Stevens had overheard a conversation between Looking Glass and a Spokane chief relating a plan to overpower the governor when they reached Nez Perce Country
William Craig was an educated mountain man
he had been appointed Indian Agent for the Nez Perce Indians [1848]
he had a donation land claim among the Nez Perce
(his land had been donated by the Indians -- not the United States government)
he had received letters informing him the Walla Walla Valley was blocked by hostile Indians
Nez Perce declared it was impossible to get through
Craig relayed this information to the governor
Isaac Stevens formed three militia companies to provide an escort and protection for his party
twenty-five miners under command of Captain Benjamin Franklin Yantis
were organized into a militia unit and were called the "Spokane Invincibles"
they purchased some rifles from the Indians to add to their effectiveness
twenty-five mounted members of the Governor's own party commanded by Captain C.P. Higgins
also were organized into a militia unit known as the "Stevens Guards"
Aaron Webster served as First Lieutenant
W.H. Toppan was made Quartermaster
thirty-nine Nez Perce Indians also agreed to escort the governor to the camp of the Oregon militia
Spotted Eagle agreed to serve as captain
in addition to the warriors, thirty additional Indians acted as horse guards
as each warrior took three fine horses with him
New militia units were duly mustered into territorial service and supplied with good horses
although the effort was deadly serious, it was in reality a sham

against hundreds, perhaps thousands, of embittered warriors
Stevens' Spokane Invincibles and Stevens Guards could muster scarcely fifty rifles
thirty-nine Nez Perce defenders were, perhaps, not even dependable
William Craig was sent ahead to Lapwai Mission to assemble the Nez Perce there for a council
if the tribe was friendly they could help carve a way through enemy territory to The Dalles
if not, perhaps boldness would neutralize them as it had the Coeur d'Alenes and the Spokanes

PEU-PEU-MOX-MOX CONTACTS HIS VILLAGE

Walla Walla Chief asked for permission to send a warrior to his camp
to make arrangements to comply with the peace terms -- evening December 5, 1855
he invited the soldiers to go to the Walla Walla camp promising to supply them with beef
Militia Lieutenant-Colonel James Kelly relented and the Indian messenger departed
when he failed to return the soldiers grew even more suspicious
That night the Walla Wallas removed all of their property and deserted the village

OREGON MILITIA LIEUTENANT-COLONEL BECOMES INCREASINGLY CONCERNED

Militia Lieutenant-Colonel Kelly's volunteers moved forward shadowed by eighty or so warriors
as the canyon narrowed, the soldiers grew increasingly fearful of an ambush
Kelly's intuition led him to order a retreat to a wider, more defensible position
he sent a messenger downstream to Major Mark A. Chinn's camp requesting reinforcements

WASHINGTON TERRITORY GOVERNOR STEVENS QUICKENS HIS PACE TOWARD OLYMPIA

Washington Territorial Governor Isaac Stevens adjusted his travel plan -- December 6, 1855
he stripped equipment and supplies carried by the supply train to a minimum
each pack was reduced to two blankets, ten pounds of personal baggage and ten days rations
Stevens, having reinforced his party with the Spokane Invincibles, Stevens Guards
and thirty Nez Perce warriors under Spotted Eagle prepared to follow William Craig
on a fast dash to Lapwai Mission in Nez Perce Country

INDIAN CAMP ON THE WALLA WALLA RIVER IS DESERTED

Oregon Militia Lieutenant-Colonel Kelly once again ordered his volunteers
toward the Walla Walla Indian camp
when the militia reached it, they found it was deserted -- Thursday morning December 6, 1855
Kelly believed that Peu-Peu-Mox-Mox was acting with duplicity
he expected to trap the Oregon Mounted Volunteers in the ravine where his camp was situated
and make his escape
Mounted warriors in large numbers watched from the distant hills
a flag of truce was sent out to them but the Indians refused to parley
Finding that he could neither close with the Indian fighters nor enforce the terms of his demands,
Militia Lieutenant-Colonel Kelly remained at the deserted village
until about 1:00 in the afternoon
he then turned his command around and headed back to the mouth of the Touchet River
where Major Mark A. Chinn's detachment waited
At Major Chinn's camp, one of the seven Indian hostages attempted to escape but was dragged back

Kelly scolded Chief Peu-Peu-Mox-Mox

accusing him of going back on his promise to accompany the militia to his village
in an effort to prevent an attack on the Indian camp before it could be abandoned
Kelly threatened that if any other attempts at escape were made, he would order them all shot
now the Indians truly were hostages against their will

OREGON MILITIA LIEUTENANT-COLONEL KELLY PLANS FOR A LONG CAMPAIGN

Militia Lieutenant-Colonel Kelly planned to take his command from the camp on the Touchet River
up the Walla Walla Valley to Waiilatpu to where Marcus Whitman's mission once stood

Kelly was determined to make a more permanent camp there and hold out for the winter
he didn't believe he would face a battle,

he thought that the Indians on their faster ponies would simply out-distance his men
James Kelly's planned route would lead him eastward ten miles to a crossing of Dry Creek

(near today's Lowden, Washington) -- December 6, 1855

beyond the creek lay beautiful farm land

settled primarily by French-Canadian former employees of Hudson's Bay Company
and their Native American wives

this cluster of French-Canadian homesteads was called Frenchtown or, simply, French Farms
wood fencing and occasional cabins marked the grassy landscape

most of the inhabitants, however, had fled in the face of the rising tensions

between the settlers and the Indians who had once befriended them

now a number of French-Canadians rode with the Oregon Volunteers

Lieutenant-Colonel James Kelly and his Oregon Militiamen made camp for the night at Frenchtown

OREGON MILITIA LIEUTENANT-COLONEL KELLY COMPLETES HIS PREPARATIONS

Oregon Mounted Volunteers in camp at Frenchtown awoke to find mounted Indian warriors
on the hills east of the Touchet River -- December 7, 1855

they were mostly Walla Wallas but also included Cayuses, Umatillas, De Chutes, Palouses,
and possibly elements of other tribes

It was reported some of the Indians shouted at the troops across the Touchet River

they demanded the release of Peu-Peu-Mox-Mox

and threatened to attack any person who crossed the river

Without hesitation Oregon Militia Lieutenant-Colonel Kelly

led Captain A. V. Wilson's ninety-seven men of Militia Company A

across the Touchet River in an effort to reach the remains of Dr. Marcus Whitman's Mission
once across the river Company A formed on the plain

they were quickly joined by Colonel James Nesmith's three Oregon militia companies:

Militia Captain Charles Bennett's eighty-one men of Company F,

Militia Captain Davis Layton's seventy-four men of Company H,

Militia Captain Cornoyer's thirty militiamen of Company K

Captain Humason's sixty-five member Militia Company B was occupied

driving a herd of cattle near the foot of the hills that extended along the river

a few of the militiamen rode in front while others were on the flanks

most of the company followed brought up the rear

Indians fired on Company B but this had no effect
other accounts indicate that a soldier was the first to shoot
Company B united with the other Oregon militia units

FRENCHTOWN BATTLE BEGINS

After preparations were completed, all of Oregon Militia Lieutenant-Colonel Kelly command
surged forward in an eager chase of the Indians in view -- Friday morning December 7, 1855
except for Captain A.V. Wilson's Company A and Captain Charles Bennett's Company F
who were ordered to return to camp with the baggage and cattle herd
and to guard the Indians being held hostage
a ten mile moving battle had begun
as the number of hostiles continued to increase the Indians closed in and commenced firing
Indians were proficient at shooting from horseback
they fought individually instead of in organized groups
During the ensuing running battle Lieutenant-Colonel James Kelly's Oregon Mounted Volunteers
progressed only with great difficulty
most of the volunteers had to dismount, fire and resume the pursuit
they became disorganized as their faster mounts outdistanced other slower horses
even so, several warriors were killed in the chase

FRENCHTOWN BATTLE REACHES DRY CREEK

Running fight reached Dry Creek (near the present-day town of Lowden)
where brush and trees extended from the hills on the left side of the river
this gave the Indians the type of cover they liked best -- Friday December 7, 1855
surrounding hills were covered with Indian horsemen
bands of warriors danced around poles from which dangled scalps
soldiers were momentarily stopped by Indians firing down on them from a high knoll
and by fires set in the tall grass
Running battle was finally decided by a cavalry charge
high knoll was flanked and the militia pushed forward as the Indians retreated

BLOODY COMBAT AT FRENCHTOWN REACHES THE LA ROCQUE FARM

Beyond Dry Creek the valley narrowed
Indians reached a French-Canadian farm recently abandoned by the La Rocque family
at this point the volunteers had come about twelve miles from their start at the Touchet River
both the men and their horses were exhausted -- Friday December 7, 1855
Indians made a stand at the La Rocque farm as the warrior's established a firing line
their left flank rested on the north bank of the Walla Walla River
where trees and underbrush provided cover
their right flank was protected by a high range of rolling hills to the north
in between was a level gap of sagebrush and sandy knolls where the La Rocque farm was located
there the Indians awaited the approach of the Oregon Mounted Volunteers
Militiamen on the fastest horses, about forty or fifty men, arrived first
as they charged the front Indians poured a murderous crossfire

from the brush and willows along the river
and from the sagebrush and sandy knolls along the plain
killing a lieutenant and wounding a captain and three enlisted men
Captain A. V. Wilson of Company A, back in camp, was sent a dispatch to come forward
Company A came up at a gallop and dismounted at a slough
they pushed on through the brush with fixed bayonets
Captain Charles Bennett arrived at the battlefield with Company F and joined the bayonet charge
in the course of half an hour these volunteers drove the Indians for two miles
however, the effort to move the natives to a new position
resulted in the loss of Captain Bennett and a private both being killed
once again in the face of withering gunfire the Oregon Mounted Volunteers fell back
What followed was later described by Lieutenant-Colonel James Kelly
as the crucial moment of the entire four-day battle
he ordered his men to cross a fence on the farm near La Rocque's cabin
and attack the Indians in the brush
volunteers prevailed in the assault and took possession of the cabin
but Lieutenant Burrows of Captain Layton of Company H was killed
Captain Munson of Company I was wounded
as were Sergeant-Major Isaac Miller and G.W. Smith of Company B

FIGHT SHIFTS TO THE TELLIER HOMESTEAD

Warriors took possession of a neighboring farmhouse belonging to the Tellier family
once again fences barred the soldiers' path -- Friday December 7, 1855
Captain Charles H. Bennett of Oregon Mounted Volunteers Company F
was in command of the assault on the Tellier's home
Captain Bennett and Private Kelso of Company A were killed in the attack
Indians held their ground in the Tellier farmhouse
until Captain A. V. Wilson in the midst of the fighting
set up an old howitzer that he had hauled from Fort Walla Walla
it had no carriage for support, but Kelly ordered his men to set it up on a mound of sand
this cannon was fired successfully three times but with little effect
on the fourth try it burst apart severely injuring Captain Wilson
Indians gave way as a result of the assault
Tellier house and fence were seized and held by the volunteers
wounded volunteers and the bodies of the militiamen were recovered

U.S. NAVY SLOOP-OF-WAR *DECATUR* ARRIVES ON PUGET SOUND

USS *Decatur* was named in honor of Commodore Stephen Decatur
one of the United States Navy's great heroes and its leader for two decades
Decatur under Commander Guert Gansevoort was sailing to Seattle
when she ran aground on rocks at Restoration Point, Bainbridge Island -- December 7, 1855
fortunately she righted herself
Decatur remained in the Pacific Northwest to deter Indian outbreaks

FRENCHTOWN BATTLE CONTINUES

While the advance militiamen were engaged with the Indians at the Tellier house
those who remained in the rear at La Rocque's small cabin established a field hospital
surgeons attended the wounded there and some the dead were brought in
La Rocque's cabin also served as the quarters to hold Peu-Peu-Mox-Mox and the other hostages
there guards worried the prisoners might escape during the heat of battle
an effort was made to tie the captives as a precaution
this indignity was strongly and loudly resisted by the captives

INDIAN HOSTAGES ARE MOVED TO THE TELLIER FARMHOUSE

Captives were moved from La Rocque's small cabin to Tellier's farmhouse
Oregon Militia Lieutenant-Colonel James Kelly, feeling that every man might be needed,
ordered the Indians to be bound -- he also ordered them shot if they resisted
Chief Peu-Peu-Mox-Mox, tied to a stake and surrounded by soldiers,
constantly shouted battle instructions to his attacking warriors
he also signaled weak positions in the militia's defenses
There are several versions of what happened next -- late Friday afternoon December 7, 1855
most agree one of the Indians attempted an escape
known by various names: Klickitat Jim, Champoeg Jim and Wolfskin,
this man produced a hidden knife and slashed at Sergeant-Major Isaac Miller
the attacker was quickly beaten with a rifle and left unconscious
Peu-Peu-Mox-Mox tried to take a rifle from Private Sam Warfield who drew the weapon back
knocking the chief to the ground with a blow to the head hard enough to bend the rifle barrel
suddenly other soldiers opened fire on the group of bound Indian hostages
killing them all except for a young Nez Perce boy, Billy,
who begged for protection and was spared
Peu-Peu-Mox-Mox's eighteen-inch-long white hair braided with beads and eagle feathers
was taken and his body was mutilated -- his ears were removed and his skin flayed
other Indian victims also were scalped
this was inexcusable and even horrified some of the Oregon Mounted Volunteers
With the death of their chief, the natives withdrew as more Indian reinforcements continued to arrive

BREAK IN THE FRENCHTOWN FIGHT

Tellier's farm was abandoned that night
Oregon militiamen slowly fell back unmolested to the field hospital at the La Rocque farm
where protective barricades had been thrown up
Throughout the night Indians delivered harassing gunfire at the volunteers' camp fires -- December 7

SECOND DAY OF FIGHTING AT FRENCHTOWN

Indians delivered heavy fire -- Saturday morning December 8, 1855
Militia Lieutenant-Colonel James Kelly found his Oregon Volunteers facing six hundred warriors
Lieutenant Pillow with Company A and Lieutenant Hannah with Company H
were ordered to take and hold the brush skirting the river and the sagebrush on the plain
Lieutenant Fellows with Company F

was directed to take and keep possession of the point at the foot on the hill
Lieutenant Jeffries with Company B, Lieutenant Hand with Company I,
and Captain Cornoyer with Company K were posted at three points on the hills
each with orders to maintain their position and attack the enemy in the hills
Once again the militiamen advanced eastward from the La Rocque farm toward the Tellier farm
as the soldiers advanced they built rifle pits and constructed other forms of cover
Private Flemming was mortally injured in the effort
Indians, although they fought with skill and bravery,
were driven from their position at the Tellier farm
Militia Lieutenant-Colonel James Kelly was determined to act on the defensive and hold his position
which was the same as it had been the day before
pattern of attack and withdrawal continued through the day, but with diminished intensity
supplies, especially ammunition, were running short for both sides
James Kelly sent a messenger to Fort Henrietta requesting immediate supplies and reinforcements
to be provided by Oregon Militia Companies D and E
however, these requisitions and reinforcements were not expected to arrive until the next day
Oregon Mounted Volunteers again withdrew back to the La Rocque farm toward evening
darkness, as usual, closed the combat
with the hostiles withdrawing from the field and the militia too exhausted to pursue
bad weather that night forced the militia companies on the hill to withdraw from their position
Company B abandoned the rifle pits they had just dug for their protection

THIRD DAY OF FIGHTING AT FRENCHTOWN

Warriors did not make their appearance until about ten o'clock Sunday morning December 9, 1855
and then with somewhat diminished numbers
An attack was made during the day on companies A and H in the brush skirting the river
and on Company B which had returned to their previous position on the hill
both positions were defended with great gallantry by the militia companies
Indians faced considerable losses in the struggle
Companies F, I, and K also did honor to themselves in repelling all approaches to their positions
in the fight many men in Company F were severely wounded as was one man in Company I
Lieutenant-Colonel James Kelly's Oregon Mounted Volunteers continued to hold their positions

FEAR CONTINUES UNABAITED AT FRENCHTOWN

Lieutenant-Colonel James Kelly, unaware of events at Fort Vancouver,
was very aware of his position -- early Monday morning, December 10, 1855
he noted that Indians now occupied the rifle pits
his militiamen had constructed only two days before
when Lieutenant McAuliffe of Company B saw the Indian's new position
he gallantly observed that his company had dug those holes
and that after breakfast they would take them back again
in less than half an hour the warriors were driven from the rifle pits
Natives fled to the nearby hill which they had occupied the day before
this position was at once attacked by Captain Cornoyer with Company K,

and a portion of Captain Munson's Company I, a mounted unit,
charged the enemy on his right flank
at the same time Lieutenant McAuliffe with Company B dismounted and rushed up the hill
in the face of a heavy fire the Indians were scattered in all directions
Oregon Mounted Volunteers were near the breaking point
when smoke signals announced the approach of the relief column -- December 10
Captain Tom Cornelius leading Companies D and E arrived from Fort Henrietta toward evening
Once organized Lieutenant-Colonel Kelly charged the warriors with his entire command
disheartened Walla Walla Indians withdrew across the Snake River

TERRITORIAL GOVERNOR ISAAC STEVENS MEETS WITH THE NEZ PERCE INDIANS

Governor's Party had traveled across Nez Perce Country through very wet sleet
on his way to Lapwai Mission and William Craig's homestead in Nez Perce Country
When he arrived at William Craig's homestead -- December 1855
he found 2,000 Nez Perce Indians camped near Lapwai Mission
including 800 warriors led by Chief Lawyer -- most were friendly
While meeting with the Nez Perce, Stevens learned the news
of Oregon Militia Lieutenant-Colonel James Kelly's victory
at the battle at Frenchtown in the Walla Walla Valley
in fact, U.S. Army troops and a sprinkling of volunteers under bumbling Major Gabriel Rains
had invaded Yakima Country in a fruitless campaign
Indians easily slid out of the Major's inept traps, but at least they were occupied
Peu-Peu-Mox-Mox and his warriors had fared less well
at the hands of Lieutenant-Colonel Kelly
Chief Lawyer expressed support for Governor Stevens and the other chiefs agreed
Nez Perce Chief Looking Glass, whatever his intentions, was outmaneuvered

OREGON MILITIAMEN PURSUE THE FLEEING INDIANS

Walla Walla Indians vanished fleeing north with their families
to temporary safety beyond the Snake River -- Tuesday December 11, 1855
Oregon Militia Lieutenant-Colonel Kelly with all the available troops
followed in pursuit along the Nez Perce Trail
about twelve miles from Frenchtown, at Mill Creek,
troops passed through the Walla Walla Indian village
they counted 196 fires that had been deserted the night before
much of the natives' provisions were scattered along the way
indicating that they had fled in great haste to the north
Estimates noted that during the four day battle some 600 to 1,200 Indian fighters were involved
(in fact, the smaller number probably is closer to the truth)

TERRITORY GOVERNOR ISAAC STEVENS' EXPEDITION CONTINUES THE JOURNEY WEST

After leaving the Nez Perce encampment near William Craig's homestead Governor Steven's party
was protected by twenty-five miners of the Spokane Invincibles,
twenty-five soldiers of the Stevens' Guards

and thirty Nez Perce Warriors under Spotted Eagle
temperature plunged to twenty-seven degrees below zero
and horses froze to death during the night
Unmolested, Stevens crossed from the Craig homestead to Fort Walla Walla -- December 11, 1855
to the party's relief and mystification they did not encounter a single Indian along the way
Oregon Militia Lieutenant-Colonel James Kelly knew the reason why
but was in no position to communicate the information to the governor

OREGON MOUNTED VOLUNTEERS GIVE UP THE CHASE

Oregon Militiamen continued their chase until they reached the Touchet River
Oregon Lieutenant-Colonel James Kelly decided the effort was in vain
it was too dark to follow the track of the Indian horses
many of the militia's horses were completely broken down as were the militiamen on foot
After rounding up about one hundred head of cattle
which the Indians left scattered along the trail in their flight
camp was made -- Tuesday evening December 11, 1855

OREGON VOLUNTEERS HOLD UNDISPUTED POSSESSION SOUTH OF THE SNAKE RIVER

Lieutenant-Colonel James Kelly sent Captain Cornoyer with Company K to Fort Dalles
Captain N. Olney, Sub-Indian Agent, accompanied them for the day
and returned to camp at Fort Bennett near the old Waiilatpu Mission -- evening December 12
Captain Olney reported that Captain Cornoyer would return the next day
Olney had learned from friendly Indians
that Palouses, Walla Wallas, Umatillas, Cayuses, and Stock Whitley Chief of the Des Chutes
had all been engaged in the battle of Frenchtown
Olney also was informed that after the battle, the Palouses, Walla Wallas and Umatillas
had gone partly to the Grande Ronde Valley and partly to the country of the Nez Perces,
and that Stock Whitley, disgusted with the manner in which the Cayuses fought in the battle,
had abandoned them and gone to Yakima Country to join with Chief Kamiakin
Oregon Volunteers had undisputed possession of the country south of the Snake River
they remained in the field at Fort Bennett during the winter

EFFORT TO LOCATE OREGON TERRITORY CAPITOL CONTINUES

Oregon legislature had convened in Corvallis [December 3, 1855]
they quickly introduced legislation to move the capital back to Salem
this proposal passed -- December 15, 1855
Three days later the Oregon legislature re-convened in Salem [December 18]
where government buildings were under construction

STEAMSHIP *ACTIVE* ARRIVES AT THE TOWN OF STEILACOOM

U.S. surveying steamer *Active*, under Commander James Alden had been in the Strait of Juan de Fuca
surveying the strait and establishing lighthouses [since 1853]
when forest fires disrupted their work the ship was moved to Steilacoom
with a large supply of arms, ammunition and stores -- December 17, 1855

Since a large number of northern Indians in the Puget Sound vicinity had recently committed considerable havoc and caused substantial alarm *Active's* arrival was most opportune
She was stationed at the town of Steilacoom and cooperated with the land forces as a transport for troops and supplies

REVENUE MARINE SECOND LIEUTENANT JAMES E. HARRISON RETURNED TO SEATTLE

Naval Second Lieutenant had been brevetted as an Army First Lieutenant he led the fifty-one men of U.S. Fourth Infantry, Company C into battle Since the death of *Lieutenant* William Slaughter, Company C had remained at Brannan's Prairie providing protection against the potential uprising
After receiving new orders Company C and Lieutenant Harrison reached Seattle where they spent the night -- December 18, 1855

U.S. FOURTH INFANTRY, COMPANY C, LEAVES SEATTLE

Captain William Pease of the *Jefferson Davis* received notice -- morning of December 19, 1855 that soldiers in Seattle were needed by the commander of Fort Steilacoom as soon as possible Revenue Marine Second Lieutenant James Harrison returned back to his ship after completing his infantry duty in the Cascade Mountain foothills of the White River Valley Company C immediately embarked from Seattle on the Revenue Cutter *Jefferson Davis* she being the only conveyance available for the return of soldiers to their fort

U.S. FOURTH INFANTRY, COMPANY C, RETURNS TO FORT STEILACOOM

Two days out of Seattle the *Jefferson Davis* to arrive at the Tacoma Narrows -- December 21, 1855 where they had to anchor due to a heavy ebb tide and little wind
Finally the wind swung around from the north, providing the Revenue Cutter an opportunity to run down to the fort to disembark the troops
after two hours sailing they finally arrived off the town of Steilacoom
Company C returned to the fort

OREGON MILITIA CHANGES OFFICERS

Terms of enlistment for the Oregon Volunteers' Officers were coming to an end restoration of peace in the Yakima and Walla Walla valleys provided an opportunity for new elections -- December 21, 1855
Lieutenant-Colonel James W. Nesmith resigned his commission with the Oregon Volunteers to take a seat in the Oregon Territorial Legislature
Thomas R. Cornelius, Captain of Company D, was elected colonel of the regiment in his place Narcisse E. Cornoyer, Captain of the company of scouts, (K) succeeded Major Mark A. Chinn Antoine River accepted the command of Company K
During the winter, a new battalion of recruits formed in the Willamette Valley Colonel Thomas Cornelius' command was strengthened [early in March, 1856] these troops took the places of volunteers who were discharged as their terms of enlistment had expired

NAVY LOST THE USS *DECATUR*

U.S. Navy Sloop-of-War was on a cruise to show the Indians the American flag
Commander Guert Gansevoort ran the *Decatur* aground on an uncharted reef near Bainbridge Island
she limped back to Seattle, but she was out of action for several months
(Commander Sterett was replaced by Commander Guert Gansevoort)

BEN SNIPES REBOUNDS FROM BEING DEAD BROKE

After the financial failure of his Yreka Flats, California butcher shop [1854]
Ben Snipes now dead broke next tried his luck at a Scott River, California mining camp
where he opened a livery business [1854] which he operated successfully until [fall 1855]
Hearing that his brother, George R. Snipes had traveled west Ben headed back to Oregon
where he found George at The Dalles -- late 1855

WASHINGTON TERRITORY GOVERNOR ISAAC STEVENS ARRIVES AT FORT BENNETT

Fort Bennett was a blockhouse two miles east of the Whitmans' Waiilatpu Mission
this was reached after safely crossing Eastern Washington from Lapwai Mission
While at Fort Bennett Governor Stevens received word General Wool,
Commander of the Department of the Pacific, had appeared at Fort Vancouver
and had taken charge of the effort to pacify the natives
Indian Agent B.F. Shaw reported directly to the governor at Fort Bennett
relating General Wool's refusal to allow an escort party to be sent to Stevens for his protection
For the time being the governor swallowed his resentment
Stevens spoke to more than 400 troops at the Oregon Volunteers post
he thanked them for their victory at Frenchtown and for keeping the Military Road open

TERRITORY GOVERNOR STEVENS DEVELOPS A PLAN FOR A WINTER CAMPAIGN

Isaac Stevens wasted no time in taking command of the Washington Territory Volunteer Militia
William Craig was commissioned a Lieutenant-Colonel in the Washington Volunteer Militia
Indian Agent Benjamin F. Shaw was placed in command of the Military District
embracing Walla Walla Indian Country
he was ordered to organize the settlers for their own defense
Washington Territorial Secretary C.A. Doty was placed in command of the Walla Walla Battalion
composed of the Spokane Invincibles and the Stevens Guards
Doty was instructed to lead the Walla Walla Battalion to Fort Dalles
where they were to be mustered out of service
thirty Nez Perce warriors under Spotted Eagle were ordered home

ISAAC STEVENS ARRIVES AT FORT DALLES

Sixty miles a day of hard riding beside the Columbia River brought them to Fort Dalles
Territorial Governor Isaac Stevens planned a grandiose scheme for a winter campaign
it was based in no small part on the construction of a fleet of barges
to overcome the Columbia River's difficult supply route problems
Stevens dispatched a detailed outline of the scheme to General John E. Wool at Fort Vancouver
but almost immediately an unprecedented cold wave turned the Columbia River to ice

from the Cascade Mountains to the mouth of the Willamette River

GOVERNOR ISAAC STEVENS BEGINS HIS FINAL LEG TO OLYMPIA

Realizing his proposed winter operation would have to wait for better weather,
Stevens decided to go at once to the Washington Territorial capital -- December 31, 1855
Governor began the cold ride across the Cascade Mountains for Olympia
with three of his men, two Nez Perce Indians and a prisoner
on his way to Olympia he intended to call on General Wool at Fort Vancouver
Horses were replaced with boats where the Columbia River descended to the Pacific Ocean
it was a harrowing ride down the storm-whipped Columbia to Fort Vancouver

DECEMBER WEATHER IS SEVERE IN WASHINGTON TERRITORY

Wet autumn gave way to one of the coldest winters on local record
temperatures in Eastern Washington fell to 27° below zero
any kind of winter campaign against the Indians was impossible
War in the Puget Sound District settled into a siege within a siege
Indians were kept from their fishing grounds and lodges
settlers were kept from their farms and families
Soldiers gave up the chase for the winter and withdrew to garrisons
Eastern Washington Regular Army distrusted the Volunteers
by the end of 1855 the militia had won but one small victory
only the Walla Walla Indians had been defeated and their great chief killed at Frenchtown
Warriors, cold and hungry, holed up in the hills away from their villages and families
they heard through the grapevine of Indian women married to white settlers
that the war was unpopular with the “Bostons” (Indian named for Americans)
Indians argued among themselves as older men counseled waiting
while young men said they had gone to war -- not into hiding

INDIAN DEMOGRAPHICS AROUND PUGET SOUND ARE COMPILED

Washington Territory officials conducted a count of available warriors -- early in 1856:

- Nisqually and Downriver Puyallup Indians consisted of sixty-five warriors led by brothers Leschi and Quiemuth;
- Klickitat and Upper Green and White River Indians placed in the field consisted of fifty-five warriors led by Kanasket;
- Duwamish and Downriver Green and White River Indians counted thirty-five warriors led by Nelson and Kitsap (the Younger);
- Upriver Puyallup village could offer twenty warriors led by Sluggia (the nephew of Leschi) and Koquilton

Perhaps 6,000 Indians lived in the Puget Sound region
of these, maybe 4,000 were women and children
thus the number of Indian males available for war could hardly exceed 2,000
(there is considerable doubt the number of Indians who fought ever exceeded 300
these few Indians lacked any real chain of command)

PUGET SOUND SETTLERS ARE DISCOURAGED BY THE LACK OF MILITARY SUCCESS

Hostile Indians shared the region from the Green River to within a few miles of Fort Steilacoom
in the southern part of the region the settlers lived in towns and blockhouses -- early 1856
Military operations were suspended because of the weather and the condition of the country
incessant rains swelled the streams making them almost impassable
roads were so muddy troop movements were interrupted or stopped entirely
both regular soldiers and militia members had been withdrawn from the outlying regions
they remained in and around the towns and prepared defenses
only occasionally did they repel a hostile demonstration
since there had been no fighting and some of the settlers began to return to their homes
to collect food from their gardens
Newspapers debate the defense of the Indian uprising
Olympia's *Pioneer & Democrat* staunchly supported
Washington Territory Governor Isaac Stevens
Steilacoom's *Puget Sound Courier* maintained its Whig political party stance
and attacked Governor Stevens and the war

CHIEF LESCHI GOES TO FOX ISLAND TO RECRUIT FOLLOWERS

Most of the Indians in the Puget Sound region remained, if not friendly, at least outwardly neutral
almost all of the Puyallup Indians and those Nisqually Indians who were not hostile
had been removed to Fox Island -- where between 400 and 500 natives of all ages were kept
Indian Sub-agent John Swan was assigned to distribute government food
and supervise the native encampment

Nisqually Chief Leschi left his main camp on the White River
he led a flotilla of canoes carrying thirty-eight warriors including Kanasket to Fox Island
they traveled down the Puyallup River -- afternoon January 5, 1856
as they traveled across the Puyallup Valley Leschi encountered some settlers
these contacts were made without incident

Leschi continued down the Puyallup River reaching Commencement Bay
he and his followers traveled down The Narrows on their way to Fox Island

Chief Leschi and his warriors beached their canoes
in front of Sub-Indian Agent John Swan's homestead on the north shore of Fox Island
Swan was perhaps the only man that Leschi trusted to attempt peace negotiations
Swan recognized Leschi who wanted to talk
Leschi said he had not gone to war but had been driven into war
he denied responsibility for White River slayings

Chief Leschi attempted to persuade the friendly Indians on Fox Island to join with the hostiles
he recruited fifteen Indians to his cause -- most of them women
(later his bold visit and call for war drew an admiring editorial
in the weekly Whig *Puget Sound Courier* at Steilacoom which also took several pot shots
at Territorial Governor Isaac Stevens at every opportunity)

During Leschi's visit one of the non-hostile Puyallup Indians slipped away and paddled to Steilacoom
he reported hostile natives were on Fox Island and Sub-agent John Swan was their prisoner
Continuing Indian resistance would be almost impossible with Leschi and Kanasket killed or captured

Captain Erasmus Keyes, commander of Fort Steilacoom convinced Hudson's Bay Company to provide him the use of its steamer *Beaver*

U.S. ARMY CAPTAIN ERASMUS KEYES SETS OUT FOR FOX ISLAND

Steamboat *Beaver* traveled from the Hudson's Bay Company Fort Nisqually

she arrived at Steilacoom at first light -- January 6, 1856

however, the small battery of cannons usually aboard the *Beaver* had been left behind to protect Fort Nisqually

Captain Erasmus Keyes dispatched thirty men of the Fourth Infantry from Fort Steilacoom under Captain Maurice Maloney to attempt to rescue Sub-Indian Agent John Swan

CONFRONTATION AT FOX ISLAND IS AVOIDED

Captain Maurice Maloney and his thirty soldiers steamed out of Steilacoom

in the Hudson's Bay Company borrowed paddle wheeler -- morning January 6, 1856

Nisqually Chief Leschi was still on the island when Maloney and his soldiers arrived

Beaver had no cannons to cover the landing of Captain Maloney's soldiers

almost immediately the troops realized they had forgotten to bring any landing craft

one small life boat which was available would hold five men bunched together

While Captain Maloney tried to figure out a way to rescue Sub-Indians Agent John Swan

Swan, who was in charge of the reservation Indians, walked out to the beach

he got in a dugout canoe, paddled to the *Beaver* and boarded

he said no violence had taken place and he was not a hostage

in fact, Chief Leschi promised no trouble unless Maloney started it

Leschi and his well-armed party lined the beach

Swan then returned to the island as he had promised the Indians

Under the circumstances it was impracticable for Captain Maloney to attempt anything

Captain Maurice Maloney, in disgust, took the *Beaver* back to Steilacoom

as he arrived he saw the coastal survey ship USS *Active*

under the command of Naval Lieutenant James Alden

tied up at the Steilacoom dock -- *Beaver* was returned to Fort Nisqually

CAPTAIN ERASMUS KEYES DEVELOPS A PLAN TO CONFRONT CHIEF LESCHI

Keyes decided to incorporate the *Active* in his plans to capture or kill Chief Leschi -- January 6, 1856

however Lieutenant James Alden explained the mudflats around the mouth of the Puyallup River

were too shallow for his ship and the *Active's* boats were too small to be effective

Captain Keyes sent an express rider was sent to Seattle where the *Decatur* was located

with a request to Commander Guert Gansevoort that his ship and a few sturdy boats be provided

Commander Gansevoort declined the request as he was unwilling to risk his ship and men

CHIEF LESCHI RETURNS TO HIS WHITE RIVER CAMP

After the Hudson's Bay Company *Beaver* had departed

Chief Leschi remained on Fox Island for about thirty hours

before Captain Keyes could plot another scheme Chief Leschi and his warriors were gone

Leschi and their followers met several groups of settlers as they returned to their White River camp

three Puyallup Valley men were in a boat delivering a load of potatoes to Fort Steilacoom
Leschi's warriors turned them around and unloaded enough potatoes for a meal
before releasing the three men to complete their delivery
Charles H. Gohrich and a small crew of men were crossing Tacoma's Commencement Bay
when they were stopped by Leschi and several of his warriors
more potatoes were taken along with tobacco and matches
during the confrontation Kanasket, who was standing on the shore, shouted for the Indians
to kill them all -- women in the canoes pleaded to spare the men's lives
when the debate ended Gohrich and his crew were released
Chief Leschi continued toward the White River camp

BRIGADIER GENERAL JOHN WOOL RECEIVES AN URGENT MESSAGE FROM CALIFORNIA

While at Fort Vancouver, Department of the Pacific Commander General John E. Wool
received an urgent message -- January 11, 1856
California and Southern Oregon disturbances
demanded his immediate return to San Francisco
General Wool must have been aware that Washington Territory Governor Isaac Stevens
was on his way to Olympia from Nebraska Territory
but General Wool immediately began making preparations to leave Washington Territory

BRIGADIER GENERAL JOHN E. WOOL LEAVES WASHINGTON TERRITORY

One week after receiving the dispatch from California
General Wool left Fort Vancouver and sailed for home -- evening January 18, 1856
As he traveled down the Columbia River from Fort Vancouver
Wool encountered Colonel George Wright and the ten companies of the U.S. Ninth Infantry
coming up the river

U.S. NINTH INFANTRY ARRIVES IN THE PACIFIC NORTHWEST

Colonel George Wright, squat, fat and amiable, arrived on the Pacific Coast
by way of Panama -- January 1856
U.S. Ninth Infantry was composed of thirty-four officers and 696 regular troops
Companies A, B, C, E, F, G, I and K were under Colonel Wright
Companies D and H were under the command of Lieutenant-Colonel Silas Casey
Arrival of the Ninth Infantry raised the total strength of the regular soldiers in Washington Territory
to about 2,000

GENERAL JOHN E. WOOL ISSUES ORDERS TO THE U.S. NINTH INFANTRY

Vastness of Washington Territory required the regiment to be decentralized
Department of the Pacific Commander General John E. Wool
had previously divided the campaign theater into two military districts:
First Military District (Columbia River) was in Eastern Washington
Second Military District (Puget Sound) was in Western Washington
Colonel George Wright was assigned command of the First District
Colonel Wright had at his disposal eight companies of the U.S. Ninth Infantry

one company of the U.S. Fourth Infantry under Major Gabriel Rains
and of twenty Dragoons of the U.S. Third Artillery under Lieutenant Philip H. Sheridan
Colonel Wright was to establish a military presence at Fort Vancouver
before traveling up the Columbia River to establish his headquarters at Fort Dalles
Lieutenant-Colonel Silas Casey was assigned command of the Second Military District (Puget Sound)
he was ordered to lead the U.S. Ninth Infantry Companies D and H , about 200 men,
to Fort Steilacoom where he would replace Captain Erasmus D. Keyes
as commanding officer of the fort
and assume command of the Second Military District
Brigadier-General John E. Wool continued on his way to California -- night, January 18, 1856

U.S. NINTH INFANTRY ARRIVES AT FORT VANCOUVER

Colonel George Wright divided his command as per his orders from General John E. Wool
he made preparations to take command of the First Military District of Washington Territory
when he arrived at Fort Dalles he was to construct a new post
to serve as headquarters for military operations in the First Military District
as weather conditions permitted,
Colonel Wright was to establish a second post in the vicinity of Fort Walla Walla
near where the Military Road crossed the Columbia River
before continuing to Fort Steilacoom
a third military post, Fort Simcoe, was to be located between that intersection and Fort Dalles
on the Yakima River to keep the natives from fishing the Selah Fishery
distance from Fort Dalles to the Selah Fishery was one hundred miles
Colonel Wright was restrained from making war by General John E. Wool's orders
General Wool's goal was occupation of the First Military District -- not war with the natives
Wool's orders were absolutely clear regarding the use of Oregon mounted volunteers
they were not to be used against the Indians
nothing in Colonel Wright's orders indicated an attack on the natives would be tolerated

U.S. SOLDIERS OF THE WEST FACE DISMAL CONDITIONS

Soldiers in the U.S. Army had a reputation for drinking, violence and laziness
one of the units of the Army, the Seventy Calvary, posted thirty-seven deserters in one week
their dismal living conditions and poor prospects for advancement were ignored by the public
Weapons used by the soldiers were inadequate -- rifles jammed after the second or third firing
many soldiers threw away the rifle and used their hand guns
but the barrels of the hand guns overheated after five rounds
soldiers were told to allow the barrel to cool off between shots
or, if in battle, they were to cool down the weapon by blowing down the gun-barrel

HAIDA INDIANS ATTACK WHIDBEY ISLAND

Haida Indians from Canada's Haida Gwaii (Queen Charlotte Islands) have a long history
of raiding the coastline using swift war canoes carrying up to fifty warriors
who would suddenly attack an Indian village, settlement or farm
looting, burning, murdering and taking captives

Haida Indians attacked Whidbey Island once again -- 5:00 a.m., January 19, 1856
they took clothing and stripped the tiny Revenue Cutter *Rival* of sails, oars, compass
and everything else that was portable
as Jacob Ebey's yard filled with Indians, two large war canoes approached the beach
to collect the warriors

Revenue Cutter *Rival* set out after the departing Indians
after a race of twelve or fifteen miles the Indians came to a stop
in the deep water between Smith Island and Whidbey Island
a lengthy standoff resulted in the Indians agreeing to give back the property taken from the *Rival*
but they denied taking anything else
during and after the conversation some of the settlers criticized Ebey for not firing on the canoes
Haidas returned to Canada richer for their efforts
but in the end the start of another grim bloody war had been averted

WASHINGTON TERRITORY GOVERNOR ISAAC STEVENS RETURNS HOME

When Governor Isaac Stevens reached Fort Vancouver he once again considered himself
insulted by General John E. Wool who had failed to await his return
Governor Stevens continued on to
all the time reflecting on the previous bad blood between the governor and the general
Isaac Ingalls Stevens arrived in Olympia from his treaty-writing efforts east of the Rocky Mountains
after an absence of nine months -- January 19, 1856
cannons boomed thirty-eight times as the governor reappeared in Olympia
until that moment there had been a great deal of anxiety regarding his safety
Governor Isaac Ingalls Stevens was given a hero's welcome
a torchlight parade was held in his honor

GOVERNOR ISAAC STEVENS TAKES COMMAND OF THE CIVIL GOVERNMENT

Terms of enlistment were about to expire for the volunteers of the Washington Territory Militia
who had been called into service by Acting-Governor Charles Mason
Time had arrived either for Washington Territory settlers to protect themselves
or abandon the field and trust entirely in General John E. Wool
who manifestly displayed in every report made to the War Department
not much interest in punishing the Indians and securing the peace
but rather sought to bolster his libelous and slanderous charges
against the civil government and people of Washington and Oregon territories
Stevens threw himself energetically into defensive measures taking what precautions he could:

- he organized a militia, built military roads and constructed numerous blockhouses;
- he enforced the removal of all friendly Indians to Fox Island on the West side of Puget Sound;
- he even secured the support of the United States Navy
which stationed the sloop-of-war *Decatur* in Elliott Bay

Territorial legislators demonstrated their support for Governor Steven's leadership
by implementing a bounty for \$20 for the severed head of a warrior
and \$80 for the head of a chief

GOVERNMENTAL RELATIONS AMONG TERRITORIAL LEADERS ARE DIFFICULT

Grave difficulties had occurred between General Wool, Commander-in-Chief of the Pacific Division, and territorial governors Isaac Ingalls Stevens (Washington) and George Law Curry (Oregon)

Oregon's militia had never been mustered into the United States service

but Washington's volunteers had been -- by Acting-Governor Charles H. Mason

General Wool, had, in a most insulting, humiliating and degrading manner ignored the civil authorities of both Oregon and Washington territories because of temper, harmful intent, envy, or all of these combined,

Wool had refused to furnish an escort or guard through the hostile Indian country

to ensure the safety of Governor Stevens although he was a U.S. Commissioner

Two volunteer companies on the Columbia River had been disbanded by General Wool

Captain Strong's Company B

Captain Newell's company of scouts

GOVERNOR STEVENS ADDRESSES THE TERRITORIAL LEGISLATURE

By unanimous request of the Washington Territorial Legislature which was then convening

Governor Stevens addressed both houses in joint session -- January 21, 1856

he identified for them the cause, propose and goal of the conflict,

he reviewed the Indian policy then in place,

he quickly and briefly noted the events of the Indian War to date

he told a cheering crowd in the legislative hall that **“the war shall be prosecuted until the last hostile Indian is exterminated”**¹⁴⁶

Governor Stevens wanted a war waged by citizens independent of the United States Army

he proclaimed volunteers called out by Acting-Governor Mason

who had cooperated with the U.S. Military had been treated with bad faith by General Wool

some of those troops had even been disbanded in violation of civil policy

Governor Stevens wanted his own fighting force answerable only to him

PUGET SOUND SETTLERS FACE A GREAT DEAL OF ANXIETY

There were a large number of Canadian Indians around Puget Sound which caused continual alarm

they constantly stole horses and cattle and drove them off to their camps and pastures

robberies and continuing acts of vandalism and devastation in the remote defenseless settlements

kept isolated settlers in a state of high alert

Local hostile natives also were becoming bolder

ISAAC STEVENS ORDERS PUGET SOUND INDIANS AGAIN BE PLACED ON RESERVATIONS

Governor Stevens decided that Indians would once again be placed on temporary reservations

to separate friendly natives from hostile warriors

Seattle sawmill owner Henry Yesler and others in the community objected

because the plan interfered with the cheap labor provided by the natives

most of the local Indians, including Chief Seattle, went to the Port Madison reservation

¹⁴⁶ J.A. Eckrom, *Remembered Drums*, P. 85.

under the supervision of Doc Maynard -- but other Indians had misgivings
Several of the Indians in the Seattle area decided to travel to Lake Washington rather than comply
there fish could be caught all year and wapato (a potato-like plants)
was plentiful around the edge of the lake
Chief Leschi, Kanasket and Kitsap (the Younger)
arrived on the eastern shore of Lake Washington leading a number of their followers
and a large group of Yakima and Klickitat Indians from Eastern Washington

CHIEF LESCHI SEEKS WARRIORS FROM THE YAKIMA INDIANS

Chief Leschi sent a messenger to Yakima Chief Owhi in the Kittitas Valley east of the Cascades
asking for help in carrying out an attack
Leschi was held in high esteem by the Yakimas and his request was granted
Chief Qualchan set out with a hundred warriors
snow was so deep that when Qualchan neared the site of (today's Easton, Washington)
on Snoqualmie Pass he sent the horses back and the warriors continued on using snowshoes
after a trek of four days they reached Chief Leschi's camp on Lake Washington

MONEY IS SCARCE IN WASHINGTON TERRITORY

Economic Depression had existed in the Pacific Northwest for several years
thus the Washington Territory Legislature issued script to cover war expenses
territorial government offered \$20 for a severed Indian head -- \$80 for the head of a Chief
technically worthless -- merchants began to balk at the use of script in place of cash
(by war's end -- \$1.6 million in script had been issued
and the credit of Washington Territory was all but destroyed)

GOVERNOR STEVENS WRITES REPORTS OF HIS OWN TO THE WAR DEPARTMENT

Stevens transmitted a series of reports to Secretary of War Jefferson Davis -- January 1856
he charged General John E. Wool with incompetence and criminal neglect of duty
and asked for the immediate removal of the general

TERRITORIAL GOVERNOR STEVENS WRITES A BATTLE PLAN OF HIS OWN

U.S. Third Artillery Company M commander Captain Erasmus D. Keyes
and Commander of the Puget Sound District suggested a summer campaign to Governor Stevens
when the roads would be serviceable and more light would be available
Stevens was aware it was difficult for soldiers and militiamen to see Indians waiting in ambush
even in the sparse vegetation of the winter -- summer would make the effort impossible
besides the economy of Washington Territory was in shambles and the route to improvement
was for farmers to tend their crops and for loggers to return to work
in (late spring) at the latest
Militia First Lieutenant Jared S. Hurd of Captain Gilmore Hays' Company A
suggested that communications could be kept open with a string of forts, ferry crossings
and improved roads
these could be prepared to allow well-guarded wagon trains to supply soldiers in the field
Governor Stevens jumped at the idea

GOVERNOR STEVENS ISSUES A CALL FOR WASHINGTON VOLUNTEER REGIMENTS

Stevens recognized war existed against the hostile bands of Indians west of the Cascade Mountains defined as those who refused to move to the reservations at this time

and those who refused to be separated from or acted in concert with the hostiles

Governor issued a proclamation calling for six companies of militiamen -- January 23, 1856

he noted that over the last three months Indians had killed families, destroyed property and caused land claimed to be abandoned

farming activities has largely stopped -- want, if not starvation, was near at hand

terms of Washington Territory Volunteer Militia called out by Acting-Governor Charles Mason

[1855] were about to expire -- thus a rapid and eventful campaign was necessary

This was to be a war against those who refused to be wards or dependents of the territory government and who refused to live in peace with the settlers

Governor Isaac Stevens organized the "Second Volunteer Militia Regiment" in three battalions:

- Northern Battalion was led by Militia Major J. J. H. Van Bokkelin,
- Central Battalion was under Militia Major Gilmore Hays,
- Southern Battalion was commanded by Militia Major H. J. G. Maxon

COASTAL SURVEY SHIP USS *ACTIVE* IS MOVED TO SEATTLE

USS *Active* under the command of Naval Lieutenant James Alden was sent from Steilacoom to borrow a heavy boat and howitzer from the USS *Decatur* in Seattle

Decatur's skipper, Commander Guert Gansevoort, was tough, competent and short-tempered he personally did not like Lieutenant James Alden

Gansevoort announced he would not loan the Washington Territory militia anything

Active left Seattle without a launch or a howitzer

TREATY IS SIGNED WITH THE CHEHALIS AND GRAYS HARBOR INDIANS

Governor Isaac Stevens acting as Superintendent of Indian Affairs

signed Indian Agent Michael Simmons' [July 1, 1855] treaty with the Hoh, Quileute and Quinault at his office in Olympia -- January 25, 1856

thus it became known as the Treaty of Olympia

Other Southwest Washington present at the Chehalis River Treaty Council (February and July)

were not parties to any treaty (and still do not have treaty rights)

(ironically, the issues Stevens refused to negotiate at the [1855] Chehalis River Treaty Council

which caused the Cowlitz, Chinook, Chehalis and Shoalwater Bay Indians

not to sign the Chehalis River Treaty were conceded in the Treaty of Olympia or by later Executive Orders)

MILITIA CAPTAIN CHRISTOPHER HEWITT'S VOLUNTEERS RETURN TO SEATTLE

Captain Hewitt's militia Company H had garrisoned in the two-story blockhouse of Fort Duwamish located six miles up the Black River from Seattle

since the death of Lieutenant William Slaughter [December 4, 1855]

when friendly local Indians informed Hewitt that hostile Indians had been seen in the area

Hewitt traveled up the Black River and destroyed a fleet of canoes

Three month term of enlistment for Hewitt's Company H was about to expire
Hewitt's militiamen returned to Seattle and disbanded -- January 25, 1856
Residents of Seattle felt secure with the arrival of the militiamen and their weapons
and the *Decatur* lay at anchor (at the foot of today's Yesler Way)
her sixteen cannons were more than a match for Indian aggression
also, *Decatur* had a large contingent of marines ready to fight on shore when needed

SEATTLE SETTLERS ARE WARY

In the region around Seattle, the danger was acute
friendly Indians gave the settlers warning of the approach of hostile natives
from chiefs Leschi' and Nelson's bands together with the Duwamish Indians
who were arriving in the vicinity of Seattle by way of Lake Washington
tradition credited Angelina, daughter of Chief Seattle, but others were rival claimants
marines from the Sloop-of-War *Decatur* had remained on shore in Seattle (the night before)
they returned to their ship for breakfast
Sawmill owner Henry Yesler learned that warriors were gathering at the edge of the village
he rowed out to the *Decatur* and reported to Commander Guert Gansevoort
that chiefs Leschi and Koquilton and 100 warriors
were massing at the edge of town -- 8:00 a.m., Saturday January 26, 1856
Decatur's marines returned back to shore taking a howitzer with them
Since the terms of enlistment for Captain Hewitt's Seattle Militia Company H had expired
another company was quickly raised for the defense of Seattle
Edward Lander, Chief Justice of the territory, was elected captain in Hewitt's place

BATTLE OF SEATTLE BEGINS

Indians attacked the village of Seattle -- 8:30 a.m., January 26, 1856
in various versions of events it was noted that militiamen, settlers or marines
discharged the first volley of rifle fire
Indians responded with a volley of musket fire and burned outlying houses
Two local blockhouses had been built using timbers from Henry Yesler's mill
some inhabitants raced to the small blockhouse on Main Street
while most sought the safety of Fort Decatur on Cherry Street
most of the residents were surprised by the attacking Indians¹⁴⁷
Louisa Denny was baking biscuits when she heard the shots
she filled her apron with biscuits, picked up her two-year-old daughter
and raced for the nearest blockhouse
after setting out for a blockhouse young Cornelius Hanford returned to the family cabin
to politely close the door
he was chased across the yard by an Indian who leaped out from behind a log
Hillory Butler could not find his pants so he sprinted to safety
wearing his wife's red flannel petticoat
Mrs. Catherine Blaine, the wife of local minister David Blaine, was carried to the blockhouse

¹⁴⁷ J.A. Eckrom, *Remembered Drums*, P. 90.

in a rocking chair with her infant child in her arms

FIGHTING IN SEATTLE CONTINUES

Indians' battle lines stretched in a ragged arc for two miles around the village
most of the attackers were massed along the ridge on the far side of a swamp
near the southeast edge of Seattle -- January 26, 1856
both sides blazed away at each other but the distance made musket fire inaccurate
Indians often fought with stunning courage and sometimes with brilliance
cannon fire from the *Decatur* and guns from the shore kept the Indians at bay
both sides attempted to sneak up on each other -- neither side gained an advantage
young Milton Holgate attempted to charge the Indians' position
he was killed by a bullet between the eyes
one of the witnesses to this gruesome scene was little Johnny King from the White River
Robert Wilson stepped onto the boardinghouse porch
belonging to Mary "Mother Damnable" Conklin to watch the fight
and was shot in the head

IN SEATTLE BOTH SETTLERS AND INDIANS TAKE A BREAK

Indians fell back and dined on some of the cattle they had acquired during the morning's fight
during this lull most of the women and children were escorted to the *Decatur*
or the lumber bark *Brontes* which happened to be in the harbor -- afternoon January 26, 1856
Decatur fired cannon shells loaded with delayed action fuses
at grove of trees where enemy were purported to be
shells lay quietly on the ground and then exploded
this unnerved the Indians who said they "Mox Pooed" -- exploded twice
When the Indians returned and fighting resumed, warriors returned fire in reply to cannon volleys
firing continued incessantly all day
Decatur fired a shell which struck a house in the outskirts of the town
Indians reported five of their people killed
thanks in part to the presence of a company of energetic marines fighting lasted until nightfall
artillery fire from the *Decatur* and howitzers on shore proved to be too much for the natives

FIGHTING IN SEATTLE STOPS WITH NIGHTFALL

When the Indians departed from Seattle they left trees and homes riddled with bullets
in the deepening darkness, the Indians retired to swampy grove of willow trees
near the western shore of Lake Washington (now called Leschi Park)
an estimated ten Indians had been killed
settlers lost two men killed: Milton Holgate and Robert Wilson
Indians sent word they would return with sufficient forces to take Seattle in the morning
this threat was not taken lightly
both blockhouses were reinforced against the impending attack -- which never came
Battle of Seattle was over -- January 26, 1856

BRIGADIER GENERAL JOHN E. WOOL LEARNS OF GOVERNOR STEVENS' BATTLE PLAN

Department of the Pacific Commander General John E. Wool in California

learned of Governor Stevens' assessment of the Indian situation and declaration of war

General Wool responded from California to the overexcited plans for a winter campaign: **“You should have recollected that I have neither the resources of a Territory nor the treasury of the United States at my command. Still...I think I shall be able to bring the war to a close in a few months, provided the extermination of the Indians, which I do not approve of, is not determined on, and private war prevented, and the volunteers withdrawn from the Walla Walla country...”**¹⁴⁸

what General Wool meant was the recent arrival at Fort Vancouver of the U.S. Ninth Infantry under Colonel George Wright and Lieutenant Colonel Silas Casey at Fort Steilacoom

would be quite sufficient to handle matters as they should be handled

Department of the Pacific Commander General John E. Wool had issued a new directive

he began to recognize the situation in Washington Territory demanded military action

Wool, however, insisted the army could handle the problem alone

and the territorial militia should be disbanded

U.S. NINTH INFANTRY REINFORCES FORT STEILACOOM

Lieutenant-Colonel Silas Casey with Companies D and H, 200 soldiers, of the Ninth Infantry arrived at Fort Steilacoom aboard the steamer *Republic* -- January 29, 1856

Lieutenant-Colonel Casey took take command of the post and the Puget Sound District from Fourth Infantry Captain Erasmus Keyes

soldiers at Fort Steilacoom were increased to four companies of infantry and one of artillery however, Fort Vancouver was severely limited in personal

only one company of twenty U.S. Third Artillery Dragoons remained

under the command of Lieutenant Philip Sheridan

Lieutenant-Colonel Casey was in complete sympathy with the civil territorial government

Casey's first undertaking was to establish a blockhouse at Muckleshoot Prairie

Captain P.N. Guthrie led Company H of the Ninth Infantry to Muckleshoot Prairie where a blockhouse was constructed for use as his central position

Captain Guthrie kept communications open between that location and Fort Steilacoom using the blockhouse and ferry at the crossing of the Puyallup River

Captain George E. Pickett's Ninth Infantry Company D remained stationed at Fort Steilacoom

WASHINGTON TERRITORY SECRETARY MASON TRAVELS TO WASHINGTON CITY

Indians grew increasingly bold in their attacks on remote and defenseless villages and settlers anxieties of the settlers demanded greater support be provided by the federal government

Washington Territory Secretary Charles H. Mason departed on the steamship *Republic* bound for Washington City -- January 30, 1856

Mason carried dispatches regarding the condition of the territory and the pioneers' fears

Acting-Secretary Isaac W. Smith filled in for Mason

IT SEEMS THE ENTIRE PACIFIC NORTHWEST IS AT WAR

Palouse and Walla Walla Indians had been beaten at the [December 1855] Frenchtown Battle

¹⁴⁸ W. Storrs Lee. *Washington State*. P. 273.

but the Klickitats and Yakimas remained undefeated
Cowlitz Indians had been confronted by soldiers who killed their chief, Umtux
and a battle seemed certain until a French-Canadian settler walked into the Indians' lines
and persuaded them to retreat the safety of the reservation
settlers nearby commemorated the event by taking the name Battleground, Washington Territory
Rumors spread that Klickitat Indians were attempting to generate an alliance
with the Haida, Kwakiutl and other Canadian tribes
it was clear the Haidas had little support for either side
but they would gladly attack wherever the prospects of successfully gaining plunder
presented itself

MATERIALS OF ALL KINDS BEGAN FLOWING INTO WASHINGTON TERRITORY

Jefferson and Island County Quartermaster Captain Reuben S. Robinson was authorized
to immediately raise 100 barrels of pork, 4,000 pounds of sugar, 2,000 pounds of coffee
and 1,000 pounds of candles¹⁴⁹
Quartermaster Robinson purchased \$81,592.61 worth of supplies
to transport these goods he chartered thirteen small sloops and schooners
and many canoes paddled by friendly Indians
Money was scarce and the territorial legislature covered the expenses by issuing script
over \$1,600,000 in script was distributed before the war ended
credit of Washington Territory was all but destroyed
technically the paper was worthless and merchants began to balk at accepting it
Chief Leschi could do nothing to stop the flood of goods, supplies and ammunition
flowing into Washington Territory
food and ammunition for the Indians was running low but they continued their resistance
with no ships, no artillery, no combat organization and no plan

LARGE QUANTITIES OF GOLD ARE DISCOVERED IN NEW CALEDONIA

American miners began appearing on British soil
several prospectors turned up bits of gold along the Columbia and Okanogan rivers
north of the international border
other news of prospectors who worked the gravel bars finding gold
on the Fraser and Thompson rivers attracted some attention
Colville gold seekers spread into New Caledonia (British Columbia) spreading rumors of gold
in the vicinity of Hudson's Bay Company's Fort Kamloops

GOLD FEVER WAS SURFACING IN WASHINGTON TERRITORY

(Gold strikes on the Thompson, Fraser, Colville and Columbia rivers [1855]
had touched off searches in other locations
gold had been discovered in the Okanogan Valley and along the Fraser River [1855]
A.B. Stewart had added Colville as a stop for his Stuart's Express [1855])
Stuart's Express added stops at St. Helens, Rainier, Monticello, Cowlitz Landing, Steilacoom, Seattle,

¹⁴⁹ J.A. Eckrom, *Remembered Drums*, P. 109.

Port Townsend and Vancouver Island -- 1856

Governor Isaac Stevens suspected the British Hudson's Bay Company officials were encouraging Indian attacks east of the mountains to keep Americans out of the region so they would gain control of the gold discoveries along the upper Columbia River

GOVERNOR STEVENS' REPLIES TO GENERAL WOOL'S ASSESSMENT

Department of the Pacific Commander General John E. Wool's demeaning letter to the governor and his failure to remain at Fort Vancouver when Stevens arrived incited the Isaac Stevens Governor Stevens did not agree with General Wool's assessment

a West Point graduate and combat veteran himself, Stevens felt he was able to judge the situation he wrote a furious 2500 word reply to the general in which he charged the officer **“with imbecility, inefficiency, untruthfulness, and wanton neglect of duty, especially in failing to let Stevens be rescued by [the] volunteers.”**¹⁵⁰

Any hope of coordinating the combat effort now ended

GOVERNOR STEVENS AND GENERAL WOOL WAGE SEPARATE WAR CAMPAIGNS

Separately Stevens and wool developed campaign tactics against the Indians and against each other General Wool, Department of the Pacific Commander, was impatient with the civil government he blamed the Territorial Government for much of the Indian problem:

- Indians should have been moved to “Indian Territory” by Governor Stevens,
- Stevens had allowed settlers on the Indians' land before the treaties were ratified

Wool believed the Indians would have behaved better if they had been left alone

General John E. Wool also blamed the settlers for the Indian problem:

- he believed large numbers of emigrants coming west could take care of themselves,
- he openly disapproved of all armed demonstrations by settlers to defend their lives and property,
- he despised volunteer troops and was opposed to all local militia organizations,
- he charged the settlers were stirring up trouble to get money

Washington's territorial economy had been depressed since [1854-1855]

General Wool stated: **“...as long as Governors of the Territories exercise powers, as I believe, unknown to the President, and individuals raise volunteers and make wars on the Indians whenever they please, and Congress pay the expense, so long will we have war in Washington and Oregon Territories.”**¹⁵¹

CHIEF LESCHI IS BECOMING A LEGEND IN THE PUGET SOUND REGION

There were other feared warriors on the west side of the Cascades: Qualchan, Kanasket, Wahoolet and Kitsap (the Younger) but Leschi personified the fear that gripped the Puget Sound and western Columbia River settlers

Sometimes Leschi was seen at more than one place at the same time

he was seen by a farmer milking a cow on the Muck Creek Prairie

who watched Leschi and eleven warriors outlined in the setting sun

¹⁵⁰ W. Storrs Lee. *Washington State*. P. 274.

¹⁵¹ Executive Documents Printed by the Order of The Senate of the United States, First and Second sessions, Thirty-fourth Congress, 1855-56. P. 60.

three small boys watched him gallop across Chamber's Prairie with his horsemen
rumors added to rumors until he became almost omnipresent
Leschi, Kitsap (the Younger) and fifteen warriors arrived at the Muck Creek farm
of retired Hudson's Bay Company shepherd John McLeod-- February 4, 1856
McLeod listened to the Nisqually chief as he berated Territorial Governor Stevens
Leschi accused him of lying and fraud and deception in dealing with the Indians
then changing his tone, Leschi said, **"I would like to have two pieces of paper taken,
on one to be written the wrongs done by the Indians and on the other the wrongs the whites have
inflicted on them. Let these two papers be sent to the Great Chief and let him decide."**¹⁵²

CHIEF PATKANIM JOINS FORCES WITH THE MILITIA

Patkanim, the small, intelligent and devious Chief of the Snohomish and Snoqualmie Indians,
had visited San Francisco where he had seen the city jammed with gold seekers
when he returned home he was convinced there were too many white people to defeat
as early as [November 1855] he had offered to the territorial government
to put a hundred men in the field and to arrest any hostile Indian warriors
who entered land under his control
Patkanim with fifty-five warriors of his Snohomish and Snoqualmie people took to the field
against Chief Leschi and renegades of the White, Green and Puyallup rivers -- February 4, 1856
At about the same time, Chelan and Cowlitz Indians serving as volunteers
joined forces with the Washington Territory Volunteers Militia

OREGON PORTAGE RAILROAD RE-OPENS FOR BUSINESS

Colonel Joseph S. Ruckel and Harrison Olmstead completed their portage road around The Cascades
along the Oregon side of the Columbia River
Colonel Joseph Ruckel and Harrison Olmstead's portage road was less than six miles in length
it ran from (today's Bonneville to the Cascades Locks)
it climbed at a very steep grade to an elevation of four hundred twenty-five feet
passing over the top of Tooth Rock and descending at an equally steep slope
Packer W.R. Kilborn oversaw arrangements for the transportation of freight along the portage
In addition Colonel Joseph S. Ruckel and Harrison Olmstead offered steamboat service
on the lower Columbia using the steamboat *Fashion*
and the middle section of the river with the steamer *Wasco*
Ruckel and Olmstead called their operation the "Oregon Transportation Line"
an advertisement appeared in the *Portland Weekly Oregonian* on February 9, 1856

"PORTLAND, CASCADES and DALLES

**The undersigned having made arrangements for the transportation of Freight over the Portage at
the Cascades on the Oregon aide, and having the necessary teams, boats, etc., will receive and
transport with the utmost dispatch all Freights, Goods, Wares and Merchandise by the steamers
Fashion and Wasco and other companies. The road is now in complete order. My teams will always
be in readiness. Good warehouses have been erected and my personal attention given to business.**

¹⁵² J.A. Eckrom, *Remembered Drums*, P.114.

**W.R. Kilborn,
February 9th, 1856. Lower Cascades, Oregon Side”**

COMPETING PORTAGES EXIST ON THE COLUMBIA RIVER

Cascade Railway located along north bank of the Columbia Gorge w
as operated by David F. Bradford
he was the Upper Cascades and Lower Cascades leading merchant and sawmill owner
along with his brother Putnam F. Bradford
their Cascade Railway was made up of six miles of rails traversed by mule-drawn flatcar
Bradford's Cascade Railway was unable to do any business during times of high water
during floods Ruckel and Olmstead's Oregon Transportation Line became very busy
Oregon Transportation Line could not handle all the freight piling up
Oregon Portage Railroad was located on South bank at the Cascades
operated by Colonel Joseph S. Ruckel and Harrison Olmstead
assisted by Portland's principal banker William S. Ladd
Sharp competition between the Cascade Railway and the Oregon Portage Railroad
arose on the two sides of the Columbia River
In their present condition the portages were inadequate to the task of moving the available cargo
quantities of freight were discharged from the steamers and stacked for portage
sometime the whole length of the portages were lined end to end with freight
portage owners on both sides of the Columbia River reaped large profits

PORTAGE ROUTE AROUND CELILO FALLS IS IMPROVED

Early immigrants using the Oregon Trail had opened a difficult route around Celilo Falls [fall 1843]
pioneers in increasing numbers crossed on the Oregon Trail
but Celilo Falls continued to be a major impediment to travel
not only immigrants and local traffic were blocked, but discoveries of gold increased demand
freight wagons with heavy loads were needed to carry supplies and equipment to the miners
improvements at the portage were necessary
Minor improvements were undertaken and this route became The Dalles-Celilo Portage Road -- 1856
its upper end at Celilo Falls was, for a time, located at Deschutes Landing
at the mouth of the Deschutes River
The Dalles-Celilo Portage Road wound for fifteen miles from Deschutes Landing
through basalt barriers and sand hills then passed awe-inspiring scenes in a series of rapids,
falls and swirling currents that cascaded through a narrow channel
before it arrived at the village of The Dalles

FORT STEILACOOM IS HEADQUARTERS FOR THE SECOND MILITARY DISTRICT

Soldiers were systematically sent from Fort Steilacoom
to patrol the region the Puget Sound region -- beginning February 13, 1856
King, Pierce and Thurston counties were actively protected from Fort Steilacoom

PATKANIM ATTEMPTS TO FIND CHIEF LESCHI

Friendly Snohomish and Snoqualmie Chief Patkanim joined the fight on the side of the settlers

Snohomish and Snoqualmie chief decided he would attempt to collect the posted reward
for severed Indian heads
Patkanim led his Snohomish and Snoqualmie tribesmen, now auxiliary militiamen,
against Chief Leschi and the other hostile warriors in the Puget Sound region
he set out from Holmes Harbor on Whidbey Island with fifty-five warriors
Indian Agent Michael T. Simmons and several pioneers
accompanied the warriors through Tolt River Country
Simmons had been the chief author of the plan to create temporary reservations
to separate hostile from friendly Indians thus interring thousands of friendly Indians
From the Tolt River Patkanim's warriors turned south toward Snoqualmie Falls

CHIEF LESCHI IS ANXIOUS FOR PEACE

Chief Leschi wanted peace but he also wanted a guarantee his people would not be punished
and they would receive a new reservation
he was concerned that if the Indians laid down their weapons the settlers would kill them
Nisqually Chief Leschi once again wanted John Swan to serve as negotiator
Swan's term as sub-Indian Agent on Fox Island had expired
but Lieutenant-Colonel Silas Casey, Fort Steilacoom's commanding officer,
agreed to let Swan take on the role -- February 15, 1856
John Swan traveled to Leschi's war camp in the deep woods of the upper White River
he was the first white to see the encampment

Swan wrote a description in Steilacoom's Puget Sound Courier newspaper: **"From Mr. Swan we learn that the main camp of the hostile forces is in a large swamp near Green River (sic), where they have their women and children. The swamp is near the base of the mountains, difficult to reach and almost impenetrable, and all its approaches are watched by spies. A trail leads from the swamp into the mountains, on which they would doubtless try to retreat in case of attack.**

"The number of warriors present was about one hundred and fifty, and these, with the small number of spies out, undoubtedly comprise all the force in arms. Leschi is anxious for peace, but he wishes a guarantee that his people shall receive no punishment, and that a new reservation shall be set aside for their use. He fears that if his people lay down their arms, private citizens may take their lives for what they have done in war.

"Mr. Swan stopped at the camp two nights and one day and as far as he could observe, provisions and ammunition were getting scarce and the Indians were quarreling among themselves. Leschi mentioned as a base act of ingratitude that some of his Duwamish friends had visited him, and on returning had stolen and taken away his horses."¹⁵³

John Swan's efforts to negotiate a peace with Governor Stevens, however sincere, ended in failure
Chief Leschi was losing the balance of power

PATKANIM ATTACKS AN INDIAN VILLAGE

Patkanim with fifty-five Indian warriors
scouted the base of the Snoqualmie Pass through the Cascades
about five miles from Snoqualmie Falls they learned of an Indian camp

¹⁵³ J.A. Eckrom, *Remembered Drums*, P. 115-116.

located just below the falls
Indian Agent Michael Simmons and the settlers who had accompanied Patkanim
were directed by the Snoqualmie and Snohomish Chief to go and camp on Wapato Prairie
Patkanim then surrounded and captured the whole Snoqualmie Falls Indian camp without firing a shot
five women, six children and seven men were taken hostage -- February 15, 1856
this was not a difficult feat since all but three Klickitat men were Patkanim's own people
Patkanim took two of the Klickitat captives to a nearby clearing and hanged them
then beheaded them for the reward
third Klickitat was ordered to lead Patkanim to Chief Leschi's camp or die
he turned informer and agreed to guide Patkanim's warriors
Patkanim was rewarded with \$20 each for the heads of hostiles
(when business was slow, Patkanim sometimes killed his slaves
to maintain his reputation as a fierce warrior and to enhance his income)

PATKANIM'S CAPTIVE PROVIDES A GREAT DEAL OF INFORMATION

Patkanim's hostage Klickitat informant said that during the (previous fall and winter [1855])
Klickitats east of the mountains had engaged in making war on the settlers
warriors who had taken part in the war at different times and places
numbered between five and six hundred
this informer also noted there were currently only thirty armed Indians in the vicinity of Seattle,
these hostiles were divided into four camps on the shores of Lake Washington
other warriors were strategically placed near each other on the eastern side of the Green River
just above where it was crossed by military road
this road was closely guarded at the crossing
Patkanim's informer also said that as early as practical (in the spring)
a large number of the Yakimas and Klickitats
would cross the mountains and renew hostilities

CONFRONTATION TAKES PLACE BETWEEN CHIEFS PATKANIM AND LESCHI

Shortly after Sub-Indian Agent John Swan's departure from Chief Leschi's camp
Patkanim's Snoqualmie and Snohomish warriors guided by the captive Klickitat Indian
reached Leschi's White River war camp -- night of February 17, 1856
they found they were facing a well-fortified camp
Leschi had constructed a log house beside a driftwood long jam
where a small stream emptied into the White River
Patkanim had planned on a late night attack using surprise and darkness to his advantage
but the barking of dogs and Leschi's guards sounded a warning
Both chiefs were within shouting distance of each other
Steilacoom's Puget Sound Courier newspaper reported: **"Leschi's voice boomed out of the
darkness calling, 'I have understood that you were coming to attack me, and I am prepared for you.**

I think I will have your head before tomorrow noon.’ Patkanim shouted back, ‘I don’t know, but I think that before that time I will have your head.’”¹⁵⁴

Following the threats a night of anxiety was spent by Indians inside and outside the White River camp

PATKANIM ATTACKS LESCHI’S WHITE RIVER CAMP

Snoqualmie and Snohomish warriors crept close to Leschi’s log house

Patkanim’s warriors raked the building with musket fire -- dawn, February 18, 1856

fighting was bitter -- after ten continuous hours of desperate fighting

Patkanim dislodged Leschi’s people from their fortified log building

Under fire Leschi’s band retreated across the cold White River to the Green River

here Leschi’s people suffered most of their casualties

Chief Leschi had suffered this first defeat and the worst casualties of the war

eight men were killed, one being a chief, plus women and children

Patkanim continued the fight until he was out of ammunition

he then withdrew his warriors and returned home to wait for supplies

in the fight Patkanim was wounded and five of his men were killed

only two heads were secured as trophies of the battle by Patkanim’s braves

Patkanim pocketed most of the reward money for the heads

MICHAEL SIMMONS LEARNS OF THE GREEN RIVER FIGHT

Indian Agent Michael Simmons at his Wapato Prairie camp

was the first settler to learn of Chief Leschi’s defeat when a runner arrived

it was reported that Leschi had lost nine warriors plus women and children

and that Chief Patkanim had been wounded -- February 20, 1856

SECOND REGIMENT OF THE WASHINGTON VOLUNTEERS ORGANIZES

With the terms of enlistment coming to an end for the militia called out by Acting-Governor Mason

Governor Stevens issue a call for another (The Second) Regiment of militiamen

to function as a unit independent of the soldiers of General John E. Wool

Stevens refused to allow them to be mustered into the service of the United States

while General Wool was in command of the U.S. Army Pacific Department

Governor Isaac Ingalls Stevens selected the Commissioned Officers for the Second Regiment:

- James Tilton, Adjutant-General,
- William W. Miller, Quartermaster and Commissary-General,
- James K. Hurd, Assistant-Quartermaster and Commissary-General,
- Christopher H. Armstrong, Regimental Quartermaster in field:
 - Charles E. Weed, Assistant-Quartermaster, stationed at Olympia,
 - Warren Gove, Assistant-Quartermaster, stationed at Steilacoom,
 - M. B. Millard, Assistant-Quartermaster, stationed at Portland,
 - R.S. Robinson, Quartermaster, Port Townsend
 - M. R. Hathaway, Assistant-Quartermaster, stationed at Fort Vancouver,

¹⁵⁴ J.A. Eckrom, *Remembered Drums*, P. 119.

-A. H. Robie, Assistant-Quartermaster, stationed at The Dalles

SECOND REGIMENT OF THE WASHINGTON VOLUNTEERS MILITIA IS ORGANIZED

Central Battalion was placed under the command of now Major Gilmore Hays) -- February 21, 1856

- Pioneer Company composed of forty infantrymen under Captain Joseph White and fourteen mounted riflemen led by Captain Urban E. Hicks,
- Company B with fifty-two Olympia men was led by Captain A.B. Rabbeson,
- Company C, sixty-seven Thurston County mounted men who furnished their own horses was led by Captain B.F. Henness,
- Company D with forty-four mounted men led by Captain J.H. Achilles their horses were furnished in part by the territorial government,
- Company E composed of twenty-one infantrymen was placed under Captain Riley,
- Company F forty Sawamish (Mason) County men commanded by Captain Calvin W. Swindal these militiamen immediately established their post at Camp Montgomery

Northern Battalion under Major J. J. H. Van Bokkelin was organized

- Company G, fifty-five infantrymen from Jefferson County was led by Captain Daniel Smalley,
- Company H, composed of forty-two infantrymen from Whatcom County: Captain R.V. Peabody,
- Company I, thirty-five Island County infantrymen commanded by Captain Samuel D. Howe

Southern Battalion under Major H. J. G. Maxon was organized:

- Company J composed of forty Oregon mounted riflemen led by Captain Bluford Miller,
- Company K, made up of 101 mounted rifle men led by Captain F. M. P. Goff,
- Company L, ninety-one Lewis County infantrymen led by Captain Edward D. Warbass,
- Company M led by Captain H. M. Chase
this company was composed of ten white men
and forty-three Nez Perce Indians who furnished their own horses,
- Company N consisted of seventy-four Oregon mounted riflemen
led by Captain John A. Richards
part of this company was commanded by Captain Chase Williams,
- Clark County Rangers led by Captain William Kelley
was composed of eighty-one mounted riflemen owning their own horses

Three additional companies were formed:

- Walla Walla Company composed of twenty-nine riflemen led by Captain Sidney S. Ford
this unit served east of the Cascade Mountains,
- Train Guard consisted of forty-seven infantrymen led by Captain Oliver Shead,
- Nisqually Ferry Guards made up of nine infantrymen led by Sergeant Packwood

FEARS OF A GENERAL UPRISING INCREASE

Washington Territory Governor Isaac Stevens feared an attack
by Indians living the New Caledonia (British Columbia)

Washington Territorial Militia Major J. J. H. Van Bokkelin's Northern Battalion
provided Pioneer Company Captain Joseph White and his engineers who busily went to work
they completed a corral, barracks, ferry landing and fortifications
they worked on projects to build nine blockhouses and buildings
and they repaired and built forty miles of road

In the meantime stockades, blockhouses and forts were quickly constructed
volunteers built thirty-four structures;
other citizens had built twenty-two defense works;
regular troops built fourteen more
during the building of a blockhouse at the White River Crossing
Indians attacked -- but after much maneuvering the warriors were defeated
Leschi was reported to be leading these attacks of violence and cruelty against settlers
(Roads and trails were completed through the Puget Sound region
entire cost had been defrayed by the auction of animals captured from the Indians)

TERRITORIAL GOVERNOR STEVENS RECRUITS INDIANS TO FIGHT FOR HIM

Washington Territory Governor Isaac Stevens gathered friendly Indians in Olympia
to provide assistance for the Washington Territory Volunteer Militia
Chehalis and Cowlitz Indian volunteers from the southern portion of Washington Territory
were organized into an auxiliary militia company of Indian scouts
sixteen Chehalis Indians were placed under Indian Agent Sidney S. Ford's command
eight Cowlitz natives were led by French-Canadian Pierre Charles
a small group of Squaxins under Indian Agent Wesley Gosnell
proved to be remarkable scouts
Reports arrived from Port Madison on Bainbridge Island that 150 Duwamish and Squamish Indians
were ready to join the conflict on the side of the whites
they had various firearms to be used
in the event of an invasion by British Columbia native raiders
Even some Canadian Indians joined in the settlers' cause
eight Haidas from Haida Gwaii (the Queen Charlotte Islands) enlisted as scouts
they distinguished themselves as exceptionally brave and reliable fighters
Mrs. Stevens and the ladies of Olympia made special red and blue caps
to distinguish the friendly from hostile Indians
By late February 1856 Leschi faced as many Indians as he himself had
in addition to the troops and settlers who also participated

OREGON MASSACRE INTENSIFIES FEAR IN THAT TERRITORY

(Rogue River Indians under Chief Joe (Apserkahar) terrorized southern Oregon Territory settlers
throughout the winter
these Indians had, in turn, been harassed by members of the Oregon Volunteer Militia
both sides were relentless in their attacks)
more than sixty homes lay in ruins and thirty-one Oregon Territory inhabitants were dead
bloodshed continued at a high pitch as Rogue River Indians surveyed the region for victims
Gold Beach Massacre was the bloodiest event of the Rogue River War -- February 22, 1856
Umpquas and Coquilles massacred twenty-five or thirty settlers in the village of Gold Beach
including local Indian Agent Benjamin Wright
renegade Indian Enos removed and ate Wright's heart to gain his courage
One hundred thirty Gold Beach survivors fled to the local blockhouses
where they were besieged for thirty-five days

they watched in wretched suspense as rescue ships failed in repeated efforts
to effect landings through the heavy surf
finally soldiers from Fort Humbolt, California put down the rebellion
Enos and his followers fled inland to continue their atrocities
Oddly the southern Oregon Territory Indian wars
although some the most ferocious in pioneer records have been largely forgotten
because they were a series of little wars rather than a unified campaign
southern Oregon coastal and Cascade mountain ranges merge in a jumble of forested peaks,
deep canyons and isolated grassy valleys
as a result skirmishes that raged through them were as detached as they were brutal
also, violence and hostility followed by vengeful retaliation was demonstrated by both sides
Indians fought settlers, settlers fought Indians; settlers exposed the brutality of other settlers,
and Indians exposed the brutality of other Indians
none could claim the moral high ground

DUWAMISH INDIANS ARE NOT AMONG THE FRIENDLY NATIVES

It was believed by the settlers that the Duwamish people remained allied with Chief Leschi's cause
about thirty Duwamish Indians paddled in three canoes up the Duwamish River
carrying food and guns toward Leschi's camp
they were attacked by a party of volunteers of the Washington Mounted Rifles
under Militia Lieutenant Silas Curtis
two Duwamish were killed and at least one canoe was destroyed -- February 23, 1856

STEAMSHIPS ASSIST IN PROTECTING PUGET SOUND WATERS

Several United States military ships provided great help in quieting the Indians on Puget Sound
U.S. Navy Sloop-of-War USS *Decatur* under Commander Guert Gansevoort
was stationed on Puget Sound
U.S. surveying steamer *Active* under Commander James Alden
operated in the headwaters of Puget Sound where her presence reassured the settlers
U.S. Revenue Cutter *Jefferson Davis* found herself being employed
as a troop transport and as a platform for gunfire missions
These ships were joined by Hudson's Bay Company steamers *Beaver* and *Otter*

USS MASSACHUSETTS OPERATES IN PUGET SOUND WATERS FOR MORE THAN A YEAR

Massachusetts under the command of Naval Lieutenant Richard W. Meade
carried military supplies for use in Washington Territory
including guns and ammunition for Seattle and the Straits of Juan de Fuca
she operated in Puget Sound waters visiting ports in Washington Territory
and the British Crown Colony of Vancouver Island
Massachusetts arrived at the village of Seattle -- February 24, 1856

BATTLE WITH CANADIAN HAIDA INDIANS

Governor Isaac Stevens ordered all foreign Indians out of Washington Territory
one large band of Haida Indians were employed as laborers by the Port Gamble Mill Company

which was located at Teckalet at Port Gamble
they were ordered to return to their native country -- but they refused
Stevens called on the U.S. Navy steamer USS *Massachusetts* then at Seattle to carry out the orders
Haida Indians defied the orders and the United States Navy
Naval Lieutenant Richard W. Meade of *Massachusetts* sent howitzers ashore
to drive the natives away
cannon fire forced the Port Gamble Haidas to seek shelter in the woods -- February 24, 1856
Port Gamble Haidas were then attacked by marines from the *Massachusetts* led by Raphael Semmes
twenty-seven Indians were killed and twenty-one others wounded -- one chief was killed
Indians' camp was destroyed as were their canoes and provisions
Haidas were returned by ship to Victoria and instructed to find their own way home
(but they would be heard from again)

INDIAN ATTACKS MOVE SOUTHWARD

William S. Northcraft of Thurston County was employed by the quartermasters of the militia forces
he was killed about twelve miles from Olympia on his way to Fort Stevens
on Yelm Prairie -- Sunday, February 24, 1856
Up to this time, the Indians had confined their operations to the country northward of Steilacoom,
between the Puyallup and Snoqualmie rivers, embracing the Green and White river country,
and the vicinity of Seattle
now they transferred their effort to the Nisqually region
where the Indians were commanded by Quiemuth and Stahi

U.S. NINTH INFANTRY MARCHES TO THE PUYALLUP VALLEY

Captain Erasmus Keyes served as second-in-command of the Puget Sound District
since the arrival Lieutenant-Colonel Silas Casey
Captain Keyes led two companies, 246 regular soldiers, of the U.S. Ninth Infantry
from Fort Steilacoom -- February 25, 1856
on their way to the Puyallup Valley they discovered signs the Indians were suffering
buried Indian caches of potatoes and other food were found and uncovered
carcasses of skinny Indian horses that had been butchered for food were discovered
twenty Indian warriors with their wives turned themselves over to the soldiers

INDIAN AUXILLERY MILITIA MEMBERS SCOUT THE NISQUALLY RIVER VALLEY

Indian Agent Wesley Gosnell started for the Nisqually bottomlands
with fifteen friendly Indians from the Squaxin reservation to serve as scouts
wearing their blue caps with red trim -- February 26, 1856

PUYALLUP VALLEY SERVES AS A STAGING AREA

Captain Erasmus Keyes's Ninth Infantry's 246 soldiers were camped in the Puyallup Valley
Captain Keyes was joined by members of the U.S. Fourth Infantry under Captain Maurice Maloney
who had arrived to build a two-story blockhouse located on the North bank of the Puyallup River
it was intended to protect the John Carson ferry crossing
Mrs. Emma L. Carson (wife of John Carson) taught school in Fort Maloney

(this blockhouse washed away in an [1867] flood)

MILITIA MAJOR GILMORE HAYS PATROLS MUCKLESHOOT PRAIRIE

Two companies of Major Gilmore Hays' Central Battalion

was ordered to Muckleshoot Prairie -- February 27, 1856

Washington Territory Governor Isaac Stevens specifically noted in his orders to Major Hays:

“this is not intended either directly or indirectly to place you under the orders of Colonel Casey, nor to make your operations subordinate to his.”¹⁵⁵

blockhouses and depots were built two by Major Hay's volunteer companies

LIEUTENANT-COLONEL SILAS CASEY TAKES TO THE FIELD

Lieutenant-Colonel Silas Casey arrived in the Puyallup Valley from Fort Steilacoom

he brought a pair of mountain howitzers with him -- -- morning February 28, 1856

Lieutenant-Colonel Casey took command of all of the forces at the Puyallup blockhouse

Captain Erasmus Keyes's Ninth Infantry soldiers

Captain Maurice Maloney's Fourth Infantry

and two companies of militiamen

Casey moved his men from the Puyallup River blockhouse

he made camp by the ruins of Isaac Lemon's homestead on Lemon's Prairie -- February 28, 1856

Casey's men pitched their tents in a small clearing half a mile east of the Puyallup River

between their camp and the river stood a thin fringe of bushes and trees

on the other side was steep heavily wooded Elhi Hill

small stream rolled down the hill and flowed under a log bridge along the road that led uphill

to where Chief Leschi and his Indians were thought to be located

Captain Erasmus Keyes, the second-in-command of the Puget Sound District

since the arrival of Lieutenant-Colonel Silas Casey, was the officer of the day

responsible for the safety of the camp

Keyes walked to the edge of the camp and posted a sentry near the fringe of trees by the river

he posted a double sentry in three groups along the hillside at vital locations

LIEUTENANT-COLONEL SILAS CASEY'S MEN COMES UNDER ATTACK

Cooking fires were lit in the soldiers' Lemon Prairie camp -- 5:00 a.m., Friday February 29, 1856

Captain Erasmus Keyes later reported on the incident that took place that morning

Private Charles Kehl, U.S. Ninth Infantry Company D, went to his assigned Elhi Hill sentry post **“with his two companions, went to the post assigned them. In the morning, soon after five o'clock, Kehl was standing sentinel under the tree. It was before daybreak. But the cooks had already lighted their fires; and the watchful soldier saw a gleam of light reflected from the barrel of a rifle a hundred yards up the trail beyond the bend. Then in a few minutes he saw five Indians in single file creeping stealthily down the hill. The one in front was waving his right hand backward to caution the men who followed him. Kehl stood motionless till the leader came nearly abreast of him. Then with deliberate aim he fired; and the great Chief Kanaskat [the leading spirit of the hostile natives] fell. At the report of his shot, I ran out to the bridge, where I heard Sergeant Newton, forty yards**

¹⁵⁵ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington*, Vol. I, P. 578.

beyond, cry out, 'We've got an Indian!' he and another man were dragging him along by the heels. The savage had received a shot through the spine, which paralyzed his legs; but the strength of his arms and voice was not affected. He made motions as if to draw a knife. I ordered two soldiers to hold him; and it required all their strength to do so. As they dragged him across the bridge, I followed; and he continued to call out in a language I did not understand. Some one came up who recognized the wounded Indian, and exclaimed, 'Kanaskat.' 'Nawitka' said he, with tremendous energy, his voice rising to a scream, 'Kanaskat, tyee, mamelouse nica! Nica Mamelouse Bostons!' (Yes, Kanaskat, chief, kill me! I kill Bostons!) He added, 'My heart's wicked towards the Whites, and always will be; and you had better kill me!' Then he began to call out in his native language, not a word of which could any of us understand. I ordered two soldiers to stop his mouth; but they were unable to do so. He appeared to be calling for his comrades. Two other shots were fired from the pickets on the hill; when Corporal O'Shaughnessy, who was standing by, placed the muzzle of his rifle close to the chieftain's temple, blew a hole through his head, and scattered his brains about."¹⁵⁶

Lieutenant-Colonel Casey broke camp -- he led his soldiers into the White River Valley

STEVENS APPEALS TO JAMES DOUGLAS, GOVERNOR OF VANCOUVER ISLAND

Governor Isaac Stevens requested additional aid from Vancouver Island Governor James Douglas in a letter dated February 29, 1856

"I have appointed R.S. Robinson my commissary and quartermaster for the volunteer operations on the lower part of the Sound; and I have to request that you will furnish him what whatever he may call for. We need powder, lead, sugar, coffee, pork, clothing, candles, soap, etc. I have no question that an appropriation will be made this session of Congress to defray these expenses; and Captain Robinson will issue the necessary certificates for such articles as you may furnish."¹⁵⁷

MILITARY CONSTRUCTION ALONG THE PUYALLUP RIVER

Militia Major Gilmore Hays' Central Battalion

continued their construction effort -- February 29, 1859

in addition to blockhouses and depots the two volunteer companies built on Muckleshoot Prairie

three blockhouses were ordered to be constructed on the way to Muckleshoot Prairie

two at Porter's Prairie to be garrisoned by ten men

another blockhouse was to be constructed at Camp Connell

LIEUTENANT AUGUST VAENTINE KAUTZ ENCOUNTERS HOSTILE INDIANS

Twenty-eight year old German immigrant Lieutenant August Kautz, a West Point graduate,

was leading fifteen soldiers of the U.S. Fourth Infantry up the Stuck River Valley

with orders to meet Lieutenant-Colonel Silas Casey

at the crossing of the White River -- Saturday morning March 1, 1856

when they reached their destination Lieutenant Kautz looked in vain for Casey

however, Kautz saw Indians maneuvering toward the south bank of the White River

¹⁵⁶ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington...*, Vol. I, P. 591.

¹⁵⁷ Executive Documents Printed by Order of the House of Representatives, Second Session of the Thirty-fifth Congress, 1858-1859.

Lieutenant Kautz crossed to the north side of the White River
and moved toward a mass of driftwood and dead timber collected beside the river
Warriors began firing from both sides of the river
Kautz sent two messengers, a soldier and an Indian, to find Lieutenant-Colonel Casey

KAUTZ COMMUNCIATES WITH LIEUTENANT-COLONEL SILAS CASEY

Lieutenant-Colonel Casey, then on Lemon's Prairie, received the note
sent by Lieutenant August Kautz -- about noon Saturday March 1, 1856
he learned that Kautz and his soldiers were at the crossing of the White River
two miles above Muckleshoot Prairie
they were cut off from camp by a large body of Indians
Captain Erasmus Keyes and fifty-four men of the Ninth Infantry drew the job
of setting out on a forced march in an attempt to rescue Lieutenant Kautz and his men

STUCK RIVER VALLEY BATTLE TAKES PLACE

After setting out from Lemon's Prairie to reinforce Lieutenant August Kautz
Captain Keyes described the events of that day-- 1:00 p.m., Saturday March 1, 1856

“I took the Indian boy, who was only fifteen years old, as a guide. We pushed forward with all possible speed a distance of eight or nine miles; but instead of leading me to the ford, the young rascal conducted me to a point half a mile below, where the contracted torrent was absolutely impassable. I called the boy to me and told him to show me the crossing, or I would shoot him on the spot. He replied ‘Nica cumtux’ (I know) and led the way through the woods to a place where the river spread out to three times its width below. I ordered the soldiers to fasten their cartridge boxes about their shoulders; and then we dashed in and passed over without accident, although the water, which was icy cold, came up to the armpits of the small men, and ran like a millrace. Between the water's edge and the bluff on the opposite side of the river was a grass-covered slope about two hundred yards wide. The bluff on the bank was not high; and it was so thickly covered with trees and brush that not an enemy could be seen.”¹⁵⁸

Lieutenant Kautz and Captain Keyes linked their commands

soldiers lined up for the head-on charge over a 200 yard stretch of gently sloping grass

which ended at a low bluff covered with trees and brush where the Indians could not be seen

Captain Keyes continued: **“I deployed my men as skirmishers; and Kautz, who had left the wood-pile, did the same; and I ordered the whole to charge. The Indians fired a volley enough to kill every one of us; but they aimed too high, and only one man was struck; and that was Lieutenant Kautz. A rifle ball passed through his leg; but I was not aware that he had been wounded until the battle was over. After one discharge, the Indians ran; and we pursued them through the woods half a mile, at double-quick time, to the base of a steep hill, on the brow of which they made a stand, and, with derisive epithets, dared us to come on. The slope of the hill for a distance of two hundred yards was bare; and at the top were many large standing and fallen trees, which afforded cover to the enemy and gave him a great advantage.**

“Lieutenant David B. McKibbin of Guthrie's company, Ninth Infantry, was in line with the front rank; and, when half way up the hill, the savages arose with a whoop and opened fire. Several

¹⁵⁸ General E.D. Keyes, *Fifty years' Observation of Men and Events*, P 258.

soldiers fell; but McKibbin's gallantry encouraged the others, and not one flinched. I was at that moment just coming up the slope of the hill; and we all pressed forward, and in a short time our victory was complete. Our number engaged was one hundred; and we lost two killed and eight wounded. The smallness of the loss was probably due to the bravery of the men, who rushed upon the Indians, disconcerting them; and fifty of their shots went over our heads for every one that took effect.' Closing his official report, Captain Keyes remarked: 'We have now the good fortune of having completely routed the Indians. Our next difficulty will be to find them.'¹⁵⁹

soldiers successfully defeated the Indians and returned to Fort Steilacoom

This was the last action in force by the United States military against the hostile Indians west of the Cascade Mountains -- now the burden of fighting was handed to the militia

Governor Isaac Stevens was determined to use them to the fullest

SMALL BANDS OF HOSTILE INDIANS CONTINUE TO TERRORIZE THE SETTLERS

William White was returning from church with two of his friends -- Sunday March 2, 1856

he was leading a horse across Chamber's Prairie a little in advance

when he was shot and instantly killed by a small band of hostile Indians

his horse took fright at the attack and ran away drawing the Indians with it

thus saving of the lives of the two women

who were accompanying this prominent resident of Thurston County

Small bands of Indians actively attacked Pierce County settlers near Steilacoom

cabins were burned, cattle was driven off and settlers killed

marauders seem to always chose the right time for their operations and easily eluded pursuit

Chief Leschi was said to be the instigator

GENERAL JOHN E. WOOL RETURNS TO THE PACIFIC NORTHWEST

Correspondence between the Governor Isaac Stevens and Colonel George Wright at Fort Vancouver regarding plans for an upcoming campaign and the cooperation (or lack of it)

of the volunteers with the military command in the field had been ongoing

these reports had been passed on to General John E. Wool for his consideration

General Wool once again departed from San Francisco

to inspect the Pacific Northwest -- early March

traveling by steamer he stopped at Fort Humboldt

to set the Rogue River military forces in motion

he selected Brevet Lieutenant-Colonel Robert C. Buchanan of the Fourth Infantry

to direct the Oregon campaign

Buchanan was remembered by a subordinate as being "...**particularly elated at his own importance and his fitness for the duties assigned him.**"¹⁶⁰

General Wool continued to the Columbia River

bringing his animosity toward the settlers in general and Governor Stevens in particular with him

ADDITIONAL DEFENSIVE POSITIONS ARE CONSTRUCTED BY SOLDIERS AND MILITIAMEN

¹⁵⁹ General E.D. Keyes, *Fifty years' Observation of Men and Events*, P 258.

¹⁶⁰ Lieutenant George Crook, *Autobiography*. P. 9

Camp Muckleshoot Prairie composed of two blockhouses, a log stockade and log quarters for the men was renamed Fort Slaughter in honor of U.S. Fourth Infantry Lieutenant William Slaughter who had been killed in action

Fort Slaughter was manned by soldiers of the U.S. Fourth Infantry

Fort Hays was constructed on Connell's Prairie by Washington Territorial Volunteers

(near the present-day town of Bonney Lake) -- March 1856

this two-blockhouse fort was named in honor of Major Gilmore Hayes of the Washington Territorial Volunteers

Fort Alden, a temporary blockhouse at Snoqualmie, was built by Washington Territorial Volunteers at a location approximately 600 feet west of (present-day downtown Meadowbrook)

it was named to honor Captain James Alden, Washington Territorial Volunteers -- March 1856

this fort was also known as Fort Alder

Fort Lander blockhouse and stockade was constructed on the Duwamish River -- 1856

(this is the name for the last twelve miles of the Green River before it empties into Puget Sound)

by the Washington Territorial Volunteers (in today's City of SeaTac)

this post was named in honor of Territorial Supreme Court Chief Justice and post commander Captain Edward Lander, Washington Territorial Volunteers

Fort at Lone Tree Point in La Conner was erected by the Washington Territorial Volunteers -- 1856

this blockhouse was located about three and a half miles northwest of La Conner

Fort Pike was a blockhouse built at the White River Crossing -- 1856

by the Washington Territorial Volunteers to protect the route

this fort may also be known as Fort Posey

Fort Riggs was a blockhouse built by the Washington Territorial Volunteers

on Colonel Reuben Riggs property on the north bank of the Columbia River in Clark County -- 1856

Fort Skookum on Skookum Bay included two blockhouses, a ten-foot high timber stockade, and five houses built by the Washington Territorial Volunteers -- 1856

Fort Stevens, a blockhouse and supply depot on the Yelm Prairie

was constructed by the Central Battalion by Washington Territorial Volunteers -- 1856

it was named for Territorial Governor Isaac I. Stevens

Fort Tilton was built three miles below the Snoqualmie Falls (near today's Fall City)

by the Washington Territorial Volunteers -- 1856

it was named for Major James Tilton, Adjutant General, Washington Territorial Volunteers

it was in operation just two months as a supply depot and then was abandoned

Fort White was a blockhouse built by Major Gilmore Hays, Washington Territorial Volunteers

at Montgomery's Crossing of the Puyallup River -- 1856

it was named in honor of Captain Joseph A. White, Washington Territorial Volunteers

Olympia Blockhouse was, in fact, two blockhouses built by the Washington Territorial Volunteers in the center of town -- 1856

(when they were abandoned they became the city jail -- today the site is Capital Park)

Fort Henderson was a blockhouse constructed by the Washington Territorial Volunteers -- 1856

on the Snoqualmie River at Patterson Creek

it was also known as Fort Patterson

SOLDIERS AND MILITIAMEN FIND CHIEF LESCHI'S WAR CAMP

White River region was investigated by a large force of soldiers and militiamen they discovered an imposing Indian fortification on the edge of a large swamp -- March 6, 1856 although this was a formidable position the Indians had chosen to abandon the place as the troops approached this could only have been Leschi's main camp that had been visited by John Swan and had been attacked by Snohomish Chief Patkanim soldiers burned most of the timbers before they continued on

INDIANS RAID JOCELYN, WASHINGTON TERRITORY

Jocelyn, Washington Territory at the mouth of the White Salmon River was attacked by a band of Klickitat Indians who drove off a large number of animals -- March 6, 1856 When news of the harassment was received by Colonel George Wright Lieutenant-Colonel Edward J. Steptoe with two companies of the Ninth Infantry was dispatched from Fort Vancouver to White Salmon Additional troops were sent the next two days -- March 7 and 8 to operate east of Fort Vancouver in support of Lieutenant-Colonel Steptoe

RETIRED HUDSON'S BAY COMPANY EMPLOYEES COME UNDER SUSPICION

Several former Hudson's Bay Company employees who were married to Indian women they lived with their families along Muck Creek in the Nisqually River Valley they claimed to be neutral in the racial conflict however, their farms seemed strangely immune from Indian attack while surrounding cabins were burned and their neighbors were killed it was suspected the Muck Creek farmers were providing information and support to insurgents Washington Territory Governor Stevens sent Acting-Secretary Isaac W. Smith to Muck Creek with instructions to order James Wren, Lyon Smith and John McLeod, Henry Smith and John McPhail and others to leave their claims and move to Olympia, Fort Nisqually or Steilacoom Governor Stevens' order came in the springtime when crop seeding was to take place also, leaving their farms and animals exposed their property to weather and thieves After their removal the Muck Creek farmers wrote to the governor asking permission to return to their homes -- their requests were ignored James Wren, Lyon Smith and John McLeod visited their homes anyway

LEGAL CHARGES ARE FILED AGAINST THREE MUCK CREEK FARMERS

Washington Territory Governor Stevens ordered Secretary of Acting-Secretary Isaac W. Smith to take twenty men and arrest three of the former Hudson's Bay Company former employees who had returned to their homes on Muck Creek -- March 9, 1856 James Wren, Lyon Smith and John McLeod were taken into custody and charged with "giving aid and comfort to the Indians with whom the United States were at war" For weeks Muck Creek farmers James Wren, Lyon Smith and John McLeod remained in custody in the Fort Steilacoom brig under the guard of Lieutenant-Colonel Silas Casey

Governor Stevens noted that: **“Even if the evidence should fail to convict one or more of them, the peace of the country requires that those not convicted be kept in close confinement till the end of the war.”**¹⁶¹

Governor Isaac Stevens’ highhanded arrest of the three retired Hudson’s Bay Company employees living along Muck Creek was seriously questioned by several leading settlers

BRITISH COLUMBIA GOVERNOR JAMES DOUGLAS REFUSES TO SEND MORE SUPPLIES

Washington Territory Governor Isaac Stevens had sent several requests to Victoria Governor James Douglas asking for more support in the territory’s Indian campaign After an exchange of several notes concerning the manner of payment Governor Douglas replied -- March 9, 1856

“I took the earliest opportunity of communicating with Mr. Robinson (Jefferson and Island County Quartermaster Captain Reuben S. Robinson) in respect to the wants of his department, with the view of using my influence in procuring them from the Hudson Bay Company and other merchants doing business at this place.

“No unwillingness was evinced by any of the parties consulted about furnishing supplies to the extent of their means, but they object to receiving payment in (territorial) script, which was the only security proffered to them by Mr. Robinson.

Captain (Samuel) Swartwout (sic), having arrived on this day...agrees...with me as to...suggesting to you the propriety of drawing bills of exchange on the (United States) Secretary of the Treasury in payment of such supplies as you absolutely require from this place, which would enable you to make purchases on the most favorable terms; on the other hand, none of the parties are disposed to advance goods on the security of the territorial scrip.”¹⁶²

ANOTHER FIGHT TAKES PLACE ON CONNELL’S PRAIRIE

Indians waited tensely on Connell’s Prairie where the northern edge the prairie dropped sharply toward the White River far below near where the [October 1855] White Massacre had taken place here a single wagon road crossed the prairie leading from Camp Montgomery to a juncture with the White River

here a two-story blockhouse, a corral and barracks were under construction also a ferry landing and a fortification to protect it were taking shape on the White River Militia Captain Joseph White’s Pioneer Company engineers moved across Connell’s Prairie to continue the building projects -- 8:00 a.m., Monday March 10, 1856

White’s men had built nine blockhouses and opened or repaired forty miles of road

Militia Lieutenant Urban Hicks and a three-man scouting party

rode ahead of Captain White and his men

they moved cautiously forward across the prairie until they reached a bluff and steep hills

leading down to the river

there Hicks came upon signs that Indians had passed ahead of him

Lieutenant Hicks turned to shout what he had discovered

¹⁶¹ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascade*, P. 54.

¹⁶² Executive Documents Printed by Order of the House of Representatives, Second Session of the Thirty-fifth Congress, 1858-1859.

when a sudden blast of gunfire erupted from the woods ahead of him
Indians had given away the ambush they had prepared because Lieutenant Urban
had stopped just short of the trap and had turned to warn the militiamen following him
because muskets were notoriously inaccurate the Indians were, as usual, ineffective
three of the soldiers were wounded but the potential massacre of the troops had been avoided
Militia Major Gabriel Hays reported the result of the action as follows: **“At about eight o’clock this morning, Captain White, with his company, was ordered to the White river to build a blockhouse and ferry, supported by Captain Swindal and ten privates. He had not proceeded more than half a mile from camp when he was attacked by a large Indian force, supposed to be at least one hundred and fifty warriors and a large number of (Indian women). I immediately ordered Captain Henness to his support with twenty men. Captain Henness moved with great rapidity, a tremendous volley of guns announcing his arrival. I became satisfied that an additional force was necessary, and dispatched Lieutenant Martin of Company B, with fifteen additional men. The Indians by this time were seen extending their flank to the left with great rapidity. I then ordered Lieutenant Van Ogle, Company B, with fifteen men, to check their flank movement but, before he could gain a position, they had so extended their line as to make it necessary to send another party of twelve men under command of Captain Rabbeson, who succeeded in checking them. The fight by this time extended the whole length of our line; and one continuous volley could be heard from the Indian guns on the hill and those of our men in the bottom. This firing continued some two hours. I saw the advantage which the Indians had in position, and determined to charge them. I ordered Captain Swindal to charge them from his position, which was central, and Captain Rabbeson to make a simultaneous move against their extreme left; while Captain Henness and Captain White were ordered to hold the position which they occupied.**

“This order was promptly obeyed, and the charge made in the most gallant style by Captain Swindal against their center, and Captain Rabbeson against their left, through a deep slough, driving the enemy from their position and pursuing them some distance in their flight. Captain Rabbeson returned to camp; while Captain Swindal occupied a high ridge in the rear of the main body of the Indians. I ordered Captain Rabbeson to join Captains Henness and White, and direct Captain Henness to charge the Indians if he deemed it advisable. The Indians in front of Captains White and Henness were in strong position behind logs and trees, and upon an elevation. It was deemed too dangerous to charge them in front. Captain Rabbeson was ordered to join Captain Swindal, make a flank movement to the right, and charge the enemy in their rear. This order was gallantly obeyed. Simultaneously with this movement, Captains Henness and White charged them in front. The Indians were routed, and were pursued for a mile or more along a trail covered with blood. It is believed that not less than twenty-five or thirty were killed, and as many wounded. They had been seen carrying off their wounded and dead from the time the fight commenced until it terminated. Withes and ropes were found on the ground they occupied, which had been used in dragging off their dead into the bush. Hats, blankets and shirts were picked up with bullet holes, in them, stained with blood. They were forced to give up their drum, which they abandoned in their retreat. But two Indians were found dead on the field, one of whom was recognized as Chehalis John. The other was placed under a log, and has not yet been examined. The Indians had together their whole force. They picked their own ground. They brought on the attack without being seen by our troops. I regard the victory of this day as complete, - a grand triumph. They exceeded us in

numbers nearly if not quite two to one; and we whipped and drove them before us. We had four men wounded, all of whom will soon get well.”¹⁶³

Connell’s Prairie Battleground was quiet by 3:00 p.m.

this proved to be the last battle West of Cascade Mountains with the Indians amassed in force thereafter, Indians on the West side worked in small bands -- guerrilla style

POOR MILITARY PLANNING COMPLICATES MATTERS IN EASTERN WASHINGTON

Both Major General John Wool and Colonel George Wright neglected the vital mountain crossing at The Cascades where the Columbia River crashed through the mountain range although it had long served as the only trade link up and down the river

In fact, there was no striking evidence of brilliant leadership on the part of any of the regular soldiers such as George B. McClellan, Philip Sheridan or Ulysses S. Grant (all of whom served admirably during the Civil War)

GEORGE WRIGHT LEAVES FORT VANCOUVER FOR EASTERN WASHINGTON

Colonel George Wright, fifty-five year old veteran of the Seminole Indian and Mexican wars, was ordered by General John E. Wool to travel up the Columbia River to take charge of the upcoming Indian campaign and to rebuild Fort Walla Walla General Wool had made a strong effort to impress on Colonel Wright that this war was perpetrated by the bad faith of the settlers Wright was to govern himself accordingly

Colonel George Wright led Ninth Infantry Companies A, E, F and I into the interior -- March 1856 he and his U.S. soldiers stopped at Fort Cascades -- March 11, 1856

CHIEF LESCHI LEADS HIS PEOPLE ACROSS NACHES PASS

After losing the fight was Militia Captain Joseph White’s Pioneer Company

Chief Leschi led his people more than forty miles in two days

Chief Leschi camped high in the foothills of Naches Pass

As the Indians descended the east side of the Cascades

they were forced to ford the Naches River several times in bitter cold -- March 12, 1856

some Indians died and were buried in the deep snow

after two more days of terrible suffering the Indians reached open country

where food was found in the form of roots -- March 14

ATTACK AT WHITE RIVER IN THE PUGET SOUND MILITARY DISTRICT

Small scatterings of Indians roamed the country west of the Cascade Mountains

while they worked on the White River blockhouse Captain Joseph White’s Pioneer Company C was attacked by a dozen or so Indians -- March 14, 1856

Militia Captain B.F. Henness’ Thurston County mounted men of Company C were on guard at the time -- one of Henness’ men was severely wounded

After this attack Indians who continued the fight were hunted down and killed there was little danger to the killers and stories of atrocities were plentiful

¹⁶³ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington*, Volume I. P. 578-579.

Some of Major Gilmore Hay's Central Battalion militiamen traveled up the Carbon River they came to a small collection of Indian grass huts several dozen natives there were shot down three more were captured and brought to the militiamen's camp on the Puyallup River papers found on one of them were thought to indicate the Indian had taken part in the White River massacre

militiaman Joseph Brannon, a private in Henness' company began shouting for revenge his brother William had been killed at White River and he wanted vengeance there was not much argument and three Indians were lined up and shot on the march toward the Nisqually River Calvin Swindall's Sawamish County volunteers walked to the top of a rise and discovered an Indian longhouse occupied by twenty-five or thirty Indian -- they killed four and drove off the rest during a search of the longhouse papers were found that were said be proof the Indians that had been killed were hostiles

Urban Hicks took his men on a march from South Prairie to the foothills of Mount Rainier traveling fast they carried only a gun, twenty-one rounds of ammunition, two day's ration and a blanket each they found a campfire at the top of a ridge but saw no evidence of Indians in the vicinity a young Indian guide spotted an almost invisible broken limb a search resulted in another broken branch being found and then yet another these signs were followed for a mile or more to a dense grove of cedar trees stripped of their bark where a wide trail led to a large ranch built on a slight rise close to a stream one shot was fired from the cedar grove near the house but did not harm anyone Indians came out of a gap in the trees and were shot down -- men, women and children all were killed except one man and woman who managed to avoid all of the shots fired at them and escaped articles belonging to the families killed in the White River massacre were found

LIEUTENANT-COLONEL SILAS CASEY PERSUES WESTERN WASHINGTON INDIANS

Neither the attack on Captain Joseph White's Volunteer Pioneer Company C nor lack of support for the military from Governor Isaac Stevens discouraged Lieutenant-Colonel Silas Casey

Lieutenant-Colonel Casey continued to implement his plan of operation parties were sent to search out the Indians' hunting the places of concealment that had been used by small bands -- which was all that remained of the Puget Sound hostiles

Casey sent several expeditions to confront the Indians -- Tuesday March 18, 1856 one party marched to the Stuck Prairie there they attacked an Indian village and captured several natives another party went in pursuit of another hostile band on Boise Creek (today's Enumclaw) yet another detachment proceeded against the Indians camped on Lake Duwamish

Captain Gansevoort, of the U.S. sloop-of-war *Decatur*, had been requested by Colonel Casey to co-operate in this attack -- but he declined

Lieutenant-Colonel Casey's efforts resulted in these bands of Indians voluntarily coming in, giving themselves up and consenting to be placed peacefully on the reserve

COLONEL WRIGHT MOVES HIS NINTH INFANTRY THROUGH THE COLUMBIA GORGE

Colonel Wright remained at Fort Cascades, Lower Cascades, while his huge supply of baggage was transported along the Washington side of the Columbia River around the Columbia Gorge's Middle Cascades to the village of Upper Cascades Lieutenant Lyman Bissell was placed in command of a group of soldiers at Fort Rains blockhouse located at the lower end of the portage around the Middle Cascades Wright moved the main body of troops around the Middle Cascades to the village of Upper Cascades where he waited for his immense amount of supplies and military baggage more than a week would be needed to carry his baggage and equipment around The Cascades When Colonel Wright and Ninth Infantry Companies A, E, F and I arrived at Upper Cascades Lieutenant Lyman Bissell and his soldiers were withdrawn from the Fort Rains Blockhouse only nine men under Sergeant Matthew Kelly were left at Fort Rains -- March 20, 1856 Kelly was left with a howitzer which had been mounted and a supply of ammunition Sergeant Kelly's orders were to guard the government property waiting there and to keep open the line of communication between forts Dalles and Vancouver

COLONEL GEORGE WRIGHT CONTINUES ON TOWARD THE DALLES

Colonel Wright's Ninth Infantry Companies A, E, F and I departed Upper Cascades on their way to Fort Dalles as Colonel Wright withdrew, Chief Kamiakin massed his Yakima and Klickitat warriors to move toward the Columbia Gorge Wright made camp at Five Mile Creek with no suspicion of the danger behind him -- March 20, 1856

COLONEL WRIGHT REACHES FORT DALLES

Two hundred men of U.S. Ninth Infantry companies A, E, F and I arrived at their new assignment Lieutenant-Colonel Edward J. Steptoe had been stationed at Fort Dalles Colonel Steptoe was a West Point graduate and veteran of the Seminole and Mexican wars he had been in Washington Territory for two years after being offered, and refusing, the governorship of Utah Territory

CONSTRUCTION OF FORT DALLES -- FIRST MILITARY DISTRICT: EASTERN WASHINGTON

Construction of a new Fort Dalles was directed by Assistant-Quartermaster Captain Thomas Jordan new fort buildings formed an octagon surrounding a grassy parade ground timber was cut nearby and sawed in the fort's sawmill on Mill Creek doors, windows, mantelpieces and bookcases for the fort were hand-planed much of the woodwork was native alder painted to look like oak sandstone quarried at a nearby bluff was used for foundations and chimneys Arrival of Colonel George Wright and his Ninth Infantry began Fort Dalles' busiest era this post became not only headquarters for the U.S. Ninth Infantry but was the principal base of operations against Indian disturbances for General John E. Wool's First Military District -- Eastern Washington Territory Fort Dalles was the main military post for all the goods and supplies destined for the yet to be constructed forts Simcoe and Walla Walla

COLONEL GEORGE WRIGHT DISPERSES HIS MEN

In keeping with his orders to rebuild Fort Walla Walla Colonel Wright ordered Colonel Steptoe to march to Walla Walla Country leading detachments of Company E, First Dragoons and Company L Third Artillery -- March 23, 1856

 this was an attempt to overawe the natives in that region

Also in keeping with his orders, Colonel Wright led the two hundred men of U.S. Ninth Infantry companies A, E, F and I eastward into Spokane Country away from the portage at The Columbia Gorge -- March 23, 1856

STEAMER MARY ARRIVES AT THE VILLAGE OF UPPER CASCADES

Captain Dan Baughman on the *Mary* arrived from The Dalles to take on cargo at Upper Cascades on the Washington side of the Columbia River -- evening of March 23, 1856

 he tied up the steamer near the sawmill and put out the fires in the boiler

 he granted shore leave to his crew -- loading of cargo was to begin in the morning

YAKIMA CHIEF KAMIAKIN PLANS HIS ATTACK

As Colonel George Wright and Colonel Edward J. Steptoe moved eastward from Fort Dalles, that is away from the Columbia Gorge, Chief Kamiakin was advised of their progress. Kamiakin had developed a plan to capture the villages at each end of The Cascade portage and the blockhouse in between as well

 he would conduct a simultaneous massacre at the three locations

 Fort Cascades and the village of Lower Cascades, Upper Cascades village
 and Fort Rains Blockhouse at the Middle Cascades

 he also planned to capture the steamboats in operation above and below the portage as a final stroke, he planned to attack Fort Vancouver

CHIEF KAMIAKIN APPROACHES THE INDIAN VILLAGE BELOW LOWER CASCADES

Just upriver from Fort Cascades and the village of Lower Cascades

 Cascade Indians numbering about fifty had their homes

 they depended on fishing for their livelihood supplemented by occasional employment
 as boat-hands in the transportation of merchandise and travelers

Chief Kamiakin with his Yakima and Klickitat warriors paid a visit to the Cascades Indian village

 Kamiakin intimidated the little camp of local Cascade Indians village -- March 25, 1845

 he forced them to cooperate in the impending raid against both Upper and Lower Cascades
(although they may have participated only reluctantly
 they alone suffered the penalties for the outbreak)

Sergeant Robert Williams, stationed at Fort Rains, noted the incident at the village **“I discovered that the Indians were preparing for mischief on the day previous to the attack, while carrying a message from [George] Griswold, who lived at the Middle Cascades, to Mr. Hamilton, who lived on a farm a little below the landing at the Lower Cascades. In passing each way by the Indian camp, as I had to do in going to and from carrying the message, my attention was particularly attracted at seeing Indians standing together in council, and dressed in warlike costumes, while some few were playing at a game outside. Their actions fully confirmed my belief that they were planning mischief. The**

movements of some of them in particular, going in a half-circle through the timber, thus to flank me, awakened a very strong suspicion that they were trying to catch me to kill me. So, I hurried back to the blockhouse with my utmost speed, and then told Sergeant Kelly and my comrades my suspicions. But, by reason of our belief in the strength of our position, we did not dread any danger from Indians, or even think any more about it.”¹⁶⁴

Settlers had no fears that the local Indians would become hostile because even if they became upset they were so few and so dependent, they remained of no concern

SECOND YAKIMA WAR BEGINS

Men at the villages of Upper Cascades and Lower Cascades began their morning’s work loading and unloading freight at the wharves, firing the boilers at the sawmills and working along the Cascade Railway route protected by Fort Rains Blockhouse workmen labored on two bridges of the Cascade Railway most of them were on the bridge nearest the Isaac H. Bush house little steamers *Mary* and *Wasco* were tied to their moorings without the fires yet having been lighted in their boilers -- Wednesday March 26, 1856 Chief Kamiakin made a flanking movement toward Fort Vancouver to divert attention from his quest Fort Cascades on Hamilton Island was burned to the ground while no permanent military buildings existed at the time the soldiers’ tents were destroyed along with military supplies then Kamiakin’s forces, in three parties, made a simultaneous attack on the settlements at Upper Cascades, Lower Cascades and the Middle Cascades’ Fort Rains

VILLAGE OF UPPER CASCADES IS ATTACKED

Chief Kamiakin himself led thirty Yakima, twenty Klickitat, and eight Cascade Indians Cascade Indians on the Oregon side of the river were under treaty with the Territorial Government it was supposed they would remain law-abiding however, these Indians began crossing over in canoes no doubt they furnished information to the attacking warriors Chief Kamiakin ambushed Upper Cascades village -- about 8:30 a.m., Wednesday March 26, 1856 during the first blaze of gunfire one of the carpenters on the tramway, Jacob Roush, was hit by gunfire -- he lived six days before he died several working with Roush were wounded as they fled through a shower of bullets to the store belonging to David and Putnam Bradford three other workers went in the other direction to the blockhouse, a mile and a half distant they overtook the railcars in the vicinity of the salmon house cut the mules loose and rode downhill to safety they were not fired on until they reached the area of the spring but from then on they ran to the blockhouse in a gauntlet of bullets and arrows Isaac H. Bush and his family ran to the Bradfords’ store leaving his own house vacant

¹⁶⁴ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I, P. 602

George Watkins, a carpenter, and three men, whose names were unknown,
were in the woods near the store when they were shot down at their work
George Watkins lived for four days before he died
at the sawmill B.W. Brown, his wife and brother-in-law Jacob White were killed
as was a man named Calderwood
all four were scalped and their naked bodies were thrown into Mill Creek
the sawmill was set afire
Norman Palmer driving a team of horses at the mill was killed
Jimmy Watkins was driving a team of oxen to the mill when he fled into hiding
Henry Hagar, the brother of Mrs. Jimmy Watkins, was shot in the Watkins' house
Mrs. Watkins fled to the Bradford's store with her family
Kyle, a German boy, was killed while riding on horseback along the tramway route
At the Middle Cascades where the Cascade Railway linked the two villages
George Griswold, who was in charge of the portage road, was killed
two or three soldiers, cutting wood nearby, were surprised and killed
where they were working
When the first alarm was raised an Indian known as Simpson started for Fort Vancouver
at the same time settler W.R. Kilborn was on the Oregon Side of the Lower Cascades
he rigged up an old barge and piloted all of the whites in the vicinity to safety in Portland

VILLAGERS AT UPPER CASCADES REALIZE THEIR DANGER

After realizing their dire straits, Upper Cascades settlers ran for the Bradford brothers' log store
there was grand confusion in the store and casualties mounted in the attack
James Sinclair, formerly in charge of Fort Walla Walla (Wallula, Washington)
opened the door to the Bradford and Company log store
to look for survivors running for protection
he was shot in the head and killed
Some others were wounded, but most of the forty Upper Cascades settlers were unharmed
men, women and children reached safety in the company store where they prepared for a siege
last refugee to come in was a woman whose flight was the focus of rifle fire
they found guns which were already loaded behind the counter
fortunately, about an hour before, a shipment of nine government muskets had been delivered
with cartridge boxes and ammunition
Mr. Smith the cook was trapped in the second story of the Bradford store
at the risk of his life he escaped to the lower floor using the outside stairway
rather than risk the climb to enter the upstairs for safety, settlers removed the stovepipe
they enlarged the hole with axes and a group of men crawled up
upper part of the building was now secure

STEAMBOATS AT UPPER CASCADES ARE NOT CAPTURED

At the time of the attack, the steamer *Wasco* was on the Oregon side of the river
Captain Isaac McFarland realized what was happening and got all the people nearby on board
Wasco got away escaping upstream toward The Dalles -- morning March 26, 1856
Steamboat *Mary* lay near the sawmill on Mill Creek on the Washington side

with fires out in the boiler – the boat could not move
as the attack began a wounded Metis named Bourbon ran toward the boat shouting a warning
crewmen Jim Thompson, John Woodard and Jim Herman
were walking toward the *Mary* from the Bradford store when they were fired on
Herman asked if anyone had any a gun and learned none of them did
he ran to the Inman house looking for a weapon
as the other two crew members sprinted through a cross-fire and reached the *Mary*
Captain Dan Baughman and Jim Thompson jumped ashore to haul in the lines holding the boat
when the Indians' firing became heavy they ran for the safety of the woods past Inman's house
James Lindsay, the boat's fireman, also made a run for the Inman house
he was shot through the shoulder
Mary was now under full attack and onrushing Indians reached *Mary's* gangplank
Engineer Buckminster fired his revolver killing a warrior
Steward's Assistant John Chance climbed on the hurricane deck
he killed another Indian with an old dragoon pistol -- but was himself shot through the leg
Mary's cook, Dick Turpin, found the only really effective weapon on board -- a rifle
in a frenzy, he leaped onto a flatboat tied beside the steamer
after he fired a shot, he jumped into the river taking the weapon with him as he drowned
in all, two of the crew had been wounded and another had drowned
Although poorly armed, crewmen managed to hold off the attackers until the boilers could be fired
Mary got up steam and crewmen hacked away the mooring lines
Hardin Chenoweth ran up to the pilothouse and backed the steamer out into the Columbia River
lying flat on the floor he turned the wheel as he was directed from the lower deck
obviously the pilothouse was a target for the Indians
Mary, burning Roger Atwell's fence-rails for wood, headed upstream toward The Dalles
under a shower of bullets
crewmen blew the steamboat's whistle to assure the people left on shore they were going for aid
Bourbon, the Metis who had given the alarm, died on the way to The Dalles
Several survivors of the initial attack were picked up by the steamer
as she proceeded up the Columbia
Jesse Kempton was shot while driving an ox-team from the mill
he managed to climb aboard the steamer
Jim Herman had left the safety of the Inman house
he reached the riverbank where he was picked up by the *Mary*
Inman's family, Henry Sheppard and Mr. Vanderpool had all escaped the initial attack
used skiffs to cross the Columbia River they boarded the *Mary* they were taken to The Dalles

NOT ALL OF THE SURVIVORS REACHED THE SAFETY OF BRADFORDS' STORE

Jimmy Watkins, Mr. Finlay and Mr. Bailey had been at work on a new warehouse on Bradford Island
by this time the Indians had crossed the Columbia River in canoes to Bradford Island
all three settlers swam to the protection of Upper Cascades village -- Wednesday March 26, 1856
Mr. Finlay appeared near the river where the exposed land sloped upward toward the store
occupants of the store saw him and told him to lie down behind a large rock -- which he did
Finlay yelled that he could not get to the store as the bank above was covered with Indians

Jimmy Watkins and Mr. Bailey could be seen running toward the place where Finlay was hiding
Indians were after them in full pursuit

Mr. Bailey was shot through the arm and leg but he continued on
plunging into the river he swam to the front of the store
and safely came in -- wounded but alive

Mr. Finlay made a dash for the store and arrived unharmed which was miraculous
as a shower of bullets sprayed around him

Jimmy Watkins was the last to make the dash for safety behind the large rock
survivors in the store called to him to lie down behind the rock but before he could
he was shot in the wrist -- the musket ball traveled up his arm and exited above his elbow
he dropped behind a rock just as the pursuing Indians came upon him
but a hail of gunfire from the store forced the attackers to back away
poor Jimmy Watkins was left where he lay mortally wounded

Survivors in the store watched as the Watkins' house was burned
Indians first took out everything they wanted: blankets, clothes, guns, etc.

INDIANS UNSUCCESSFULLY ATTACKING THE *MARY JOIN* THE ASSAULT ON THE STORE

Attackers of Upper Cascades village now turned their attention in force toward the Bradfords' store
Indians were kept at a distance by the nine rifles which had been left at the store that morning
Warriors appeared on the riverbank a short distance behind the store -- Wednesday March 26, 1856
because the land sloped down toward the building, Indians who there could be seen and shot at
warriors tried throwing large rocks at the store but the distance was too great to be effective
what did hit the building generally rolled off the roof

however, some of the biggest rocks thoroughly shook the structure
hardest hit was the kitchen roof which was peppered with rocks

Attackers next tried unsuccessfully to burn down the store
by throwing flaming firebrands of pitchwood onto the roof
men on the upper floor used capfuls of brine from a pork barrel to douse the flames
they shoved the fire balls off the roof with long sticks
and cut out the burning patches with an axe and a saw

ATTACK IS MADE ON THE MIDDLE CASCADES FORT RAINS BLOCKHOUSE

Simultaneous to the attack on the Upper Cascades, the Middle Cascades were also attacked
Sergeant Matthew Kelly and five of his nine men were garrisoned there -- March 26, 1856
Sergeant Robert Williams, Fourth Infantry Company H,
was stationed at Fort Rains blockhouse

William later wrote an account of the events there: **“When the attack began, nearly all of the detachment were scattered around the vicinity. There were but three of us in close proximity to the blockhouse, - Sheridan, McManus the cook, and myself. We all heard the shooting; but, even after what I saw the day previous, I nor the other two had not the least suspicion that we were attacked by Indians. My first feeling was that of indignation at such foolish conduct, thinking all the while that somebody was firing off their revolvers. But the cook quickly found out that it was no play, by seeing the door of the cookhouse riddled with bullets. He immediately gave the alarm by crying, ‘Indians.’ McManus and myself were standing close together near the blockhouse; but, on**

the instant of the alarm, we cast our eyes towards the hills and timber which loosely surrounded us in front; and then we beheld, to our horror, the painted and half-naked savages, exultantly firing. McManus, who stood by my side, was shot in the groin. He died shortly after, in the army hospital at Vancouver, from the effects of the wound.

“My wounded comrade and myself lost no time in getting inside of the blockhouse. I then quickly got on my accoutrements and gun, and immediately commenced the defense. The incessant firing and racket of the Indians gave unmistakable warning of deadly danger to those of my comrades who were strolling around. They all got to the blockhouse in safety, excepting Lawrence Rooney, who was captured upon the hill while cutting wood. The two or three unfortunate families who were living close by the blockhouse ran to it for safety; but several were severely wounded in running the gauntlet. We had with us seven wounded and three killed. Among the latter was [George] Griswold, who might have escaped his death but for his over-confidence in the friendliness of the Indians towards him. The German boy, [Jake] Kyle...was killed while riding on horseback down the road on the hill in front of us. The Indian that shot him stood by the side of a tree close by the road, his gun almost reaching to the poor boy, who fell instantly upon being shot.

“Tom McDowell and Jehu Switzler, and another man to me before unknown, were on their way from the Upper to the Lower Cascades; but before they had proceeded far they discovered hostile Indians. Being themselves unarmed, they made a desperate effort to reach the blockhouse which they did in safety. They proved to our small force a valuable acquisition. The three gallantly aided us during the defense. After they had got in, the door was made secure by a bolt; and then a strong chain was drawn tightly across. That being completed, we gave our savage enemies a treat of canister shot, fourteen rounds in all, from our six-pounder gun [howitzer], after which they precipitately retired. But we still, while in reach, presented them with a few shells. They retired back of the hills, out of range of our guns, to torture and put to a horrible death our unfortunate comrade whom they had captured. We could not see them at it, but we heard his piercing screams. After they had accomplished that last inhuman and diabolical cruelty, the main portion left and went to the lower landing.

“On the morning of the attack, Sergeant Kelly sent one of the men, Frederick Bernaur, to the Upper Cascades for a canteen of whisky. Unfortunately, the Indians had commenced their attack on the blockhouse before he returned, preventing him from getting back to us. They shot him through both legs, He managed, however, to get to the bank of the river, and there hid from sight. He fainted several times from loss of blood; but the whiskey he had in his canteen supported his strength. When night came, he left his hiding-place and got in safety to the blockhouse.”¹⁶⁵

(U.S. Fourth Infantry Company H defended Fort Rains for three days
two soldiers and several settlers were killed)

LOWER CASCADES, THE SECOND PORTAGE VILLAGE, IS ATTACKED

People living in the Lower Cascades village received three warnings:

- cannon fire heard from the Fort Rains Blockhouse;
- a friendly Indian ran down from the blockhouse shouting a warning when the attack began;
- three carpenters on the portage tramway cut loose the mules and rode the car shouting the news of the attack all the way to the settlement

¹⁶⁵ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I, P. 602.

Warnings came in time for settlers below the landing to set out in a schooner and several bateaux they escaped down the Columbia River with only one wounded they paddled their crafts to Fort Vancouver and safety also there was ample time to launch the steamboats *Belle of Oregon City* and *Fashion* both boats were loaded with women and children and started for Fort Vancouver When Indians attacked toward nightfall March 26, 1856 considerable government freight was stacked at the landing but the men lacked enough ammunition to defend the supplies Lawrence W. Coe wrote an account of events

in a letter to Putnam Bradford then in Massachusetts: “[George] **Johnson was about to get a boat’s crew of Indians [to work for him], when Indian Jack came running to him, saying the Yakimas had attacked the blockhouse. He did not believe it, although he heard the cannon. He went up to the Indian village on the sandbar to get his crew, and saw some of the Cascade Indians, who said they thought the Yakimas had come; and George now hearing the muskets, ran for home. E.W. Baughman was with him. Bill Murphy had left the blockhouse early for the Indian camp, and had nearly returned before he saw the Indians or was shot at. He returned, two others with him, and ran for George Johnson’s, with about thirty Indians in chase. After reaching Johnson’s, Murphy continued on and gave Hamilton and all below warning; and the families embarked in small boats for Vancouver. The men would have barricaded in the wharf-boat, but for want of ammunition. There was considerable government freight in the wharf-boat. They stayed about the wharf-boat and schooner nearly all day, and until the Indians commenced firing upon them from the zinc-house on the bank. They then shoved out. Tommy Price was shot through the leg in getting the boats into the stream.**”¹⁶⁶

Due to the timely warnings, no white person was killed at the Lower Cascades village however, the Indians completely captured the village, torched every house there and destroyed a vast amount of government supplies straggling settlers from the Lower Cascades made their way downstream to Fort Vancouver, a distant thirty-six miles, which they reached that night

NEWS OF THE ATTACK ON LOWER CASCADES REACHES FORT VANCOUVER

Belle of Oregon City arrived at Fort Vancouver carrying women and children from the lower portage village -- night, March 26, 1856

Fort Vancouver was suffering from a critical personnel shortage

Philip H. Sheridan had arrived in Oregon Territory as a Second Lieutenant in the Third Artillery he had been promoted to First Lieutenant after his arrival at Fort Vancouver

Lieutenant Sheridan believed a piece of artillery would be valuable to him -- but none was available as it happened, the steamer *California* from San Francisco was lying at the Vancouver dock unloading military supplies

ship’s Captain Dall supplied Sheridan with the steamer’s small iron cannon

mounted on a wooden platform which he used in firing salutes at different ports on the arrival and departure of his vessel

Lieutenant Sheridan searched the arsenal for a supply of solid shot that would fit the small cannon

¹⁶⁶ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I. P. 603.

BRADFORDS' STORE AT UPPER CASCADES REMAINS UNDER SEIGE

Upper village remained under siege all through the night -- March 26-27, 1856
as the inhabitants of Upper Cascades watched Indians burned several houses in the village
they also torched the sawmill and lumberyard owned by the Bradford brothers
and the Bradford Island warehouse under construction
every building in the upper portage on the Washington side was burned except the store
several times Indians succeeded in setting fire to the store
each time it was extinguished by the inhabitants
forty survivors huddled in the store and successfully kept the warriors at bay
eighteen men and four women handled the guns
all of the others were either incapacitated or children

Drinking water was running low in the Bradford store

two bottles of whiskey and several bottles of ale that were discovered in the store
were not sufficient to meet their needs

Spokane Indian boy who had been traveling with James Sinclair volunteered to go to the river
he stripped himself naked and using the loading slide from the store to reach the wharf
made the trip to the Columbia and was back
in virtually no time -- early morning March 27

later that morning he made several more trips swiftly enough to avoid being killed
he brought back enough water for the stranded settlers to fill four barrels

LIEUTENANT SHERIDAN AND HIS TROOPS TRAVEL UP THE COLUMBIA RIVER

Ceremonial cannon for the *California* was loaded on the steamboat *Belle of Oregon City*
along with forty U.S. Third Artillery dragoons led by Lieutenant Phil Sheridan
these solders represented the only troops which could be spared from Fort Vancouver
Belle of Oregon City steamed up the Columbia River -- two a.m., Thursday, March 27, 1856
Fashion also recently arrived at Fort Vancouver was loaded with volunteers
for the journey up the Columbia River

In the initial attack on Lower Cascades village, George Johnson and several others escaped by boat
including the wounded Tommy Price
floating down the Columbia River they met the steamer *Belle of Oregon City* carrying Sheridan
Johnson and those with him boarded the steamer and volunteered to serve under Sheridan

LIEUTENANT PHIL SHERIDAN REACHES THE LOWER CASCADES VILLAGE

Belle of Oregon City tied off at George Johnson's homestead on the north bank of the Columbia River
Sheridan landed his forty Third Artillery Dragoons and the ceremonial cannon
they found the village burned -- early in the morning March 27, 1856
Belle of Oregon City was dispatched back to Fort Vancouver bring up any volunteer assistance
that in the meantime might have gathered there

From the landing spot the only approach to Lower Cascades village was along a narrow neck of land

Lieutenant Sheridan reported: **"The Columbia river was very high at the time; and the water had backed up into the slough about the foot of the Lower Cascades to such a degree that it left me only a narrow neck of firm ground to advance over towards the point occupied by the Indians. On**

this neck of land the hostiles had taken position, as I soon learned by frequent shots, loud shouting and much blustering; then, by the most exasperating yells and indecent exhibitions, they dared me to the contest.

“After getting well in hand everything connected with my little command, I advanced with five or six men to the edge of a growth of underbrush to make a reconnaissance. We stole along under cover of this underbrush until we reached the open ground leading over the causeway or narrowneck before mentioned, when the enemy opened fire and killed a soldier near my side by a shot, which, just grazing the bridge of my nose, struck him in the neck, opening an artery and breaking the spinal cord. He died instantly. The Indians at once made a rush for the body; but my men in the rear, coming quickly to the rescue, drove them back; and Captain Dall’s gun being now brought into play many solid shot were thrown into the jungle where they lay concealed with the effect of considerably moderating their impetuosity. Further skirmishing at long range took place at intervals during the day, with but little gain or loss, however, to either side; for both parties held positions which could not be assailed in flank; and only the extreme of rashness in either could prompt a front attack. My left was protected by backwater driven into the slough by the high stage of the river; and my right rested secure on the main stream. Between us was the narrow neck of land, to cross which would be certain death. The position of the Indians was almost the counterpart of ours.”¹⁶⁷

LIEUTENANT PHIL SHERIDAN DEVELOPS A PLAN

Sheridan believed a frontal attack on the Indian position was suicidal -- so he developed a daring plan
his plan was hazardous but the small group holding the Fort Rains Blockhouse
would soon starve or fall a prey to the Indians
as a diversion he fired a few shots from the cannon -- early in the morning March 27, 1856
Before setting out Sheridan climbed a mountain to see what was occupying the Indians’ attention
he saw they were running horse races with great excitement
Sheridan with his twenty men crossed the Columbia River to the Oregon side
in a Hudson’s Bay bateau he had brought with him on the *Belle of Oregon City*
this crossing was completed with surprising ease -- about 9:00 a.m., March 27, 1856
Lieutenant Sheridan’s examination of the river bank showed that it would be impossible
to get the bateau up the rapids along the Oregon side
success could only be assured by crossing the channel to Bradford’s Island just below the rapids
there was a probability that by walking along the shore of the island they could pull the bateau
through the rocks and swift water until the head of the rapids was reached
from that point to the blockhouse was smooth water
Sheridan with ten of his men crossed the narrow Columbia River channel to Bradford’s Island
his remaining men began the walk upriver to where Fort Rains blockhouse was located
on the Washington side of the river
Sheridan and his men landed on Bradford’s Island at a point where after flowing around the island
the south channel of the river rejoined the main stream

¹⁶⁷ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I. P. 605.

using a rope attached to the bow they began to drag the bateau up the rapids
work was slow until they found a party of Indian women on the island
where they had been safely left during the attack
these women were pressed into service pulling on the tow rope
At the top of the rapids Sheridan's bateau with ten men aboard
as quickly paddled across the Columbia River to where his other ten men had worked their way
along the river parallel to Sheridan's route to a place opposite the blockhouse
now reunited, the men crossed to the north side of the Columbia River in two waves
to prepare an attack on the Indians harassing the blockhouse

SEIGE AT THE FORT RAINS BLOCKHOUSE CONTINUES -- SECOND DAY

Second day of the siege saw the Middle Cascades inhabitants running low on water
close by, there happened to be a saloon owned by one of the Palmer brothers
who had escaped immediately after the Indians made their attack
William Houser suggested that somebody should be allowed to go to the saloon
to get whatever might be found that would alleviate hunger and thirst
Sergeant Kelly allowed Houser and Sergeant Robert Williams to make an attempt
Sergeant Williams reported his exploits, **"The door being locked, my comrade had to break it open
with an axe. We procured within one dozen bottles of English porter, one decanter of brandy, the
same of whisky and wine, and a small box full of oyster crackers. We failed to get water; but the
articles mentioned satisfied every requirement except surgical aid until we would get relief, which
we knew was close at hand by hearing the report of gallant Phil Sheridan's guns firing upon the
enemy at the Lower Cascades. After that signal of relief, we all relaxed the ceaseless vigilance we
had all the time kept, for the purpose of allowing a portion of our guards to take a little rest and
sleep."**¹⁶⁸

COLONEL GEORGE WRIGHT LEARNS OF THE ATTACKS AT THE CASCADES VILLAGES

Eastern Washington campaign commander was leading the Ninth Infantry First Dragoons
and the Third artillery to Spokane Country when the steamer *Wasco* arrived at The Dalles
carrying news of the attack at Upper Cascades -- March 27, 1856
later that day the steamer *Mary* also arrived at The Dalles bearing her passengers' story of terror
Colonel Wright was camped five miles away from Fort Dalles when he learned of the Indian attack
on the Columbia River portage villages
he immediately turned his column back to Fort Dalles
he also sent a messenger to Lieutenant-Colonel Edward J. Steptoe on his way to Walla Walla
ordering him to the scene of conflict at The Columbia Gorge
Wright returned to The Dalles with his U.S. Ninth Infantry and Third Artillery troops
where he arrived -- 11:00 p.m., March 27

LIEUTENANT-COLONEL EDWARD J. STEPTOE'S ORDERS ARE CHANGED

Steptoe was sent with two companies of the Ninth Infantry, a detachment of dragoons,
and a howitzer to relieve the Fort Rains Blockhouse at Middle Cascades

¹⁶⁸ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I, P. 603.

and disperse the Indians -- March 27, 1856
because his troops were busily marching in the opposite direction toward Fort Walla Walla
precious time was lost before Steptoe's support could be provided

MILITARY CONFUSION REIGNS AT THE FORT RAINS BLOCKHOUSE

Lieutenant-Colonel Edward J. Steptoe reached the vicinity
of the Fort Rains Blockhouse -- March 27, 1856
he began an attack on the warriors besieging the blockhouse at the Middle Cascades
Lieutenant Phil Sheridan was organizing his Dragoons across the Columbia River on the Oregon side
to begin a surprise attack on the same blockhouse -- March 27, 1856
Just as Lieutenant Sheridan was about to attack, Lieutenant-Colonel Edward J. Steptoe's bugler
blew charge thus warning the Indians of the impending attack -- all of the Indians escaped

COLONEL WRIGHT DASHES DOWN THE COLUMBIA RIVER TO UPPER CASCADES VILLAGE

Colonel George Wright set out from Fort Dalles taking the steamboats *Mary* and *Wasco* downstream
both steamboats were loaded with the main body of the U.S. Ninth Infantry -- 250 men
to relieve the Upper Cascades Village -- Thursday March 27, 1856
both steamboats were towing flatboats loaded with dragoon horses
Darkness overtook them and they made camp for the night

COLONEL GEORGE WRIGHT ARRIVES AT THE UPPER CASCADES VILLAGE

Forty settlers had been besieged overnight in the Bradford store
both *Mary* and *Wasco*, bristling with soldiers, appeared at Upper Cascades wharf above the store
both boats' whistles announced their arrivals -- 6:00 a.m., March 28, 1856
Indians besieging David and Putnam Bradford's store quietly withdrew into the mountains
leaving their more unfortunate brothers, the local Cascade Indians, to answer for the misdeeds
Colonel George Wright's soldiers from Fort Dalles had conducted a successful rescue
of the whites besieged in the Bradford store and the Upper Cascades village

MILITARY LEADERS FOCUS THEIR ATTENTION ON THE LOWER CASCADES VILLAGE

Lieutenant-Colonel Edward J. Steptoe met with Lieutenant Phil Sheridan
to plan their advance on the Indians attacking the Lower Cascades village
Sheridan explained that when Steptoe's troops began their attack on the warriors at Lower Cascades
some of the Indians would, without a doubt, cross over to Bradford's Island
while the main body of hostiles would escape into the mountains
Steptoe concurred with Lieutenant's analysis
Lieutenant-Colonel Steptoe ordered Lieutenant Alexander Piper to join Sheridan's detachment
with a mountain howitzer
Lieutenant-Colonel Steptoe sent Lieutenant Phil Sheridan to Bradford's Island
with his forty dragoons and the howitzer to capture any natives who arrived there
Lieutenants Sheridan and Piper landed on Bradford's Island with the first boatload of soldiers
after unloading the howitzer they fired two or three shots
to let the Indians know they had artillery
In the meantime, Lieutenant-Colonel Steptoe's whole command arrived on Bradford's Island

all of the men were deployed as skirmishers except for a small detachment to operate the howitzer near the lower end of the island they met, as anticipated, the entire body of Cascade Indians local men, women and children whose homes were in the vicinity of the Cascades villages these Indians were badly frightened and demoralized since the Yakimas abandoned them to flee to the mountains when Colonel Steptoe's troops advanced

JIMMY WATKINS IS THE LAST CASUALTY OF THE SECOND YAKIMA WAR

Teamster Jim Watkins remained in hiding behind a large rock since he had fled in the initial attack while he waited for rescue -- March 28, 1856
he had stripped to his underclothes when he swam across the Columbia River two days before as the weather was very cold, he fainted several times due to exposure
when he fainted he would roll down the steep bank into the river
ice-cold water would revive him
he would crawl back under Indian fire to his retreat behind the safety of the rock
Meantime his wife and children were in the Bradford brothers' store
in full view of his circumstances they moaned pitifully at his terrible situation
(Jimmy Watkins died from exhaustion two days after he was rescued [March 30])

CASCADE INDIANS LIVING BESIDE THE COLUMBIA GORGE ARE CAPTURED

Thirteen Cascade Indians said they had had nothing to do with the attack on the villages they put all of the blame on the Yakimas and Klickitats -- March 28, 1856
Lieutenant Phil Sheridan did not believe them
to test the truth of their statement he formed all of them in line with their muskets in hand approaching the first man on the right Sheridan accused him of engaging in the massacre but this accusation was met by a vigorous denial
Sheridan put his forefinger into the muzzle of the Indian's weapon
unmistakable signs of its having been recently discharged were found
his finger was black with the stains of burnt powder
holding the evidence up to the Indian, the Indian had nothing more to say
further examination proved that all the muskets were recently fired
all of the warriors' weapons were taken from them
Lieutenant Phil Sheridan left a small force to look after the women and children and the very old men
he took the Cascade Indian warriors across the Columbia River to the Lower Cascades village
there the thirteen Indian men were placed under the charge of a strong guard

INDIAN PRISONERS ARE TRIED BY A MILITARY COMMISSION

Thirteen natives captured at the Lower Cascades by Lieutenant Phil Sheridan were brought to Colonel George Wright at the Upper Cascades village charged with treason they faced a military commission
these Indians were prisoners of war or captives -- not citizens of the United States
they could not properly be charged with treason
Based on their freshly fired rifles and their own statements Colonel Wright's military commission found nine of the Cascade Indians, including Chief Chenoweth, guilty -- March 28, 1856
each condemned man was stood on a barrel with a rope tied to a tree placed around his neck

then the barrel was kicked out from under him
Chief Chenoweth gave a war whoop and shouted, **“I am not afraid to die!”**
as he slowly strangled he was mercifully killed with a bullet
four remaining prisoners were taken to Fort Vancouver

PUGET SOUND NATIVE AMERICANS MAKE THEIR LAST EFFORTS TO CONTINUE THE WAR

Many skirmishes took place along the shores of Puget Sound with a loss of life on both sides
small bands of Indians roamed the countryside in an attempt to continue to harass the settlers
but their actions were more vandalism and theft than battle

Indians killed a cow and stole fifteen horses from James Longmire’s farm
near Yelm Prairie -- March 28, 1856

Militia Major H. J. G. Maxon with fifty militiamen members of the Southern Battalion responded
Major Maxon’s volunteers looked for the perpetrators in an effort to capture and punish them

CASCADES MASSACRE COMES TO AN END

Siege of Upper Cascades and Lower Cascades villages and Fort Rains Blockhouse were over
as the Indians had fled the scene -- late evening March 28, 1856

In the incident which became known as the Second Yakima War (or Cascades Massacre)
fourteen settlers, one Metis and five soldiers had been killed

WHITES COMMITTED OTHER ATROCITIES

While Lieutenant Phil Sheridan was in the area Chief Spencer and his family disappeared
Spencer was a friendly Chinook Indian who served as a guide for Colonel George Wright
a search found the chief’s wife and six children strangled
their bodies had been placed in a clump of bushes beside the trail
Sheridan called this a dastardly and revolting crime

CHIEF LESCHI LEADS HIS BAND TO CHIEF KAMIAKIN’S CAMP

Nisqually Chief Leschi, in his escape from Puget Sound, reached Kamiakin’s friendly camp
Chief Kamiakin provided them with some butchered horses -- March 30, 1856

Kamiakin was willing to let Leschi and his people remain with the Yakima people
but only if they agreed to become his slaves

the alternative was to risk returning to Puget Sound and the probability of a violent death

Colonel George Wright promised that if the Indians surrendered he would protect them

Leschi and his people agreed to turn themselves in

MAJOR H.J.G. MAXON CONTINUES THE SEARCH OF THE THIEVES

Militia Major H.J.G. Maxon and his Southern Battalion of militiamen discovered the trail
of the small band of vandals who had stolen a cow and fifteen horses from James Longmire

Guided by captured Indians for the band of raiders they arrived at a place
known to the natives as Olalla (perhaps Lake Kapowsin)

there the militiamen made camp -- end of March 1856

Mason’s men moved on to a small lake (perhaps Clear Lake) the next day

they turned south along the east bank of the Ohop Creek in pursuit of the marauders

occasionally a straggler who could not keep up with the fleeing band was found and shot passing Ohop Lake the militiamen pressed on to the Mashel River

MAJOR MAXON'S MILITIAMEN ATTACK AN INDIAN VILLAGE

After the attack on the Indians camped at Ohop Creek Militia Major H.J.G. Maxon and his Southern Battalion of militiamen crept along the steep trail leading from Mashel Prairie downhill to the village where Chief Leschi had been born

Maxon's men discovered an even larger group of several families in a fishing camp these families were on a hill above Mashel River at the confluence of the Mashel and the Nisqually rivers

Maxon ordered his militia to charge the defenseless Nisqually families

Indians ran down the hill, swam across the Nisqually River

soldiers shot at them from the top of the hill across the river

some of the young Indians got away by climbing the hill on the other side of the river

but seventeen or more Indians were killed and many more wounded

most of the people were women and children -- a witness counted only two men there were survivors

U.S. Fourth Infantry Lieutenant August Kautz found thirty starving and frightened people

huddling in the brush when he passed by the fishing camp days later

To discourage the Indians from returning to their village

Militia Captain Bluford Miller's Southern Battalion Company J built a blockhouse at the confluence of the Mashel and Nisqually rivers

HUDSON'S BAY COMPANY FARMERS RECEIVE LEGAL REPRESENTATION

Militia Captain William H. Wallace and Frank Clark were retained by James Wren, Lyon Smith and John McLeod as their legal counsel -- Captain Wallace resigned his militia commission

Both attorneys traveled to Whidbey Island to the sickbed of Justice Francis Chenoweth

to apply for a writ of *habeas corpus* -- April 2, 1856

(an order to bring the defendants to court and determine if they were being legally held)

Justice Chenoweth presided over Washington Territory's Third Judicial District

Pierce County, where the three defendants lived, was in the Third Judicial District

Justice Francis Chenoweth granted the writ of *habeas corpus*

GOVERNOR STEVENS PLACES PIERCE COUNTY UNDER MARTIAL LAW

In the mind of Governor Stevens, Justice Francis A. Chenoweth's illness

raised serious doubts regarding his ability to hold court

Governor Stevens took this opportunity to write a proclamation declaring martial law

in the Third Judicial District -- April 3, 1856

by declaring the civil government was incapable of maintaining law and order

Stevens, in effect, imposed military rule under his command on Pierce County

with the civil courts unable to function, the three Muck Creek defendants

would have to be tried in a military court at a court martial

Governor Isaac Steven's Declaration of Martial Law would remain in effect in Pierce County

until the (first Monday in May) when Washington Territory law

declared the Third Judicial District was to open
(Second Judicial District court [Thurston County and south] opened the second Monday)

MARTIAL LAW IN PIERCE COUNTY IS NOT APPROPRIATE

Different scouting parties reporting on Indian activities to the territorial militia headquarters clearly indicated the Indians had dissolved into small bands and were avoiding the troops many, such as Chief Leschi, had escaped across the Cascade Mountains Assuming the Muck Creek farmers were actually “aiding and comforting the enemy” there was still no real cause to declare the civil courts unable to function and impose martial law with its military court on the people of Pierce County

GOVERNOR ISAAC STEVENS ORDERS THE THREE MUCK CREEK FARMERS HELD IN JAIL

Governor Stevens knew his proclamation of martial law and the arrest of civilians was unpopular, he asked Ninth Infantry Lieutenant-Colonel Silas Casey, the commander at Fort Steilacoom, not to deliver the prisoners to the civil court when he received the writ of *habeas corpus* Casey immediately asked Stevens to remove the prisoners from Fort Steilacoom Casey expressed doubt that the governor’s proclamation of martial law would absolve him of the need to deliver prisoners demanded by a writ of *habeas corpus* Stevens responded to Casey’s request by publishing a proclamation of martial law in Pierce County bearing the date April 3, 1856

MILITARY SITUATION IS MODIFIED

In written correspondence from Eastern Washington Territory Colonel George Wright advised Governor Stevens: **“The temporary success the enemy met with at the Cascades has not given him confidence. My sudden return and total dispersion of all the Indians at that point, with a loss of twelve or fifteen of their warriors, with all of their baggage and animals, will have convinced them that they are safe only in their mountain retreat. We must keep an eye on the friendly Indians. I am well satisfied that they knew full well at the Cascades that an attack was to be made, and that many of them joined the hostile party. However, I have given them a lesson which they will long remember. Ten of those Indians, including their chief, have been hanged by a sentence of a military commission. The residue, some forty men, and seventy or eighty women and children, have been placed on an island without any means of leaving it, and under the observation of troops. As soon as our lines of communication are well secured and quiet and confidence established in the settlements, I shall be prepared to advance into the country of the Yakimas. A strong post must be established in the heart of that country. It will not do to march through an Indian country simply. We should make them understand that we are going to make a permanent settlement with them, break up their fisheries, and harass them constantly, in order that they shall have no time for laying in a supply of food. By this course I think they may be brought to terms, - perhaps not until next winter. It is only a question of time. It must be accomplished in the end.”**¹⁶⁹

Lieutenant Phil Sheridan, U.S. Fourth Infantry, supervised construction and was placed in command of Fort Yamhill -- April to (July) 1856
(he remained at the post off and on until the outbreak of the Civil War [1861])

¹⁶⁹ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I. P. 661.

MAJOR GILMORE HAYS RESIGNS HIS COMMISSION IN THE WASHINGTON MILITIA

Militia Major Gilmore Hays resigned his commission as the commander of the Central Battalion of the Washington Territory Militia -- April 10, 1856

Six days later Benjamin Franklin Shaw was elected Lieutenant-Colonel in the militia as the replacement for Major Hays [April 16, 1856]

VENGEANCE CONTINUES TO BE TAKEN ON SUSPECTED INDIANS

Settler James Brannon killed an Indian he believed was involved in the killing of his brother William who had died during the White River Massacre [October 1855]

James came upon a group of Indians returning from Eastern Washington Territory

one of them was wearing William Brannon's clothes -- the Indian was killed -- April 1856

James Brannon dedicated himself to seeking revenge on any Indians he thought had been involved but then began killing any unarmed Indian he saw

only the pleadings of his fiancé and the threat of prosecution stopped him

UPPER CASCADES BLOCKHOUSE (FORT LUGENBEEL) IS CONSTRUCTED

Fort Lugenbeel, named for Captain (Brevet-Major) Pinckney Lugenbeel who constructed the post while stationed at Lower Cascades' Fort Cascades on Hamilton Island -- April 1856

Fort Lugenbeel was located at the beginning of The Cascades (eastern end) at Upper Cascades along the north bank of the Columbia River on a hill across from Little Ashes Lake

it was the last of the three posts established for protection of the portage

around the falls on the Columbia River -- Fort Cascades (burned to the ground),

Fort Rains Blockhouse and Fort Lugenbeel Blockhouse

MULE AND CAMEL PACK TRAINS ARE USED TO CARRY GOODS INLAND

Mule trains were the oldest means of transportation on the continent

trains consisted of thirty to sixty animals -- two muleskinners to every fifteen mules

one man rode the "bell mare" in the lead while the packer walked

best packers took excellent care of their mules

they kept their animals' blankets clean to protect their backs

they watched for shifting of the load during travel

a mentally or physically slow man was a misfit on a pack train

Camels were first introduced into the American Southwest as pack animals by the U.S. Army at the instigation of Secretary of War Jefferson Davis

camels could carry twice as much as a mule and could find their own forage

they could survive for days without water

however, this army experiment failed

camels were not a success as they proved to be difficult to use

their feet were too tender for the rocky ground

it was necessary to equip them with rawhide or canvas boots

unsuited for the terrain, they suffered from unusual accidents

mules and horses used together with camels became unmanageable

as the camels stampeded when they smelled the strange beasts

civilian packers used camels for a short time on trails leading to various mines
American Camel Company imported two-humped Bactrian camels
from Manchuria via San Francisco for use in Nevada mining regions
Oddly, camels were tried as pack animals without success in the Pacific Northwest --1856

UPPER AND LOWER CASCADES VILLAGES RECOVER FROM THE INDIAN ATTACK

David and Putnam Bradford replaced their burned sawmill
houses of their employees and other settlers that had been destroyed were rebuilt
and they repaired their mule-drawn portage railway
Bradfords bought the wrecked *Gazelle* at Oregon City and repaired her -- April 1856
rebuilt boat was named the *Senorita* -- she was used on the Portland to the Cascades Rapids run
with their improved boats the Cascade Railway was able to transfer their freight in less time
than their competition across the Columbia River

GENERAL JOHN WOOL REDISTRIBUTES HIS SOLDIERS IN THE FIRST MILITARY DISTRICT

From his Benicia, California Department of the Pacific headquarters
Commander General John E. Wool personally supervised military affairs
in Eastern Washington Territory -- April 1856
General Wool retained Colonel George Wright as commander of the First Military District
General Wool ordered Colonel Wright to establish two new military posts
one in Walla Walla Country and another in Yakima country
Wool wanted the posts to be built simultaneously but Wright chose not to divide his forces
Wright elected to move into Yakima Country first

COLONEL GEORGE WRIGHT MARCHES HIS FORCES FROM FORT DALLES

After his victory at Upper Cascades village Wright's Ninth Infantry had remained at Fort Dalles
in answer to General John E. Wool's orders to build two forts,
Colonel Wright moved an expedition of five companies of the U.S. Ninth Infantry
out of Fort Dalles north across the Columbia River -- April 28, 1856
Colonel Wright advanced toward Yakima Country instead of going to Walla Walla Country
Wright was determined to force the natives to comply with Governor Stevens' treaties
(Wright's actions later caused General Wool to accuse him of being overly influenced
by Washington Territory Governor Isaac Ingalls Stevens)

COLONEL GEORGE WRIGHT INVADES YAKIMA COUNTRY

Colonel Wright found a large body of Kamiakin's warriors three miles from the Naches River
they were prepared to resist any further advance by Wright's soldiers
Colonel Wright sent for Major Granville O. Haller's company garrisoned at Fort Dalles
when Haller and his troops arrived, Wright offered Kamiakin terms of peace
on the condition that the Indians would return to their homes and not molest the settlers
they must agree to obey the Indian Agents appointed for their protection
Wright told Kamiakin that if he declined this offer a "war to the death" would be conducted

YAKIMA INDIANS EXPRESS MIXED FEELINGS

Chief Kamiakin wanted to fight Colonel Wright
but most of the Yakima chiefs wanted to wait until adequate supplies had been gathered
for the winter
Kamiakin realized the futility of his position and advised his people to accept the peace offer
he feared his warriors would be harassed if not killed
women and children would be captured and made slaves by the conquerors
acceptance of the peace terms would end the danger
Kamiakin announced he would go to the Blackfoot Country where they were no white men
Chief Kamiakin rode away into the Palouse Country with several hundred warriors

CHIEF KAMIAKIN UNITES WITH OTHER TRIBES

When Kamiakin reached Palouse Indian Country the several hundred Yakima warriors with him
swelled the forces of Palouse Indians
many young warriors were restless and recruited like-thinking members of neighboring tribes
Palouse Indians were renowned as herdsmen and Chief Tilcoax was the best known of all
his skill had resulted in a herd of about 800 horses
because of his great wealth and willingness to vandalize the Palouses' enemies
he had been elevated to the position of chief and shared equal authority with Kamiakin

KAMIAKIN REMAINS A CLEVER LEADER

Yakima Chief Kamiakin, always astute, accepted Palouse Chief Tilcoax as his equal
Tilcoax continued his adventures in harassing enemies -- especially the garrison at Fort Wall Walla
sooner or later enough stock would be pilfered to provoke resentment
an expedition would be sent against the marauders to recover the property and punish the Indians
Kamiakin's [1855] victory over Major Granville O. Haller would be repeated
During this time Chief Kamiakin had made sinister preparations
Palouse Indians were already hostile
Spokane and Coeur d'Alene natives had been insidiously and industriously coached
their intolerance inflamed against the approach of soldiers into their country

TERMS OF PEACE ARE OFFERED AGAIN BY COLONEL GEORGE WRIGHT

Kamiakin's brother, Owhi called on Colonel George Wright
who renewed his offer of peace with the Indians of Eastern Washington Territory
together they determined the day when the Indians should come into camp and conclude peace
but as Owhi left, Colonel Wright an afterthought induced the colonel to say to Owhi; **"Tell
your people they must bring with them all the horses and mules stolen from the Whites."**¹⁷⁰
Owhi remarked that Indian people considered captured property as much like personal property
as if they had purchased it with money
if Colonel Wright held to his position the Indians would not attend a peace conference
(if fact, they did not attend but dispersed, leaving the colonel without an enemy to fight)

OREGON'S ROGUE RIVER ARE SOUGHT OUT BY THE U.S. MILITARY

¹⁷⁰ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington, Vol. I., P. 357.*

Lieutenant-Colonel Robert C. Buchanan U.S. Fourth Infantry commander at Fort Humboldt, California marched his entire command up Oregon Territory's Rogue River to the mouth of the Illinois River when the weather moderated -- early May 1856 from here he sent Indian emissaries to invite the hostile Rogue River people to talk with him

CHIEF JUSTICE EDWARD LANDER PRESIDES IN PIERCE COUNTY

Third Judicial District Court with Justice Francis A. Chenoweth presiding was scheduled to open however, Justice Chenoweth was confined to his sickbed and could not attend court he requested Chief Justice Edward Lander hold court in his place
Chief Justice Lander's U.S. Second District court was not due to open until [May 12]
Chief Justice Lander resigned his commission as Washington volunteer militia captain of Company A then assigned to the Duwamish River -- May 3, 1856

CHIEF JUSTICE EDWARD LANDER OPENS COURT IN PIERCE COUNTY

Chief Justice Edward Lander opened the U.S. Third District Court in Steilacoom -- May 5, 1856
Chief Justice Lander had no alternative -- he was to hold court as required by territorial law in spite of Governor Isaac Steven's declaration of martial law in Pierce County
Justice Lander's desire to cooperate with the territorial civil authorities induced the chief justice to suspend court for the day to enable the governor to withdraw his proclamation of martial law
Governor Stevens, with the support of the militia volunteers behind him, declined to do so

CHIEF JUSTICE LANDER MAKES PREPARATIONS TO OPEN COURT AGAIN

Chief Justice Edward Lander anticipated the governor would be extremely antagonistic when court was convened in Steilacoom
Lander took two measures to protect his right to hold court in Pierce County -- May 6, 1856
he very wisely ordered the Pierce County Sheriff to summon every male citizen sixteen years old or more in the county to attend court [May7]
and serve as bailiffs to protect the dignity of the court
he also called on U.S. Lieutenant-Colonel Silas Casey, commander at Fort Steilacoom, for aid should it be required
When Governor's Steven learned of these measures he replied with instructions to Washington Territory Militia Lieutenant-Colonel Benjamin F. Shaw that "martial law must be enforced"¹⁷¹

CHIEF JUSTICE EDWARD LANDER AGAIN HOLDS COURT IN PIERCE COUNTY

When conferences with the governor and militia officers failed to end the power struggle
Chief Justice Lander again opened U.S District Court
at Steilacoom, Pierce County -- May 7, 1856
as instructed the Pierce County sheriff had deputized fifty citizens to serve as bailiffs in court
Chief Justice Lander was to hear the case of the three Hudson's Bay Company Muck Creek farmers who were being held prisoner: James Wren, Lyon Smith and John McLeod
Chief Justice Lander demonstrated the civil courts could function in Pierce County

¹⁷¹ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascade*, P. 164.

martial law was not legal

After court had been in session for a few minutes Militia Lieutenant-Colonel Benjamin Shaw marched into the courtroom with about twenty armed militiamen to arrest Chief Justice Lander they faced fifty armed deputies serving as bailiffs who had already decided that if Colonel Shaw gave an order to clear the courtroom they immediately would attempt to shoot him Chief Justice Lander realized that if he resisted arrest the result would be bloodshed Lander submitted to being arrested along with District Court Clerk John M. Chapman together with the records of the court they were escorted to Olympia

CHIEF JUSTICE EDWARD LANDER REMAINS UNDER ARREST IN THURSTON COUNTY

Chief Justice Lander and District Court Clerk John M. Chapman continued to be held under arrest Lander was told that he would be freed if he stopped issuing orders contrary to the decree of martial law -- the chief justice flatly refused Governor Isaac Stevens announced that his martial law decree applied only to Pierce County since he was in Thurston County Chief Justice Edward Lander was informed he was no longer a prisoner -- May 9, 1856 Court Clerk John M. Chapman was notified that he, too, was at liberty -- May 10

WASHINGTON TERRITORY INDIAN WAR IS DECLARED TO BE AT AN END

U.S. Ninth Infantry Colonel Wright, Commander of Eastern Washington First Military District and Lieutenant-Colonel Silas Casey, Commander Second Military District issued a joint declaration that the Indian war had ended in Eastern and Western Washington Territory -- May 11, 1856 Admirers and opponents of Governor Stevens gathered at a meeting in Olympus to celebrate the announcement

CHIEF JUSTICE EDWARD LANDER OPENS COURT IN OLYMPIA, THURSTON COUNTY

As required by Washington Territory law the Second Judicial District court convened in Olympia, Thurston County on the second Monday of May -- May 12, 1856 Chief Justice Edward Lander received former Hudson's Bay Company employees James Wren, Lyon Smith and John McLeod in the justices' chambers to take up the writ of *habeas corpus* that demanded the defendants be allowed to appear in court Chief Justice Lander honored the writ -- in fact, legally the writ could not be denied Lander set a trial date for of [May 20] for the defendants to appear in court further, Chief Justice Lander imposed a fine of \$50 plus court costs on Governor Isaac Ingalls Stevens for contempt of court for the arrest of the chief justice

GOVERNOR STEVENS DECLARES MARTIAL LAW IN THURSTON COUNTY

In an effort to stop the proceedings in Chief Justice Edward Lander's courtroom Governor Stevens declared martial law in Thurston County -- morning May 13, 1856 because **“the writ of *habeas corpus* was issued to prevent the trial (in military court) of the persons seized, which trial (in civil court) had been ordered to take place on the 20th of May.”**¹⁷²

¹⁷² Elwood Evans, *History of the Pacific Northwest: Oregon and Washington, Vol. I*, P. 582.

Governor Stevens summonsed Captain Bluford Miller and the militiamen of Company J to report from Camp Montgomery to Olympia
Captain Bluford Miller placed his militiamen front of the courthouse where they manned a cannon they claimed to be on duty at the governor's office
which was located immediately opposite the courthouse door
Three Muck Creek defendants, James Wren, Lyon Smith and John McLeod, were taken under guard from Fort Steilacoom to militia headquarters Camp Montgomery in Pierce County
transfer of the prisoners from a U.S. military brig to the territorial militia jail
defied the Chief Justice Lander's writ of *habeas corpus* and his contempt of court order
Stevens appealed to the President of the United States to support his declaration of Martial Law and the warrant for the arrest of the Chief Justice of Washington Territory
as being necessary because of the demands of the Indian war

A FINAL SEARCH FOR HOSTILE INDIANS IS CONDUCTED WESTERN WASHINGTON

Major Robert S. Garnett, U.S. Ninth Infantry First Cavalry, led three companies of soldiers on a search between the Green and Cedar rivers looking for renegade natives -- May 13, 1856
bands of Indians in any considerable number could not be found
it could be seen that the marauders of Puget Sound had become fugitives
organized hostilities on their part had ceased
no Indian enemy was in the field west of the Cascade Mountains

STEVENS AND LANDER ESCALATE THEIR POSITIONS

Chief Justice Edward Lander again opened court in Thurston County -- May 14, 1856
he issued a *writ of attachment* demanding that Territorial Governor Isaac Stevens appear before Chief Justice Lander in his chambers the next day
U.S. Marshal George W. Corliss served Chief Justice Edward Lander's writ of *habeas corpus* at Camp Montgomery located in Pierce County demanding the return of the prisoners to Thurston County for trial -- evening May 14, 1856

CHIEF JUSTICE EDWARD LANDER OPENS COURT IN OLYMPIA

In defiance of Governor Isaac Steven's martial law declaration in Thurston County
Chief Justice Edward Lander opened court in Olympia -- May 15, 1856
Chief Justice Lander sent a posse under U.S. Marshall George W. Corliss to arrest Washington Territory Governor Isaac Ingalls Stevens for contempt of court
U.S. Marshall attempted to serve Justice Lander's *writ of attachment* on Governor Stevens but a company of mounted militiamen rode into Olympia to protect the governor
Corliss lacked the nerve to arrest the Governor -- he was ejected from the governor's office
U.S. Marshall George W. Corliss returned to Chief Justice Lander's courtroom to report on events

CHIEF JUSTICE LANDER IS ARRESTED

Governor Stevens issued a new order for the arrest of Chief Justice Edward Lander -- May 15, 1856
Chief Justice Lander adjourned court and took refuge in the law office of Elwood Evans who for many years had been a prominent attorney in Washington Territory
Captain Bluford Miller kicked in the door to Elwood Evans's office

Chief Justice Edward Lander was arrested for being Absent Without Leave from the Thurston County Militia Company A then in Georgetown (Seattle) -- May 15, 1856 Lander was taken to Camp Montgomery where he spent the rest of the Martial Law period there he shared the prison with the Muck Creek farmers he was attempting to try in court however, Court Clerk John Chapman was not held in custody

COLONEL GEORGE WRIGHT ENTERS YAKIMA COUNTRY

General John E. Wool in California ordered Colonel George Wright in Eastern Washington Territory to move directly against the Yakimas in a hope to force them into submission Colonel Wright led an expedition of Ninth Infantry Companies B, F, G, I and K from Fort Dalles they crossed the Columbia River and entered Yakima Country Wright's forces were unopposed as they approached the Naches River (this expedition remained in the field until [August]) Colonel Wright made camp on the south side of the Naches River -- May 18, 1856 he was joined by Lieutenant Phil Sheridan of the U.S. Fourth Infantry who led a 500-man force not including the pack trains Naches River was so high it was impossible for Wright's command to cross on the opposite side of the river about 200 Yakima Indians under chiefs Owhi and Moses had gathered to ask for peace Yakimas convinced Colonel Wright they really meant no harm -- an uneasy truce prevailed

FORT NACHES IS CONSTRUCTED BY THE U.S. NINTH INFANTRY

Colonel George Wright constructed a temporary fort to serve as his headquarters in Yakima County this was an oval-shaped structure built of many gabions (wicker baskets filled with rocks and sand) Colonel Wright named his post Fort Na-Chess (Naches) while locals called the "Basket Fort" Fort Naches was opened nine miles above mouth of the Naches River -- May 1856 Colonel Wright and his men waited until the spring flooding ceased so they could safely cross the river and march north to undertake a major campaign against the Indians of Eastern Washington Territory

COURT MARTIAL OF THE THREE MUCK CREEK FARMERS BEGINS

With the arrest of the civil authorities, Governor Stevens opened a military court martial to try the three Muck Creek defendants James Wren, John McLeod and Lyon Smith at Camp Montgomery -- May 20, 1856 militiamen Victor Monroe served as judge advocate and Quincy A. Brooks as recorder Attorneys William H. Wallace and Frank Clark who represented James Wren, Lyon Smith and John McLeod filed a protest in which they alleged the militia was not organized according to either territorial or federal law -- therefore it had no legal authority in the case they also noted the charge against the three defendants **"giving aid and comfort to the Indians with whom the United States were at war"** was a charge of treason and therefore was a civil, not a military, case Because he was in doubt regarding what to do next Judge Advocate Victor Monroe recessed the court martial and appealed to the governor for further instructions

ADDITIONAL TROOPS ARE ADDED TO COLONEL WRIGHT'S STRENGTH

Major Robert Garnett was ordered to take two companies of the U.S. Ninth Infantry -- May 21, 1856 to Colonel George Wright at Fort Naches where preparations for a major campaign against the Yakima Indians east of the Cascade Mountains was being planned

Robert Selden Garnett graduated from West Point [Class of 1841]

he became assistant instructor in infantry tactics at the academy [1843-1844]

while in Washington territory, Major Garnett was one of the most popular and esteemed army officers on duty in the Indian war

(he served with conspicuous gallantry in the Oregon-Washington 1856 Indian war both east and west of the Cascade Mountains)

Colonel George Wright now had about two thousand troops and teamsters under his command at Fort Naches

U.S. MILITARY MEETS WITH OREGON TERRITORY'S ROGUE RIVER INDIANS

Lieutenant-Colonel Robert C. Buchanan commander of the U.S. Fourth Infantry in Oregon Territory called for Oregon Territory's Rogue River chiefs Old George and Limpy to appear before him both chiefs seemed ready to give up -- May 21, 1856

but at the meeting Chief Old John vowed never to leave his homeland

Buchanan's conference ended with Old George and Limpy promising to bring in their people to Big Meadows on the north bank of the Rogue River in three days

VENGEANCE ON WASHINGTON TERRITORY INDIANS COULD TAKE THE FORM OF SPORT

Long after the fighting had ended an Indian named Sayshilloh, known as Bob to the whites, who had been interred on Fox Island was now employed as a woodcutter for Fort Nisqually

Sayshilloh had cut and stacked a cord and a half of wood when three militiamen passed by on their way from Packwood's ferry on the Nisqually River

to Camp Montgomery -- May 21, 1856

they asked Sayshilloh for directions and continued on their way

but one of the militiamen returned and shot him in the back

witnesses saw the killer as he fled and Sayshilloh was able to describe his clothing before he died

(where Sayshilloh was killed became known as Bob' Hollow in today's Dupont, Washington)

Armed with the description of the killer Fort Nisqually Chief Factor William Tolmie,

Edward Huggins and four Indian witnesses rode to Camp Montgomery

to return the killer to justice

officers at Camp Montgomery assembled the men so an identification could be made

militiamen tried to intimidate the witnesses with threats

but the suspected young militiaman was identified

Captain Urban E. Hicks of Pioneer Company, the young militiaman's commanding officer,

promised the volunteer he would do what he could to protect him

this amounted to doing little to interfere when the militiamen took up their weapons

and made ominous threats of killing the Indian witnesses -- three of whom were women

threats quickly expanded to include William Tolmie and his employees

only by presenting a united front and riding away was the accused allowed to escape

militiamen could be heard cheering the comrade they had defended
This was the first time any effort had been made to seek justice for killing an Indian
since the start of the war

COUNCIL OF MILITIA LEADERS IS HELD AT CAMP MONTGOMERY IN PIERCE COUNTY

Washington Territory Militia Lieutenant-Colonel Benjamin F. Shaw called for a council
of Southern and Central Battalion officers

to be held at Camp Montgomery in Western Washington -- May 22, 1856
this council unanimously decided that an expedition east of the Cascade Mountains was necessary
they gave the following reasons: **“The mounted volunteers having crossed the mountains, the necessity of protecting the settlements west of the mountains, especially the Puget Sound country, devolved upon the United States infantry commanded by Lieutenant-Colonel Casey. Should the volunteers remain west of the mountains, they assumed that Lieutenant-Colonel Casey would be obliged to go east of the mountains and join Colonel Wright; and that, while infantry were best adapted to the service west of the Cascades, the mounted volunteers could operate to advantage in the regions east. The Yakimas were the leading element of the hostile party. Their main strength must be broken before pursuing individuals or small parties. They asserted that, if Colonel Wright did whip the hostiles with infantry, he could not follow them after a fight. If the volunteers remained west of the mountains, they were powerless to check any enemy over one hundred and fifty miles off. The volunteers must make a fight before going out of service. Sufficient troops would still remain west of the mountains to protect the settlements. It was necessary that depots of provisions should be established in the Yakima country before the winter. The Indians west of the mountains had been repeatedly defeated; whilst those east of the Cascades had never been checked.”**¹⁷³

In fact, hostile chiefs Leschi, Quiemuth, Nelson and Kitsap (the Younger)
plus the leaders who had committed the massacres on Puget Sound were in Eastern Washington
they were not about to be ignored by the militiamen

JUSTICE FRANCIS CHENOWETH PREPARES TO OPEN COURT IN STEILACOOM

Washington Territory Supreme Court Justice Francis Chenoweth arose from his sickbed
he traveled from Whidbey Island to Steilacoom by canoe

Justice Francis Chenoweth prepared to open his Pierce County court in Steilacoom -- May 23, 1853

he instructed the Pierce County Sheriff to increase the number of his deputies

Justice Chenoweth wrote to Lieutenant-Colonel Silas Casey commander of Fort Steilacoom

asking a sufficient number of soldiers be provided to preserve the peace

and prevent bloodshed

Lieutenant-Colonel Casey replied: **“it appears to me that nothing can justify an executive in suspending the writ of *habeas corpus* but an overruling necessity, and in my opinion that necessity did not exist in this case.”**¹⁷⁴

GOVERNOR ISAAC STEVENS TAKES FURTHER STEPS TO IMPOSE MARTIAL LAW

¹⁷³ Janine M. Bork, *History of the Pacific Northwest: Oregon and Washington*, Volume I, P. 584.

¹⁷⁴ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascade*, P. 165.

Governor Stevens ordered Militia Lieutenant Silas B. Curtis to lead a company of militiamen to enforce the governor's martial law order and close Justice Francis Chenoweth's court if necessary Lieutenant Curtis was authorized to arrest Justice Chenoweth Militia Lieutenant Silas B. Curtis marched thirty-six militiamen to Steilacoom -- May 24, 1856 at the courthouse he found fifty armed and determined citizens prepared to defend the judge It was announced Justice Chenoweth would open his court -- 1:00 p.m., May 24 Curtis, a law-abiding school teacher in civilian life, did not wish to pursue trouble he immediately sent a messenger to Governor Stevens stating he would **"make no forcible attempt to arrest the judge until I receive further orders from...some higher authority. I will try to prevent a collision till I hear from you."**¹⁷⁵

Lieutenant-Colonel Silas Casey arrived from Fort Steilacoom and talked with Lieutenant Curtis Curtis withdrew his men and returned to Camp Montgomery

JUSTICE FRANCIS CHENOWETH OPENS COURT IN STEILACOOM

Justice Chenoweth opened his Steilacoom court in Pierce County -- May 24, 1856 he granted two writs of *habeas corpus* one ordered Washington Territory Militia Lieutenant-Colonel Benjamin Franklin Shaw to produce the person of Chief Justice Edward Lander and abide by the decision of the court regarding the right to retain him in custody; other order demanded the three Muck Creek prisoners be brought from Camp Montgomery to Steilacoom for trial

JUSTICE FRANCIS CHENOWETH'S ORDERS ARE IGNORED

Washington Territory Lieutenant-Colonel Benjamin Franklin Shaw failed to comply with Justice Chenoweth's writs of *habeas corpus* demanding Chief Justice Edward Lander and the three Muck Creek defendants, James Wren, Lyon Smith and John McLeod be brought to court in Steilacoom Chenoweth ordered Marshal George Corliss to arrest Lieutenant-Colonel Shaw -- May 25, 1856 Lieutenant-Colonel Shaw appeared in Justice Chenoweth's Steilacoom courtroom Justice Francis Chenoweth gave a lengthy legal opinion in which the actions of Governor Stevens were freely admonished and censured as Lieutenant-Colonel Benjamin F. Shaw was led away to incarceration without bail

TERRITORIAL GOVERNOR ISSAC STEVENS REVOKES HIS MARTIAL LAW ORDERS

Governor Stevens issued a proclamation ending martial law in both pierce and Thurston counties this proclamation was published and posted -- May 26, 1856 Governor Stevens wrote a request to Justice Francis Chenoweth to delay the trial of Washington Territory Militia Lieutenant-Colonel Benjamin F. Shaw Stevens' reason for seeking the delay was that Colonel Shaw was to lead an expedition into Yakima Country which was about the start Lieutenant-Colonel Shaw's trial would have to be delayed until the (November) term of Justice Chenoweth's Pierce County District court

¹⁷⁵ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascade*, P. 165.

FIGHT WITH THE OREGON ROGUE RIVER INDIANS

Three columns of soldiers under Major Robert C. Buchanan, U.S. Fourth Infantry, had been chasing the southern Oregon tribes for months
Buchanan conducted a major battle at the mouth of the Rogue River [March 20-26]
arrangements were made with the Indians to conduct peace talks
Chief Old John preferred a fight to the death to life on a reservation
he prepared to attack a company of fifty soldiers under Captain Andrew J. Smith
at the big bend of the Rogue River -- May 27, 1856
Old John used all of his abundant skills in organizing his four hundred braves during the battle
troops were taunted by the warriors to attempt to occupy a small hill
where there was no shelter, water or chance to retreat
officers had not noticed another higher wooded hill nearby
within Indian rifle range, but out of the range of army muskets
Captain Smith's blazing howitzer kept the Indians at a distance
by nightfall a virtual stalemate existed

ROGUE RIVER WAR IN OREGON TERRITORY COMES TO AN END

Battle with the Rogue River Indians near the big bend in the river began anew -- May 28, 1856
Captain Andrew J. Smith fifth soldiers faced disaster and Chief Old John made preparations
Suddenly Captain Christopher C. Auger's U.S. Fourth Infantry companies appeared
Captain Smith's charged the Rogue River Indians while Captain Auger struck them from behind
within fifteen minutes the battle was over -- surviving Indians fled into the mountains
captains Smith and Auger lost eleven men with twenty more wounded
(Chiefs George and Limpy surrendered their bands [May 29]
Old John gave up the fight when he was deserted by his people [in June]
he was sent to Fort Alcatraz, California -- the Rogue River War was over)

COURT MARTIAL OF TWO OF THE MUCK CREEK DEFENDANTS RECONVENES

Governor Isaac Stevens sent further instructions to continue the court martial
to Militia Judge Advocate Victor Monroe and Recorder Quincy A. Brooks
When the court martial of former Hudson's Bay Company retirees James Wren, John McLeod
and Lyon Smith convened, the decision that the court lacked jurisdiction in the case was reversed
Judge Advocate Victor Monroe asked the three accused men to plead
all plead "Not Guilty"
Judge Advocate Monroe then read a paper in which the court announced "**...that the further prosecution of the charges against the accused involved the absence of many valuable officers from the command of the troops, and was therefore seriously interfering with military operations; and, as martial law had been abrogated, that no further proceedings be had against the accused by the court, but that they be turned over to the civil authorities.**"¹⁷⁶
Both defendants were released from custody

¹⁷⁶ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington...*, Vol. I, P. 581.

GOVERNOR ISAAC STEVENS WRITES TO JUSTICE FRANCIS CHENOWETH

Seeing that Justice Chenoweth was determined to conduct court

Governor Stevens wrote a letter asking the Justice to resolve the matter

regarding Washington Territory Militia Lieutenant-Colonel Benjamin Franklin Shaw

by imposing a fine or accepting bail so the militia officer could return to duty

Chenoweth noted: **“This letter was so different from the haughty and dictatorial language that had been held up to that time that I determined to do what I could to comply with the request.”**¹⁷⁷

Lieutenant-Colonel Shaw agreed to turn his prisoners over to the court

he also agreed to appear in court himself when court convened during the next (November) term

and to comply with the orders the justice might then give him

Benjamin F. Shaw was discharged by the court

ARREST WARRANTS ARE SWORN OUT FOR THE THREE MUCK CREEK FARMERS

On new orders from Governor Isaac Stevens, Captain Walter W. De Lacy,

a member of the military commission at Fort Steilacoom, swore out an arrest warrant

for Muck Creek farmers James Wren and John McLeod and Lyon Smith

to answer the charge of **“giving aid and comfort to the Indians [treason], with whom the United States were at war”** -- May 29, 1856

All three Muck Creek defendants were brought before Justice of the Peace James M. Bachelder

who had filed an official complaint against the defendants

Justice of the Peace Bachelder questioned the three defendants

when the examination ended acting United States District Attorney Victor Monroe

dropped the charge against defendant Lyon Smith

but the other two defendants were sent to Camp Montgomery under guard for trial

TWO MUCK CREEK DEFANDENTS ONCE AGAIN FACE A COURT HEARING

James Wren and John McLeod appeared before Justice of the Peace James Bachelder -- May 31, 1856

During the hearing many witnesses were called

one of the most important was Chief Leschi who had visited the defendants [February 1856]

to try to persuade them to arrange peace talks with the territorial authorities

During the hearing the prosecution failed to show that either of the accused

had given aid or comfort to the enemy

when the proceedings ended [June 5] the result was a dismissal of all charges

RESULTS OF THE MARTIAL LAW CONTROVERSY IN WASHINGTON TERRITORY

Regrettably, the close of the matter demonstrated the violence and injustice done in the territory

all three Muck Creek defendants were branded as traitors and were driven from their homes

perhaps even worse were the outrages perpetrated against the constitution and United States law

displayed in the humiliation of the civilian judiciary by the territorial governor

MARTIAL LAW CONTROVERSY COMES TO AN IGNOBLE END

¹⁷⁷ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascade*, P. 167.

Territorial Chief Justice Edward Lander had imposed a token \$50 fine plus court costs on Washington Territory Governor Isaac Ingalls Stevens for imposing martial law as issuing a warrant for the arrest of the chief justice of Washington Territory Governor Isaac Stevens responded by issuing a pardon for Isaac Stevens:

To all persons to whom these presents shall come Greeting, Know ye!

That whereas on the Tenth day of July A. D. 1856. In a case pending before the Honorable Edward Lander Chief Justice of Washington Territory and presiding Judge of the Second Judicial District of said Territory at Chambers at the county of Thurston in said Territory for an alleged contempt of court wherein The United States is plaintiff and Isaac 1. Stevens defendant the said Edward Lander as judge as aforesaid adjudged the said defendant to be guilty of a contempt and imposed a fine upon him of the sum of Fifty dollars together with the costs of the attachment.

That I Isaac 1. Stevens Governor of the said Territory by virtue of the authority vested in me as Governor as aforesaid in order that the President of the United States may be fully advised in the premises and his pleasure known thereon, do hereby, respite the said Isaac 1. Stevens defendant from execution of said judgment and all proceedings for the enforcement and collection of said fine and costs until the decision of the President of the United States can be made known thereon.

In testimony whereof I Isaac 1. Stevens as Governor of the Territory of Washington on this Tenth day of July A. D. 1856 at Olympia in said Territory have set my sign manual and have caused the seal of said Territory to be affixed.

Isaac 1. Stevens

Gov. Ter. Wash.

By order of the Governor

Isaac M. Smith

Acting Sec.Y Wash. Terr.¹⁷⁸

Governor Isaac Stevens had appealed to the President of the United States to support his actions Stevens received a prompt response from Secretary of State William L. Marcy:

Sir: I have laid before the President all the documents and papers which you have transmitted to this department in explanation of your course in declaring martial law in some parts of the Territory of Washington. After full consideration of them, he has not been able to find, in the case you have presented, a justification for that extreme measure.... It is quite certain that nothing but direful necessity, involving the probable overthrow of the civil government, could be alleged as any sort of excuse for superseding that government temporarily and substituting in its place an arbitrary military rule. The recognition of such an inherent power in any functionary, whatever be his grade or position, would be extremely dangerous to civil and political liberty.

While the President does not bringing into question the motives by which you were actuated, he is induced, by an imperative sense of duty, to express his distinct disapproval of your conduct....

(Martial law) can never be excusable where the object...was to act against the existing government of the country, or to supersede its functionaries in the discharge of their proper duties. The latter seems to have been the principal ground you had for proclaiming martial law. Your conduct in that respect does not, therefore, meet with the favorable regard of the President. I am, sir, your obedient servant,

¹⁷⁸ journals.lib.washington.edu/index.php/WHQ/article

W.L. MARCY [September 12, 1856]¹⁷⁹

Governor Stevens attempted to defend his actions in a speech to the territorial legislature: **“There is no such thing in my humble judgment as neutrality in an Indian war, and whoever can remain on his claim unmolested is an ally of the enemy, and must be dealt with as such.”**¹⁸⁰

territorial legislators in a joint resolution decided the governor **“in any attempt to interfere with our courts of justice, or to try citizens before a military tribunal, acted in direct violation of the Constitution and laws of the United States, and that any such attempt to exercise unconstitutional power, tends to the subversion of our institutions, and calls at our hand for the strongest condemnation.”**¹⁸¹

Friends of the governor paid the fifty dollar fine and court costs before things could escalate again

CONTROVERSY REGARDING LOCATION OF THE OREGON CAPITAL CONTINUES

(Oregon Territory legislature convened in Corvallis, Oregon [December 3, 1855]

legislation was quickly introduced to move the capital back to Salem

however, the old Salem statehouse burned down [December 29, 1855]

this reopened the debate on where to locate the capital)

Oregon legislators decided to ask to voters to decide the location

an election was held to select the top two contenders to serve as the capital city -- June 1856

Eugene City and Corvallis received the most votes

however, ballots from four counties were thrown out because they allegedly arrived late
new official result of the vote was Eugene City 2,319, Salem 2,049, Corvallis 1,998,
and Portland 1,154

since an absolute majority was required to establish a capital city winner

a runoff election was to be held between the official winners: Eugene City and Salem

BEN SNIPES’ DEVELOPS A LOVE FOR THE CATTLEMAN’S LIFE

At the village of The Dalles Ben Snipes met John Jefferies

who owned a ranch and a few cattle -- 1856

Snipes secured a job with the cattleman

while working on the Jefferies ranch Ben discovered he loved the cowboy life

he had found his calling

News of the big gold strike at Fort Kamloops, New Caledonia reached The Dalles --1856

John Jefferies proposed a cattle drive to the Canadian goldfields -- Ben agreed

Ben’s proven reliability had won over Jefferies who invested in the young man

together they purchased a local herd of ninety-seven head on credit carrying a high interest rate
terms of the partnership favored Jefferies

Ben would do all of the work as well as yield one-half of the earnings

but Snipes now had his initial herd

¹⁷⁹ The Executive Documents, Printed by Order of the Senate of the United States, Third Session, Thirty-fourth Congress, 1856-'57, P. 56.

¹⁸⁰ Herbert Hunt and Floyd C. Kaylor, *Washington West of the Cascade*, P. 167.

With the help of a young Chinook Indian, Ben located 160 acres of grazing land at the mouth of the Klickitat River -- there he began a ranch -- 1856

Snipes was a young man with extra hustle

with the help of his new Indian friend the herd purchased with John Jefferies' money thrived and multiplied and fattened

PLANS DEVELOPED BY WASHINGTON TERRITORY MILITIA LEADERS ARE PROPOSED

Leaders of the Washington Territory Volunteer Militia had met at Camp Montgomery

to develop a battle plan to conquer the Indians of Eastern Washington Territory

in an effort to implement the agreed upon plan U.S. Army Colonel George Wright was contacted with an offer to provide Washington Territory militiamen to fight the Indians

Colonel Wright responded that he had an ample force of regular soldiers to operate in Yakima militia assistance was not necessary or even wanted

COLONEL WRIGHT REACHES AN AGREEMENT WITH A BAND OF YAKIMA INDIANS

Yakima Indians began preparing for battle as summer approached

army reinforcements from Fort Dalles and the Puget Sound District were moved to Fort Naches on the south side of the Naches River

Colonel George Wright attempted to hold a council with several chiefs

as troops began arriving, chiefs Owhi and Teias came to Fort Naches

they made contact with Colonel Wright who was camped on the south side of the Naches River

Indian leaders attended the council with Colonel Wright -- June 11, 1856

in attendance were Yakima chiefs Owhi and Teias and Puget Sound war leaders Leschi,

Kitsap (the Younger) and Nelson -- Kamiakin was not in attendance

chiefs Owhi and Teias stated that although they were angry about the treaties

they would fight no more

within five days they would bring in all their people and stolen goods

WASHINGTON TERRITORY MILITIAMEN IMPLEMENT THEIR PLAN

In spite of the announcement by U.S. Army Colonel George Wright that militiamen were not wanted

Washington Territory Governor Isaac Stevens put the Camp Montgomery plan into action

Militia Lieutenant-Colonel Benjamin F. Shaw marched from Camp Montgomery

leading the Northern Battalion of the Washington Territory Militia -- June 12, 1856

Militia Major H. J. G. Maxon at The Dalles was to prepare

the Southern Battalion of Washington Territory Militia

to confront the Indians in Walla Walla Indian Country

Lieutenant-Colonel Benjamin F. Shaw marched from Camp Montgomery -- June 12, 1856

he led a force of four companies that numbered 175 militia officers and men

General staff was composed of Lieutenant-Colonel Benjamin F. Shaw, Commanding

Henry Gallagher, Sergeant Major,

Captain Walter Washington De Lacy, Topographer and Adjutant,

Captain C. Hughes Armstrong, Quartermaster

he was in charge of eighty-two pack animals, twenty-seven packers

six of the pack animals were loaded with ammunition

thirty days' worth of supplies and twenty-three beef cattle,

COLONEL GEORGE WRIGHT GOES IN SEARCH OF THE INDIANS

Colonel Wright had heard nothing from Yakima chiefs Owhi or Teias for a week

Wright learned the Indians were busy fishing to catch an adequate supply of salmon before leaving the area

Colonel George Wright set out from Fort Naches and crossed the Naches River with eight companies of the U.S. Ninth Infantry, 450 men to confront the Yakimas -- June 17, 1856

while the remainder of his forces occupied Fort Naches

After making contact with Yakima chiefs Owhi and Teias, Wright again received assurances that once the salmon runs were over the Indians would comply with Colonel Wright's orders

To ensure their compliance, Wright took Chief Teias and his family as hostages

many men, women, children and their livestock followed Wright back to Fort Naches some stolen animals were returned to the Army

Wright was pleased that his orders to the natives were obeyed

COLONEL WRIGHT MOVES HIS FORCES

Governor Isaac Stevens, himself, arrived at The Dalles -- June 18, 1856

he notified Colonel George Wright at his camp on the Naches River

that Lieutenant-Colonel Benjamin F. Shaw was currently marching from Camp Montgomery over the Naches Pass with 175 militiamen -- in spite of Colonel's Wright's objections

further: **"It is supposed he will camp on the Wenass (sic) to-night. His orders are to cooperate with you (Colonel Wright) in removing the seat of war from the mountains to the interior, and for reasons effecting (sic) the close of the war on the Sound obvious to all persons. He will then push to the Walla Walla valley, crossing the Columbia at Fort Walla Walla. The Walla Walla valley must be occupied immediately to prevent the extension of the war in the interior. Kamiakin has, since your arrival on the Nahchess (sic), made every exertion to induce the tribes thus far friendly to join the war. He has flattered the Spokanes where he was on the 25th of May, and has endeavored to browbeat the Nez Perces. The Spokanes have answered in the negative; and the Nez Perces will, I am satisfied, continue friendly. I am ready, as the superintendent of Indian affairs, to take charge of any Indians that may be reported by yourself as having changed their condition from hostility to peace. I am ready to agree to any arrangement which may be for the good of the Indian. I presume your views and my own do not differ as to the terms which should be allowed the Indians, viz., unconditional submission, and the rendering up of murderers and instigators of the war for punishment. I will, however, respectfully put you on your guard in reference to Leschi, Nelson, Kitsap and Quiemuth from the Sound, and to suggest that no arrangement be made which shall save their necks from execution."**¹⁸²

COLONEL GEORGE WRIGHT FAILS TO FIND ANY INDIANS

Colonel Wright's command had traveled 300 miles into the wild country of the Kittitas Valley which was previously unexplored by whites

¹⁸² Elwood Evans, *History of the Pacific Northwest: Oregon and Washington*, Volume I. P. 612.

Colonel Wright camped in the Kittitas Valley -- June 20, 1856

no Indians had been seen or heard of by his command

he wrote to Department of the Pacific Commander General John E. Wool: **“I do not despair of ultimately reducing these Indians to sue for peace. I believe they really desire it; and I must find out what outside influence is operating to keep them from coming in.”**¹⁸³

WASHINGTON MILITIA REACHES YAKIMA COUNTRY

Lieutenant-Colonel Benjamin F. Shaw crossed the Cascade Mountains over Naches Pass

camp was made on the Wenas River (a tributary of the Yakima River) -- June 20, 1856

after Colonel Wright’s command had set out in pursuit of Yakima chiefs Owhi and Teias

Shaw sent out scouting parties who encountered no hostile Indians

but did find Colonel Wright’s camp with eight companies of regulars on the upper Yakima River

WASHINGTON MILITIA SOUTHERN BATTALION MARCHES OUT OF THE DALLES

Militia Major H. J. G. Maxon led one hundred and fifty-six men

of the Southern Battalion of Washington Territory Militia

to confront the Indians in Walla Walla Indian Country -- June 22, 1856

a train of forty-five wagons and thirty-five pack animals accompanied

under the charge of A.H. Robie, quartermaster and commissary

Company K under Captain R.C. Goff, Company K under Captain R.S. Williams

were organized on the Columbia River

LIEUTENANT-COLONEL BENJAMIN SHAW CROSSES YAKIMA COUNTRY

Lieutenant-Colonel Shaw’s expedition moved down the Wenas River to a location near its mouth

then over the Naches River and Ahtanum Creek to the big bend of the Yakima River

they continued directly across Yakima Country to the Columbia River

arriving at the mouth of the Umatilla River some twenty-five miles below Fort Walla Walla

Shaw had two reasons for the crossing Yakima Country without delay:

- both Colonels George Wright and Silas Casey, U.S. Army, had informed him

that they had ample forces for the protection of the Yakima region

and the settlements west of the mountains;

- everything indicated, at that time, that the regulars in the field

disparaged assistance from the volunteers believing their presence was entirely unnecessary

SHAW’S MILITIA ENCOUNTERS INDIANS ON THE YAKIMA RIVER

Two canoes manned by four Indians were observed by Lieutenant-Colonel Shaw and his militiamen

these Indians were ordered by Shaw to come in but they refused -- June 30, 1856

they were fired on but at a distance of five hundred yards

Indians abandoned one canoe which a volunteer swam out and brought back

All four Indians made their escape unhurt

WASHINGTON TERRITORY MILITIAMEN ORGANIZES TO ATTACK HOSTILE INDIANS

¹⁸³ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington*, Volume I. P. 586.

Washington Territorial Governor Stevens sent out from Fort Steilacoom
four companies of Washington volunteers and a pack train
under Lieutenant Colonel Benjamin Franklin Shaw over Naches Pass
two companies of Washington Territory militiamen, Company K under captains R.C. Goff
and Company N under R.S. Williams were on the march from Fort Dalles to the Columbia
with a train of forty-five wagons and thirty-five pack animals
commanded by Quartermaster A.H. Robie
both columns united at Mill Creek in Walla Walla Country -- July 9, 1856
they were joined there by sixty Nez Perce auxiliary militiamen under Chief Spotted Eagle

BATTLE OF THE GRANDE RONDE IN OREGON

Washington Militia Lieutenant-Colonel Benjamin F. Shaw marched his men
to attack the hostile Cayuse Indians in the Grande Ronde Valley of eastern Oregon
militiamen made little distinction between hostile, neutral and friendly tribes
a peaceful camp of largely unarmed Indians was attacked and decimated
more than fifty Cayuse Indians, mostly elderly men, women and children, were killed
foodstuffs and 120 lodges were burned and their horses were killed
(near today's Elgin, Oregon) -- July 10, 1856
this attack inflamed non-hostile tribes when they became aware of the atrocity
Next Lieutenant-Colonel Shaw administered a strong defeat to the Cayuse
he captured nearly all of the Indians' provisions, ammunition and over 200 horses
these Indians, too, now seemed ready to come to terms

LIEUTENANT-COLONEL BENJAMIN SHAW PURSUES THE INDIANS

Lieutenant-Colonel Shaw and his militiamen established a headquarters -- July 12, 1856
before again setting out in pursuit of the Indians
As the Washington Militia battalion reached the Grand Ronde River a large cloud of dust
that indicated a large force of Indians was seen -- July 17
Lieutenant-Colonel Shaw formed his battalion into columns
Captain Bluford Miller commanded Company J was in advance
supported by Major H. J. G. Maxon's command, Captain Benjamin L. Henness' Company C,
and Lieutenant Japtha S. Powell's Company D
in the rear was the pack train defended by the guard of the day
lieutenants Waite and Williams and their detachments

BATTLE OF GRANDE RONDE RIVER ENDS IN DEFEAT FOR THE INDIANS

Washington Militia Lieutenant-Colonel Benjamin Shaw gave the order to charge
Indians gave way toward the river bank where brush served as cover for the hostiles
the Indians' pack train escaped down the river as the soldiers advanced
Lieutenant-Colonel Shaw reformed his militiamen and charged down the river on the pack train
part of the Indians joined their pack train and were soon overtaken
other Indians attempted to fight but the effort was in vain as they fell to deadly fire
road was strewn in every direction with packs, horses and troops
that were abandoned by the militiamen as they continued their attack on the natives

Captain Miller was order to move to the left where he cut off the Indians' escape
five Indians were killed on the spot
Major Maxon moved to the right but he was unable to cross the Grande Ronde River
Henness' and Powell's companied continued their attack at the center of the body of Indians
Indians gather as if to made a stand and then fled
Indian women were overtaken in the pursuit
those who were recognized were unharmed
Indians crossed to the opposite side of the Burnt River and sharpshooters pinned the militia down
Lieutenant-Colonel Shaw arrived at the river and led the charge across
several Indians were overtaken and slain
after a five mile chase Shaw called off the charge
Shaw's militiamen turned back to their pack train which had camped in a bend in a creek
near where it entered the Grande Ronde River
Indians' defeat at the Grand Ronde crushed the fighting spirit out of the coalition of tribes
and the Indians dispersed
Lieutenant-Colonel Benjamin F. Shaw returned to his camp on the Walla Walla River

WASHINGTON TERRITORIAL GOVERNOR STEVENS SEEKS ANOTHER COUNCIL

Stevens learned of Lieutenant-Colonel Benjamin Shaw's victory in the Grand Ronde Valley
possession of the Walla Walla Valley was the key to success over the interior Indians
to Governor Stevens the situation appeared ripe for another council
six month terms of Lieutenant Colonel Shaw's volunteers was about the end
so the timing was critical to assure adequate protection
Stevens decided to go to Walla Walla Country himself and hold another council with the tribes
he sent messages to Shaw to summons all neutral tribes in the interior to meet
at the Walla Walla Council site (middle of September)
all the hostile bands were to be invited to attend also
with the condition that they come unarmed, provide assurances of safe conduct,
and agree to end the war and submit to the government

INDIANS OF WESTERN WASHINGTON TERRITORY WERE IN DIRE STRAITS

Western Washington Indians had suffered hardships unknown to the settlers
they had been brought to ruin
friendless, driven from their homes, destitute and hopeless
they found themselves at the mercy of the government they had battled
Governor Stevens held a conference with the Indians
at the temporary Fox Island reservation -- July 1856
he asked the Indians what they wanted and listened calmly to their reply
they stated they needed larger reservations with room and soil for farming and grazing
he was willing to do July 1856 what he had been unwilling to do [December 1854]
he agreed to their requests

LAST OF THE WASHINGTON COASTAL INDIANS ARE BROUGHT TO RUIN

Coastal Indians were homeless, destitute, hopeless and at the mercy of the government

Governor Stevens had won
Tribes assembled at Fox Island reported to Governor Stevens -- July 20, 1856
that they needed larger reservations including room and soil for farming and grazing
Governor Stevens agreed
Militia volunteers were disbanded -- Indian outbreaks moved East of the mountains

OREGON COASTAL INDIANS ARE ALSO DEFEATED

After the defeated Indians were concentrated onto the local agency
Lieutenant Philip Sheridan, U.S. Fourth Infantry was ordered to construct Fort Hoskins
about twelve miles northwest of Corvallis -- July 26, 1856 to [May, 1857]
Lieutenant Sheridan was placed in command of the post

NEW FORT WALLA WALLA IS CONSTRUCTED AS A TEMPORARY MILITARY BASE

Lieutenant-Colonel Edward Steptoe, U.S. Ninth Infantry, constructed a complex of log buildings
and stockade located at today's Mill Creek
seven miles east of (what is today downtown Walla Walla) -- July 1856
this area provided adequate timber and water for the soldiers and grass for the horses
(no trace of this complex survived)

FORT SIMCOE IS CONSTRUCTED ON YAKIMA INDIAN LAND

Bearing in mind Department of the Pacific Commander General John E. Wool's orders
to construct a fort on Yakima land and on Walla Walla land
Colonel George Wright, U.S. Ninth Infantry, selected the location of the Yakima fort
at a meeting place well known by Indians as "Mool-Mool" (bubbling water)
west of (today's White Swan, Washington) in the foothills of the Cascade Mountains
Colonel Wright built a Military Road from Fort Dalles sixty-five miles to Fort Simcoe
dressed lumber and fixtures from Fort Dalles were sent by wagon train and pack mules
for construction of both Fort Simcoe and Fort Walla Walla
much of the woodwork was native alder painted to look like oak
sandstone was used for the foundations and chimneys
Major Robert Garnett and a battalion U.S. Ninth Infantry soldiers
built Fort Simcoe and garrisoned the post as a base of operations against the Indians
and to protect settlers in the Kittitas Valley -- August 8, 1856
Fort Simcoe opened in the Simcoe Valley between Simcoe and Toppenish creeks -- August 8, 1856
under the command of Major Robert S. Garnett
it became the advanced post of the U.S. Fourth Infantry and Ninth Infantry
Fort Naches on Naches Pass was abandoned

GOVERNOR ISAAC STEVENS DECIDES TO HOLD A SECOND WALLA WALLA COUNCIL

With the defeat of the Cayuse Indians by Militia Lieutenant-Colonel Benjamin F. Shaw
Governor Stevens decided the time was right to bring the Eastern Washington Territory Indians
together for a second treaty council
Governor Stevens left Olympia to travel to the interior of Washington Territory -- August 11, 1856
Stevens stopped at Fort Vancouver and met with Colonel George Wright

who had returned to the fort the day before leaving Major Robert Garnet in command of military construction in Eastern Washington Stevens requested a military escort but Colonel Wright informed the governor that the governor would have to take to journey to Fort Dalles unescorted Colonel Wright would, however, order Lieutenant-Colonel Steptoe and four companies of Ninth Infantry soldiers to go to the council and relieve the volunteers Governor Stevens and his party set out for Fort Dalles and arrived without incident

STEVENS DEPARTS FROM THE DALLES FOR THE WALLA WALLA TREATY COUNCIL SITE

Washington Territory Governor Isaac Stevens and his party had remained The Dalles after traveling up the Columbia River from Fort Vancouver Preparations for a council with the Indians of Walla Walla Country were completed at The Dalles Stevens set out for the site of the first great Walla Walla Council -- August 19, 1856 hoping that this second effort would bring about the triumph he craved With him was an escort of four companies of U.S. Ninth Infantry soldiers under the command of Lieutenant-Colonel Edward Steptoe accompanied by a large mule train of goods and gifts for the Indians

EASTERN WASHINGTON IS CLOSED BY ORDER OF GENERAL WOOL

Department of the Pacific Commander General John E. Wool at his Benicia, California headquarters had long believed incompetent territorial officials in Washington and Oregon wanted to force the Indians onto reservations to provide land for greedy settlers While Governor Stevens was away in Eastern Washington to address new talks with the natives, General John Wool ordered Colonel Wright to close Eastern Washington to white settlers and to order the volunteer militia out of the region under threat of arrest -- August 20, 1856 Major Granville O. Haller and Captain James E. Archer were stationed in the Kittitas Valley where their companies served as a permanent threat to the Indian families in that region if they became hostile General Wool charged Lieutenant-Colonel Edward Steptoe with keeping the settlers out of the Walla Walla Valley -- even those who already resided there but, for some reason employees of established Hudson's Bay Company posts and gold miners were exempt so long as the prospectors did not molest the Indians Wool further ordered colonels Wright and Steptoe to protect the natives by abandoning location of the fort under construction was to be abandoned and a new Fort Walla Walla built When General Wool's orders were put into place, the threat of armed conflict east of the Cascade Mountains cooled [until the spring of 1858] In his reports to the War Department General Wool alleged Washington Territory Governor Steven called the Second Walla Walla Council merely to inflame hostilities and start another war

REPUBLICAN PARTY IS ORGANIZED IN OREGON TERRITORY

Friends of the Republican Party cause met in Albany, Oregon Territory -- August 20, 1856 to inaugurate a Republican organization in the territory almost all of those present had attended the [1855] convention to stop the spread of slavery held in Albany, Oregon

nomination by the national Republican Party of John C. Fremont for president and William L. Dayton for the vice-presidency were enthusiastically affirmed as was the national party platform delegates of this Albany meeting organized a committee to correspond with territorial Republicans with the intention of holding a Territorial Republican Convention before they adjourned their declared **“We fling our banner to the breeze, inscribed --‘Free Speech, Free Labor, a Free Press, a Free State and Fremont’”**¹⁸⁴

OREGON NEWSPAPERS RESPOND TO THE NEW REPUBLICAN PARTY

Attitude of the three Oregon Territory newspapers toward the new Republican Party was significant strongly Democratic newspaper *Statesman* editor Asahel Bush stated that past opposition to the Democratic Party was always the same, **“whether fighting under the banner of Law and Order, No Party, People’s Party, Whig, Temperance or Know Nothing; that the next front to be presented by this mongrel opposition was to be ‘Black Republican--Disunion’...the true face of these fanatics.”**¹⁸⁵

Asahel Bush with his vitriolic editorials provided more heat than light to the argument violent Whig editor Thomas J. Dryer of the *Oregonian* found himself in an embarrassing position during the 1856 presidential campaign because the Whig Party accepted the American Party nomination of Millard Fillmore and Andrew J. Donelson but did not accept the American Party’s political platform of issues Dryer was forced to be content with attacking the Democratic nominees James Buchanan for president and John C. Breckinridge for vice-president but Dryer had no nominee of his own to support strongly anti-Democrat editor William Lysander Adams of the *Argus* took a decidedly anti-slavery position and reported on anti-slavery meetings and events he hesitantly supported the national Republican organization but loudly declared that territorial Republicans demanded a free Territory and a Pacific railroad¹⁸⁶

Washington Territory newspapers remained focused primarily on the Indian wars and their personal and political support or opposition to Governor Isaac Ingalls Stevens

GOVERNOR ISAAC STEVENS’ CONTINUES TO THE WALLA WALLA TREATY COUNCIL SITE

Governor Stevens. Lieutenant-Colonel Edward Steptoe and four companies of Ninth Infantry soldiers entered Walla Walla Country where they link-up with Lieutenant-Colonel Benjamin Franklin Shaw’s militia -- August 23, 1856 Governor Stevens established his camp for the Second Walla Walla Council (within present-day Walla Walla) in an attempt to attain peace and end the Yakima War Preparations were begun in anticipation of the Second Walla Walla Council everyone was aware the tribes were angry about the slaughter of women and children by Lieutenant-Colonel Shaw’s Washington militiamen

¹⁸⁴ Walter Carleton, *The Oregon Historical Quarterly*, Volume 12, P. 130.

¹⁸⁵ *Oregon Statesman*, September 19, 1856.

¹⁸⁶ *Argus*, November 1, 1856.

Lieutenant-Colonel Edward Steptoe had been assigned the task of constructing Fort Walla Walla he established his camp with four companies of U.S. Ninth Infantry soldiers eight miles away from the council site and Governor Stevens' camp Steptoe refused to station any of his men at the governor's camp Shortly after the camps had been established a large band of Cayuse, Des Chutes and Umatilla Indians captured part of the governor's pack train a few miles from his camp this raid compelled Governor Stevens to rely on Lieutenant-Colonel Steptoe for food which was provided despite standing orders from Colonel George Wright not to help the governor in any way

FORT BELLINGHAM IS CONSTRUCTED IN WHATCOM COUNTY

Indian hostilities in Western Washington Territory had badly frightened northern settlers they appealed to the federal government for protection Governor Stevens also feared an attack by New Caledonia Indians -- [1855]-1856 these concerns resulted in construction of Fort Bellingham Captain George E. Pickett, U.S. Ninth Infantry Company D arrived in Bellingham -- August 26, 1856 Captain Pickett constructed Fort Bellingham on Bellingham Bay as a replacement for the temporary blockhouse constructed earlier even at that, it was considered a temporary post to protect the Whatcom mining district

AN EFFORT WAS BEGUN TO LINK FORT BELLINGHAM WITH FORT STEILACOOM

Construction was begun on a Military Road beginning at Fort Steilacoom in Pierce County this road followed the Byrd's Mill Road to Puyallup and turned north it entered King County and generally followed the route of (today's Old Military Road) and passed through Seattle -- where it ended

INDIANS WERE NOT COMPLETELY COOPERATIVE AT THE WALLA WALLA COUNCIL

Nez Perce Indians were the first Native Americans to arrive at the Second Walla Walla Council -- August 30, 1856 They were followed by a large band of Cayuse, Des Chutes and Umatilla Indians who camped near the Nez Perce without calling on the Governor Spokane Indians refused to attend the council at all Catholic Father A. Revilla of the Coeur d'Alene Mission brought news to Governor Stevens that Kamiakin, Skloom, Owhi and Qualchan of the Yakimas and Looking Glass of Nez Perce also would not attend

SECOND WALLA WALLA TREATY COUNCIL OPENS

Tribes of Eastern Washington Territory were angry about the slaughter of women and children by the Militia Lieutenant-Colonel Benjamin Shaw's Washington Territory Volunteer Militiamen Governor Stevens hosted a second Walla Walla Treaty Council in an attempt to end to the Yakima War and to extinguish the Indians' title to their lands -- September 8, 1856

he demanded **“unconditional submission and surrender of the murderers”** to **“justice and mercy as decided by the authorities”**¹⁸⁷ from those Indians who participated in the Yakima War
Governor Stevens badly miscalculated the impact of the volunteers’ victory in the Grande Ronde rather than cowering the tribes most expressed rage and were convinced they should fight
even factions among the Nez Perce, until then peaceful and even allied with the whites,
began to doubt the wisdom of cooperation
most chiefs who were in attendance at the council did not speak
they seemed to be waiting for something to happen
many were known to be carrying firearms
there were constant rumors that Yakima Chief Kamiakin was not far away
Indians held council by themselves

SECOND WALLA WALLA TREATY COUNCIL CONTINUES WITHOUT SUCCESS

U.S. Lieutenant-Colonel Edward J. Steptoe arrived at the Council site with a Company of dragoons
he set up camp eight miles away from Stevens -- September 13, 1856
with the arrival of Steptoe’s troops all of the volunteers went home
except for Captain F.P.M. Goff’s company of Washington Militiamen

GOVERNOR STEVEN’S SECOND WALLA WALLA COUNCIL DOES NOT GO WELL

After three days of no progress in the council Lieutenant-Colonel Steptoe
suggested Governor Stevens move closer to the army camp
this invitation was accepted by the governor
who moved his camp six miles to be closer
One hundred Yakama Indians under chiefs Kamiakin, Owhi and Qualchan appeared
they camped right across Mill Creek from Stevens
Stevens met privately with several Yakama chiefs who wanted peace
including Owhi and Quil-ten-e-nock
but he refused to recognize any representative of the Yakamas
except Kamiakin who remained for war -- Kamiakin refused to meet

WALLA WALLA COUNCIL CONTINUES

Fear of an attack by hostile natives was increased -- September 16, 1856
Nez Perce allies beat their war drums all night and kept guard around Stevens’ camp
Nothing could be accomplished in meeting with the Indians
natives were uncooperative except for about half of the Nez Perce
Yakimas remained isolated as they camped a quarter mile away -- September 16 and 17

LIEUTENANT-COLONEL EDWARD STEPTOE CALLS FOR A COUNCIL OF CHIEFS

Lieutenant-Colonel Steptoe invited the chiefs to a formal conference -- September 18, 1856
Steptoe appeared to be more sympathetic toward the Indians’ cause

¹⁸⁷ Kent D. Richards, *Isaac I. Stevens: Young Man in a Hurry*, P. 302.

he informed the chiefs: **“My mission is pacific. I have come not to fight you, but to live among you. Come into my camp when you please.”**¹⁸⁸

Indians believed they would get better treatment from the Army than from the governor
those who attended the meeting with Steptoe were told the bloody shirt of war would be washed
past differences would be forgotten and the treaties need not be kept
Governor Stevens realized that the talks with him were going nowhere

GOVERNOR ISAAC STEVENS ENDS THE SECOND WALLA WALLA TREATY COUNCIL

Stevens, dismayed, left the Walla Walla Treaty Council site for The Dalles -- September 19, 1856
he led a party of sixty-nine militiamen, fifty packers and fifty Nez Perce under Chief Lawyer
Hostile Indians set fire to the grass near Lieutenant-Colonel Steptoe's camp
three miles from Steptoe's camp members of the Nez Perce, Yakama, Palouse, Walla Walla
and Umatilla Indians under Qualchan and Quil-ten-e-nock attacked Stevens' column
although a total of 450 Indians were in the vicinity only a small number of young warriors
from several tribes including a hundred or more disgruntled Nez Perce
led by Qualchan took part
Stevens ordered Lawyer's men to withdraw out of fear they would be shot by his men by mistake
they rode off to watch the ensuing fight
Stevens was ready for the attack and moved his men less than five miles to be near water
Stevens dispatched a rider to inform Lieutenant-Colonel Steptoe that he was under attack
Steptoe was not ready to join with the Governor in fighting the Indians
he stated the Indians had burned the grass around his camp impeding preparations for battle
he suggested Stevens return and give the army the use of his wagons
so both parties could move together to the Umatilla River
however, Steptoe did send his dragoons and a howitzer to the aid of the governor
Stevens sent word to Chief Lawyer's Nez Perce that their women and children,
who were camped about a mile away, would be killed
unless they returned and gave assistance
Fight continued into the night -- Indians were twice scattered by charging troops
Governor Stevens accepted Steptoe's invitation to rejoin the soldiers
after a skillful withdrawal, Stevens managed to reach Colonel Steptoe camped eight miles away
before daylight broke
Stevens had lost one man killed and two wounded -- Indians counted perhaps thirteen casualties

LIEUTENANT-COLONEL EDWARD STEPTOE LEADS AN ATTACK ON THE INDIANS

Throughout the night Qualchan's warriors taunted the soldiers in their camp
Lieutenant-Colonel Steptoe led an attack by his soldiers and the militia
soon after sunrise -- September 20, 1856
Indians were dispersed by howitzer fire and a charge by the Ninth Infantry
After the battle was over Steptoe emerged from the fray accepting the necessity of a strong militia
these Indians were not friendly
volunteers were better fighters than he had been led to believe

¹⁸⁸ George Washington Fuller, *A History of the Pacific Northwest*, P. 240.

he said as much in a brisk letter to Colonel Wright
that was forwarded to General John E. Wool
Governor Isaac Stevens suggested a blockhouse be constructed
with one company garrisoned there to man the post and protect most of the supplies
Step toe gave the order
Leaving behind most of his supplies Governor Stevens proceed by light march to The Dalles
accompanied by a combination of Stevens' force, Lieutenant-Colonel Steptoe's men
and fifty friendly Nez Perce

CONSTRUCTION BEGINS ON ANOTHER FORT WALLA WALLA

On the basis of new orders issued by Department of the Pacific Commander General John E. Wool
from his headquarters in Benicia, California Old Fort Walla Walla was abandoned
(it had been located seven miles east of today's Walla Walla)
Colonel George Wright and one company of U.S Ninth Infantry
was joined by Lieutenant-Colonel Steptoe and his command of U.S Ninth Infantry
together they marched about twenty-eight miles from Mill Creek where they built a new post
(located at 1st and Main in present-day Walla Walla)
this was the third post to use the name Fort Walla Walla
soldiers used Old Fort Walla Walla (located seven miles east of today's downtown)
as their headquarters while the new post was built
New Fort Walla Walla construction was begun -- September 23, 1856
Lieutenant-Colonel Edward Steptoe was placed in command of new Fort Walla Walla
which became the U.S. Ninth Infantry headquarters for the upcoming campaign
this post included barracks, officers' quarters, and stables
in addition to the Ninth Infantry, portions of the Fourth Infantry and First Dragoons
(it served as the home of the famous "Buffalo Soldiers" [1902-1904])

STEPTOEVILLE GROWS UP AROUND FORT WALLA WALLA

Steptoeville became an excellent distribution center
this town supplied nearly the whole of Eastern Washington Territory
products from the settlement were shipped to The Dalles
where they were sent up the John Day River Valley
Umatilla River carried Steptoeville goods to the Powder River, Owyhee River, Boise Basin
and few other places in Eastern Oregon and Southern Idaho
Steptoeville sent its pack trains not only to most of these settlements, but to Colville,
and camps on the Kootenai, Salmon, Clearwater, Prickly Pear and upper Missouri rivers
trails radiated out from the town in all directions
during packing season, long lines of horses and mules were always coming and going
In winter, feeding yards in the valley were filled with poor, worn creatures
whose scarred backs and ugly girth marks showed the class to which they belonged
Packers were an important social element in Steptoeville and Wallula
sometime grand dances were held attended by the entire community
many of the new comers were enterprising young men who proved themselves in business
(Name of Steptoeville was changed to Walla Walla [November 7, 1859])

TERRITORIAL GOVERNOR ISAAC STEVENS DEPARTS WALLA WALLA COUNTRY

Governor's Steven's entourage arrived at Fort Dalles -- October 2, 1856
after a brief stay Stevens continued his return journey to Olympia
Stevens' effort to bring the Indians of the Eastern portion of Washington Territory under control
had embarrassingly ended in abject failure

FAILURE OF THE SECOND WALLA WALLA COUNCIL INCREASES ILL WILL

U.S. Army officers, especially, Department of the Pacific Commander General John E. Wool,
blamed Washington Territory Governor Isaac Stevens for the Indian debacle
in turn, Governor Stevens blamed the U.S. Army,
especially Department of the Pacific Commander General John E. Wool
Once Governor Stevens returned to Olympia, Colonel George Wright and other Army officers
calmed the worried Indians who had learned to trust the soldiers more than Stevens' militia
Army officers enforced General John E. Wool's order excluding whites east of the Cascades
from their new military posts at Fort Dalles, Fort Walla Walla and Fort Simcoe -- fighting ended

GOVERNOR STEVENS PROTESTS THE CLOSING OF EASTERN WASHINGTON

Department of the Pacific Commander General John E. Wool General Wool's actions
enraged Governor Isaac Stevens who needed little motivation to despise General Wool
Stevens proclaimed the army policy to close Eastern Washington
was disrespectful of civil government and unique in history
General Wool had usurped the powers of the governor
Stevens demanded General Wool be brought to account by military authorities
in a letter to the Secretary of the Interior and in his message to the territorial legislature
Governor Stevens protested General Wool's exclusion order
Stevens declared Wool had overreached his authority -- his actions were "clearly illegal"
Stevens claimed the Army refused to protect settlers
he charged Colonel George Wright with failure to provide adequate military protection
for the governor while he was en route to the Second Walla Walla Council
during that gathering, on the return to Fort Dalles and the trip back to Olympia
General Wool, in turn, accused Governor Stevens of stirring up Indian trouble
to allow the settlers to carry out a land grab and to improve the territorial economy

CHIEF LESCHI IS DESTITUTE

Nisqually Chief Leschi had fled for safety to the Yakima Reservation
Colonel George Wright, as commander of military forces east of the Cascades,
offered his protection to the Nisqually leader
General John E. Wool refused to surrender the chief to Territorial Governor Isaac Stevens
federal troops had little interest in finding Leschi
they believed he had fought by the rules of warfare
Chief Leschi appeared at Fort Nisqually -- October 1856
destitute, he tried to buy ammunition to hunt game
he offered to cut off his right hand to prove his desire for peace

ROGUE RIVER FIGHTING CONTINUES IN OREGON TERRITORY

Small Oregon settlements were attacked by roving bands of renegade Indians sometimes every farmer in a neighborhood was killed
Lieutenant-Colonel Robert C. Buchanan led a strong force of Fourth Infantry soldiers out of California's Fort Humboldt
in addition fifteen companies of Oregon Mounted Volunteers under Oregon Militia General John K. Lamerick also were in the field -- fall 1856
Indians were harried nearly to the point of surrender -- however, they were able to hold out because they had secret trails all over the region
and they were armed with better rifles than were the volunteers

NATIONAL POLITICS HAS AN IMPACT ON THE PACIFIC NORTHWEST

Slavery was the overwhelming issue in the United States -- 1856
Democrats strongly supported slavery and sought to expand the institution across America including into the territories under control of the federal government
Democrats nominated James Buchanan for the presidency and John C. Breckinridge for the vice-presidency
American Party (or Know Nothings) chose to ignore the issue of slavery instead they focused their attention on anti-immigration and anti-Catholic policies
American Party nominated former Whig President Millard Fillmore for President and Andrew J. Donelson as the Vice-President
newly formed Republican Party was strongly against the expansion of slavery but not slavery itself where it then existed
Republican Party nominated explorer John C. Fremont as its first presidential candidate William L. Dayton was nominated as the Vice-President
Democratic Party faced opposition from the Republican Party for the first time
response in Oregon Territory was lively debate -- less so in Washington Territory

ANOTHER RUNOFF ELECTION IS HELD TO DETERMINE OREGON TERRITORY'S CAPITAL

Eugene City and Salem faced off in yet another election to locate the Oregon capital -- October 1856
manipulations that were part of the first runoff election [June 1856] discouraged voters
very few citizens even bothered to vote
results were overwhelmingly in favor of Eugene City, 2,559 to 444 votes for Salem
Corvallis received 318 write-in votes
Salem Clique voided the election on the grounds that the ballot measure contained "confusing wording" which may have mislead some voters
Salem continued as the territorial capital city until another election could be held [1864]

BLACK PIONEER GEORGE WASHINGTON BUYS A FARM

George Washington was unsure of his legal status in Washington Territory
he decided to purchase land rather than file a homestead claim -- 1856
George's white foster parents James and Anna Cochran had lived on their homestead claim along the Skookumchuck River for four years (having acquired the land from George [in 1852])

George Washington bought back his twelve acres and the Cochran's other property for \$3,200
he paid them this high price to show his gratitude for what they had done for him
and because he wanted to help them as they neared retirement age
this was the beginning of gathering considerable land holdings acquired by George Washington
because of his honesty and hard work, he was respected by whites and Native Americans alike
(George's farm did consistently well through the years
he traveled to Olympia twice a year to negotiate a good price for his grain
he prospered as he continued to acquire additional land)

FORT TOWNSEND IS CONSTRUCTED BY THE UNITED STATES ARMY

Fort Townsend was established -- October 26, 1856
by Major Granville O. Haller, U.S. Fourth Infantry
at the entrance to Puget Sound some three miles up Port Townsend Bay on west side
Major Haller located the buildings for the garrison near Port Townsend
where the only running water or suitable pasture for grazing government animals
could be found
this post was to protect settlers from potential attack
by New Caledonia (British Columbia) Indians
During construction soldiers cut out wooden laths to construct walls
friendly Indians brought all of the clam shells needed for lime to make mortar
which was applied this to the walls
prisoners cut wood for fires to burn the clam shells to make lime
as construction on Fort Townsend progressed the soldiers added to local tensions
by relaying the most extravagant tales of the riches of the Kamloops gold strikes
and the high wages paid to hired miners
this naturally excited the enlisted men to seek their fortunes
in the goldfields along the upper Columbia River

ARMY DESERTIONS CAUSE MORALE PROBLEMS AT FORT TOWNSEND

Squads of soldiers deserted Fort Townsend and crossed the Strait of Juan de Fuca
to flee in search of Kamloops gold
These desertions caused safety and morale problems at Fort Townsend
until a boatman from Victoria offered to bring as many laborers as needed
to build Fort Townsend
laborers would demand only a dollar a day and food
skilled workers like blacksmiths worked for a dollar and a half a day and rations
Major Granville O. Haller authorized the boatman to hire a blacksmith and five or six men
when these Victoria men were delivered the soldiers were astonished
that laborers would work so cheaply with gold so near
but they soon learned of the difficulties involved in traveling to the "New El Dorado"
and of the many dangers miners faced
seeing these workers preferred the small wages at Fort Townsend to high risk in the goldfields
desertions ceased and a very comfortable post for officers and men was completed

FORT TOWNSEND SENDS PATROLS TO THE NORTH

This garrison frequently had to make excursions on Puget Sound in pursuit of Northern Indians
on one occasion the Smith Island lighthouse keeper was attacked and besieged
another time the deputy tax collector on San Juan Island was fired upon
in his own house while sleeping in his bed

When these attacks were reported, a detail of men was dispatched in chartered vessels
to provide relief to the government officials

Major Haller, on one occasion, while scouting aboard the Revenue Cutter *Jefferson Davis*
discovered a large body of Northern Indians in Elliott Bay paddling toward Seattle
when the cutter fired a cannon the canoes paddled for the shore

Haidas arrived on shore and awaited Haller's arrival in the cutter's gig
one of the Haidas accompanied Haller to Seattle where he was met by local Indians in war paint
upon discovering their unwelcome reception
and learning that settlers would no longer employ Northern natives
this Haida warrior returned to his people for the trip back to Northern Vancouver Island

NATIONAL ELECTION RESULTS IN JAMES BUCHANAN BECOMING PRESIDENT

Republican Party put its first national ticket before the American people -- November 4, 1856

Republicans offered, for the first time, a potential threat to the Democratic political machine

Election of Democrat James Buchanan to the presidency signaled the potential expansion of slavery
into the territories of the United States

Response in Oregon Territory and Washington Territory differed remarkably

Oregon Territory leaders strongly opposed statehood primarily because of their anti-Negro policy

Oregon's anti-Negro policy was now threatened by the expansion of slavery into the territory

if Oregon became a state the discriminatory territorial laws would be thrown out

if Oregon became a state it would be potentially opened to blacks -- slave, free or both

Washington Territory's response was less almost nonexistent

because Negroes had been accepted in the territory

Oregon Territory's political leaders sought to stop the expansion of slavery or blacks into the territory
one sure way to avoid the expansion was to become a state

Oregon political leaders put a proposal to become a state before the voters

this proposal lost by 249 votes -- November 4, 1856

even after disappointing election results, political leaders continued their push
for statehood in Oregon

SISTERS OF PROVIDENCE VENTURE WEST

Sisters of Providence had a mandate and desire was to care for the poor and the sick,
to educate children, and to bring the light of Christ into the lives of all they met

Bishop Ignace Bourget of Montreal, Canada dedicated a new mission
was to be established in Washington Territory -- November 1856

Sister Joseph had served as the assistant to the Sisters of Providence Superior General Mother Caron
Bishop Bourget bestowed a new name on the mission's young superior
Sister Joseph became Mother Joseph of the Sacred Heart

Mother Joseph was assigned to open a mission in Washington Territory
she would be accompanied by four nuns of the Sisters of Providence Order

CHIEF LESCHI IS BETRAYED

Governor Stevens offered a fifty blanket reward for information
leading to the capture of Chief Leschi

Whether Leschi was betrayed by his nephew Sluggia

because the Nisqually chief refused to allow his nephew to kill women and children during war
or because Sluggia was jealous of the attentions of Leschi's young wife Mary
is a matter still under debate

in any case, Chief Leschi was captured, bound and gagged by Sluggia
at his Upper Nisqually River fishing camp -- November 13, 1856

an Olympia newspaper reported: **“Leschi with very few followers, had for some time been secludedly encamped on the upper Nisqually, and on Thursday [November 13, 1856] per arrangement, two Indians Sluggy [sic] and E-li-kuk-ah, having ascertained his whereabouts, visited the camp. After remaining a short time, they decoyed him off some distance, to the place where they had secured their horses, when they suddenly pounced upon, bound him and placed him on one of the horses, carried him that night a captive to Steilacoom, where he was delivered over to S.S. Ford Jr., who for some time previous had been in charge the making of arrangements to bring about his apprehension, Next day, the 14th, Mr. Ford arrived here [Olympia] with the prisoner and surrendered him to Governor Stevens.”**¹⁸⁹

CHIEF LESCHI IS TAKEN TO FORT STEILACOOM FOR TRIAL

Sluggia collected the fifty blanket reward -- November 14, 1856

Governor Stevens considered him a criminal

he charged Leschi with the murder of militiaman Abram Benton Moses
who was killed in the White River ambush over a year before [1855]

U.S. military considered Leschi a prisoner of war

following Leschi's capture Colonel George Wright wrote to Governor Stevens: **“The assurances I gave to all the chiefs who submitted, including Leschi, were full and complete, so far as the military authorities were concerned, as to their personal safety ... Under all the circumstances of the case, I sincerely hope that Leschi will not be made to suffer death. I most earnestly pray that the pardoning power may be interposed, and Leschi saved from the gallows.”**

Colonel Wright's position may have won him a measure of respect from the Indians

TRIAL OF CHIEF LESCHI IS HELD AT STEILACOOM

Regular session of the Washington Territory U.S. District Court in Steilacoom

had just concluded when Justice Francis Chenoweth was asked to reconvene to hear Leschi's case

Washington Territory Justice Chenoweth conducted Leschi's trial -- November 16, 1856

Leschi was charged with the [1855] murder of Colonel Abram Benton Moses

who had been killed at Bitting's Prairie while escorting the William Tidd Express Party

¹⁸⁹ Cecelia Svinth Carpenter, *Tears of Internment: The Indian History of Fox Island and the Puget Sound Indian War*, 1996.

Nisqually chief was defended by William Wallace, Captain of Militia Company D and Henry R. Crosbie who held the rank of Lieutenant-Colonel in the territorial militia Leschi pled not guilty -- he argued the killing of Moses was an act of war -- not murder Leschi's trial lasted one day -- November 16, 1856 eighteen witnesses were called at a cost to the territory of \$38.85 government's case centered on the testimony of Governor Stevens' friend Antonio Rabbeson who had been a member of the Express Party

Rabbeson swore he had seen Leschi and twenty other Indians fire the fatal shots at Abram Benton Moses and Joseph Miles Justice Chenoweth sent the jury off to deliberate -- 7:00 p.m.

central question facing the jury was: **“did a state of war exist at time of the killing”**

if so, Leschi was prisoner of war and could not be guilty of murder

if not, Leschi could be guilty of murder

if the charge was proven beyond a reasonable doubt

on the first ballot the jury voted eight to four for conviction

as noted by jurist Ezra Meeker: **“The balloting went on and on eight to four, eight to four with pallor on the cheeks of more than one juror for it was well known that the feeling on the outside was for vengeance. From ballots the jurors passed to words and hot words at that -- almost to the point of intimidation.”**¹⁹⁰

jury returned to the courtroom and asked to be discharged as they could not reach a verdict Justice Chenoweth sent them back to the jury room to try again

on the second ballot, two more voted guilty -- ten to two: Meeker and William Kincaid held out William Kincaid, the founder of Sumner, was known as “Father Kincaid”

a widower who had crossed the plains with his seven children

he sat in the jury room with his head bowed in prayer

he refused to speak except to respond to the poll of the jurors

finally he said, **“I never will vote to condemn that man.”**¹⁹¹

Justice Chenoweth was forced to declare a mistrial and dismiss the jury

(a new trial was scheduled for [March 1857])

QUIEMUTH TURNS HIMSELF IN

Chief Leschi's brother, Quiemuth, may not have understood the subtleties of American courts

he may well have believed Leschi had been acquitted and would be set free

at any rate, Quiemuth appeared at the home of an old French-Canadian settler

near the Nisqually River

he announced he was ready to stand trial -- November 17, 1856

he requested the settler contact James Longmire, a friend of Territorial Governor Stevens, to arrange his surrender

¹⁹⁰ Hemphill, Major General John A. and Robert C. Cumbow. *West Pointers and Early Washington: The Contributions of U.S. Military Academy Graduates to the Development of the Washington Territory, from the Oregon Trail to the Civil War, 1834-1862*. Seattle: The West Point Society of Puget Sound, Inc., 1992. As reported in the Washington Historical Society *Washington Stories*.

¹⁹¹ Ezra Meeker. *Pioneer Reminiscences of Puget Sound: The Tragedy of Leschi*. P. 420.

QUIEMUTH IS TAKEN INTO CUSTODY

Quiemuth was escorted by James Longmire and others through the rainy night
to the governor's office in Olympia where they arrived -- 3 a.m., November 18, 1856
Governor Stevens was awakened
In the governor's office Quiemuth was given food and a pipe of tobacco
Stevens told Quiemuth he was to be taken to Fort Steilacoom where he would be held prisoner
Stevens offered a bed to Quiemuth and James Longmire but they declined
as they were muddy from their trip
instead Quiemuth and Longmire laid down with blankets
in a small room adjoining the governor's office
Governor Stevens, leaving the lights burning in his office, returned to his quarters
a guard was placed outside the door to the governor's office
Exhausted, Longmire and Quiemuth soon fell asleep on the floor
one on either side of the fireplace with Longmire nearest to the door
Sometime during the night word of the arrival of Quiemuth got out
James Longmire awoke with a start in the darkened room -- somewhere a gun had been fired
Longmire leapt up to hear people running -- lights in the room had been blown out
in the firelight he saw Quiemuth rise from the floor shouting in Chinook
that he had been shot
in the confusion Quiemuth and others ran toward the door
where a killer stabbed Quiemuth in the heart with a slim knife
At this moment Governor Stevens rushed into his office -- eventually calm was restored
James Longmire was unable to identify the attacker(s)
(Joseph Bunting, Lieutenant James McAllister's son-in-law, was arrested for the murder of Quiemuth
records indicated insufficient evidence existed to hold him
Quiemuth's killer was never officially identified)
(Quiemuth Peak, the highest point in Thurston County, located in the extreme southeast corner
near Alder Lake was renamed in honor of the Nisqually chief [1993])

BATTLE OF PORT GAMBLE TAKES PLACE

Seven Haida Indian sea-going canoes carried approximately 300 warriors into Puget Sound
they paddled to Steilacoom where they threatened the town -- November 19, 1856
settlers summoned help from U.S. Army Lieutenant-Colonel Silas Casey at Fort Steilacoom
Casey determined that it was a naval matter
he notified U.S. Navy Commander Samuel Swartout of the steam sloop USS *Massachusetts*
In the meantime, the Haida warriors moved on to harass local Indians
before arriving at the sawmill at Port Gamble (then the community of Teekalet)
when Indians were sighted superintendent of the mill Josiah Keller sounded the mill whistle
mill employees and their families fled to a two-story wooden blockhouse
with all their guns and ammunition -- waiting for an attack that never came
USS *Massachusetts* steamed to Port Gamble -- November 20-21, 1856
when the warriors refused to hand over those among them who had attacked the local natives,
USS *Massachusetts* landed a shore party

as the battle ensued twenty-six Haidas including their chief and one sailor were killed

WASHINGTON TERRITORY LEGISLATURE MEETS IN OLYMPIA

Washington Territorial House of Representatives and Council went into session -- December 1, 1856
much of the time was consumed in routine matters such as granting licenses to operate ferries
and toll roads, authorizing construction of roads and approving corporations
a substantial amount of time in each session was devoted to hearing petitions for divorces
Governor's message to the legislature was a review of the events and difficulties of the Indian Wars
Washington Territorial Legislature attacked the exclusionary policy of General Wool
in resolutions it described the order to close Eastern Washington as a "high-handed outrage"
legislators censured Governor Stevens for proclaiming martial law
they asked Congress to separate his offices of Governor and Superintendent of Indian Affairs
(which was later done)
at the same time, they enacted all of the measures Governor Stevens recommended
for the good of the Territory

GOVERNOR STEVENS MEETS WITH SEVERE CRITICISM

Governor Isaac Ingalls Stevens had several groups of opponents to face:

- those who objected to his use of martial law,
- his political enemies, the old Whigs and new Republicans,
- U.S. Senate and U.S. House of Representatives both censured Stevens

Several powerful territorial citizens including Territorial Justice Edward Lander and Ezra Meeker
begged President Franklin Pierce to remove Stevens as territorial governor
in Washington City and Washington Territory rumors abounded
that the governor would be removed from office
President Pierce informed Governor Stevens of his displeasure but refused to remove him

SISTERS OF PROVIDENCE ARRIVE IN WASHINGTON TERRITORY

Mother Joseph accompanied by four Sisters of Providence she stepped off a steamer
and onto the banks of the Columbia River at Fort Vancouver -- December 8, 1856
Mother Joseph possessed a keen mind and a complex personality
she was a woman of astonishing compassion and vision
she struggled for perfection while accepting the challenges of an imperfect world
she led a group of four Sisters of Providence from Montreal to the Washington Territory
Mother Joseph would need to call upon all of her gifts and skills and her deep faith
arrival of Mother Joseph and four nuns had been eagerly anticipated
yet no preparations had been made to house them
an attic room in the bishop's home became the first "convent" in the territory
When she arrived in Washington Territory Mother Joseph discovered a strange, new world
there were no hospitals, few schools and little in the way of charitable services
for those suffering the misfortunes of life on the frontier
within a few weeks of their arrival in Vancouver, the five Sisters of Providence welcomed
three-year old Emilie Lake into their home; followed by the infant James Wilks
and then a steady stream of orphans arrived

Mother Joseph was determined to fill the unmet needs with the tools she possessed
her enormous gift for creating and building and a deep faith in Divine Providence
she and her companions faced daunting challenges
including primitive living conditions, treacherous travel and scarce financial resources
even conversing with their new neighbors was difficult
French-speaking Mother Joseph had to rely on the translation abilities
of the two bilingual sisters until she learned enough English to communicate
But the pioneer nuns quickly demonstrated their tenacity, determination and adaptability
taking their cue from the interests of the people of Vancouver,
the sisters opened a boarding school (later known as Providence Academy)
Mother Joseph led her four sisters in constructing a rough sixteen-foot by twenty-four-foot
lumber building in Vancouver, Washington, Territory
this became known as the “Little Gray Home of Catholic Education in the Northwest”
(Mother Joseph spent the next forty-six years serving the Vancouver area)

BILL TO CREATE OREGON STATE IS INTRODUCED IN CONGRESS

Although Congress had passed no enabling act authorizing a state government for Oregon
Democrats in the Oregon Territorial Legislature had submitted proposals to voters year after year
calling for a state constitutional convention
anti-Democrat voters just as regularly rejected the proposal in the next general election
Oregon Territory’s legislature once again passed a bill authorizing a constitutional convention
this one passed December 12, 1856
voters would have an opportunity to vote on creating a constitutional convention in an election
to be held [June 1, 1857]

METHODIST ACADEMY IS BUILT AT STEILACOOM

(Methodist Rev. John F. DeVore had arrived in Steilacoom as a Methodist circuit rider [August 1853]
he brought a beautiful rosewood Chickering piano with
Steilacoom was an untamed village at the time of his arrival
**“Sunday, if observed at all, was looked upon as a day for the ingathering of all the
disreputable clans who spent their time in drinking bad liquor, gambling, fighting and in other ways
giving free reign to degenerate impulses.”**¹⁹²

Rev. DeVore later noted he preached his first sermon in his new church in Steilacoom
with a pistol in one hand and Bible in the other)

Rev. John F. DeVore founded the Puget Sound Wesleyan Institute -- December 23, 1856
DeVore was referred to as the “John Wesley (founder of the Methodist Church)
of the Northwest”

GOLD IS DISCOVERED IN THE FRASER RIVER CANYON OF NEW CALEDONIA

Miners drifted northward from the Colville gold fields -- 1856-1857
prospector James Huston wandered across the Canadian border
he entered New Caledonia (British Columbia)

¹⁹² Hebert Hunt and Floyd C. Kaylor, *Washington West of the Cascades*, P.106.

where he discovered gold in (ironically named) Tranquille Creek in the Fraser Valley
several other prospectors turned up bits of gold
along the Columbia and Okanogan rivers north of the border
other news of prospectors who worked the gravel bars of the Fraser and Thompson rivers
attracted some attention

When the miners ran out of provisions they had to return to Washington Territory or go to Victoria
they brought out news of their rich finds -- a stampede was on its way to the gold fields
Further gold discoveries made on the Fraser River added to the stampede
Colville gold seekers spread into Canada and a new gold rush was begun

BRITISH GOVERNOR JAMES DOUGLAS BECOMES CONCERNED ABOUT PROSPECTORS

Vancouver Island Royal Governor James Douglas purchased a poke of gold
prospected by Secwepemc Indians near Hudson's Bay Company's Fort Kamloops
Reports arriving from the mainland regarding deaths and injuries encountered in attempting to reach
Canadian goldfields concerned Royal Governor of Vancouver Island James Douglas
especially because of the sheer number of prospectors arriving daily
Visionary Royal Governor James Douglas knew that if news of the gold discoveries leaked out
Hudson's Bay Company would lose its monopolistic control of the territory forever
Douglas wanted to pass local laws strict enough to keep out foreigners -- especially Americans
during the settlement of the Oregon Country he had seen what they could do to a region
Douglas tried to control the impact of the gold by buying all of the dust produced
but he could not control the spread of rumors --1856
The Black Scot began wrote to England asking for authority to forbid the gold seekers
from coming into the trading territory of the Hudson's Bay Company
but as the Royal Governor of Vancouver Island
his authority did not then extend to the mainland of New Caledonia
where there were only Indians villages and a few tiny scattered trading settlements

GENEAL JOHN E. WOOL AFFIRMS VICTORY IN WASHINGTON AND OREGON TERRITORIES

Commander of the Department of the Pacific wrote to the War Department -- January 3, 1857
"For the information of the lieutenant-general commanding the army, and the Secretary of War, I have the honor to report that peace and quiet pervades throughout the Department of the Pacific, and I have no doubt will thus continue as long as the Indians are treated with ordinary justice. Efforts, for reasons heretofore again and again presented by me, no doubt will be made to disturb the quietude of the department, which I think will not succeed. The disposition of the troops is such as not only to prevent it, but to give protection to the white settlements, and to restrain the Indians should they exhibit indications to renew the war, which, from the information which I have received, I do not in the least apprehend. From the Indians east of The Dalles and the Cascade Range of mountains, no danger is anticipated. They will not interfere with the Whites, if the latter will only let them alone and not plunder them of their horses, cattle and women. If the money appropriated by Congress to preserve peace with the Indians could be properly applied and expended, I am confident there would be no future war with the Indians in the Pacific Department, unless unnecessarily and improperly provoked by the Whites, who have hitherto unjustly been the cause of all the Indian

wars in California and Oregon, including the crusade of Governors Curry and Stevens against the Walla Walla tribe, etc., during the winter and summer of 1856.”¹⁹³

General Wool is helped in his efforts to maintain peace by a severe winter snowstorms opened the years and very harsh weather continued for weeks -- early January 1857

DREAMS OF A TRANSCONTINENTAL RAILWAY MOTIVATE ARE FEW AMERICANS

Dry goods merchant and China trader Asa Whitney was one of the first backers of an American Transcontinental Railway
for almost thirty years he had envisioned a plan for a northern railroad route
his vision and efforts awakened considerable enthusiasm
although detractors viewed the plan as a swindle to the taxpayers
Whitney made a preliminary survey from Prairie du Chien, Wisconsin (west of today's Madison) as far west as the Rocky Mountains
Maine woolen merchant and land speculator Josiah Perham took up the cause
he believed he had a divine mission to bring about the building of the transcontinental road
he projected a route from Maine to Puget Sound
to be known as the “People's Pacific Railway” -- 1857
Perham obtained a charter from the Maine legislature
but his scheme for the People's Pacific Railway was stalled in Congress
disputes between sections of the nation to secure a right-of-way doomed the idea
worn out, his money gone, Whitney eked out a living on his dairy farm in the nation's capital

WASHINGTON TERRITORY PASSES A RAIL ACT OF ITS OWN

Washington Territorial Legislature passed a railroad proposal -- January 28, 1857
“An act to incorporate the Northern Pacific Rail Company”
Northern Pacific Rail Company was chartered for four years
Washington's Charter placed Governor Isaac Ingalls Stevens at the head of fifty-eight investors composed of Washington citizens
also Oregon, California, Minnesota, Illinois, Iowa, Maine and New York
investors were named on the list

STEPS ARE TAKEN TO CLARIFY THE U.S.-CANADA BORDER

Oregon Treaty [1846] had attempted to establish the international boundary
49° north latitude was agreed upon as the official border through the Rocky Mountains
however the exact location of the boundary line was not known
United States Department of State authorized creation of the Northwest Boundary Commission to actually survey and map the U.S.-Canada international boundary -- February 1857
Archibald Campbell was named as the head of the Northwest Boundary Commission
Campbell was a thirty-three-year-old West Point graduate, civil engineer
and chief clerk of the War Department had assisted on other survey projects
he hired surveyors astronomers, geologists, naturalists, and artists for the survey team
his principal assistant was Lieutenant John G. Parke, a U.S. Topographical Engineer

¹⁹³ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington*, Volume I., P. 623.

who was assigned the duties of chief astronomer and surveyor
for the international boundary

Parke was the only active military officer assigned to the task

Nearly two hundred men were recruited and deployed in the field but very few were scientists

both supplies and men were increasingly expensive

because of the [1856] discovery of gold along the Fraser River

Dr. Joseph S. Harris doubled as surgeon and naturalist

George Gibbs served as native interpreter and geologist

CHANGE IS COMING TO CANADA

Canada consisted only of the provinces of Quebec and Ontario

strong opposition to monopolies of all kinds had developed in England (during the 1950s)

Canadian government wanted to annex the Red River colony and the plains of Saskatchewan

both were within Hudson's Bay Company's original enormous grant of Rupert's Land

as the entire area draining into Hudson Bay was known

Hudson's Bay Company's license came due --1857

during the Charter review an anti-monopoly trend in Great Britain

presented merciless attacks on Hudson's Bay Company

when the English Parliament committee overseeing the charter

finally made its report on the company license

it was obvious that the company's once ironclad monopoly was about to be softened

HUDSON'S BAY COMPANY IS FACED WITH SELLING ITS LAND IN THE UNITED STATES

By the end of the Indian wars Hudson's Bay Company had lost to raiding white neighbors

more than 6,058 cattle and approximately the same number of sheep

south of the the international border

When company managers grew outraged, they were ordered to swallow their wrath

for fear an inflammatory clash would impede the sale of company holdings to the United States

Negotiations to sell Hudson's Bay Company properties were difficult at best

land claimed by the Hudson's Bay and Puget Sound Agricultural companies south of the border

at Vancouver, Nisqually, Cowlitz, and the smaller forts of Walla Walla, Boise and Hall

amounted to about twenty-three thousand acres -- of these three thousand were cultivated

improvements were extensive -- especially at Vancouver, Washington Territory

estimates of the worth of those buildings, lands and common grazing rights varied wildly

Washington Territory Governor Isaac Stevens suggested \$300,000

Hudson's Bay Company angered by raids on their livestock along Puget Sound

and by the destruction of Fort Walla Walla (at Wallula) by Peu-Peu-Mox-Mox's Indians

and by being forced to abandon forts Boise and Hall

countered with a staggering demand for \$3,800,000

(this brash price was later reduced to \$650,000 [1858])

but before Congress got around to making good on purchase agreements

the Civil War began and all negotiations came to a halt)

OREGON POLITICS WAS STRONGLY DEMOCRATIC AND ANTI-NEGRO

Majority of Oregonians were Democrats from the South -- but not from the slave-holding class

Oregon Democrats split into two groups:

- “soft Democrats” who were pro-slavery
 - they were aligned with the National Democratic Party
 - they supported U.S. Senator Stephen Douglas from Illinois
 - and the idea of Popular Sovereignty
 - they believed Congress had the power and obligation to defend slavery
- “hard Democrats” who were Salem Clique led the anti-slavery Democrat faction
 - their primary concern was citizens’ rights to determine their own institutions
 - main issue for them was not slavery -- they were anti-negro rather than anti-slavery

OREGON POLITICS CHANGES UNDER THE NEW REPUBLICAN PARTY

Republicans in Oregon Territory, as across the nation, replaced the old Whig Political Party

they announced their political goals:

- opposition to the expansion of slavery into the territories,
- approval of construction of a railroad to the Pacific Northwest,
- but they most strongly supported their Party’s demand for Oregon’s admission to the Union as a free state

Oregon Territory Republicans called for a party convention at Albany -- February 1857

to organize their party and unify under their banner **“Free State Republican Party of Oregon”**

Public opinion had suddenly changed -- now both political parties wanted statehood for Oregon

Democrats demanded a slave state or that blacks, free or slave, not be allowed to live in Oregon

Republicans demanded a free state

EFFORT IS UNDERTAKEN TO PROVIDE STATEHOOD FOR OREGON TERRITORY

Territorial Delegate to Congress Democrat Joe Lane introduced a Bill into Congress

authorizing the people of Oregon Territory to frame a proposed state constitution -- 1857

Problems arose as Congress was distraught over the issue of slavery in “Bloody Kansas” Territory

where “Popular Sovereignty” (people vote) would decide the slavery question

people on both sides of the slavery issue moved in to influence the slavery decision

and many of these people had fought in running battles [“Bloody Kansas”1854]

there was great concern that acts of violence could be repeated in Oregon

Oregon Territory’s proposed statehood passed the United States House of Representatives

where Joe Lane served as a non-voting member

however, the Bill did not pass the United States Senate

DAVID THOMPSON PASSES ON

North West Company explorer and fur trapper life was exemplary

he was always a religious man who practiced daily devotions

he was an intellectual who had been nurtured in the wilderness

he was compelled to bring order to the unknown

David Thompson ranks as one of the great geographers in history

he personally covered 80,000 miles by foot, horseback, dogsled and canoe

and took almost constant astronomical observations of his location

he defined a fifth of the North American continent compiling seventy-seven volumes of journals featuring the vast area's geography, biology and ethnography of the Native Americans
Thompson's accomplishments were beyond legend:

- he carried out several fortunes in furs,
 - he opened Athabasca Pass,
 - he was the first to travel the Columbia River from source to mouth,
 - he developed extremely accurate maps of the Rocky Mountain region
- new interest in his explorations of the Columbia River arose during the Oregon boundary dispute -- but waned just as quickly

Sadly, David Thompson had proven to be an unsuccessful businessman
his last thirty years of life were spent as a forgotten man living in poverty
ill health and failing eyesight plagued his last years
half-blind, he eked out a poor living as a private surveyor
these issues prevented him from completing the memoirs of his extraordinary western travels
he spent his final few years in Longueuil, Quebec (opposite Montreal)
a retirement town for Nor'Westers (North West Company employees)
composed mostly of Highland Scots

Canada's greatest geographer died in virtual obscurity at age eighty-six -- February 10, 1857
completely ignored by the great fur companies which had relished the use of his talent and energy
there is no likeness of David Thompson that remains today and our only description of him
was provided by doctor and geologist John Jeremiah Bigsby who met him
at a North West Company dinner [1820]: **"He was plainly dressed, quiet and observant.**

His figure was short and compact, and his black hair was worn short all around, and cut square, as if by one stroke of the shears, just above the eyebrows. His complexion was of a gardener's ruddy brown, while the expression (sic) of deeply furrowed features was friendly and intelligent, but his cut-short nose gave him an odd look."¹⁹⁴

CONGRESSIONAL PROPOSAL TO LINK THE FAR WEST TO THE UNITED STATES PASSES

Annual funding of the Post Office appropriation Bill passed Congress -- March 3, 1857
this time funds were provided for stagecoach and postal service
which began to address the needs of the people in the Far West

CHANGES TAKE PLACE IN WASHINGTON TERRITORIAL GOVERNMENT

Governor Isaac Stevens had been navigating a rough patch for his administration:

- territorial legislature passed a resolution censuring him
for his actions during the martial law episode;
- he had been admonished by the President of the United States,
- he had been chastised by the Secretary of State;
- he had been censured by the United States Senate and House of Representatives,
- members of the Territorial Council and House of Representatives had reproached the governor
for declaring martial law and asked Congress to separate his offices of Governor

¹⁹⁴ Elle Andra-Warner, *David Thompson: A Life of Adventure and Discovery*, P. 133.

and Superintendent of Indian Affairs
President James Buchanan, a northern Democrat with Southern sympathies,
had replaced Democrat President Franklin Pierce -- March 4, 1857
it was rumored Isaac Stevens would lose his appointment as governor

ISAAC STEVENS IS NOMINATED FOR TERRITORIAL DELEGATE TO CONGRESS

Governor Isaac Ingalls Stevens was under attack by his political enemies
Territorial Justice Edward Lander had spent time in jail for opposing Governor Stevens
Ezra Meeker had been dismissed by locals as being on the side of the Indians
those who had pressured President Franklin Pierce to remove Governor Stevens from office
had no influence with the newly elected President James Buchanan
Governor Stevens still enjoyed strong support from his admirers
they nominated the besieged governor for the position of Territorial Delegate to Congress
Democrats of the Olympia Clique who threw their full support behind this proposal

CHIEF LESCHI FACES A SECOND TRIAL FOR MURDER

After Leschi's first trial resulted in a mistrial due to a hung jury
Washington Territory Judicial Districts had been realigned by the legislature
Chief Leschi's second trial was held in Olympia -- March 18, 1857
this was Governor Isaac Stevens' town and anti-Indian sentiment ran high
Washington Territory Chief Justice Edward Lander appointed the court officers
prosecuting Attorney was B. F. Kendall
lead defense attorney Frank Clark had been the prosecutor during the first trial
he also was Chairman of the Pierce County Democratic Committee
and a fervent admirer of Governor Stevens
defense attorney William H. Wallace, who had defended Leschi during the first trial, assisted
Prosecution's chief witness was again, Antonio B. Rabbeson, offered a very detailed narration
of all events that were recorded in the indictment
he claimed to have seen Leschi at both the Indian Camp
and at the ambush of Colonel Abram Benton Moses
however, regarding many of the other details he gave conflicting testimony
Defense witnesses were called:

- Territorial Secretary Charles Mason gave testimony he knew the prisoner in the [fall of 1855];
- Andrew J. Bradley told the court that he knew Leschi well
then gave conflicting testimony regarding the events during the murder;
- B. J. Simmons was called to the witness stand and gave second-hand testimony regarding events;
•Fort Nisqually Factor William F. Tolmie testified that he has known the prisoner [since 1843]
he confirmed he had sold clothes to Leschi that were described as being worn by the killer;
- sub-Indian Agent John Swan testified about events on Fox Island [January 1856];
- Israel H. Wright, a juror at the first trial of Leschi, was asked
if Antonio Rabbeson had described Leschi at that trial
Wright confirmed that Leschi had been described;
- Michael T. Simmons, John Walker, Mr. Porter, A. C. Lowell, George W. Corliss, Andrew Byrd
and W. D. Van Buriem were recorded as having heard Rabbeson's testimony in the first trial

all appear to agree that they heard Leschi described;
Leschi's second trial lasted just one day
Chief Justice Edward Lander instructed the jury that in their deliberations
they were not to consider an “act of war” as an argument for the defense
Lander further ruled that **“all those present (at the murder site) became principals”**¹⁹⁵
this opened the death penalty for consideration
Olympia jury found Chief Leschi **“guilty as charged in the indictment, and that he suffer death”**¹⁹⁶
Chief Leschi was sentenced to hang [June 10, 1857]

DEFENSE ATTORNEYS APPEAL CHIEF LESCHI’S SENTENCE OF DEATH

An Appeal of the death sentence to the Washington Territory Supreme Court
was filed by Defense Attorney Frank Clark and William H. Wallace
their motion to set aside the verdict was based on several factors:

- verdict of the jury was contrary to law;
- verdict of the jury was contrary to the evidence in the case;
- newly-discovered evidence which could not have been produced by the defense
at the trial had just been filed;
- court erred in failing to instruct the jury that they could find the prisoner guilty
of an offense less than that of murder in the first degree;
- court erred in giving instructions to the jury after the defense had concluded its case

DEPARTMENT OF THE PACIFIC COMMANDER GENERAL JOHN E. WOOL IS REPLACED

Congress had received a continuous uproar of protests from the Oregon and Washington legislatures
regarding General John E. Wool’s actions and attitude toward territorial government and militia
rumors of General Wool’s impending departure had circulated for several months
Yet another petition from the Oregon legislature to remove General Wool was delivered to Congress
legislators charged the army was not protecting settlers because the officers were incapable
they declared General Wool was too easy on the Indians
Seventy-three year old General John E. Wool was recalled to Washington City -- March 20, 1857
he left his California headquarters to take command of the Military Department of the East

GENERAL NEWMAN S. CLARKE REPLACES GENERAL JOHN E. WOOL

General John E. Wool had been so at variance with the civil authorities on the Pacific coast
that he was removed as Commander of the Department of the Pacific
this command given to General Newman S. Clarke
General Clarke took over General Wool’s headquarters in Benicia, California
he had distinguished himself in the war of 1812 and in Florida
he served through the Mexican War where he commanded a brigade
and was present at nearly all the battles in Mexico
he was brevetted a Brigadier General and was sent to U.S. Army headquarters
in Benicia, California where he served as the Commander of the Department of the Pacific

¹⁹⁵ Hebert Hunt and Floyd C. Kaylor, *Washington West of the Cascades*, P. 172.

¹⁹⁶ Hebert Hunt and Floyd C. Kaylor, *Washington West of the Cascades*, P. 172.

General William Shelby Harney was placed in command of the Department of Oregon
General Clarke recommended Governor Stevens' treaties be ratified to end the existing difficulties
he believed the land laws in existence permitted the occupation of the land
in Oregon and Washington territories regardless of the rights of the Indians
friendly Indian relations could not be developed until the government purchased the natives' land
even at that moment settlers assumed the right to take the land and develop the country

NEW COMMANDER OF THE DEPARTMENT OF THE PACIFIC MAKES NO CHANGES

General Clarke contented himself by enforcing the closing of Eastern Washington Territory
and keeping his troops in garrisons in their various forts
under these circumstances at least there was no war -- but neither was there any advance in peace
General Clarke's appointment as Commander of the Department of the Pacific
brought no comfort to Isaac Ingalls Stevens as Clarke rescinded none of Wool's orders

DR. KEIL ESTABLISHES A SECOND COLONY -- THIS TIME IN OREGON TERRITORY

After spending two years living a lifestyle of "Christian Communism" in the Willapa Bay region
(near today's Raymond, Washington)
Dr. Keil with twenty-five colonists established a second settlement of his Bethelite followers
on banks of Mill Creek twenty-eight miles south of Portland -- March 20, 1857
Aurora, Oregon was named in honor of one of his daughters
like Willapa Bay, this was an experiment in Christian communal living
where all property was owned in common

BEN SNIPES DRIVES A HERD OF CATTLE TO CANADA

Ben Snipes had raised a beef herd of cattle of his own on his ranch
located at the mouth of the Klickitat River
there he sorted his herd of beef with the help of his Indian cowboy
together they set out to drive 102 head of beef to Canada -- spring 1857
Driving north with the herd Ben Snipes looked down into the Yakima River Valley
he found himself gazing into what appeared to him to be a cattleman's paradise
he wondered if anyone could ever conceive of there being enough cattle and horses
to eat all of the grass on the wide expanse of hills and plains which lay before him
this country seemed to be waiting for him to exploit it

FEDERAL GOVERNMENT DOES NOT ADEQUATELY FUND INDIAN SCHOOLS

Federal government funding for a school for Puget Sound Indians had been part
of the [1855] Point Elliott Treaty written by Washington Territory Governor Isaac Stevens
but when money for a school was not provided the Catholic Church began their own school
**"Almost every treaty contained provisions for education, usually in the form of
promising a teacher for the children of the tribes. Few people understood what this educational
service would be when the treaties were negotiated, and when they did find out what the government
had in mind many Indians resisted the program. In the first place, there was never any great
amount of money available for schooling, and so on several of the reservations various churches
operated mission schools with the approval of the government and some financial assistance from**

the Bureau of Indian Affairs. The mixture of church and state was regarded as proper for those frontier conditions, but it resulted quite often in the banishment of Indian religious ceremonies as part of the education program. This practice only increased the antagonism of the older Indian people toward the white man's religion and education.”¹⁹⁷

FATHER EUGENE CASIMIR CHIROUSE LEAVES OLYMPIA AND MOVES TO TULALIP

Father Chirouse had been serving the people of Olympia as their Catholic priest
he was assigned by the Catholic Church to oversee the Puget Sound Indians
Father Chirouse moved to the Tulalip Reservation -- 1857
there he established St. Anne's Mission Church and day school
six Indian boys and five Indian girls attended the Catholic school
this was the first "contract school" for Native American children in Washington Territory
federal government provided annual funds to maintain the buildings
while the Catholic Church furnished books, clothing, housing and medical care
Father Chirouse was assisted by Father Paul Durieu
together they ministered throughout (what is now Snohomish, Island, Skagit, Whatcom
and San Juan counties)
To assure that full cultural assimilation was acquired by the Indian children
St. Anne's Day School, teachers and staff demanded Indian children give up "the old ways"
native ceremonies and customs were prohibited
being an Indian was cause for discipline
Father Chirouse mastered the Salish dialects
he created an English to Salish and Salish to English dictionary
he translated the scriptures, authored a grammar book and a catechism into Salish
however speaking Salish, even among the students themselves, was forbidden
Fathers Eugene Casimir Chirouse and Paul Durieu faced difficulties because the Tulalip Indians
refused to give up hunting, fishing and gathering and take up farming

FATHER CASIMIR CHIROUSE OPENS A SCHOOL ON THE LUMMI RESERVATION

Father Chirouse was dedicated to providing an education and civilizing influence for Indian children
"Bureau of Indian Affairs supervised the Lummis and provided schooling for [Lummi Indian children] through a contract with Father Chirouse, a Catholic missionary who established a school on the nearby Tulalip reservation: for a period of twenty-one years, this school was the only one available to the children of the Lummi tribe." ¹⁹⁸

MOUNT ST. HELENS ERUPTS

Some Indians of the Pacific Northwest called Mount St. Helens "Louwala-Clough"
or "smoking mountain"
This volcanic peak's modern name, Mount St. Helens, was given to it
by British Royal Navy seafarer and explorer Captain George Vancouver [1792]
who named it in honor of a fellow countryman, Alleyne Fitzherbert

¹⁹⁷ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 65.

¹⁹⁸ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 100.

who held the title Baron St. Helens and was at the time the British Ambassador to Spain
Local Indians and early settlers in then sparsely populated Washington Territory
witnessed an occasional violent outburst from the fairly young volcano (40,000 years old)
Mount St. Helens was particularly restless in the mid-19th Century
when it was intermittently active for at least a twenty-six-year span [from 1831 to 1857]
reported damage was minimal as the area was virtually uninterrupted wilderness
Steilacoom newspaper, the *Republican*, report Mt. St. Helens had erupted -- April 17, 1857

U.S. POST OFFICE CALLS FOR BIDS TO LINK CALIFORNIA WITH THE UNITED STATES

Through the (1840s) and (1850s) there was a desire for better communication
between the United States in the east and Pacific coast to the west
there were several proposals for transcontinental railroads connecting the two coasts
but a more immediate overland mail route to the west was need
Congress authorized the Postmaster General to contract for mail service from Missouri to California
U.S. Post Office Department advertised for bids for overland mail service --April 20, 1857
bidders were to propose routes from the Mississippi River westward
Post Office Department received nine bids
Postmaster General Walter Folger Brown was from Tennessee and favored a southern route,
because it could remain in operation during the (winter)
this became known as the "Oxbow Route"

John W. Butterfield and his associates William B. Dinsmore, William G. Fargo and others
created a proposal for a southern (or Oxbow Route) route with two starting points:

Memphis Tennessee and St. Louis, Missouri

both of these routes merged at Little Rock, Arkansas

from Little Rock the route traveled across the Rio Grande River, along a new road

being constructed under the direction of the Secretary of the Interior

to Fort Yuma, California and then to San Francisco

this route had the advantage of being snow free in (winter)

but the route was plagued by a scarcity of watering places and hostile Indians

AN INVESTIGATION INTO THE CAUSES OF THE INDIAN WARS IS UNDERTAKEN

U.S. Treasury Department Special Agent J. Ross Browne

arrived in Washington Territory -- May 1857

he conducted an investigation of the Indian Wars

his report exonerated the settlers from charges

they had started the Indian wars to gain access to the public treasury

he also dismissed the charge that making treaties provoked the uprisings

J. Ross Browne found the Donation Land Law had been an important source of trouble

Browne and James W. Nesmith, commander of the Oregon Volunteers, agreed

territorial government officials had not distinguished

between land the federal government held in trust as Indian reservations

and land that Indians had relinquished title to the federal government

pioneers had simply taken all of the land whether it was available for settlement or not

OREGON VOTERS RATIFY THE CALL FOR A CONSTITUTIONAL CONVENTION

Oregonians voted 7,209 to 1,616 in favor of a state Constitutional Convention -- June 1, 1857
sixty delegates were elected to attend the convention (to be held in August)
however, Congress had not passed enabling legislation to allow for the creation of a new state
thus invalidating the election

BEN SNIPES' CATTLE DRIVE TO CANADA CONTINUES

Snipes and his Indian friend drove Snipes' herd of 102 animals through dangerous ice-filled rivers
and over mosquito-infested terrain which drove the cattle crazy
Snipes' herd crossed Okanogan Lake Country into Kamloops and Thompson River Country
Ben only lost a few head during the 800 miles of hardship they traveled
In the mining camps food was scarce -- especially beef -- Snipes' herd filled the hungry void
Ben sold his cattle at the flat rate of \$125 a head earning him more than \$12,000
half of the gold he received was his, the other belonged to his financial backer, John Jefferies
young Ben Snipes had earned a fortune for his efforts

USS MASSACHUSETTS LEAVES THE PACIFIC NORTHWEST

USS *Massachusetts* had served the Puget Sound region well during the [1856] Indian uprising
she had visit Victoria, New Caledonia (British Columbia) and shown the flag
to settlers and Indians alike
she had provided men and weapons to protect the settlers and their property
USS *Massachusetts* departed from Puget Sound bound for Mare Island, California
when she arrived there she was decommissioned -- June 17, 1857

CAMP SEMIAHMOO IS USED BY THE AMERICAN BOUNDARY SURVEY TEAM

Members of the British Commission to survey the international boundary were not present
when the Americans' Northwest Boundary Commission survey party led by Archibald Campbell
arrived in Victoria -- June 22, 1857
Archibald Campbell discussed the survey with British Captain James Prevost, of the *H.M.S. Satellite*
in a very general way
Campbell decided not to wait longer before beginning their task
United States Northwest Boundary Commission selected Camp Semiahmoo as their base of operation
Camp Semiahmoo had previously been established across Semiahmoo Bay at White Rock
at the mouth of the Campbell River
British Royal Engineers had been at Semiahmoo Bay but not to survey the boundary
they had constructed some buildings there
American survey party took over Camp Semiahmoo which was on Canadian soil
Archibald Campbell thought this was an unimportant matter as it was only a temporary position
this site, just north of the 49th parallel, contained a fresh water supply,
and the Campbell River channel provided water access over the tide flats
this base was used while the boundary was cleared of vegetation, surveyed and marked
from Semiahmoo Bay to Sumas Flats
American Boundary Commission members camped among the remains of the earlier British camp
on a little strip of open land near the mouth of the little Campbell River

close to one of the winter camps of the Semiahmoo natives
local contractors constructed about a mile and three-quarters of good road
along the shore of Semiahmoo Bay between the boundary and Camp Semiahmoo
this became the basis of Beach Road to give access to the international boundary

AMERICAN PREPARATIONS TO SURVEY THE U.S.-CANADA BOUNDARY ARE COMPLETED

Route of the boundary line had to be hacked through the dense forest along 49° north latitude
Archibald Campbell and chief surveyor Lieutenant John G. Parke with their crew
prepared to start work at the extreme western point of the mainland portion of the 49th parallel
on top of the cliff on Zero Avenue, Point Roberts, where the land drops sharply to the water
there Campbell erected an obelisk and returned to Camp Semiahmoo
Campbell's survey effort began (giving the Americans a year's head start over the British)
as a result the Americans and British would work independently
each would make their own surveys working from a different camp
in this way they could, and did, confer, but neither would get in the way of the other
Lieutenant Parke intended to march over the Cascade Mountains and across the Continental Divide
to the junction of Montana, Alberta and New Caledonia (British Columbia) boundaries
his line would meet another party surveying West from Lake of the Woods, Minnesota

AMERICAN EFFORT TO SURVEY THE INTERNATIONAL BOUNDARY BEGINS

Lieutenant John G. Parke and his men left Camp Semiahmoo
to begin their eastward trek -- June 1857
As a means of accomplishing this task it was determined to send a party ahead
to blaze a rough trail through dense vegetation and forests, and over streams and mountains
astronomers and surveyors would follow
astronomers would set up stations from which to make astronomical observations
while the surveyors were to trace the boundary line with a chain and compass survey
various materials such as rough iron posts, stone cairns, and wood posts set in earthen mounds
were used as markers to indicate the exact boundary line
a forty-foot-wide swath of cleared vegetation across the land would be a clear demarcation
(They had surveyed only ninety miles --1857
endless effort was necessary to hack through the forests that seemed to make the task impossible
they reached only as far as the upper Skagit River valley
they were now entering the rugged Cascade Mountains)

U.S. POST OFFICE CONTRACTS TO DELIVER THE MAIL ACROSS THE CONTINENT

Butterfield Overland Stage Company won a six year contract for \$600,000 per year
to deliver the mail twice weekly -- July 2, 1857
this was the first non-military attempt to establish regular east-west communications
it was the largest land-mail contract awarded in the U.S. to that time
Memphis Tennessee and St. Louis, Missouri were linked with San Francisco, California
across the continent 2,700 miles away

FRASER CANYON GOLD ATTRACTS PROSPECTORS FROM WASHINGTON TERRITORY

Indians living in the Similkameen River region of New Caledonia (British Columbia)
sold 800 ounces of gold to various Hudson's Bay forts and prospectors
Similkameen River became the favored gold-seeking area overshadowing Fort Kamloops
Okanogan City became a flourishing mining camp
with a population of nearly 3,000 gold-hungry men
(after just three month, rumors of new gold finds to the North nearly emptied Okanogan City)
Many other villages besides Okanogan City experienced temporary growth
no less than 4,000 gold seeking prospectors had reached the distant New Caledonia hinterland
shack towns of Barkerville and Cariboo sprang up
Vancouver's (B.C.) growth was stimulated by river traffic
racing to the goldfields -- summer 1857

RUMORS OF GOLD DRAW AMERICANS TO THE FRASER RIVER GOLD FIELDS

Exciting talk of gold strikes raced around Oregon and Washington territories
and more gold seekers streamed across the 49th parallel into the New Caledonia mainland
prospectors crowded into the Fort Colville region -- July 1857
Fort Colville increased in importance with the Fraser River gold rush
supplies bound for Fort Colville were shipped from Victoria, New Caledonia
Fort Colville became headquarters for the Hudson's Bay Company business
in the Inland Empire including the Okanogan, Kootenai and Flathead regions
Yale, New Caledonia in the Fraser River Canyon
was reputed to be the largest city west of Chicago and north of San Francisco
it also earned epithets such as **"the wickedest little settlement in British Columbia (sic)"**
and **"a veritable Sodom and Gomorrah"** of vice, violence and lawlessness
(Royal B.C. Museum and Archives)

BOOM IN STEAMBOAT SHIPPING TAKES PLACE

Removal of the threat of the Indians Wars saw a well-organized steamer service established
on the Cowlitz River and along the Columbia River between Portland and The Dalles -- 1857
Lower Columbia River routes included those from Portland to Astoria
and from Portland to the Lower Cascades where a choice was made between:
•Bradford brothers' Cascade Railway from the Lower Cascades village
along the Washington side of the Columbia River to the Upper Cascades village
•Ruckel and Olmstead's Oregon Portage Railway traveled the south side
of the Columbia River from the lower landing to the upper landing
Mid-river routes between the rapids of the Cascades to Celilo Falls
ran between The Upper Cascades village and upper landing to The Dalles
using either the Cascade Railway Upper Cascades facilities
or the Oregon Portage Railway upper platform
Engines on the steamer Bradford brother's *Senorita* were too small to meet the steamer's needs
they were removed and placed in the new steamboat *Hassalo* (sometimes spelled Hassaloe)
which operated above the Cascades Rapids on the Middle Columbia River Route

ISAAC STEVENS IS ELECTED TERRITORIAL DELEGATE TO CONGRESS

Former Territorial Governor Isaac Ingalls Stevens was elected Territorial Delegate to Congress by a landslide vote of 986 to 549 (64%) -- July 13, 1857

Isaac Stevens was a pro-slavery Democrat who gave his loyalty to the Union he worked diligently for the best interests of the territory

but in his first term as Territorial Delegate

Stevens was unable to secure passage of a bill for payment of the Indian War debt in fact, none of the measures urged by him at this session were successful

Former Territorial Delegate to Democrat Congress J. Patton Anderson

was offered the appointment as the replacement for Governor Isaac Stevens but he declined Anderson moved with his family to Florida where he managed the plantation of his wife's aunt

WASHINGTON TERRITORY RECEIVES A NEW GOVERNOR

Fayette McMullin was appointed Washington Territorial Governor by President James Buchanan (McMullen, a Democrat, will serve the territory for a two year term [1857-1859])

After the departure of former-Governor Isaac Stevens and awaiting the arrival of the new governor, Territorial Secretary Charles H. Mason became Territorial Acting-Governor for the fourth time this time he served for one month -- August (and September) 1857

President James Buchanan appointed James W. Nesmith as Superintendent of Indian Affairs for both Washington and Oregon territories

Nesmith recommended Isaac Stevens' [1855] treaties be ratified by Congress without delay

BEN SNIPES RETURNS TOWARD THE YAKIMA VALLEY

Ben Snipes had found a market for beef by driving his cattle to the hungry miners in New Caledonia on his return to The Dalles, Oregon Territory he crossed the "Horse Heaven Hills" Country

Ben Snipes is credited with naming the region

When he reached The Dalles, Ben Snipes paid off the debt to John Jefferies and ended their partnership

during his cattle drive to Canada he had discovered in the Yakima Valley open rangeland to graze an almost limitless number of cattle

Ben Snipes had the glorious feeling that he was now alone in the cattle business

counting his remaining gold dust Ben Snipes decided that he had enough wealth for another drive and enough money to move into the beautiful Yakima Valley to exploit it to his benefit

With uncommon financial nerve Ben invested in cattle to winter over in the Yakima Valley

he took on two partners: John Golden and William Parrot (whose daughter he later married)

using the money earned from the previous cattle drive and the sale of his Klickitat River claim

Ben purchased the first cattle to be grazed in the Yakima Valley by whites

ATTACKS ARE UNDERTAKEN BY HAIDA INDIANS

(Band of Haida Indians from the Haida Gwaii (Queen Charlotte Islands) north of Vancouver Island had been employed by the Port Gamble Mill Company located at Teckalet, Washington Territory before they were chased off by the steamer USS *Massachusetts* [February 24, 1856])

these Haidas returned from north of Vancouver Island to conduct a raid on Whidbey Island

in retaliation for the loss of twenty-seven of their warriors and a chief in the incident

Haida code required they take the head of a white chief for loss of the Haida chief at Teckalet

Colonel Isaac N. Ebey had always lived at peace with the Indians on Whidbey Island he, as the U.S. collector of customs, was the most prominent settler in that region he had been a colonel of the volunteer militia during the [1856] Indian war Haida Indians captured two sailing schooners and murdered the passengers and crews Haida warriors visited Whidbey Island and called Colonel Ebey to his door there they killed him and took his head to Haida Gwaii in retaliation -- August 11, 1857 U.S. Marshal George W. Corliss and his wife and children were visiting Whidbey Island they escaped the Indian attack but were murdered by the northern Indians at a later date (after a two-year hunt, Colonel Isaac N. Ebey's head was returned through the effort of Hudson Bay Company Chief Trader Charles Dodd Washington legislature officially thanked Dodd for recovering Ebey's head)

EBEY BLOCKHOUSE IS CONSTRUCTED ON WHIDBEY ISLAND

Whidbey Island settlers built four blockhouses with each at a corner of a stockade on Captain Isaac N. Ebey's claim -- 1857
(This surviving blockhouse has been restored and is part of the U.S. National Park Service Ebey Landing National Historic Reserve)

OREGON STATE CONSTITUTIONAL CONVENTION TAKES PLACE

Acting on the Oregon Territory's Legislature's [December 12, 1856] vote to call for a Constitutional Convention
sixty Constitutional Delegates were chosen from Oregon counties
thirty-four of the delegates were farmers
eighteen were lawyers -- including the three justices of the Oregon Territory court
two of the delegates were newspaper editors,
five were miners,
one was a civil engineer
these delegates divided into various committees: military, judicial, legislative and elections
several people served the committees at different times as the chairperson
Oregon Constitutional Convention was begun in Salem
the third Monday of August -- August 17, 1857
officers were elected:
Matthew Deady, Oregon's distinguished pioneer attorney,
served as president of the convention
Chester N. Terry, Oregon Territorial Librarian, was elected secretary
primary goals of the Convention included the creation of Oregon State
and convincing the federal government to assume the debts generated by the Indian Wars
Indiana State Constitution [1851] was used as a model for the Oregon Constitution
proposed Oregon State Constitution's eighteen Articles were written
by the Committee headed by Matthew Deady
Constitutional Convention deliberated for nearly a month as issues for debate revolved around:
•writing liquor laws,
•identifying the boundaries of the new state,
a proposal was introduced to keep those boundaries which already existed

with the exception the Walla Walla Valley which was to be added to Oregon,
 •voting rights were also debated:
 in the Indiana Constitution it was proposed
 voting would be denied to “negro, Chinaman or mulatto” inhabitants
 women’s suffrage was discussed but dismissed
 women were denied the right to vote
 •questions regarding race relations were central and remained unresolved
 as in the nation as a whole, the issue of slavery was critical
 slavery was discussed but was not allowed to disrupt the proceedings,
 Oregon Constitutional Convention delegates finally decided that the two most significant issues
 should be left to the voters in an election:
 •should slavery be legal in the state of Oregon,
 •should Free Negroes be allowed in the state of Oregon
 Proposed Oregon State Constitution was conservative in the tradition of agricultural states
 it overburdened the few poorly-paid state officials with many varying duties

DR. JOHN McLOUGHLIN PASSES ON

(After retiring from the Hudson’s Bay Company [1846]

Dr. McLoughlin moved his family south to Oregon City in the Willamette Valley
 he continued to live in his house and remained a prominent citizen of the Oregon Territory
 Oregon Country became part of the United States as Oregon Territory [1848]
 in his retirement McLoughlin sold food and farming tools to settlers at his Oregon City store
 McLoughlin was awarded the Order of St. Gregory by the Catholic Church
 this Knighthood was bestowed on him by Pope Gregory XVI
 Politically powerful opponents of Dr. John McLoughlin
 led by Oregon Territorial Delegate to Congress Samuel R. Thurston
 succeeded in inserting a clause into the [1850] Oregon Donation Land Law
 that forced him to forfeit his land claim in Oregon City
 although it was never enforced, it embittered the elderly Dr. McLoughlin
 McLoughlin served as mayor of Oregon City winning 44 of 66 votes [1851]
 Dr. John McLoughlin had lost his fortune fighting to keep his land claims in Oregon City
 he had become a lonely old man almost without a country
 in this land to which he had devoted more than twenty years of his life)

Death came to the former Hudson’s Bay Company Chief Factor -- September 3, 1857
 before the dispute and legal actions regarding his Oregon City land claims could be resolved
 he was buried in the churchyard of St. John’s Catholic Church in Oregon City

Dr. McLoughlin’s honesty, leadership, foresight and prominence earned him an impressive legacy:

- State of Oregon released his forfeited property to his heirs [1862];
- Oregon Legislative Assembly [1905] renamed the 9,495 foot Mount Pitt in southern Oregon
 calling it Mount McLoughlin

United States Board of Geographic Names recognized that change [1912];

- Oregon Historical Society President Frederick V. Holman gave the following eulogy
 at the dedication of the McLoughlin Institute at Oregon City: **“I shall merely mention that**

conspirators against Dr. McLoughlin took for themselves parts of his land claim and, by means of

malicious misstatements, caused Congress unjustly to deprive him of all the rest of his land claim, and thus humbled and humiliated and impoverished the grand, the noble, the generous Father of Oregon.”

“I shall merely mention that his kind and humane treatment of these immigrants and others, by lying tongues, was made to appear as inspired by base and unworthy motives and to be to the great prejudice and damage of those he had so greatly assisted.”¹⁹⁹

- McLoughlin’s house in Oregon City was dedicated as a permanent memorial [1909]
(today it is a museum -- part of the Fort Vancouver National Historic Site)
- state of Oregon donated a bronze statue of Dr. John McLoughlin
to the U.S. Capitol’s National Statuary Hall Collection in Washington D. C. [1953]
(the other statue representing an Oregonian is that of Rev. Jason Lee)
- title “Father of Oregon” was officially bestowed on him by the Oregon Legislative Assembly
on the centennial of his death [1957]
- other Oregon features named after McLoughlin include:
 - John McLoughlin Bridge
 - McLoughlin Boulevard, a major north-south link between Oregon City and Portland;
 - McLoughlin Elementary School in Oregon City;
 - McLoughlin Middle School in Milwaukie;
 - Camp McLoughlin, a Boy Scouts of America camp in southern Oregon

EFFORT TO BUILD THE WHATCOM TRAIL IS UNDERTAKEN

Plans had been in place [since January 1857] to cut a road from the settlement of Whatcom
to the crossing on the Nooksack River just south of the international border
at [today’s Everson, Washington]

work on the Whatcom Trail was begun -- September 1857

Whatcom Trail route followed an old Indian trail called the Nook-sack Road

it was named for the then-chief of the Nooksack people on Bellingham Bay

armed with saws and axes men worked (through the winter months)

Whatcom Trail wound through thick forests and around knolls

it dipped and rose through wetlands and over creeks

logs served as bridges and were laid down for corduroy road surfaces in swampy areas

but the trail ended at the Nooksack River

BUTTERFIELD OVERLAND STAGE COMPANY BEGINS OPERATION

Butterfield Overland Stage Company held the transcontinental U.S. Mail contract for six years

stage coaches departed from St. Louis and San Francisco for the first time -- September 15, 1857

stage from San Francisco arrived in St. Louis twenty-three days and four hours later

with the mail and six passengers

scheduled time for the trip between the two points was twenty-five days

(Butterfield Overland Stage Company made two trips a week for two-and-a-half years

each Monday and Thursday morning the stagecoach would leave Tipton. Missouri

¹⁹⁹ Address of Frederick V. Holman, , *at the Dedication of the McLoughlin Institute at Oregon City*, October 6, 1907, *The Quarterly of the Oregon Historical Society*, Volume VIII March 1907-December 1907, P. 310.

and San Francisco, California on their trip across the continent
they carried passengers, freight and up to 12,000 letters
western fare one-way from Memphis or St. Louis to the Golden Gate was \$200
most stage coaches arrived at their final destination twenty-two days later
Butterfield Overland Stage Company had more than 800 people in its employ
139 relay stations were maintained to accommodate 1,800 head of stock
and to provide food and overnight accommodations for passengers and freight
250 Concord Stagecoaches were in service at one time

OREGON EXPRESS COMPANIES EXPAND TO LINK OREGON WITH CALIFORNIA

Stimulated by the need to expand United States mail service and the prospect of carrying gold
A.B. Stuart's Stuart and Company Express added express stops at Champoe, Salem, Albany
and Corvallis to its Oregon to California route -- 1857
Tracy and Company Express was the biggest competitor for Stuart and Company in the Northwest
E.W. Tracy, proprietor, offered regular service to Fort Vancouver, Cascades, The Dalles,
Walla Walla, Colville, Oregon City, Salem, Albany, Corvallis, Dayton, Butteville, Champoe,
and Eugene City thus tying Washington Territory with California and the United States
A third company, Levingson and Company's Express, served such places as
Butteville, Fairfield, Independence, Thurston, Dayton, Eugene City, and Lafayette
bringing express service to additional settlements in Oregon Territory

TWO WASHINGTON EXPRESS COMPANIES BEGIN TO PROVIDE SERVICE

Several Oregon express companies had their head offices in Portland
but three Washington companies maintained their headquarters in Olympia:
•Webber and Slater's Express
•Johnson's Express
•Smith's Express carried local packages between Olympia and Alki Point on Puget Sound

OREGON PORTAGE RAILWAY UNDERGOES MORE IMPROVEMENTS

Colonel Joseph S. Ruckel and Harrison Olmstead negotiated deals with adjacent property owners
John Tanner and John Chipman
Tanner sold the right-of-way across his land for use as a through railway
and an accompanying wagon road
Chipman entered into a lease for the use of his land -- September 1857
from the landing place of the steamer *Wasco* across their land to its most western point
for a term of fifty years at \$50.00 per year
Oregon Portage Railway became the Oregon Transportation Line
ownership of the Oregon Transportation Line remained in Ruckel and Olmstead hands
as they maintained full control of the portage route on the Oregon side of the Columbia
Ruckel and Olmstead next wasted no time in capitalizing their Oregon Transportation Line
using their Oregon Portage Railway route along the south side of the Columbia River
combined with their steamboats *Fashion* and *Wasco* as a source of revenue
major improvements were made on the portage railway
Portland civil engineer John Brazee directed the grading of the road

he extended the route between the lower and upper landing using a great deal of bridging
After improvements the Oregon Transportation Line operated in a manner
similar to the Bradfords' Cascade Railway on the Washington side of the Columbia River

NEW TERRITORIAL GOVERNOR ARRIVES IN WASHINGTON

Governor Fayette McMullan was a Democrat appointed by President James Buchanan
he had been a Virginia state senator and served as a Virginia congressman
he was a staunch Southern Democrat with friends in high places
who saw to it that their political positions received all of the momentum possible
he was twice a delegate to the Democratic National Convention [1852 and 1856]
however, his lack of political weight reflected the remoteness of Washington Territory
in distance, influence and concern in the view of eastern political leaders
Territorial Governor McMullan arrived in the territory -- September 1857
his main reason for coming to Washington seemed to be to acquire a divorce
at the time divorces were granted only by an act of state and territorial legislatures
enabling legislation was quickly introduced and passed in the territorial legislature
Governor Fayette McMullan's divorce was granted

OREGON STATE CONSTITUTIONAL CONVENTION COMES TO AN END

After thirty-one days convention delegates voted on a proposed
Oregon State constitution -- September 18, 1857
results demonstrated the political split within the sixty delegates:
•those for the proposed constitution -- thirty-five,
•those opposed -- ten,
•those absent and not voting -- fifteen
Although no enabling legislation had been passed by Congress
this proposed State Constitution was to be submitted to the voters
at a special election scheduled for [November 9, 1857]
also to be elected were county officials, members of the new state legislature, a new congressman
and officials for the new state of Oregon
new State Senators were then to elect two National Senators to send to Congress
of course, these plans were based on the assumption that Congress
would already have ratified Oregon's proposed constitution

PROGRESS AT BELLINGHAM BAY

Early beginnings of settlement along the shore of Bellingham Bay had been positive:
•village of Whatcom centered around a sawmill on Whatcom Creek [December 1852],
•village of Bellingham began above the location of the Sehome Coal Mine [January 1853],
•village of Fairhaven sprung up around the claim of John Thomas on Padden Creek
he and his hired man, Dan Harris, began building a cabin [January 1853],
•Whatcom County was created by the Washington Territory legislature [March 9, 1854]
this was quite a large county (consisting of today's Whatcom, Island and Skagit counties),
•village of Sehome started because of Pattle's Coal Mine at that location [June 1854]
Since [1854] progress had been slow along the shore of Bellingham Bay

schooner *H.C. Page* made a few unscheduled trips from Bellingham Bay to south Puget Sound
William R. "Blanket Bill" Jarman provided irregular mail service to the community
in a canoe manned by nine Indian paddlers
"Blanket Bill" was a man of tall tales who made many (unsubstantiated) claims to adventure
such as his nickname which he reported he received when Hudson's Bay Company
paid a ransom of fifty-two blankets for his release
from captivity by Nootka Sound Indians [sometime about 1846]
or it may have come his habit of wearing Hudson's Bay Company blankets
sewn by his Indian wife Mary

OREGON TRANSPORTATION LINE

Cascade Railway's Daniel F. Bradford and his brother Putnam became alarmed
by the improvements they saw made by Colonel Joseph S. Ruckel and Harrison Olmstead
to the rival Oregon Transportation Line across the Columbia River
Bradford brothers made overtures for a combination of their two companies -- November 1857
rival companies conducted a truce
steamer *Mountain Buck* took the place of the *Senorita*
Senorita was withdrawn below the Cascades
steamboat *Wasco* was laid off
Profits from the use of the Bradfords' Cascade Railway were to be equally divided
Colonel Joseph S. Ruckel and Harrison Olmstead Oregon portage was closed
(this arrangement lasted less than a year when the Oregon Transportation Line was again opened)

PROPOSED OREGON STATE CONSTITUTION IS SUBMITTED TO THE VOTERS

An election was held on the proposed state constitution submitted by the constitutional convention
although Congress had not authorized the creation of Oregon State
in the question of ratification of the state constitution 10,410 votes were cast -- November 9, 1857
for the constitution -- 7,195
against the constitution -- 3,215
voters approved the document which was to serve as a state constitution
whenever statehood arrived
in addition to approving a proposed state constitution Oregon voters elected officers:
Territorial Governor John Whiteaker was elected "state governor"
Territorial Secretary of State Lucien Heath was elected to "state" office
Territorial Treasurer J.D. Boon was elected to "state" office
Lafayette Grover had taken a leading role in the rogue state convention's deliberations
he had served as chairman of the Committee on the Bill of Rights
as well as other significant committees during the rogue state convention
he was elected as the first "State Representative to Congress"
however since the state of Oregon did not exist their positions were in title only
County officials and members of the new state legislature were elected
none of whom who could take office until statehood arrived
Results of the election of state officers yielded a mixed victory
for the "hard" anti-slavery Democrat Salem Clique

however, some legislative seats went to the “soft” or pro-slavery National Democrats
Regarding the questions of slavery in Oregon 10,412 votes were cast
slavery was rejected in the new state: 2,645 to 7,727
Free Negroes were disallowed in the state: 8,640 to 1,081
these election results clearly demonstrated a strong Southern element in the territory
especially in Lane and Jackson counties
but it also demonstrated the overwhelming strength of the Democratic Party
Oregon voters had used Popular Sovereignty to decide the issue of slavery locally
without authority from Congress
After the passage of the Oregon Constitution by the voters a delegation was sent to Washington City
to press for statehood
Now the final decision rested with the Congress of the United States
Oregon waited on Congress to accept the constitution and approve admission

OREGON AND WASHINGTON DELEGATES TO CONGRESS TEAM UP

Although both Washington and Oregon Territorial Delegates had been territorial governors at home
now Isaac Stevens and Joe Lane were non-voting Delegates to Congress
they joined forces and together campaigned persistently to guide an Oregon statehood bill
Due to the ongoing divisive sectional debates over slavery in the country
and because of clouded congressional thinking as the nation approached the American Civil War
United States Senate did not pass legislation to admit Oregon into the Union

ISAAC STEVENS’ REPORT ON ROUTES ACROSS AMERICA RESURFACES

Then-Governor Stevens had submitted his multi-volume report *Pacific Railroad Survey* [1853-1855]
to the War Department where it languished for two years
Stevens, now the newly elected nonvoting representative from Washington Territory
arrived in Washington City where he resurrected the report -- fall 1857
he lobbied successfully to have the War Department endorse a wagon route
Congress was to fund it and U.S. Army Captain John Mullan
was to lead the construction project

NEW DUNGENESS LIGHTHOUSE IS BUILT

New Dungeness Spit (located near today’s Sequim) is so low in the water
that sailors are virtually upon it before realizing it is there
sailors also faced the danger of frequent fogs in the area
first warning signal to be installed was a bell
New Dungeness light was displayed for the first time -- December 14, 1857
it was the first to be lit in the Strait of Juan de Fuca and Puget Sound regions
originally it was one hundred feet tall (it is now nine feet shorter)

NEW EVIDENCE RELATING TO CHIEF LESCHI’S TRIAL SURFACES

During Leschi's appeal, Puget Sound Agricultural Company Superintendent Dr. William Tolmie,
Lieutenant August Kautz U.S. Fourth Infantry who was married to Leschi’s niece
and Express Rider William Tidd surveyed the prairie where Abram Benton Moses was killed

they constructed a map showing precisely why Leschi could not have been seen at both the Indian encampment and a mile down the road at the ambush site within the time allotted as Antonio Rabbeson testified

TERRITORIAL SUPREME COURT REFUSES TO HEAR THE APPEAL OF CHIEF LESCHI

Territorial Supreme Court refused to hear the new evidence

since the map was completed after Leschi was convicted in the second trial, justices limited their rulings only to the actions of the lower court

Territorial Justice O.B. McFadden, the only member of the Territorial Supreme Court

who had not previously tried Leschi and found him guilty, wrote: **“The case comes before us on a writ of error to the Second Judicial District. The prisoner has occupied a position of influence, as one of a band of Indians, who, in connection with other tribes, sacrificed the lives of so many of our citizens, in the war so cruelly wages against our people on the waters of Puget Sound.**

“It speaks volumes for our people that, notwithstanding the spirit of indignation and revenge, so natural to the human heart, incited by the ruthless massacre of their families, that at the trial of the accused deliberate impartiality has been manifested at every stage of the proceedings.”²⁰⁰

Territorial Supreme Court sustained the jury’s verdict that Leschi was guilty but granted a stay of execution until a sentencing hearing could be held

CHIEF LESCHI IS RE-SENTENCED TO HANG

Prisoner was brought before Chief Justice Edward Lander in Olympia -- December 18, 1857

Leschi was asked if he had anything to say before sentence was passed

Leschi spoke to the court: **“I do not see that there is any use of saying anything. My attorney had said all he could for me. I do not know anything about your laws. I have supposed that the killing of armed men in war time was not murder; if it was, the soldiers who killed Indians are guilty of murder too. The Indians did not keep in order like the soldiers and therefore could not fight in bodies like them, but had to resort to ambush and seek the cover of trees, logs, and everything that would hide them from bullets. This was their mode of fighting and they knew no other.**

“I went to war because I believed that the Indians had been wronged by the white men, and did everything in my power to beat the Boston soldiers, but for lack of numbers, supplies, and ammunition I have failed.

“I deny that I had any part in the killing... . As God sees me, this is the truth.”²⁰¹

Chief Justice Lander sentenced Leschi to hang and set the execution date as [January 22, 1858]

At any time Governor Isaac Stevens could have pardoned Leschi but he chose not to

even though a recent change in the location of the Nisqually reservation as Leschi had demanded essentially vindicated the chief

unfortunately, local politics complicated the situation

Department of the Pacific Commander General John E. Wool was holding

former Governor Stevens and his volunteers accountable for the Indian war

Stevens used Leschi as his scapegoat

²⁰⁰ Leschi v. Washington Territory, 1 Wash. Terr. 13 (December 1857)

²⁰¹ Charles Wilkinson, *Messages From Frank's Landing: A Story of Salmon, Treaties, and the Indian Way*, P. 15-18.

ADDITIONAL GOLD DISCOVERIES GENERATE A RACE TO THE GOLD FIELDS

Okanogan City became a flourishing mining camp with a population of nearly 3,000
(after a three month rumors of new gold finds to the North nearly emptied Okanogan City)
Many other villages besides Okanogan City experienced temporary growth
no less than 4,000 gold-hungry prospectors had reached the distant New Caledonia hinterland
shack towns of Barkerville and Cariboo sprang up
Vancouver's (B.C.) growth was stimulated by river traffic into the gold fields --1857

LOCAL INDIANS SUFFER AT THE HANDS OF MINERS SEARCHING FOR GOLD

As the miners rapidly increased in numbers they drove the Nlaka'pamux natives
living the Fraser Canyon living upriver of Yale from the gold producing areas
because they were taking gold from their land -- late 1857
Colonel George Wright led three companies of U.S. Ninth Infantry stationed at Fort Dalles
Colonel Wright had anticipated the Interior Indians would remain friendly
he was wrong as repeated clashes with Colville miners occurred
Royal Governor of Vancouver Island James Douglas wrote letters to the British Colonial Office
he expressed his concerns that gold seekers would try attack the Nlaka'pamux natives
Douglas urged the British government to take steps to establish its presence and authority
in the Fraser River Canyon

INDIAN AGGRESSION CONTINUES IN EASTERN WASHINGTON TERRITORY

Exciting talk of gold strikes raced around Oregon and Washington territories
and more miners crowded into the Colville region
Colonel George Wright, U.S. Ninth Infantry, anticipated the Interior Indians would remain friendly
he was wrong as repeated clashes with Colville miners occurred
Finally a group of prospectors petitioned for troops to provide them protection -- late 1857
Wright decided that Lieutenant-Colonel Edward Steptoe, in charge of the new Fort Walla Walla,
would march north as a show of force and to offer some sage advice
to the threatening natives [spring 1858]

WASHINGTON TERRITORY OFFICIALS BLAME THE BRITISH FOR THE ATTACKS

Washington Territory officials suspected British Hudson's Bay Company agents
were encouraging Indian attacks east of the Cascade Mountains
in order to keep Americans out of the region so Britain would gain control
of the gold discoveries along the upper Columbia River in New Caledonia
Finally a group of Colville prospectors petitioned the administration of Washington Territory
for troops to provide them protection -- late 1857

ROYAL GOVERNOR OF VANCOUVER ISLAND JAMES DOUGLAS IS VERY CONCERNED

Royal Governor James Douglas, the Black Scot and former Fort Vancouver Chief Factor,
feared the invading Americans would settle the region belonging to Hudson's Bay Company
United States could eventually annex Vancouver Island and New Caledonia
just as they had Oregon Territory and Washington Territory

Governor Douglas also worried that the invaders would not respect British laws and institutions and he would have no military means to uphold either mining regulations and policing were needed

Because stopping the gold stampede was impossible, Royal Governor Douglas tried to regulate it to keep some sort of check on the invading miners Vancouver Island Royal Governor James Douglas boldly exceeded his authority again

he issued proclamations stating that all mineral deposits on the mainland belonged to the Crown and could be mined only under license -- January 1858

U.S. miners wanting to ascend the Fraser River would have to register at Victoria and pay a fee these licenses for the privilege of digging gold on British soil cost twenty-one shillings (about \$5.00) per month and were obtainable only at Victoria -- a sleepy little English village of about 500 people moreover, any watercraft operating in British waters, even a canoe, would have to be licensed at a rate of six to twelve dollars per month such restrictions were not enough to discourage gold seekers although vigorous protests and evasions were undertaken

WASHINGTON TERRITORIAL LEGISLATURE MEETS IN REGULAR SESSION

Regular session of the Washington Territory legislature opened -- January 19, 1858

members adopted a joint resolution vindicating Isaac Stevens' actions as Governor particularly regarding his decision to impose martial law

Congress was asked to ratify Stevens' [1855-1856] treaties with the Indians former Department of the Pacific Commander General John E. Wool was roundly censured for his attitude toward the civil authorities and his failure to use the volunteer militia members to protect the settlers

Former Territorial Governor now Washington Territorial Delegate to Congress Isaac Ingalls Stevens had recommended a university be located in Washington Territory [1854]

several communities vied for the school because of the prestige and the income it represented territorial legislature initially chartered two universities, one in Seattle and one on Cowlitz Prairie but later repealed its decision in favor of a single university in Lewis County provided locally donated land could be found -- 1858 (this law was repealed two years later)

SCHEME TO STOP THE EXECUTION OF CHIEF LESCHI SURFACES

On the day before Chief Leschi was to hang, prominent local attorney Frank Clark developed an elaborate plan to save the chief

Pierce County Sheriff George Williams and his deputy C. McDaniel refused to hang Chief Leschi

an Indian appeared before Justice of the Peace James M. Bachelder in Steilacoom -- January 21, 1858

he complained that Pierce County Sheriff George Williams and his deputy C. McDaniel, who were to conduct the hanging, were selling liquor to the Indians

Justice of the Peace Bachelder issued a warrant for the arrest of Sheriff Williams acting U.S. Marshall approached the sheriff with an arrest warrant rather than carry out the execution Sheriff Williams allowed himself to be arrested

by sympathetic members of the United States Army

EXECUTION DAY CAME AND WENT

Pierce County Sheriff George Williams from his jail cell refused to turn Chief Leschi's death warrant over to anyone else

Before the day was out, mass public meetings were held in Olympia and around the region deploring the delay of the execution
citizens passed resolutions protesting Pierce County Sheriff George Williams' treachery
Day of execution passed with no hanging -- January 27, 1858

SPOKANE COUNTY CREATED BY AN ACT OF THE TERRITORIAL LEGISLATURE

Washington Territory' Legislature passed a law to organize Spokane County -- January 29, 1858
however the county government remained unstructured [until 1860]
(Spokane County will cease to exist when it was annexed
into Stevens County [January 19, 1864] and was re-created on [October 30, 1879])

WASHINGTON TERRITORIAL LEGISLATORS TAKE UP THE CHIEF LESCHI SITUATION

Still in regular session legislators rushed through a bill calling the Territorial Supreme Court into session to resolve the legal issues surrounding Chief Leschi's execution -- February 3, 1858

TERRITORIAL SUPREME COURT MEETS TO DISCUSS CHIEF LESCHI

Final motions from the defense to delay or dismiss the execution were rejected
by the Washington Territory Supreme Court Justices Francis Chenoweth
and O.B. McFadden -- February 4, 1858

death by hanging was again imposed on Chief Leschi (for the third time)
new execution date of [February 19, 1858] was set by Justice Chenoweth
because of the arrest of Pierce County Sheriff George Williams

Thurston County Sheriff Isaac Hays was to carry out the execution
Washington Territorial Governor Fayette McMullen refused to grant clemency
Lieutenant-Colonel Silas Casey, the commander at Fort Steilacoom, believed Chief Leschi
was a military combatant acting under the rules of war -- not a murderer
Casey refused to allow the execution to take place on the military reservation

NISQUALLY CHIEF LESCHI IS EXECUTED

Gallows was located about a mile east of Fort Steilacoom

a platform six feet in the air was constructed with a trapdoor cut in the floor
a noose was hung from beams set across two six-by-six timbers twenty feet high

Thurston County Sheriff Isaac Hays who was to carry out the execution left the territory
Thurston County Deputy Sheriff William Mitchell was assigned to carry out the execution
Charles Grainger of Olympia served as hangman

Chief Leschi had been held in public view in the rundown guardhouse at Fort Steilacoom
where he was chained hand and foot

Leschi was escorted to the gallows by French-Canadian Catholic missionary Father Louis Rossi
and a dozen deputies -- February 19, 1858

Ezra Meeker later noted, “The editor of Olympia’s *Pioneer and Democrat* [James Wiley], always ready for an adventure, accompanied the Deputy Sheriff as one of the deputies to witness the execution, and wrote some facts and drew on his imagination to make a long newspaper article. The salient points contained in his article are in the brief description of the scene immediately preceding the execution.

He wrote: ‘Arriving at the place of execution, we found the gallows erected in a low gulch in the prairie. Here the unhappy man was assisted in dismounting and immediately led to the scaffold. At the foot of the ladder, looking up to the rope which hung suspended, with it sliding noose, he hesitated for a moment; but instantly collecting himself, he ascended with a firm step, as if he desired to show the white men how fearlessly an Indian can meet death. The prisoner evincing (clearly displaying) no desire to speak or make a confession, his arms were secured behind him, when, perceiving his life was drawing to a close, he bowed himself to the spectators, and for the space of some ten for fifteen minutes engaged in fervent prayer; and (in the jargon of the country), that he ‘would soon meet his Maker: that he had made his peace with God, and desired to live no longer; that he bore no malice to none save one man [Antonio Rabbeson who testified to Leschi’s guilt], and upon whom he evoked the vengeance of heaven. Having concluded, the rope was adjusted, the cap drawn over his eyes, and at 35 minutes past eleven o’clock the drop fell, and Leschi, the brave in battle, was launched into eternity without having moved a muscle to indicate fear of death (by hanging) so dreadful to an Indian. He made no disclosures whatever and proved ‘as true as the needle to the pole’ to his confederates’.”²⁰²

Charles Grainger who served as hangman later said, “...I had had charge of Leschi for two weeks before he was taken to Steilacoom. He was cool as could be -- just like he was going to dinner. I used to take his handcuffs off and let him eat. On the scaffold he thanked me for my kindnesses to him. He said that people had lied about him and had given false evidence. I asked him if he wished to say anything further. He said again that he was not guilty; that [Antonio] Rabbeson had lied when he said he saw him in the swamp, and that he would meet him before his God and he would tell him there he lied. H said he was miles away when (Colonel Abram Benton] Moses was killed. He said he would not be the first man that lost his life on false evidence. If he was dying for his people he was willing to die; that Christ died for others.

“After he made his speech he turned and thanked me again for my kindness to him while a prisoner under my care, and said that he had nothing more to say and that he was ready. He died without a struggle.

“It seems to me he talked for fifteen minutes, but spoke very deliberate and slow; but he made very few gestures while speaking and had a dignified way that made a lasting impression on my mind.

“He did not seem to be the least bit excited at all, and no trembling on him at all -- nothing of the kind, and that is more than I could say for myself. In fact, Leschi seemed to be the coolest of any on the scaffold. He was in good flesh and had a firm step and mounted the scaffold without assistance, and as well as I did myself. I felt then I was hanging an innocent man and believe it yet.”

“There was a large crowd to witness the execution, but no women and but few Indians. Not a word was said, and no demonstrations whatever.

²⁰² Ezra Meeker. *Pioneer Reminiscences of Puget Sound: The Tragedy of Leschi*, P. 452-453.

“Dan Mounts, who was the agent at the Nisqually reservation, came with a two-horse rig to get the body. The Indians took him down very tenderly and put him in a box and kept the body for three days, but would not bury him in the same box.”²⁰³

(A monument stands at the execution site located today in a shopping center parking lot off Steilacoom Boulevard near Western State Hospital):

**LESCHI
Chief of the Nisquallies
Martyr to the Vengeance
of the unforgiving white man
was Hanged
300 yards S.E. from here**

Chief Leschi was buried by Indian friends in a secluded spot under some trees

(Leschi was reburied [July 4, 1895] on tribal land

in a ceremony attended by about a thousand people

Ezra Meeker, who had voted to acquit Leschi,

chartered a train to escort white Tacomans to the ceremony

according to Alexandra Harmon in *Indians in the Making*, Meeker thought Leschi

was **“a patriotic martyr to [Governor Isaac] Steven's political ambition and ill-conceived policies.”²⁰⁴**

Chief Leschi was reburied again in the Puyallup Tribal cemetery [1917]

near the brow of a wooded hill overlooking Puyallup River)

a large tombstone identifies Leschi as **“An Arbitrator Of His People”**

and contains the inscription: **“Judicially murdered, February 19, 1858, owing to misunderstanding of Treaty of 1854-55. Serving his people by his death. Sacrificed to a principle. A martyr to liberty, honor and the rights of people of his native land. Erected by those he died to serve.”**

“Leschi died manfully, without fear or faltering, had his last words calmly given, but put to shame, if they have any feelings, those who have persecuted him and sought his death.”

(CHIEF LESCHI IS VINDICATED)

(Washington State Senate Honored Chief Leschi with a resolution [March 4, 2004]:

“... That the Senate recognize the injustice which occurred in 1858 with the trial and execution of Chief Leschi and reaffirm the commitment to a legal system under which a fair trial is the right of everyone regardless of race or creed; and

“BE IT FURTHER RESOLVED, That the Senate recognize Chief Leschi as a courageous leader whose sacrifice for his people is worthy of honor and respect and that the residents of the State of Washington solemnly remember Chief Leschi as a great and noble man; and

“BE IT FURTHER RESOLVED, That the Senate join with those who hope that the Nisqually Tribe is successful in its efforts to right a gross injustice through a vacation of his conviction by the Washington Supreme Court ...” Washington State Senate Resolution 8727

Washington State House of Representatives passed an identical resolution [March 2004])

²⁰³ Ezra Meeker, *Pioneer Reminiscences of Puget Sound: The Tragedy of Leschi*, P. 452-453.

²⁰⁴ HistoryLink.org Staff, July 03, 2003, Essay 5480

(CHIEF LESCHI IS EXONERATED)

(A special historical court consisting of seven present and former justices of the State Supreme Court convened in Pierce County, Washington [December 10, 2004]

Washington State Supreme Court justice Gerry Alexander announced the decision:

“We have unanimously concluded ... that on October 31, 1855 ... a state of war existed between the federal Territory of Washington and several Indian tribes, including the Nisqually Indian Tribe. A.B. (Abram Benton) Moses was a combatant in that war as a member of the Territorial Militia, and...his death occurred in this war, and therefore Chief Leschi should not, as a matter of law, have been tried for the crime of murder. Therefore, because that is the case, the historical court would exonerate Chief Leschi.”²⁰⁵

this ruling, while having no legal status, was considered a definitive trial in absentia that provided closure for the Nisqually people, who fought for years to clear the name of their legendary chief

Today, a Seattle neighborhood and a Puyallup school bear Chief Leschi's name)

SECOND LIBRARY OPENS IN WASHINGTON TERRITORY

Washington Territory's first library opened in Olympia [1853]

Steilacoom Library Association opened the second library -- February 1858

this was considered semi-public -- \$5.00 membership fee and 25¢ a month regular dues
reading room provided

library board scheduled lectures and debates

LIEUTENANT JOHN MULLAN IS ORDERED TO BUILD A MILITARY ROAD TO THE WEST

Indian wars were responsible for the request for troops and military posts in the Far West

troops could not be transported without military roads

Congress had appropriated \$30,000 for the 624 mile project

that had been requested by Washington Territory Governor Isaac Stevens [1854]

this road would connect the Columbia River with the Missouri River

Long-delayed road building project was finally entrusted to Second Artillery Lieutenant John Mullan

Lieutenant Mullan was a West Point graduate [Class of 1852]

he had assisted Governor Isaac Stevens in his earlier transcontinental railroad survey effort

Mullan received orders to proceed from Washington City to Fort Dalles, Oregon Territory -- 1858

he was to lead a survey party and prepare preliminary work to build a military road

through the northwest wilderness from Fort Walla Walla to Fort Benton (Montana)

he was ordered to begin operations as soon as he could

Lieutenant John Mullan sailed from the east coast bound for Fort Dalles to organize his expedition

no one even bothered to notify the Indians -- their only source of information was rumor

INDIANS ATTACK A MORMON SETTLEMENT IN WASHINGTON TERRITORY

Approximately 250 Bannocks and a handful of Shoshones swept down

on the Mormon settlement at Fort Lemhi some nineteen miles southeast

²⁰⁵ Lisa Blee, *Framing Chief Leschi: Narratives and the Politics of Historical Justice*.

of (present-day Salmon, Idaho) -- midmorning February 25, 1858
Fort Lemhi raid isolated sixty-nine white settlers over 300 miles from the Salt Lake Valley
thirty-nine men, seventeen women and thirteen children fearfully huddled together
in a log stockade built to house a third that number
In additional scattered attacks Indians killed two missionaries, wounded five others
and seized thirty or more horses and almost all of the colony's nearly three hundred cattle
attackers met little resistance and suffered no known casualties
These attacks eliminated the possibility of moving Mormon settlement north of the Salt Lake Valley

MILITARY ROAD PROJECT WAS TO LINK THE MIDWEST AND THE FAR WEST CONTINUES

(Since [1853] West Point graduate and U.S. Army Corps of Engineers Lieutenant John Mullan
had worked on surveying a road through the Bitterroot Range of the Rocky Mountains
when not carrying out other assignments)

Lieutenant Mullan's Military Road would serve three purposes:

- facilitate troop movements to provide military protection for Eastern Washington,
- assist immigrants into the west,
- assist in building the transcontinental railroad if the Northern route was selected

There were three possible routes west of Hell's Gate, Washington Territory (now Montana):

- Lolo Trail over terrain that was, in fact, too difficult;
- route by way of Clark Fork River and Pend d'Oreille Lake
this route also proved to be impracticable -- floods occurred while it was being explored;
(however, this route was later chosen for Northern Pacific Railroad)
- third route crossed the St. Regis Valley and St. Ignatius (now Coeur d'Alene) Valley

YAKIMA CHIEF KAMIAKIN MAINTAINS RELATIONS WITH HIS INDIAN ALLIES

For two years Yakima Indians had lived in exile among the Palouse, Spokane
and Coeur d'Alene Indians

Chief Kamiakin wily chieftain and conspirator was the ablest Indian general west of the Rockies
he incited the Indians against any United States military attempt to enter their lands
he told his allies the United States government planned to seize their land
as proof Kamiakin said military excursions would be sent to investigate Indians' readiness

ADDITIONAL GOLD DISCOVERIES ARE MADE ON THE FRASER RIVER

L.T. Hill and five other former California prospectors discovered placer (picking gold off the ground)
flakes and nuggets in paying quantity

their find was located on a sandbar in the Fraser River known thereafter as Hill's Bar
about nine miles south (of present-day Yale, British Columbia) -- March 1858

this became the longest-worked gravel bar on the lower Fraser River

When one of Hill's men returned to Puget Sound for supplies the news of the find got out
Olympia Pioneer and Democrat wrote the first news article about the discovery -- March 5, 1858
immediately it was supposed the region would prove to be very rich
Kamloops and Colville now had a rival

FRASER RIVER GOLD STAMPEDE TAKES PLACE

Thanks to the discovery of L.T. Hill and his five prospectors
Washingtonians and Oregonians were among the first to reach the new diggings
gold seekers explored the Fraser River to its confluence with the Thompson River
(in the vicinity of today's Lytton, British Columbia)
hordes of prospectors steadily moved north looking for riches
they searched up the Thompson River to the confluence with the Nicomen River
Mining camps grew in a few months to towns of several thousand people
sometimes they disappeared just as rapidly when richer diggings opened elsewhere
or water for washing gold dried up

JEFFERSON DAVIS CONSIDERS THE TRANSCONTINENTAL RAILROAD

Secretary of State made a report to Congress regarding the transcontinental railroad route -- 1858
he commented: **“With all due respect to my associates, I must say the location of this road will be a political question. It should be a question of engineering, a commercial question, a governmental question -- not a question of partisan advantage or of sectional success in a struggle between parties and sections.”**²⁰⁶

In fact, as Davis knew would happen, nobody paid attention to the engineers' reports
most especially Southern Democrat Jefferson Davis

NEW FORT WALLA WALLA IS COMPLETED

Third post to use the name Fort Walla was completed -- March 18, 1858
this new fort was more extensive than the original two Fort Walla Wallas
it featured officers' quarters and troop barracks
Fort Walla Walla grew become a 640-acre military reservation
it held sixty buildings (by the end of the nineteenth century) which included
commanding officer's quarters, five sets of duplex officer's quarters,
two large barracks for troop, stables, blacksmith's shop, granary and a saw mill
fifteen of the original structures [built 1857-1906] remain
in addition to the Ninth Infantry, portions of the Fourth Infantry and First Dragoons (cavalry)
were stationed here as were the famous “Buffalo Soldiers” [1902-1904]
(Despite multiple attempts over the years to close the facility Fort Walla Walla remained active
until its official abandonment [March 31, 1911]
it had a brief revival during World War I, before being turned over to the Veterans Bureau
it survives today as the Jonathan Wainwright Memorial VA Medical Center)

GOLD HUNTING INCREASES EAST OF THE CASCADE MOUNTAINS

Gold strike sites on the Colville River and Fraser River shared glory with other successes
rich gold districts also opened throughout the Pacific Northwest:

- New Caledonia (British Columbia) saw gold prospectors rush to the Kootenai River;
- Oregon Territory saw gold rushes on the John Day, Burnt and Powder rivers
gold mining in Southern Oregon was at its height;
- Washington Territory saw gold rushes to the Owhyhee, Clearwater, Salmon and Boise rivers

²⁰⁶ James A. Crutchfield, *It Happened in Washington*, P. 43.

(now in Idaho)
and the Deer Lodge, Beaverhead and Prickly Pear rivers (now in Montana)
and other places
when James and Granville Stuarts' party of prospectors along with Reece Anderson
camped on Gold Creek (today's Benetsee Creek, Montana)
they found enough gold to make them want to return -- 1858

PROSPECTOR'S EQUIPMENT WAS SIMPLE

Basic tool of the solitary miner was a gold pan -- sometimes supplemented by a rocker or cradle
dirt and gravel was placed into a pan one shovelful at a time
pan would then be lowered into the water and gently moved in circles
large stones in the pan were picked out and thrown aside
dirt clods were broken up with the miner's fingers
as the pan moved in circles, muddy water and sand would float out of the pan
gold, much heavier than anything else, remained in the bottom of the pan
much faster and more productive than panning was use of a rocker or cradle
similar to a baby's cradle it could be rocked back and forth using a handle
dirt and gravel was placed onto a hopper (box) at the top of the cradle that had holes in it
underneath the box was a sloping and rounded surface covered in canvas
called the "slide" or "apron"
as the cradle was rocked, the finer gold and sand would wash through the holes in the hopper
and be caught by ridges and canvas on the apron
larger rocks caught by the hopper would be thrown out
this process was repeated with each new batch of dirt and gravel
cradles and rockers were only slightly less portable than a miner's gold pan
they could be taken apart, packed up and carried to the site of the next possible bonanza

WAGON FREIGHTING EXPANDS IN THE FAR WEST

Extensive wagon freighting into the Fraser River gold district began
with the feverish increase in mining activity there -- 1858
Russell, Major and Waddell Shipping Company was put onto operation
they developed an elaborate wagon freighting system
which connected the Great Plains area with western terminals
Town of Walla Walla (first called Steptoeville) served as a supply center, assembly area,
starting point, and stopping point for immigrants on the Oregon Trail

INDICATIONS OF INDIAN TROUBLE INCREASE AROUND FORT COLVILLE

There were rumors of Indian trouble in the vicinity of Fort Colville
where American gold hunters were searching for riches
Raiding parties of Palouse Indians drove off the settlers
and took animals belonging to the army and other Indians to provoke hostilities with the army
they were designed to bring Lieutenant-Colonel Edward J. Steptoe into Spokane Country
to be confronted by Yakima Chief Kamiakin and his allies
Steptoe sent a series of reports from Fort Walla Walla to Fort Vancouver -- beginning April 1858

he indicated two miners had been killed near the Palouse River
After the death of the two prospectors, forty people living at Fort Colville petitioned for protection

FRASER RIVER GOLD SEEKERS ATTEMPT TO FIND AN OVERLAND ROUTE TO RICHES

Reports of gold inspired settlers in the new town of Whatcom on Bellingham Bay
rushing gold seekers could travel the Whatcom Trail from the settlement of Whatcom
directly to Fort Hope, New Caledonia by way of the Nooksack and Chilliwack rivers
Captain Henry Roeder led a party of miners over the Whatcom Trail -- early April 1858
Mortimer Cook joined Roeder in that effort
Cook was one of the early settlers of Skagit County and the founder of Sedro-Woolley
(actually just the settlement of Sedro -- Woolley would be founded later)
Roeder and Cook charged 40¢ a pound for miners' outfits to lead prospectors over the trail
as far as the Nooksack River -- far from the Canadian goldfields

LIEUTENANT-COLONEL EDWARD STEPTOE RESPONDS TO FORT COLVILLE PETITIONS

Step toe notified Colonel George Wright that a petition was received from forty people at Fort Colville
an expedition to the north seemed to be advisable -- if not absolutely necessary
Lieutenant-Colonel Edward Steptoe requested orders to investigate the situation at Fort Colville
Colonel George Wright, U.S. Ninth Infantry, decided that Lieutenant-Colonel Edward Steptoe,
then in charge of the new Fort Walla Walla, would march north as a show of force
and to offer some sage advice to the threatening natives -- spring 1858

WEATHER MAKES ARRIVING AT THE FRASER RIVER GOLD REGION DIFFICULT

Colonel George Wright, U.S. Ninth Infantry, decided that Lieutenant-Colonel Edward Steptoe,
then in charge of the new Fort Walla Walla, would march north as a show of force
and to offer some sage advice to the threatening natives -- spring 1858

Fraser River went on a wild rampage with a flash flood
snow melt in the mountains changed it into a wild torrent overflowing its banks
many miners had to abandon their canoes, boats and scows
hundreds of others who continued the attempt were thwarted when their craft were smashed
by a waterfall and a narrow canyon soon named Hell's Gate
Some miners were discouraged by the high waters caused by the spring melt
they abandoned the river bars and left the country
but between Fort Langley and Fort Yale over 10,000 men continued to pan for gold
a few of these prospectors pushed along the precipitous Fraser River banks
beyond Yale and the Fraser River Canyon to Lytton, New Caledonia

NEWS OF THE FRASER RIVER GOLD STIKE HITS CALIFORNIA

Vancouver Island Royal Governor James Douglas had been buying up gold
he decided to ship his newly-purchased gold to California for smelting -- 1858
(it has been suggested by some historians that Royal Governor Douglas
deliberately spread the news of the gold find to force the British government
to enforce its claim to the New Caledonia mainland)
Royal Governor Douglas shipped several hundred thousand dollar's worth of gold

aboard the Hudson's Bay Company ship *Otter* to the San Francisco mint -- 1858
California was suffering from an economic depression
easy pickings in the nine-year-old goldfields of California had played out
prospectors realized they would just be laborers for large companies employing hydraulic mining
gold mining district was depopulated
many unemployed miners were in San Francisco where the news of gold on the Fraser River
spread like wildfire
San Francisco and the California goldfields greeted the news with wild excitement
hundreds of Californians left at once to seek out Canadian gold

CALIFORNIA GOLD SEEKERS SET OUT ON SHIPS BOUND FOR CANADA

Overloaded steamers headed north full of men who were equipped
with not much more than gold pans and their clothes
legitimate and illegitimate entrepreneurs of all kinds looking to make a fortune rushed also
they were seeking to profit not from the mines, but rather from the miners
to the hardened and experienced miners, wrote British subject Alfred Waddington, one **“might
add a good stock of gamblers, pickpockets, swindlers and thieves, drunkards, and jail birds, let loose
by the governors of California for the benefit of all mankind besides the halt, lame, blind, and
mad.”**²⁰⁷

No fewer than 7,147 gold seekers left San Francisco in the early rush

FRASER RIVER GOLD RUSH IS ON ONCE AGAIN

As the water levels of the Fraser River dropped in the heat of summer,
prospecting began anew in earnest
Hardy gold seekers who had not given up on the river beat the next rush of prospectors
thousands more newcomers crossed overland and replaced the recently disenchanting deserters
most carried all their supplies and tools in packs and hiked along the top of the canyon walls

INDEPENDENT STEAMSHIP SHIPPING COMPANIES RESPOND TO GOLD DEMANDS

Portland became the center of Northwest trade
goods were delivered from California producers
these were transshipped on steamboats up the Columbia River to the interior
Robert R. Thompson, the Indian Agent and Militia Quartermaster during the [1856] Indian War,
took on a partner, Lawrence W. Coe, and began a freight shipping business at the Dalles
they put together a fleet of freight barges on the upper Columbia River
Julia was the first steamer built in Washington Territory -- 1858
constructed at Port Blakeley for the Oregon Steam Navigation Company
she was known as a fine, fast sternwheeler
she set the pattern for boats soon to become common on Puget Sound
Julia Barclay served for many years on the sound and on the Columbia River
Carrie Ladd was built at Oregon City by John C. Ainsworth
for the firm of Abernathy, Clark and Company -- 1858

²⁰⁷ Oscar Osburn Winther, *The Great Northwest*, P. 226.

she was larger and more powerful than any boat operated from Portland to that day
she was an especially elegant steamer for the time

Eliza Anderson, soon known as “Old Anderson,” was launched at Portland
for the Columbia River Steam Navigation Company -- 1858

she carried mail on the Olympia-Victoria run and although slow and underpowered for the time
she forged a worthy reputation as she earned her owners an annual mail subsidy of \$36,000
she made weekly trips and was comfortable and dependable
if not the fastest boat on the Inland Sea
to attract passengers, her owners equipped her with a steam calliope for diversion
as newer, faster boats arrived owners reduced rates on the “Old Anderson”

VANCOUVER ISLAND ROYAL GOVERNOR JAMES DOUGLAS BECOMES ALARMED

Vancouver Island British Royal Governor James Douglas became increasingly concerned
he became alarmed as soon as the first flotilla and ships and small boats
arrived within sight of his government offices in Victoria
Royal Governor Douglas noted that 10,000 new inhabitants arrived at the goldfields in six weeks
soon another 16,000 gold seekers traveled by ship to the Crown Colony of Victoria
hundreds of men would attempt to navigate a river they knew nothing about
challenging both the swift current and snags that hid just underwater
within a month Victoria was transformed into a tent city of some 30,000 multinational hopefuls
this was a record for mass movement of mining populations on the North American frontier

CALIFORNIA GOLDSEEKERS LEARN OF A SHORT ROUTE TO CANADIAN RICHES

News of the Whatcom Trail route to the Fraser River gold region was loudly touted -- April 1858

Whatcom Trail to the Fraser River promised to be shorter route with the added advantage
that it avoided the perils of the Fraser Canyon and evaded the licenses and head tax
imposed by Vancouver Island Royal Governor James Douglas

United States Revenue Cutter *Jefferson Davis*’ entire crew of thirty-two men and three officers
deserted to prospect for gold with the exception of Captain William C. Pease

Ship loads of veterans of the California gold rush arrived on Bellingham Bay

thousands of former gold hungry prospectors camped at Whatcom on Bellingham Bay

most of them were Americans or the mix of nationalities that composed the Forty-Niners

Australians, Chinese and hard rock coal miners from England, Wales and central Europe
all were looking for an easy way to access the Similkameen Region

of the Fraser River Valley using a direct overland trail to the Fraser River goldfields
rather than going far out of their way on a long semi-circle route to the northwest
to the mouth of the Fraser River

Optimistic Whatcom promoters billed their gateway town as “the next San Francisco”

merchants were quick to take advantage of the miners’ business

they noted the fortunes that had been made by provisioners during the California gold rush
just a few years before

However, the promoters failed to find a pass through the mountains

Whatcom Trail now reached beyond the Nooksack River

but only as far as Summit Lake (now Chilliwack Lake) -- still far from the goldfields

AFRICAN-AMERICANS RUSH TO VICTORIA SEEKING FRASER RIVER GOLD

Side-wheeler *Commodore* steamed north from San Francisco with 250 prospectors -- April 22, 1858

“On this voyage one group of passengers had mixed reasons for leaving California. Two hundred and fifty African American men, women and children had booked passage that April 22nd, anticipating the economic opportunities the latest Western mining rush had to offer, and leaving behind what they regarded as a state with a troubled racial climate. California’s state legislature seemed to be moving rapidly toward passage of a law restricting Negro immigration. The more congenial racial climate of British Columbia, along with economic opportunities associated with the Fraser River gold rush, swayed opinion in favor of Canada.”²⁰⁸

When she docked at Victoria the population of the village almost doubled -- April 29, 1858

WHATCOM TRAIL ENTICES STILL MORE FRASER RIVER GOLD SEEKERS

Governor Douglas’ licenses struck American immigrants as arbitrary and discriminatory although the law applied to British citizens as well as to American “foreigners”

in the United States minerals found on unclaimed land were free to those who found them first except for Chinese prospectors on whom most mining districts imposed special taxes

Whatcom Trail reached only to Summit Lake (now Chilliwack Lake) -- May 1858

as gold seekers from California flooded onto the beaches of Bellingham Bay

Whatcom town leaders believed that if there was a good overland trail from Whatcom County to the gold strike no British governor could have impeded the region’s progress traffic would not wait to stop at Victoria

an easy trail would create a boom town on Bellingham Bay

Jealous Whatcom County on the American side of the border tried to cash in on the excitement by pointing out that Bellingham Bay was closer to the Fraser River than Victoria

anyone who could read a map could see that an overland route north-northeast from Whatcom would cut almost 100 miles from their journey

but an actual trail did not exist

Whatcom could provide neither licenses nor adequate transportation

BELLINGHAM BAY AREA IS AGAIN FRUSTRATED BY FRASER RIVER GOLD

In a resentful effort to avoid Governor Douglas’ licenses, many stampedees by-passed Victoria they tried to sneak up the Fraser River in Indian canoes -- several drowned in the effort

In all, four rival towns sprang up around the Bellingham Bay

Old Whatcom, New Whatcom, Fairhaven and Sehome

each vying for settlers, coastal fishing and development of mineral deposits

but the grandest prize of all was the arrival of thousands of prospective prospectors

Town leaders knew more work on the Whatcom Trail was needed

before it would connect to the Fraser River and the goldfields

surveyor and civil engineer Alonzo Marion Poe was hired to make the improvements

²⁰⁸ Rudolph M. Lapp Blacks in Gold Rush California as noted in The Maritime Heritage Project Maritime Nations, Ships, Sea Captains. 1800s, San Francisco, California, 2015.

with his crew, Poe cut a trail through from Summit Lake to the Fraser River
but the town leaders were frustrated once again
better gold fields had moved east and the new trail stopped short of the Cascade Mountains

SEATTLE ADDS TO ITS POPULATION

More than 30,000 prospectors arrived at the Fraser River goldfields -- 1858
in a few months many, successful or not, traveled to Seattle
to build and operate new businesses such as a foundry, a saloon beside Elliott Bay,
dance halls and blacksmith shops

OTHER ATTEMPTS ARE MADE AT BUILDING TRAILS IN NEW CALEDONIA

Routes into the Canadian interior of New Caledonia (British Columbia) were few and difficult
goldfields were hidden in the remote mountain range
Okanogan Trail followed the Hudson's Bay Company fur brigade route up the Columbia River
to its confluence of the Okanogan River then up the Okanogan by way of several lakes
to Fort Kamloops and the confluence of the North and South Thompson Rivers
to the goldfields of the Fraser River between (what is now Lytton, British Columbia
and Yale, British Columbia)
or by way of Hat Creek and Marble Canyon to the goldfields (around Lillooet, B.C.)
(Lillooet became a small, scenic community on the Fraser River 150 miles from Vancouver)
a shorter version of the Okanogan Trail known as the Similkameen Trail
reached the lower Thompson River and Fraser Canyon goldfields
by leaving the Okanogan Trail at the confluence of Similkameen and Okanogan rivers
(at today's Oroville, Washington)
Skagit Trail followed an impractical route up the Skagit River to its headwaters
then overland through a valley to the lower Fraser River Canyon arriving near
Hudson's Bay Company's Fort Hope trading post
All of these routes were technically illegal, since British Governor James Douglas
required that entrance to the colony be made through Victoria

CONSTRUCTION OF A NEW WHATCOM TRAIL IS UNDERTAKEN

Town leaders around Bellingham Bay raised a second stash of money
to finance yet another effort at building the Whatcom Trail
Captain W. W. Delacy, a well-known engineer in the Northwest, took the job of creating a new trail
that would connect with an old Hudson's Bay Company trail
farther east on the British side of the border which went from Fort Hope, New Caledonia
to the Thompson River
this route was optimistically named the Whatcom-Hope Trail
high waters and floods in the lowlands destroyed the route's effectiveness
Captain W.W. Delacy's Whatcom-Hope Trail was erased in one day [summer of 1858]

LIEUTENANT-COLONEL EDWARD J. STEPTOE PREPARES TO MARCH TO FORT COLVILLE

As he hoped Colonel Steptoe was ordered to investigate the death of two Colville miners
Steptoe left Fort Walla Walla leading the Ninth Cavalry, First Dragoons

to Fort Colville -- May 6, 1858

(“dragoons” were later identified as “cavalry” by the U.S. Army)

Believing his expedition was little more than a practice march

he took only 152 enlisted men and four company officers

- Captain Oliver Hazard Perry Taylor -- First Dragoons Company C,
- Lieutenant William Gaston -- First Dragoons Company E,
- Lieutenant David McMurtie Gregg -- First Dragoons Company H,
- Captain Charles S. Winder led a detachment of twenty-five men of Company E

who were armed with two twelve-pound mountain howitzers

two other commissioned officers accompanied the expedition:

- Assistant Surgeon Dr. John F. Randolph,
- acting Assistant Quartermaster and Commissary Lieutenant Hugh B. Fleming

all participants in the expedition appeared to have been mounted in one form or another

LIEUTENANT-COLONEL EDWARD J. STEPTOE WAS SUPPLIED BY A PACK TRAIN

One hundred pack mules had been requisitioned for the expedition

as many as thirty civilian packers accompanied the large pack train

in addition to horses for the troops, a number of beef cattle were provided

for use en route to Fort Colville

Even so, Lieutenant-Colonel Steptoe’s preparations were negligent

due to the extreme weight of the equipment being transported he was not supplied for a campaign

Chief Packer Thomas Beall carried the blame

when Beall found his pack train could not carry all the supplies which had been allocated

he cut down the amount of baggage before their departure from Fort Walla Walla

several boxes of ammunition were left behind

thus they carried only what was in the cartridge boxes of the soldiers

forty rounds per man

Steptoe’s weapons were inadequate as their outdated guns had not been replaced

some men had revolvers while others had old-fashioned mussel-loading pistols

dragoons did not have sabers -- officers and non-commissioned officers carried swords

two dragoon companies were armed with muskatoons -- short muskets useless beyond fifty yards

these were utterly ineffective against Indians armed with rifles

the third dragoon company had Mississippi Yaeger rifles whose shot carried well

but the weapon could not be loaded on horseback

infantrymen had only ten good carbines among them as their other weapons were musket-loaders

LIEUTENANT-COLONEL EDWARD J. STEPTOE CHANGES HIS ROUTE

During the detachment’s leisurely two hundred mile ride northward to Fort Colville

Steptoe decided to march his command to the east through Palouse Indian Country

in search of horse thieves and to confer with the Palouse people

eventually he would go on to investigate the circumstances at Fort Colville

Steptoe moved east on toward the Snake River

FATHER JOSEPH JOSET STRIVES TO MAINTAIN PEACE

Father Joseph Joset was a Roman Catholic Jesuit missionary to the Coeur d'Alene Indians
he correctly detected a great deal of suspicion and anger among the tribes of the region
and had been trying to restrain the unruly natives
now he followed events with mounting alarm
Father Joset arrived in the vicinity of the Snake River
after riding all the way from the Sacred Heart Mission on the Coeur d'Alene River
Lieutenant-Colonel Edward J. Steptoe discussed the situation with the priest
Father Joset tried to warn Steptoe to turn back before he crossed the Snake River
but the Catholic priest was ignored

LIEUTENANT-COLONEL EDWARD J. STEPTOE CROSSES THE SNAKE RIVER

Friendly Chief Timothy and his Nez Perce tribe had a fleet of canoes on the Snake River
at a place called the Red Wolf Crossing near the mouth of Alpowa Creek (near today's Clarkston)
this was the only place where a crossing was possible for the military
Military column was assisted in crossing the river by Chief Timothy and his people -- May 10, 1858
Timothy and three of his warriors decided to accompany the troops to Fort Colville
After the crossing was completed, several Palouse Indians nearby fled northward
at the sight of the soldiers

CHIEF KAMIAKIN'S DIRE PERDICTION COMES TRUE

Chief Kamiakin had told his allies the United States government planned to seize their land
when Lieutenant-Colonel Edward Steptoe and his force reached Palouse Country,
Chief Kamiakin's predictions of impending doom were confirmed
Because of Kamiakin's trickery the Northern tribes agreed to massacre any such party
Spokanes and Coeur d'Alenes, as expected, united with the Palouses, Yakimas and Walla Wallas
to destroy the invaders

LIEUTENANT MULLAN PREPARES FOR HIS MILITARY ROAD CONSTRUCTION PROJECT

U.S. Second Artillery Lieutenant John Mullan arrived
at Fort Dalles, Oregon Territory -- May 15, 1858
Construction of the military route would be accomplished in portions:

- first 180 miles out of Steptoeville was through either open woods or over rolling prairie
this portion of the route crossed the Spokane River and then angled northeast;
- next 120 miles lay through densely timbered mountain bottoms;
- next 224 miles traversed open timbered plateaus;
- last 100 miles lay over level or rolling prairie;
- over the whole route only thirty miles of excavation were necessary
however, many stretches of corduroy road and numerous bridges would be necessary

LIEUTENANT JOHN MULLAN BEGINS HIS MILITARY ROAD CONSTRUCTION PROJECT

Lieutenant Mullan outfitted his road building party with the help of Army Captain Thomas Jordan
he headed the construction expedition composed of a crew of 100 assigned to road building
accompanied by an addition 100 soldiers of the U.S. Third Artillery in four companies
Lieutenant Mullan departed Fort Dalles

improvements to the road that followed the Columbia River were made
as far as the Deschutes River

YAKIMA CHIEF KAMIAKIN'S PREDICTIONS AGAIN PROVES TO BE ACCURATE

Coeur d'Alene and Spokane Indians received infuriating word
that a Missouri River-to-Columbia River road was to be built through their land
United States government would indeed seize their land

LIEUTENANT-COLONEL EDWARD J. STEPTOE CONTINUES HIS LEISURELY MARCH

After crossing the Snake River on the way to Fort Colville, Indians could be frequently seen
Indians drifted unchallenged in and out of Steptoe's lines to talk with the officers and men
these were spies sending information ahead to Chief Kamiakin
Their route took them past (today's towns of Moscow, Palouse, Garfield and Farmington)
Ninth Cavalry First Dragoons column began to move down the main branch of Pine Creek
(in the direction of the present-day community of Rosalia, Washington)
many of the Indians were alarmed that an armed column was traveling northward to Fort Colville
using a route so far east of the normal path
Lieutenant-Colonel Edward J. Steptoe crossed the Palouse River -- May 15, 1858

LIEUTENANT-COLONEL STEPTOE MAKES CAMP

Lieutenant-Colonel Steptoe's command camped along the west side of Pine Creek
(just outside of the current city limits of Rosalia, Washington) -- night May 15, 1858
War-painted warriors from the Spokane, Palouse, Coeur d'Alene and Yakama tribes
as well as smaller groups from other tribes offered the first protest at Pine Creek

LIEUTENANT-COLONEL STEPTOE RESUMES THE MARCH TOWARD FORT COLVILLE

Brushing aside the Indian threats, Colonel Steptoe ordered his men to push up North Pine Creek
before he turned toward the west and followed a tributary of that stream
It was reported a force of Indians was assembling ahead -- Sunday morning, May 16, 1858
600 to 1,200 well-mounted Indians armed with rifles suddenly appeared at Rosalia -- 11:00 a.m.
some twenty miles south (of the present city of Spokane)
Steptoe's badly outnumbered troops moved ahead with the Indians on their right flank
they approached a narrow canyon between two hills referred to as the "Dangerous Defile"
it was foolhardy to enter there
Steptoe noted that the crests of the hills were crowded by animated Indians
in fact, Steptoe's command was trapped in a ravine and surrounded
Steptoe ordered a halt to the advance and the column turned to the southwest
they marched about a mile to what was generally referred to as a small lake
Indians showed their appreciation for this act of caution by shouting taunts and jeers
Lieutenant-Colonel Steptoe's command halted, but for three hours they did not dare to dismount
Indians had the army surrounded and continually harassed the troops
until sunset approached and the Indians withdrew to the west

LIEUTENANT-COLONEL STEPTOE MAKES CAMP BESIDE A SMALL LAKE

Lieutenant-Colonel Edward Steptoe, confronted by a large number of Indians,
decided to parley with the native leaders -- May 16, 1858

Indians said they had heard from Kamiakin the army intended to annihilate them
they were ready to fight the potential invasion of their land

Steptoe denied he had any hostile intent -- he explained the friendly purpose of his expedition

Indians demanded to know if that was true why had the Colonel entered their land

with an armed force and had brought big guns (two mountain howitzers) with him

Steptoe pled that his intentions were entirely peaceful

but the Indians did not trust armed soldiers

Spokane Indians informed Steptoe that if he proceeded farther north

they would not use their canoes to ferry the column across the Spokane River which lay ahead

this was the only way to get to Fort Colville

they also explained that the only reason battle had not started was that it was Sunday

Lieutenant-Colonel Edward J. Steptoe could see that his mission to Fort Colville was now pointless

Steptoe insisted he needed to camp beside the small lake for the night to acquire water

he promised to retrace his steps back to Fort Walla Walla the next morning

Steptoe sent a Nez Perce scout to inform the soldiers at Fort Walla Walla of their situation

LIEUTENANT JOHN MULLAN ARRIVED AT FORT WALLA WALLA

Lieutenant Mullan led his road building crew and military escort to Fort Walla Walla

there he heard the report regarding the situation faced by Lieutenant-Colonel Edward Steptoe

when Steptoe's Nez Perce messenger arrived at the post -- May 16, 1858

LIEUTENANT-COLONEL STEPTOE BEGINS HIS RETREAT TO FORT WALLA WALLA

Full retreat of Steptoe began as his troops were mustered before dawn -- May 17, 1858

they set out to the east in the direction of Pine Creek

Father Joseph Joset rode to Steptoe's camp, only to find the column had already departed

when he caught up with the soldiers he asked if Steptoe would meet with the chiefs

to try and defuse the situation

Steptoe did not want to halt the pack animals as they were becoming skittish

but he finally agreed to stop to meet with Indian leaders

Father Joset rode out to parlay with the leading chiefs resisting Steptoe's march

when he returned he brought only a few Coeur d'Alenes including Head Chief Vincent

Continuing to ride north, Steptoe, Father Joset and Chief Vincent talked as they pressed on

Steptoe told Chief Vincent he was returning to Fort Walla Walla

because his troops' presence was offensive to the tribes he regarded to be his friends

and because he could not cross the Spokane River during high water

without canoes which were denied him

Chief Vincent apparently accepted Steptoe's intension to peacefully return to the Snake River

This conference was ended by a native messenger who informed Chief Vincent

that Palouse Indians were about to open fire and asked the chief to rejoin his tribesmen

Steptoe told his officers they would have to fight

BATTLE OF ROSALIA (TOHOTONIMME) BEGINS

Step toe's Ninth Cavalry, First Dragoons approached Pine Creek through a ravine
as they crossed the stream Indians fired on the command from the south side
and from elevated points along their line of march -- Monday May 17, 1858
(near the junction of today's Palouse Highway [State Route 27]
and Inland Empire Highway Rosalia, Washington)

Accounts vary as to who fired the first shots in the battle known by several names
Tohotonimme to the Indians involved, Pine Creek to the soldiers involved and Rosalia to locals
some point to the Palouse Indians, others suggest the Coeur d'Alenes

regardless of who fired the first shot, the impetus for a fight probably came from warriors
whom Father Joseph Joset described as "**rash yong (sic) people**"²⁰⁹

Gunfire first broke out as Step toe's men were approaching the valley of North Pine Creek
at the time, the companies of the First Dragoons were strung out in a column,
with Company H in the lead, Company C in the center with the pack train
and Company E bringing up the rear

shooting began sporadically but quickly increased
as more and more Indians judged that the war had begun and they joined the fray
At first the soldiers maintained their formation, pressing ahead and not returning fire
after about twenty minutes, however, some of the soldiers were wounded

firing became general on both sides
Lieutenant David McMurtie Gregg, commanding Company H in the lead was ordered forward
to take possession of the high ground on a ridge just east of Pine Creek
As other two companies advanced they became separated from each other by about a thousand feet
they attempted to keep the Indians at bay through regular sallies (short charges)
however, each time the soldiers advanced the Indians rushed in closely pressing the troops
hemming them in and attempting to get in front of the Ninth Cavalry

CASUALTIES MOUNT FOR COLONEL STEPTOE'S TROOPS AT ROSALIA

Captain Charles S. Winder ordered his detachment of twenty-five Company E men
to unlimber their two twelve-pound mountain howitzers to support the dragoons
attempting to reach the base of the ridge -- Monday May 17, 1858
but they were soon repacked the cannons onto packhorses and brought them up the slope

Due to the gaps between the Ninth Cavalry companies
Indian attackers were able to get between Lieutenant Gaston's Company E, in the rear,
and the rest of the command
discovering this developing predicament Lieutenant David McMurtie Gregg, Company H,
led his men in a charge down the ridge
without waiting for orders, Lieutenant William Gaston and his dragoons also charged
in an effort to dislodge the Indians from the brush and trees

When companies E and H met a sharp engage men which began at once
at each rush the Indians ran away and returned to their sniping techniques
there were casualties on both sides

²⁰⁹ Stephen B. Emerson, H Steptoe's Defeat: *Battle of Tohotonimme*, HistoryLink.org Essay 8709, August 8, 2008.

one of Timothy's friendly Nez Perce was killed by a soldier who mistook him for a hostile
two privates of Lieutenant William Gaston's Company E were wounded
several prominent Coeur d'Alene headmen lost their lives
which enraged the Indians who then pressed the fight even harder
Lieutenant Gaston's men cleared an opening leading to the highlands on the south
they were followed by the entire force of dragoons
Soldiers successfully reunited their units on the ridge which they held for about half an hour
Captain Winder's Company E detachment reached the hill with their howitzers -- 11:00 a.m.
both howitzers were placed at the northern and the southern points of the outer skirmish line
they were then unlimbered and brought into action
cannons were fired more to frighten the Indians than to inflict damage
here Company E's dragoons withstood two furious charges by the Indians
afterward they endured continuous sniping
Indian gunfire and thirst prompted Lieutenant-Colonel Steptoe to move on
crossing Pine Creek his Ninth Cavalry continued southward

LIEUTENANT-COLONEL EDWARD J. STEPTOE RESUMES HIS RETREAT

Step toe's soldiers tried to maintain an orderly formation as they pushed on -- Monday May 17, 1858
more than a thousand Indians had been attempting to surround the U.S. Ninth Cavalry
now from long range Indians opened fire directed at the rear guard
Indians tended to fight as individuals, loading their rifles and wielding their bows,
rushing at the column and firing on the run
Step toe was acutely aware of the shortage of bullets among his men
he tried to get them to conserve their ammunition, but to no avail
in their excitement, the soldiers could not be restrained from firing wildly
Lieutenant-Colonel Steptoe reconstituted his command
safety of the troops depended on maintaining a compact formation
Step toe advanced with First Dragoons Company H
Lieutenant William Gaston, with a portion of First Dragoons Company E was on the left
one detachment of First Dragoons Company C led by Lieutenant James Wheeler
was on the right
Captain Oliver Hazard Perry Taylor with the remainder of Company C covered the rear
along with Sergeant William Williams leading part of Company E
to the rear came Captain Charles S. Winder detachment of Company E and the howitzers
guarding the badly frightened pack animals that tried to break away
adding to the confusion and hampering maneuverability
Captain Winder's dragoons kept the pack train moving only with great difficulty
as they cleared the way with frequent howitzer fire
many of the animals were shot down
Step toe's retreat continued in that order through the morning as the warriors pursued them closely

WARRIORS ATTACK STEPTOE'S NINTH CAVALRY ONCE AGAIN

Indians made an attempt to cut off Lieutenant William Gaston's Company E
and Captain Oliver Hazard Perry Taylor's Company C -- Monday May 17, 1858

Captain Taylor and Lieutenant Gaston on the flanks of the column continually led mounted forays
lack of sabers was keenly felt in this kind of fighting
Indians scattered, but would rush right back into the vacuum
when soldiers wheeled back toward the line of march
Captain Taylor's Company C dragoons reached the hill by a series of short charges
with the Indians pressing on the flanks and at the rear
Lieutenant Gaston repeatedly drove back the pursuing Indian force but before he could reach the hill
a large party of warriors swept in between his men and the Indians who were pursuing him
Gaston and his men were subjected to a vicious cross fire
Gaston turned from his pursuers and charged the enemy in front of him
Step toe's Column had moved about half a mile when Lieutenant William Gaston was killed
elated at seeing an officer fall, the Indians massed and charged his company of dragons
when Gaston fell Company E reeled from the battlefield and could not retrieve his body
they fell back to the pack train in a demoralized condition
Lieutenant David McMurtie Gregg from his vantage point in the hills
saw Lieutenant Gaston's predicament
Lieutenant Gregg's Dragoon Company H rode down the hill and stopped the enemy's charge
catching the Indians in the angle
now the warriors were subjected to the same cross fire which had harassed Gaston
however, in the process part of the pack train was exposed and lost

LIEUTENANT-COLONEL EDWARD J. STEPTOE ORDERS A HALT

Word was passed to Lieutenant-Colonel Steptoe that Lieutenant Gaston had been killed
Steptoe ordered a halt and succeeded in rallying Gaston's Company E
Fighting continued sharply on the flank -- Monday May 17, 1858
Captain Oliver Hazard Perry Taylor followed at 1,000 yards with his dragoons of Company C
Captain Taylor was shot through the neck half an hour after Gaston's death
Lieutenant James Wheeler took command of Company C
there was hand-to-hand fighting with clubbed rifles over Taylor as he lay dying
two men in his company were killed and another severely wounded by an arrow
Captain Taylor's body was carried to safety within the lines

HEAD OF THE RETREATING NINTH CAVALRY COLUMN REACHES CACHE CREEK

Steptoe's entire command was assembled for the first time since morning -- Monday May 17, 1858
many Indians were wounded and twelve had been killed
these included three important Coeur d'Alene chiefs: Vincent, Jacques and Zachariah
all three had entered the fight reluctantly
only two soldiers had been killed but several were wounded
Lieutenant-Colonel Edward Steptoe realized the march could not continue much longer
there was little hope the Nez Perce scout sent to Fort Walla Walla the night before
could arrive in time as the distance was too great and the situation had become dire
skirmishes and battles had all but exhausted the soldiers' supply of ammunition
Steptoe looked for a spot he could defend until his ammunition ran out
when another attack came in the morning it seemed they must all perish

NINTH CAVALRY AND WARRIORS RACE FOR HIGH GROUND

After two miles or more of slow progress under continuous fire -- Monday May 17, 1858
Step toe observed the warriors were making for a hill a considerable distance away
which would command the line of advance
Step toe's retreat became a race for the high ground
with maneuvering necessary to keep out of the ravines
Lieutenant David McMurtie Gregg's First Dragoons H Company raced for the hill and won
Indians maneuvered around Gregg's position to a still higher hill nearby
Gregg was obliged to leave a detachment on the first hill and attack the second hill
so demoralized had the soldiers become that when Lieutenant Gregg called for volunteers
to follow him in a charge only ten responded
Indians retired while Gregg's Company H had to occupy both hills
awaiting the arrival of their Ninth Cavalry companions

LIEUTENANT-COLONEL STEPTOE MOVES TO HIGH GROUND

Edward J. Steptoe ordered the remainder of his men onto the higher of the two hills
where the ground fell sharply away on the further side to a Cache Creek -- Monday May 17, 1858
this was actually a knob at the south end of a ridge
(top of today's Steptoe Butte (in Steptoe Butte State Park)
baggage was stacked in bulwarks near the steep decline
animals were picketed in a circle around the supplies
one mountain howitzer was placed where it would command the long ridge up the hill
the other mountain howitzer was placed at the rear
Colonel Steptoe ordered his men to form a large circular skirmish line along the crest of the hill
soldiers hugged the ground and hid in the high bunch grass behind their baggage
some of the men dug shallow trenches
officers crawled around the circle giving their instructions
soon after the hill was occupied Captain Oliver Hazard Perry Taylor died
Indians gradually rode closer and threw their battle line along the Ninth Cavalry's flank
soldiers formed a smaller circle at the south end of the containment
where pack animals, supplies and the wounded, dead and dying could be somewhat protected
Surgeon Dr. John F. Randolph cared for the wounded at a spot out of enemy range of fire
with grass tied to their heads the Indians crept up the slopes close enough to attack
twice they stormed Lieutenant-Colonel Steptoe's position
Step toe threw out a strong picket line and buried the dead not abandoned during the retreat
last of the ammunition issued -- three rounds per man

INDIANS ALSO GO INTO CAMP

Nightfall came and the warriors ceased fire -- about 8:00 p.m., Monday May 17, 1858
Indians were camped below the hill in plain sight
campfires appeared along the creek and signal fires along the hills
Lieutenant-Colonel Edward J. Steptoe's little force was surrounded by Indian sentinels
soldiers were trapped and the Indians knew it

warriors had only to wait for the coming dawn
no one doubted the fight would end with first attack in the morning
victory dances began and Indian sentries drifted away from their posts to join in the fun
Settler A.J. Splawn (later a regional historian) whose information came from Indian sources
claimed Chief Kamiakin was present in the Indian camp and urged his people not to rest
Indians were sure the troops were at the end of their resources
for the soldiers to remain on the hill meant certain death for them all
only a retreat by night could perhaps offer a chance that some could get away

PLANS ARE MADE IN LIEUTENANT-COLONEL EDWARD J. STEPTOE'S CAMP

One avenue of escape had been left unguarded
there was a difficult pass off the butte which the Indians believed was unknown to the soldiers
anyway, it was an impassable route for the soldiers to traverse by night
Lieutenant-Colonel Steptoe held a council to discuss escape -- evening Monday May 17, 1858
it was proposed the nearly impossible pass be attempted
they would bury the howitzers and leave the baggage and pack train behind
Steptoe hesitated partly because it would be necessary to abandon his howitzers
he also felt the chance of escape was very slim at best
in small groups his men might be captured and tortured before being put to death
after considerable discussion, the officers agreed unanimously to leave the howitzers,
camp supplies, extra animals and even two mortally wounded men behind
they would gather the surviving men on the remaining usable horses
and attempt to make a dash toward the Nez Perce ferry across the Snake River
nearly ninety miles away
when the decision was made, a party of scouts was sent down the hill to the south
they explored both sides of Cache Creek -- no Indians remained in sight
After the scouts reported back the dead were buried
four men, including Captain Oliver Hazard Perry Taylor, two dragoons
and a Native American (presumably a Nez Perce scout)
horses were led over the ground to conceal the place of burial
both howitzers were buried much to Steptoe's regret
gun carriages were taken down to the creek and submerged
except for a meager ration of food and water, all supplies were abandoned
all extra animals were left picketed on the butte
in the hope that the Indians would suspend the chase while the plunder was being distributed

LIEUTENANT-COLONEL BEGINS HIS RETREAT FROM (TODAY'S STEPTOE BUTTE)

Steptoe's Ninth Cavalry faced the desperate decision to escape -- night Monday May 17, 1858
horses of light color were blanketed
fifteen wounded men were mounted and lashed to their saddles
each was placed under the care of a comrade
Lieutenant-Colonel Steptoe left the hill (Steptoe Butte) between 9:00 and 10:00 p.m., May 17
leading the first detachment which consisted of Lieutenant James Wheeler's Dragoon Company C
and Captain Charles S. Winder's detachment of Company E

ESCAPE FROM STEPTOE BUTTE CONTINUES

Lieutenant David McMurtie Gregg remained on Steptoe Butte with the dragoons of Company H
accompanied by wounded Sergeant William Williams

leading the remaining portion of Company E

When Lieutenant-Colonel Steptoe left the top of (today's Steptoe Butte)

leading Wheeler's and Winder's men their departure was so quiet
that Lieutenant Gregg did not know they had gone

Dr. John F. Randolph notified Gregg after they were well on their way down the valley
Lieutenant Gregg and Sergeant Williams waited until the outpost guards could be called in

it was necessary to hunt carefully for these men who were concealed in tall grass
some were so exhausted they had fallen asleep

When all was quiet in the Indian camp Companies E and H mounted -- 3:00 a.m., May 18, 1858
they rode single file as silently as possible out through the unguarded pass

and into the night darkness

it was a painful and bitter experience for some of the helplessly wounded men

LIEUTENANT-COLONEL STEPTOE'S NINTH CAVALRY COMMAND IS REUNITED

Steptoe proceeded slowly until Lieutenant David McMurtie Gregg and Sergeant Williams
caught up with him -- May 18, 1858

united, the dash for the Snake River commenced -- most of the distance was covered at a gallop
Severely wounded men were obliged to abandon their hope of escape

they were left beside the trail for the scalping knife

Victor C. De Moy was laid beside the trail with his revolver and several rounds
(later A.J. Splawn was told by Indians that when they came upon him he wounded two
after De Moy had retired to a safe distance another shot was heard

Indians dismounted, crept forward and riddled his body with bullets)

Sergeant William Williams also lay beside the trail as pain overtook his ability to ride
(John O'Neil, a survivor of the expedition, was told by Indians

Williams was discovered by Coeur d'Alene Indians

he begged them to shoot him but they declined

instead, an old Indian woman attended him until he died)

LIEUTENANT-COLONEL STEPTOE'S COMMAND REACHES THE SNAKE RIVER

For twenty-four hours Steptoe's command raced over plains and hills

safety of the Snake River was reached about four miles below Nez Perce Chief Timothy's camp
Steptoe ordered a short halt while observations were taken from the hills

that revealed no sign of pursuit -- May 18, 1858

Soldiers continued upriver to Chief Timothy's village at the Snake River's Red Wolf Crossing
camp was made with the friendly Nez Perce -- soon after 10:00 p.m.

it was impossible to cross the swollen river at night

Indian women took care of the wounded -- Indian men were posted as guards on the hills

Pursuing warriors arrived within ten miles of Chief Timothy's village

where they were informed by their scouts the Nez Perce were guarding the approach

they turned back

NEZ PERCE INDIANS FERRY STEPTOE'S TROOPS ACROSS THE SNAKE RIVER

Chief Timothy set the women of his tribe to work ferrying the exhausted soldiers and their effects across the Snake River -- morning May 19, 1858

this was not completed until near nightfall

Success of Steptoe's retreat seemed assured after a safe crossing of the Snake River

REINFORCEMENTS ARRIVE TO ASSIST LIEUTENANT-COLONEL STEPTOE

When Steptoe's column reached Pataha Creek on their march toward Fort Walla Walla

his worn-out fugitives went into camp for a time to rest at Pataha Creek -- May 20, 1858

Captain Frederick T. Dent, U.S. Ninth Infantry rode into Lieutenant-Colonel Edward Steptoe camp (where the road now leading from Dayton to Pomeroy crosses Pataha Creek)

Captain Dent had brought supplies and reinforcements

Steptoe's Nez Perce messenger who had been sent earlier had reported to Fort Walla Walla

Suddenly a large body of Indians was seen approaching at a gallop

troops hurriedly prepared for a fight but the Indians were recognized as Nez Perce

Chief Lawyer came forward and said that when news of Steptoe's defeat reached him they had hurried to his rescue

Lawyer offered the services of his warriors

he proposed their combined forces march back to the North Country to punish the hostiles

this offer was appreciated but the troops were in no condition for another campaign

Chief Lawyer's band moved toward the Snake River

Lieutenant-Colonel Edward J. Steptoe led his Ninth Cavalry command back to Fort Walla Walla

CONFLICTING STORIES OF THE ESCAPE INTO THE NIGHT ARISE

There are conflicting versions of the escape of Lieutenant-Colonel Edward Steptoe's command

one story contends that Nez Perce Chief Timothy, who had aided the soldiers on other occasions,

either pointed out or led the dragoons down an unguarded corridor through Indian lines

(this story became very popular during commemorative activities fifty years after the battle

and is actually the one referred to on the monument at the Steptoe Butte State Park

it is almost surely an untrue tale, however

although Steptoe's force did include some Indian scouts, probably Nez Perce,

there is no mention anywhere in any of the reports filed by U.S. Army personnel

of the presence of Chief Timothy during either the battle or the retreat

furthermore, Palouse fighters had considerable contempt for Timothy and his Nez Perce

they watched the southwestern perimeter of the position on the hill

it is unlikely that Timothy could have cleared a path through them)

another version of the escape, expressed by some Coeur d'Alene Indians,

contends that Chief Vincent and Father Joset arranged for the safe passage of Steptoe's men

through the Indians hemming them in

(this story is most certainly not true, receiving no mention in the U.S. Army reports

furthermore, Father Joset's own written account of his role in the battle

makes no reference to these events
Joset was far away by the time Steptoe's men left their redoubt on the hill)
yet another account, probably closest to the truth, is the one presented in the U.S. Army reports,
which describe the final preparations and the departure of the column under cover of darkness
Steptoe's command escaped unmolested to the Snake River even though Steptoe
was forced to leave two severely injured soldiers along the route who later died

CASUALTIES AND CONSEQUENCES OF THE BATTLE OF ROSALIA (TOHOTONIMME)

Lieutenant-Colonel Edward J. Steptoe's troops had barely escaped disaster
in the process Steptoe had disclosed the temper of the Northern tribes
but he had stopped the potential massacre of a second expedition under John Mullan
preparing to march north and even less prepared than had been Steptoe's Ninth Cavalry
Casualty tallies for the Battle of Rosalia (Tohotonimme) have been variously reported
most accounts indicate that out of Steptoe's command a total of seven men were killed
including two officers, four enlisted men and one Indian scout
at least six, and perhaps as many as eighteen others were wounded
one man was missing
Indian deaths as a result of the battle have been reported as at least nine and as many as fifteen
while it appears that from forty to fifty warriors were wounded
these numbers favor the soldiers, especially considering that Steptoe's force was outnumbered
by perhaps as much as ten to one by an enemy that possessed superior weapons
Steptoe had successfully led a large party of men and horses back through enemy lines
all the way to Fort Walla Walla without further damage
but, after all, Lieutenant-Colonel Steptoe and the U.S. Army had been defeated
some referred to the event as "Steptoe's Disaster"
It was a fact that when the battle was over, the Indians were left in control of the field
having overcome their own differences they had united to defeat a common foe
who threatened all of their livelihoods
seeing the troops flee under the cover of night to their faraway base
greatly boosted the morale of the Native American defenders
each tribe made its way to their separate homes with a sense of pride and accomplishment
(unfortunately for the Indians they had set into motion forces that they could scarcely conceive
forces that, before the year of 1858 was out, would sweep away their way of life forever)

U.S. ARMY LEARNS OF LIEUTENANT-COLONEL EDWARD STEPTOE'S DEFEAT

When U.S. Ninth Infantry Commander Colonel George Wright learned of Steptoe's losses
he immediately informed Commander of the Department of the Pacific,
Brigadier-General Newman S. Clarke: **"That all the Indians in that section of the country
have combined for a general war, there is no shadow of doubt. They are numerous, active, and
perfectly acquainted with the topography of the country; hence, a large body of troops will be
necessary if, as I presume, it is designed to bring the Indians under subjection, and signally chastise
them for this unwarranted attack upon Colonel Steptoe. It is my opinion that one thousand troops**

should be sent into the country, thus enabling the commander to pursue the enemy in two or three columns.”²¹⁰

Colonel Wright requested the power to declare Martial Law in Eastern Washington and to restrict the activities of settlers and miners in the region

Lieutenant-Colonel Edward J. Steptoe reported: **“From the best information to be obtained, about half of the Spokanes, Coeur d’Alenes, and probably the Flatheads, nearly all the Palouses, a portion of the Yakimas, and, I think, a small number of Nez Perces, with scattered bands of various petty tribes, have been for some time, and are now hostile.”²¹¹**

SITUATION IN EASTERN WASHINGTON IS VOLATILE

Inspired by the success of the Spokanes and other Indians against Lieutenant-Colonel Edward Steptoe,

Yakima Indians had begun harassing parties of miners moving up the Columbia River toward the gold fields beyond the international border

Up to now the U.S. Army formerly under the command of General John E. Wool had not pushed any vigorous campaign

neither had his successor General Newman S. Clarke

both officers had hoped the random Indian raiding would cease if the Indians were not provoked

but the attack on Lieutenant-Colonel Edward Steptoe

showed that the Indians regarded restraint as weakness

decisive action was now necessary

COMMANDER OF THE DEPARTMENT OF THE PACIFIC GROWS CONCERNED

Smarting under the humiliation of Lieutenant-Colonel Edward Steptoe’s defeat at the Battle of Rosalia

General Newman S. Clarke, Commander of the Pacific Division, was concerned about conditions in the Northern Division of his command

Captain Erasmus Keyes and several companies of the U.S. Third Artillery armed s infantrymen were dispatched by ship from San Francisco to Fort Vancouver

GENERAL NEWMAN S. CLARKE REJECTS MARTIAL LAW

Colonel George Wright’s request to declare martial law over Eastern Washington was denied

General Clarke instructed Colonel Wright: **“Your intention to declare martial law, and to forbid Whites to enter the Indian country, as soon as you cross Snake river, has been made known to the commanding general. The absolute necessity to which such an act must appeal for its justification is not apparent; and the general forbids it. The Hudson's Bay Company has the right of entry, guaranteed by treaty; and this must not be denied them on the mere suspicion that some of**

²¹⁰ *History of Pacific Northwest - Oregon and Washington*. Compiled and Published by the North Pacific History Company. P. 629.

²¹¹ *History of Pacific Northwest Oregon and Washington*, Compiled & Published by the North Pacific History Company, P. 629.

the employees are ill disposed; and our own citizens, from whom no danger is to be apprehended, must not be injured in their interests.”²¹²

General Clarke decided to visit the Northern Division himself to look into conditions there

LIEUTENANT JOHN MULLAN SETS OUT FROM FORT WALLA WALLA

Stopping only briefly, Mullan’s expedition set out from Fort Walla Walla as he and his men progressed, Mullan sent out smaller parties in different directions to examine specific sites that could have potential for improving the route of the military road Gustavus Sohon was sent ahead of the group to study the route to along the St. Regis River (roughly the route of today’s Interstate 90) with the Indians actively engaged in fighting the Army, Lieutenant Mullan became leery he felt obligated to gather the facts regarding the situation ahead before deciding either to move forward or break up the expedition while he considered what to do he occupied his men with building bridges across Five-Mile and Ten-Mile creeks Lieutenant Mullan’s efforts had barely begun when he received word -- May 30, 1858 of Colonel Steptoe’s defeat in a battle against about a thousand Indians on the Spokane Plains Steptoe’s battleground (near present-day Rosalia, Washington) lay directly in Mullan’s path Mullan decided it was impractical to continue his construction efforts he returned to Fort Dalles and disbanded his expedition and reported to the War Department

FRASER RIVER GOLD RUSH WAS ON IN ERNEST

John Donner, a Britisher wrote -- June 4, 1858: **“From California the exodus of miners continues. Some thousands have left by sea, and great numbers are going overland, traveling through Oregon to the new El Dorado.”²¹³**

Some of the more adventurous miners managed to surmount the physical obstacles presented by the Fraser River Canyon they drifted even farther north where gold was found in abundance

UPPER FRASER RIVER REGION IS VERY ACTIVE WITH PROSPECTORS

American poured into New Caledonia by the tens of thousands Several thousand miners using overland routes through Washington Territory arrived in the “Upper Fraser” area between Lillooet and Fountain this migration took place despite an injunction from Governor Douglas that all access to the goldfields would only be through Victoria armed miners traveled the Okanogan Trail and its Western branch, the Similkameen Trail despite resistance by the local natives Vancouver Island Royal Governor James Douglas attempted to control the Fraser River stampede that would have irrevocably swept New Caledonia (British Columbia) out of Canadian hands into the waiting arms of the United States

²¹² *History of Pacific Northwest Oregon and Washington*, Compiled & Published by the North Pacific History Company, P. 630.

²¹³ Oscar Osburn Winther, *The Great Northwest*, P. 227.

CONDITIONS IN THE MINING REGION DETERIORATE BECAUSE OF RACIAL PREJUDICE

Gold seekers excluded from the dominant culture of the lower Fraser River
such as the Chinese, Chileans, Hawaiians and local Nlaka'pamux Indians
traveled the difficult trails to establish diggings in the interior
beyond the village of Yale, B.C.
which led to a string of small and large gold rushes further and further north
(including what would become the largest and most famous, the Cariboo District)
To the gold seekers the Fraser River Canyon region area was inhabited by Nlaka'pamux "savages"
who lived far beyond the reach and power of the British government in Victoria
open war almost took place at Hill's Bar when a group of Nlaka'pamux Indians
outnumbered a group of miners and threatened to wipe them out -- June 1858

VICTORIA BECOMES THE MAIN ENTRY POINT TO REACH FRASER RIVER GOLD

Vancouver Island Royal Governor James Douglas' colony of Victoria
continued to reap the gain, and the headaches, provided by the Fraser River gold rush
Douglas' twenty-three shilling a month (five dollars) licenses could only be purchased in Victoria
seaport of Victoria became the unquestioned entry point for the Fraser River diggings
Rush of hardened California miners to the quiet, former fur trading post of Victoria was fearsome
upwards of seven thousand people sailed from San Francisco -- June 1858
by that time nearly three hundred crude lumber buildings had been quickly built
on the meadows around Fort Victoria's stockade
price of choice building lots, sixty-two feet by one hundred twenty feet,
had soared from five dollars each to more than three thousand dollars
even settlers in the village of Whatcom beside Bellingham Bay
who had constructed log cabins and buildings overnight on the Squalicum flats
below the bluff north of Whatcom now busied themselves
tearing the buildings down and transporting the lumber to Victoria

VANCOUVER, WASHINGTON TERRITORY BUILDS ITS FIRST HOSPITAL

Mother Joseph and her four Sisters of Providence worked in Vancouver, Washington Territory
since their [1856] arrival
these Catholic missionaries had opened their Providence Academy boarding school
Sisters of Providence responded to the citizens' request for a hospital
Mother Joseph organized the conversion of a small building
that she planned to use as a laundry and bakery
women of the town promised to support the care of poor patients
Sisters of Providence opened St. Joseph Hospital in Vancouver -- June 7, 1858
this was the first permanent hospital in the Pacific Northwest

CAPTAIN ERASMUS KEYES LEADS THE THIRD ARTILLERY UP THE COLUMBIA RIVER

Captain Erasmus Keyes had only recently arrived at Fort Vancouver after steaming north
from San Francisco with two companies of U.S. Third Artillery who were armed as infantrymen
he set out from Fort Vancouver on a 177-mile march to Fort Dalles -- June 9, 1858

ISAAC STEVENS CANNOT GET CONGRESS TO APPROVE HIS TREATIES WITH THE INDIANS

Isaac Ingalls Stevens, re-elected by the voters, was returned to Congress
as Washington's Territorial Delegate to Congress

Stevens and Oregon's Joe Lane continued working together as territorial delegates
they succeeded in having the Department of Interior allow for payments
for the transcontinental railway to be made

Stevens also worked incessantly in Congress to have his treaties ratified
he was joined in this effort by Department of the Pacific Commander
General Newman S. Clarke

Congress adjourned without ratification of any of Steven's treaties -- June 9, 1858
(news of Lieutenant-Colonel Edward Steptoe's defeat reached Washington City later in June)

ROYAL GOVERNOR JAMES DOUGLAS IMPOSES ORDER IN THE GOLDFIELDS

Better transportation and roads were required
to improve the transport of supplies to the goldfields

Royal Governor Douglas provided a charter to the Pacific Mail Steam Ship Company of California
to operate six vessels between Victoria and the mouth of the Fraser River -- June 1858

Pacific Mail Company agreed to carry no unlicensed passengers
and only goods belonging to the Hudson's Bay Company
in return the ship operators kept all proceeds except for two dollars per passenger
which was rebated to the colony -- and to Governor James Douglas' own company

Douglas also permitted two American sternwheelers to supplement Hudson's Bay Company boats
on the navigable 100 miles of the Fraser River leading to Yale, New Caledonia

Royal Governor Douglas at the same time imposed still further restraint on the miners
to assure compliance with his license demands (and ensure a comfortable profit for his company)

Douglas stationed a British warship at the mouth of the Fraser River
sixteen unauthorized vessels were seized in the month of June alone

BRITISH COLUMBIA ROYAL GOVERNOR DOUGLAS SETS OUT FOR THE GOLDFIELDS

Vancouver Island Royal Governor James Douglas decided to visit the Fraser River goldfields
to investigate the conflict between the Nlaka'pamux natives and the prospectors

On his way to the Fraser River mining district, Royal Governor Douglas stopped at New Fort Langley
2½ miles upstream from the Hudson's Bay Company's post of Fort Langley

to prevent squatting by gold seeking prospectors, Douglas had town sites surveyed
and offered for sale at New Fort Langley and Fort Hope

Royal Governor Douglas set out by steamboat for the goldfields of the Fraser River
and the village of Yale, British Columbia with a contingent of Royal Marines
and a newly-arrived contingent of Royal Engineer
excited news of his upriver journey preceded him

ROYAL GOVERNOR JAMES DOUGLAS ARRIVES AT YALE, NEW CALEDONIA

Vancouver Island Royal Governor Douglas was greeted with a formal welcome by units of miners
after listening to the events that had disrupted the mining district

Royal Governor Douglas concluded that the main cause conflict in the goldfields was that the Nlaka'pamux Indians were jealous of the large quantities of gold being taken by the miners from their territory

ROYAL GOVERNOR JAMES DOUGLAS IMPOSES REGULATIONS ON GOLD PROSPECTORS

Many of the prospectors invading New Caledonia were Americans

Royal Governor James Douglas, the Black Scot and former Fort Vancouver Chief Factor, feared they would settle the area north of the international boundary

Governor Douglas was concerned that the invaders would not respect British laws and institutions he also worried the United States could eventually annex Vancouver Island and New Caledonia just as they had Oregon Territory and Washington Territory

and he would have no military means to uphold either British law or property rights he noted in a report to the British Colonial Office dated June 15, 1858:

“I refused to grant them any rights of occupation to the soil and told them distinctly that Her Majesty’s Government ignored their very existence in that part of the country, which was not open for the purpose of settlement, and they were permitted to remain there merely on sufferance, that no abuses would be tolerated, and that the Laws would protect the rights of the Indians no less than those of the white men.”²¹⁴

Douglas worked ceaselessly to establish law for the diverse population

mining regulations were drawn up and constables were hired

he appointed gold commissioners with police power to supervise all aspects of mining activity

Indians were appointed as magistrates to bring forward natives who broke the law

CAPTAIN ERASMUS KEYES LEADS THE U.S. THIRD ARTILLERY INTO FORT DALLES

Captain Keyes arrived at Fort Dalles with two companies of U.S. Third Artillerymen

armed as infantry after a march of twelve days -- June 21, 1858

one company was led by Captain Keyes

second company under Keyes’ command was led by Lieutenant James Lyon White

ROYAL GOVERNOR JAMES DOUGLAS MAKES IMPROVEMENTS TO THE MINING DISTRICT

Douglas, The Black Scot, also worked to improve ground transportation to the region

Hudson’s Bay Company officer at Fort Alexandria, Alexander C. Anderson was chosen

by Royal Governor James Douglas to try to find a practical overland route to the goldfields

Anderson’s proposed route followed an old Hudson’s Bay Company fur-brigade trail

this route from Fort Langley avoided the virtually impassable Fraser River Canyon

however, Anderson believed that construction would prove to be so difficult

that the proposed route could only be justified in the event of an emergency

none-the-less, Royal Governor James Douglas was looking for a way

to encourage American gold miners to stay within British territory and to follow British law

Governor Douglas ordered Alexander C. Anderson’s route be constructed

to the upper portion of the Fraser Canyon to the vicinity of Lillooet, New Caledonia

²¹⁴ Jenni Calder, *Scots in Canada*, P. 108.

VANCOUVER ISLAND ROYAL GOVERNOR DOUGLAS FINANACES THE DOUGLAS ROAD

While visiting the village of Yale, British Columbia Royal Governor Douglas announced subscriptions could be paid to hire parties of volunteers directed by Alexander Anderson to construct a new route as a way around the dangers of the old canyon trail Anderson's new route was by way of the Harrison River to the Upper Fraser River by way of the Lakes Route to Yale at Yale a mule track led to Lytton, New Caledonia this route was to continue on to Lillooet it was hoped this route would also diminish continued fears regarding the local natives Alexander Anderson's route became known as the Douglas Road (or sometimes the Lillooet Trail, or Harrison Trail or Lakes Route) it served as a gold rush-era transportation route from the Pacific coast to the interior After this flurry of activity Royal Governor James Douglas, feeling the situation was well in hand, returned to Victoria on Vancouver Island his subordinates, of course, followed him -- even those who had no business at all on the island

COMMANDER OF THE DEPARTMENT OF THE PACIFIC ARRIVES AT FORT VANCOUVER

General Newman S. Clarke arrived by steamer from his headquarters in San Francisco to an eleven-gun salute at Fort Vancouver -- June 23, 1858 Clarke found himself embarrassed not only by the inadequacy of his force in the Northern Division but also by the policy left for him by of his predecessor, General John E. Wool While the Indians in Eastern Washington were still celebrating their victory over Lieutenant-Colonel Edward Steptoe, General Clarke moved his headquarters to Fort Vancouver he was determined to defeat and punish the hostile natives Clarke changed the army officers' attitude toward the Indians previously the military had viewed with detachment the struggles involving the territorial militias now with Steptoe's regular troops defeated, the high command ordered reprisals Clarke urgently requested Superintendent of Indian Affairs James Nesmith see him at Fort Vancouver regarding an expedition to be organized against the Spokane Indians

GENERAL NEWMAN S. CLARKE DEVELOPS A BATTLE PLAN

Lieutenant-Colonel Edward Steptoe had been the sole U.S. military presence in Eastern Washington Steptoe's defeat clearly called for an immediate increase in Army personnel Department of the Pacific Commander General Clarke planned two simultaneous major campaigns one in Yakima Country and the other in the region of the Spokane Indians Colonel George Wright, Commander of the Ninth Infantry stationed at Fort Dalles, would command a well-armed military force on a punitive expedition east of Fort Walla Walla marching against the Northern tribes: Spokanes, Coeur d'Alenes, Palouses and Pend d'Oreilles Major Robert S. Garnett at Fort Vancouver would lead the 300 men of the U.S. Ninth Infantry Companies C, G and I from Fort Vancouver to Fort Simcoe then lead an expedition to punish the Yakima Indians by marching across Yakima Indian land from Fort Simcoe to Fort Colville Both Colonel Wright and Major Garnett would proceed to exterminate all enemy combatants

with whom they made contact
General Clarke expected the hostiles who did not fall into Major Garnett's hands
would be driven into Spokane Indian Country where Colonel Wright would deal with them
Lieutenant-Colonel Edward Steptoe was to command Fort Walla Walla
General Clarke's more aggressive approach to pacifying the Indians cleared the air
of much of the rancor that had set military and civil government policies
on such divergent courses

GENERAL NEWMAN S. CLARKE DEALS WITH HUDSON'S BAY COMPANY

While investigating the situation in Washington Territory,
General Clarke learned Hudson's Bay Company was busily loading 200 horses in a pack train
to carry the year's supplies from Fort Colville to Fort Hope
2,000 pounds of gun powder and a proportionate number of rifle balls were included
Clarke also ascertained Hudson's Bay Company had a practice
of trading the Indians gunpowder for animal pelts
General Clarke was informed eight or ten Coeur d'Alene Indians had arrived at Fort Colville
with American army horses
they were also leading a number of mules taken from Lieutenant-Colonel Steptoe
some of these animals the Coeur d'Alenes had sold to Hudson's Bay Company
Clarke convinced Vancouver Island and British Columbia Royal Governor Sir James Douglas
and Hudson's Bay Company Chief Trader James A. Graham
to discontinue the trade in ammunition
and to store supplies destined for Fort Hope in a safe location along the Thompson River

COLONEL GEORGE WRIGHT BEGINS TO VIGEROUSLY PREPARE HIS MEN FOR BATTLE

Colonel George Wright, commanding the U.S. Ninth Infantry prepared to inflict punishment
and retribution on the Northern tribes:
Spokane, Coeur d'Alene, Palouse and Pend d'Oreille Indians
Colonel Wright's Infantry and Artillery were organized as a Rifle Brigade
all of Major Grier's First Dragoons, with the exception of one company
which manned two mountain howitzers were armed to fight as infantry soldiers,
were issued new long-range Springfield rifles
and some new Sharp's breech-loading carbines
neither of which the Indians knew about
Third Artillery was provided long-range repeating Model 1855 Yaeger Percussion Rifle-Muskets
Model 1841 musket was replaced by the Model 1855 Yaeger Percussion Rifle-Musket
(also known as the Harper's Ferry Rifle or Mississippi Rifle)
this ultimate muzzle loading musket was manufactured
at Springfield, Massachusetts and Harper's Ferry, Virginia
new rifle-sized musket with a long, thin barrel weighed just under ten pounds
overall length was fifty-six inches
barrel was forty inches long and was rifled with three spiral grooves
it had a sixteen inch wooden stock
this new weapon delivered a self-expanding .58-caliber rifle-musket Minie ball

that was loaded into a revolving cylinder fired by a conventional cap lock
with enough power at 1,000 yards to penetrate four inches into a soft pine board
accuracy and velocity were greatly increased
any warrior on horseback was expected to be hit at 600 yards
this proved to be a decisive factor in out-shooting the Hudson's Bay weapons
being used by the Indians
effectiveness and efficiency of Wright's soldiers matched that of the improved long-range rifles
New uniforms were issued to Colonel Wright's command
old uniform coats and "flowerpot" hats formerly used were left behind
these troops wore the blue-flannel shirts and slouch felt hats
that became the familiar uniform of the Indian fighters and Buffalo soldiers

CAPTAIN ERASMUS KEYES ADDS TO HIS COMMAND AT FORT DALLES

Captain Erasmus Keyes led Companies A, B, G, K and M of the U.S. Third Artillery
including a company led by Lieutenant James Lyon White in charge of a howitzer company
armed with two 6-pound mountain howitzers and two 12-pounders
U.S. Second Artillery Lieutenant John Mullan at Fort Dalles offered his services
as an officer in the field to Colonel George Wright
Lieutenant Mullan was assigned to Captain Erasmus Keyes'
U.S. Third Artillery command -- June 24, 1858

BRITISH ADMIRALTY BECOMES INTERESTED IN PROTECTING BRITISH COLUMBIA

In answer to the concerns expressed by Vancouver Island Royal Governor James Douglas
London finally sent the peacekeeping forces he requested
including a contingent of Royal Engineers under Commander-in-Chief, Pacific Station
British Rear Admiral Robert Lambert Baynes who arrived aboard HMS
(Her Majesty [Queen Victoria's] Ship) *Ganges* -- June 28, 1858
(Rear-Admiral Robert Lambert Baynes was named the new Commander-in-Chief, Pacific Station
[often referred to as the Pacific Squadron] stationed at Valparaiso, Chile [July 8, 1857]
his flagship was the HMS *Ganges* an 84-gun Royal Navy ship of the line)
British Admiralty instructed Admiral Baynes to make certain a sufficient naval force
was on the northwest coast of North America to uphold British sovereignty
and maintain law and order in the gold mining districts of British Columbia
being invaded by Californian gold seekers

FATHER JOSEPH JOSET REPRESENTS THE INDIANS

Catholic priest Father Joseph Joret was aware that many Coeur d'Alene Indians
regretted their attack on Lieutenant-Colonel Edward Steptoe
He visited General Newman Clarke and made an appeal for forgiveness of the Coeur d'Alenes
he offered to mediate a peace pact
stressing their penitence and noting they had been deceived by Kamiakin and the Nez Percés
Coeur d'Alenes agreed to surrender to the army for punishment some members of the tribe
who fired on the troops in disobedience of the chiefs

General Clarke was willing to receive their surrender; but he instructed Colonel George Wright: **“The delivery of the insubordinate Indians who fired on the troops, and the restoration of the howitzers abandoned by the troops, must be conditions precedent to any accommodation.”**²¹⁵

General Newman S. Clarke authorized the priest and his superior, Father N. Congiato, to deliver a proposal to the Indians -- but the terms were very severe:

- troops were to pass through Indian Country whenever he desired to send them;
- a road from Fort Walla Walla to Fort Benton, Montana would be built;
- all property stolen from the government would be returned

Father Joset traveled among the Indians for three weeks -- nothing could be accomplished

Coeur d’Alenes began singing war chants now that Chief Kamiakin was living among them

PREPARATIONS FOR COLONEL WRIGHT’S CAMPAIGN ON THE NORTHERN TRIBES BEGINS

Captain Erasmus Keyes as assigned to construct a fort at the Red Wolf Crossing of the Snake River near the mouth of Alpowa Creek

Captain Keyes led his five company command of the U.S. Third Artillery from Fort Dalles to Fort Walla Walla -- July 3, 1858

including Lieutenant James Lyon White’s Third Artillery Company

armed with two 6-pound mountain howitzers and two 12-pounders

Weather was excessively hot making the journey difficult for the soldiers

AN AMERICAN OF BAD REPUTE GOES IN SEARCH OF GOLD

Notorious Edward “Ned” McGowan was a friend of President James Buchanan

McGowan was a bully-boy with a fearful temper

who was once involved in a knife fight while serving in the Pennsylvania legislature

he moved to San Francisco and became associated with that city’s firemen

he became a scandalous businessman

who ran a roulette wheel on the second floor of a San Francisco brothel

Ned McGowan became a well-known corrupt politician:

- he became a disgraced police superintendent,
- he became a notorious judge in San Francisco’s scandalous Barbary Coast,
- he invented the false-bottomed ballot box that made tampering more easily accomplished

Ned McGowan and his San Francisco firemen became involved with the local Law and Order Party they were the sworn enemies of another powerful and even more dangerous gang

San Francisco’s Vigilance Committee -- which sought to fight crime through illegal “courts”

on one occasion in San Francisco, Ned he used a corset to compress his ample stomach

disguised himself as a Mexican and escaped from his Vigilante Committee rivals

After his exploits in San Francisco, Ned McGowan rushed to the Fraser River goldfields

when he and his traveling companions arrived in Victoria, Canada -- July 4, 1858

they fired a 100-gun salute in honor of American independence

British Royal Governor James Douglas was none too pleased with the stunt

this, at a time when the influx of unruly Americans threatened Douglas’ autocratic regime

²¹⁵ *History of Pacific Northwest Oregon and Washington*, Compiled & Published by the North Pacific History Company, P. 630.

it also did not help McGown's reputation that his bad press had preceded him
Royal Governor Douglas was determined to keep a close eye on Ned McGown

OLDEST BRICK BUILDING IN WASHINGTON IS CONSTRUCTED

Workers began construction in Bellingham at 1308 E Street -- July 5, 1858
brick base was twenty inches thick
it was reinforced by steel rods brought around Cape Horn with the bricks
wooden beams were cut in the region's first sawmill
windows could be covered by heavy metal shutters when necessary for protection
Washington's oldest brick building housed a general merchandise store
(five years later the building was converted to the Whatcom County Courthouse and City jail
later still it housed the local newspaper: *Bellingham Bay Mail*)

OREGON WAITS IMPATIENTLY FOR STATEHOOD TO BE GRANTED BY CONGRESS

Voters in Oregon Territory had approved a proposed constitutional constitution
and elected a slate of state officials ready to take office [November 9, 1857]
Although the state of Oregon did not exist, a four-day "state" legislative special session was called
as required by the yet-to-be Congressionally approved state constitution -- July 6, 1858
Territorial Delegate Joseph Lane resigned as Oregon Territorial Delegate to Congress
Oregon "State Senate" elected two national senators to represent the yet-to-be-accepted state
•former Territorial Governor, Superintendent of Indian Affairs, General,
and Delegate to Congress Joe Lane was elected national senatorial-designate
he was an ardent pro-slavery Democrat
•Delazon Smith was elected to the second national senatorial-designate position
had been the Speaker of the Oregon Territory House of Representatives
and had served as a delegate to the "state" constitutional convention
he, too, pro-slavery Democrat
it was ironic that both national senator-designees were pro-slavery Democrats
as it was supposed by everyone that Oregon was to be admitted (sometime in the future)
as a Free State
also incongruous was the fact voters had overwhelmingly decided both slaves and free Negroes
were to be excluded from the state (this restriction was not removed until [1926])
"Senator" Smith and "Congressman" Lafayette Grover who had been elected [in 1857]
soon left for Washington City to join with former Territorial Delegate/"Senator" Joseph Lane
in pushing for state ratification in Congress
Governor John Whiteaker was "inaugurated" as "governor of Oregon -- July 8, 1858
thus providing Oregon with two governors:
Territorial Governor John Whiteaker and "State Governor" John Whiteaker
Since there was no word of Oregon having been made a state the legislature adjourned -- July 9
(legislators would meet prematurely a second time [September 13 and 14])

U.S. SENATE VOTES TO CREATE OREGON STATE

Republicans were gathering strength in the United States Senate
they were opposed to admitting a Democratic Territory to the Union as a state

Oregon had elected two pro-slavery Democrats as proposed national senators and even more oddly had banished all Negroes from the proposed state
In the U.S. Senate discussions centered on the number of people residing in Oregon Territory and on the clause prohibiting “free Negroes” in the state
After heated debate, a coalition of moderate Democrats and fifteen Republican Senators passed the Oregon Organic Law (Admission Act) to create Oregon State by a vote of thirty-five to seventeen

OREGON STATEHOOD IS DELAYED IN THE NATIONAL HOUSE OF REPRESENTATIVES

After passage of enabling legislation to create Oregon State passed in the United States Senate the Oregon issue became a political football in the House of Representatives:

- slavery question in Oregon Territory was a heated political issue that had not been addressed by the Oregon Constitutional Convention [August 1857]
- popular sovereignty (a vote of the people [white males]) [November 9, 1857] only further confused the issue:
 - slavery had been disallowed in the proposed state -- 2,645 to 7,727
 - Free Negroes were also disallowed in the proposed state -- 8,640 to 1,081
- in addition, sectional advantages were clearly sought by both the North and the South “Bloody Kansas” [1854 and 1858] where open war preceded a vote on slavery and statehood in Kansas was a factor disrupting the Oregon proceedings

FIRST ATTEMPT TO DELIVER A STEAMBOAT TO THE UPPER COLUMBIA RIVER

Captain Robert R. Thompson and Lawrence Coe had a monopoly supplying the United States Army at Fort Walla Walla with its needs

they thought it would be easier to get Army’s goods upriver on a steamboat rather than overland with that in mind they built the 110-foot-long steamer *Venture* at the Attwell Boatyard located on today’s “Dry Creek” at the head of the Cascade Rapids

On the day of her trial run *Venture* carried about forty passengers

she started from Upper Cascades with a very low steam pressure but could not make headway she had swung too far into the channel

every effort was made to reach the bank again, but before the lines could be made fast the booming current caught the vessel and swept her over the rapids

she went down stern first and made the passage beautifully

until she reached the foot of the Upper Cascades where she hung up on a rock in the middle of the river in a rather dangerous position

Captain E.W. Baughman, who was running a small schooner below the Cascades, sailed upriver and rescued the passengers

only one life was lost while the *Venture* was making the perilous run that of an excited man who jumped overboard

while the *Venture* was making the perilous run and disappeared in the swirling waters

Steamboat *Venture* remained hung-up on rocks below the Upper Cascades in the middle of the Columbia River

NLAKA’PAMUX INDIANS CONTINUE TO HAVE GRIEVANCES AGAINST THE GOLD MINERS

Tension between native groups and miners increased -- July 1858

Nlaka'pamux had many problems with the miners harassing the women, trespassing on their land,
destroying their property and mistreating them in general including excluding them
from mining for gold on their own land

twenty-five miners travelling through the Okanagan Valley to the Fraser Canyon
stole and destroyed provisions at an Indian camp and then ambushed unarmed natives
who were returning to camp the next day killing an estimated ten or twelve
and injuring equally as many

Nlaka'pamux blamed miners when the 1858 salmon run that provided their principal food supply
proved to be significantly less than other years

FRASER RIVER GOLD RUSHERS FACE DISAPPOINTMENT

Gold had been found on the gravel bars and sand bars of the river below the Fraser River Canyon
most of the first stampeder reached the lower Fraser Canyon -- mid-summer 1958

just when warm summer weather melted snow and ice in the mountains
causing the river levels to rise appreciably and flood the gravel bars and sand bars
gold deposits now lay in the flooded stream bed covered by the summer river runoff
thirty thousand miners who swarmed over the remaining few slim acres
desperately they sought out a few square yards on the sand and gravel bars
they soon worked the pickings clean

California prospectors were familiar with spring runoffs, but not this
there were no riverbanks from which to work
several gold prospectors working the river were doomed to death in the frenzy of the river

ROYAL GOVERNOR JAMES DOUGLAS APPOINTS GOVERNMENT OFFICIALS

There were just three government officials in the Fraser River Canyon
two revenue collectors and a justice of the peace at Hill's Bar
Yale, New Caledonia had no government official
it was a lawless town of tents and shacks
with a population of 5,000 miners, traders and gamblers
as a result, the miners managed themselves and their own dealings with natives,
they organized meetings, elected officers on individual bars
to apply and administer their own rules

To avoid further conflict in the Fraser River Canyon goldfields Royal Governor James Douglas
appointed two officials to represent the authority of the crown on the mainland
although he had no idea of their real characters:

- Captain P.B. Whannell was named magistrate for Yale, New Caledonia
- George Pierre was named justice of the peace for the ramshackle "town" of Hill's Bar
nine miles below Yale

HUDSON'S BAY COMPANY LOSES ITS JURISDICTION OVER NEW CALEDONIA

Fraser River Canyon gold rush north of the settlement of Yale, New Caledonia
brought an influx of tens of thousands of people, mostly Americans, into the region -- 1858
Vancouver Island Royal Governor James Douglas had no legal authority over the region

but he attempted to impose order by exceeding his authority
British Queen Victoria decided New Caledonia,
Hudson's Bay Company territory west of the Rockies,
was to be replaced with the new Crown Colony she called British Columbia
Hudson's Bay Company's control over the region was to be eliminated
including any claim the company held over mineral resources
Administration of British Columbia was designed to be distinct from that of Vancouver Island
British Columbia was to have its own capital city, New Westminster,
located on the north side of the Fraser River had just been surveyed by Royal Engineers

SITUATION IN THE MINING DISTRICT GROWS DIRE

Meetings of "miners' committees" were held
these were a diverse lot of men from all over the world
most of whom had been in the California gold rush
Six hastily assembled "companies" of irregular troops were mustered to respond to the Indian threat
these disorderly combatants came from the goldfields around Yale, British Columbia
Three of these militia units were most significant:

- one was the Austrian Company captained by a John Centras
it was composed of French and German irregular militiamen
who had followed other Californian miners northwards to Yale
when news of the Fraser River gold rush reached San Francisco;
- another regiment was composed of blood-thirsty prospectors bent on a war of extermination
they elected Captain Graham as their commander and took the name the Whatcom Company
from the Whatcom Trail most had used
in open defiance of British colonial administration;
- largest and most influential company formed in the chaotic situation
was the New York Pike Guards led by a Captain H.M. Snyder
Snyder swayed the assembled miners' committees to settle for a war of pacification
rather than a war of extermination as was the wish of Captain Graham and others
Snyder proposed that a distinction be made between warlike and friendly Indians
and that messengers should be sent up the Fraser Canyon ahead of advancing companies
asking for friendly natives to display a white flag as a sign of peace

NEW CALEDONIA BECOMES THE CROWN COLONY OF BRITISH COLUMBIA

Parliament of the United Kingdom in London passed legislation designating New Caledonia
to be a Crown Colony -- August 2, 1858
this new colony was given the name British Columbia
although the British Government had created the Crown Colony of British Columbia
there was little formal government presence in the Fraser River Canyon
Vancouver Island Royal Governor James Douglas was invited by the British government
to be the governor of both colonies if he severed all connections with Hudson's Bay
and Puget Sound Agricultural companies
accepting the position of governor for both colonies was a difficult decision for The Black Scott
for thirty-seven years Hudson's Bay Company had been his life

but he could go no higher in the firm than the position he already held
his brief exposure to civil authority left him ambitious to make a mark in British colonial service
moreover, the combined governorships would bring him almost \$25,000 a year
ten times the average salary paid by the United States to one of their territorial governors
To further complicate matters Royal Governor James Douglas had his home in Victoria
he would govern from there
while the location of the capitol of British Columbia was never in dispute,
throughout his administration Douglas was accused of betraying British Columbia interests
either to the Hudson's Bay Company or to the rival colony of Victoria
on Vancouver Island where his home was located
(these charges seem unfair
meticulous, austere and rigidly proud, Royal Governor James Douglas remained
as impartiality aloof from political pressure as any man in his position could)

BRITISH INTERNATIONAL BOUNDARY SURVEY TEAM ARRIVES

American Lieutenant John G. Parke, chief surveyor of the international boundary, and his crew
were joined by British Boundary Commissioner Colonel John Summerfield Hawkins
who commanded the British Royal Engineers party that consisted of about 100 men
including British soldiers of the Royal Engineers as well as civilian axmen
Colonel John Summerfield Hawkins established his base camp on a strip of open land
near the mouth of the little Campbell River
this site was just north of the forty-ninth parallel (the International Boundary) -- early August
British troops constructed about a mile and three-quarters of good road
along the shore of Semiahmoo Bay between the boundary and Camp Semiahmoo
(this base was later used while the boundary was slashed and marked
from Semiahmoo Bay to Sumas Flats)
two British survey ships were also part of survey effort
HMS *Plumper*, a screw-driven steam sloop under British Captain George Henry Richards
steam Corvette HMS *Satellite* under British Captain James Prevost
both captains also served as British Boundary Commissioners

BRITISH BOUNDARY COMMISSION FINDS GOLD

Royal Engineer Colonel John Summerfield Hawkins camped on Similkameen River
near the international boundary
There one member of the survey party who found gold in the stream
(north of today's Oroville, Washington)
News spread like wildfire, hundreds of miners quickly raced to the region -- summer 1858

OREGONIANS ARE STRUCK WITH FRASER RIVER GOLD FEVER

Gold fever continued unabated in Oregon Territory as men rushed to become rich

Dr. Carl Friesach reported from Portland -- August 1858: **“...the whole population [is] in the greatest state of excitement on account of the news of the discovery of gold fields on the Fraser river; it was the only topic of conversation in the whole town.”**²¹⁶

RACE RELATIONS DETERIORATE IN THE CANADIAN GOLDFIELDS

Kanaka Bar was a claim mined by Kanakas (Hawaiians) near the town of Lytton, British Columbia
two French miners in the area of Kanaka Bar raped a young Nlaka’pamux woman
Nlaka’pamux Indian retaliation was discovered when the two miners’ headless bodies were found
circling downstream in a large eddy near the boomtown of Yale
alarming the thousands of miners lining the riverbanks between there and Kanaka Bar
Nlaka’pamux’s reputation for violence was well-known and the riverbanks north of Yale emptied
miners by the thousands fled south to the relative safety between Yale and Spuzzum,
a tiny village of less than fifty located approximately thirty miles north of Fort Hope
(Spuzzum was often referred to as being “beyond Hope”)

WASHINGTON TERRITORIAL GOVERNOR RESIGNS

(Having received his divorce from the territorial legislature
Fayette McMullan married Mary Wood [July 1858]
Thurston County pioneer Isaac Wood’s daughter)
Territorial Governor Fayette McMullan, after resigning his governorship of a year -- August 1858
immediately left the territory and returned with his new bride to his old home in Virginia
he had served as territorial governor during two big events -- and had no part in either of them
Fraser River gold excitement probably had more effect on the humblest citizens than on him
he knew he was in the Far West only temporarily
defeat of Lieutenant-Colonel Edward Steptoe was outside the governor’s realm of influence
Charles H. Mason was named Acting Territorial Governor once more (this for a fifth time)
he assumed office [August 1858 to July 1859]
(Fayette McMullan’s next elected position was as a member of the House of Representatives
of the Confederate States of America
later he took up farming and banking and lost a bid for Governor of Virginia
Fayette McMullan died in a train accident [November 8, 1880])

DEPARTMENT OF THE PACIFIC COMMANDER GENERAL CLARKE ISSUES ORDERS

General Newman S. Clarke issued new orders -- early August 1858
“That Colonel Wright proceed to Fort Walla Walla [from Fort Dalles], assume command of the troops, leave Brevet Lieutenant-Colonel Steptoe a sufficient garrison to secure Walla Walla, and prepare to move with a column of not less than six hundred men, as soon as practicable after the 1st of August. The objects to be obtained are the punishment and submission of the Indians engaged in the late attack on the command of Lieutenant-Colonel Steptoe, and the surrender of the

²¹⁶ Oscar Osburn Winther, *The Great Northwest*, P. 227.

Palouse Indians who murdered two miners in April last. These men are known to Lieutenant-Colonel Steptoe.”²¹⁷

Major Garnett orders were to: **“Leave a sufficient force to garrison Fort Simcoe, and with the remainder take the field to punish the Indians who in June, 1858, attacked a party of miners in the Yakima country; and make such an impression upon and arrangements with those and other tribes, as will secure the lives of the Whites and their property. The tribe by whom the attack was made must deliver the individual offenders, or you must drive the whole to submission by severe punishment. Your rear must be secured from danger by hostages given for their good behavior. If they refuse to comply with this condition, they must be treated as hostiles. All must be driven to feel that, in the future, the demands of the government must meet with obedience. Kamiakin and Qualchen cannot longer be permitted to remain at large in the country. They must be surrendered or driven away. No accommodation must be made with any who will harbor them. Any tribe, the members of which give assistance to either of those troublesome Indians, will be considered as hostiles.”²¹⁸**

COLONEL GEORGE WRIGHT RECEIVES HIS NEW ORDERS

Colonel Wright commanded three companies of U.S. Ninth Infantry stationed at Fort Dalles two years earlier [1856] had marched through Eastern Washington declaring his friendly intentions to the natives after Lieutenant-Colonel Edward Steptoe’s defeat

Colonel Wright underwent a complete transformation of feelings

Colonel George Wright received orders from Department of the Pacific Command General Clarke:

- he was hunt out some twenty-five warriors, mostly Palouse Indians, who were known to have participated in killing the Colville miners on Palouse River [April 1858] it was thought they had scattered among the Yakimas west of the Columbia River
- he was to capture or kill the warriors who had engineered the [May 1858] attack on Lieutenant-Colonel Edward Steptoe's command
- he was to recover the two howitzers abandoned in Steptoe’s dash for safety
- further, Yakima chiefs Kamiakin and Qualchan, who were believed to leaders of the present trouble were to be captured or driven away no accommodation was to be made with any tribe that sheltered them

Colonel Wright moved his command to Fort Walla Walla

COLONEL GEORGE WRIGHT ORGANIZES A STRIKING COLUMN AT FORT WALLA WALLA

Colonel Wright arrived at Fort Walla Walla leading three companies of U.S. Ninth Infantry soldiers Major William N. Grier at Fort Walla Walla had command

of a three-company battalion of Ninth Cavalry, First Dragoons:

- one First Dragoon Company was under Lieutenant Henry B. Davidson,
- another First Dragoon Company was under Lieutenant William D. Pender,

²¹⁷ *History of Pacific Northwest Oregon and Washington*, Compiled & Published by the North Pacific History Company, P. 629.

²¹⁸ *History of Pacific Northwest Oregon and Washington*, Compiled & Published by the North Pacific History Company, P. 631.

- Captain Charles S. Winder led a detachment of the Ninth Infantry (former First Dragoons) all three of Major Grier's companies had been badly mauled during Lieutenant-Colonel Edward Steptoe's defeat at the Battle of Rosalia

Captain Frederick T. Dent (Ulysses S. Grant's brother-in-law) led a two company battalion of U.S. Ninth Infantry soldiers

COLONEL GEORGE WRIGHT NEGOTIATES WITH THE NEZ PERCE INDIANS

Colonel Wright negotiated a treaty with the Nez Perce Indians in an effort to retain their friendship this agreement was signed by the colonel -- August 6, 1858 representing their tribesmen were chiefs Timothy, Three Feathers and Chief Speaking Eagle terms agreed to included:

- each party agreed not to bear arms against the other,
- each party agreed to aid the other in the event of war,
- United States Army would furnish Nez Perce scouts with arms, ammunition provisions, etc. as was necessary,
- United States would pay a fair price for material supplied by the Nez Perce to the army,
- a council would be held to resolve any misunderstandings which might arise

THIRTY-THREE NEZ PERCE WARRIORS SERVE THE ARMY AS SCOUTS

Thirty of these Nez Perce volunteers were to serve as infantrymen while three were hired as scouts they were issued new army uniforms -- partly to distinguish them from the enemy

Captain John Mullan of the Second Artillery had interrupted his road-building work he took command of the Nez Perce auxiliary soldiers

Mullan hoped to get in some road surveying between fights to accomplish that end he took along a small cart for carrying his equipment

COLONEL GEORGE WRIGHT'S SPOKANE COUNTRY CAMPAIGN GETS UNDER WAY

Captain Erasmus Keyes was under Colonel George Wright's command was ordered to construct a fort on the Snake River to protect the Red Wolf crossing

Captain Keyes led a detachment of Ninth Cavalry, First Dragoons and five companies of artillerymen armed as infantrymen with two twelve pound howitzers and two six pound guns out of Fort Walla -- morning August 7, 1858

Second Artillery Lieutenant John Mullan was the engineer officer assigned to build the post

Lieutenant Mullan led thirty-three Nez Perce auxiliary soldiers -- three serving as scouts

INDIAN CARRYOUT A DARING RAID ON FORT WALLA WALLA

After Captain Erasmus Keyes departure from Fort Walla Walla, Indians drove off thirty-six head of oxen belonging to the post -- night of August 7, 1858

COLONEL GEORGE WRIGHT ATTEMPTS TO CAPTURE THE FORT WALLA WALLA RAIDERS

Colonel Wright dispatched a messenger from Fort Walla Walla to inform Captain Erasmus Keyes of the loss to raiding Indians -- August 8, 1858

Lieutenant Henry B. Davidson and a company of U.S. Ninth Infantry Dragoons were sent after the thieves

Davidson scouted for thirty miles looking for Indians with no luck

FRASER RIVER CANYON WAR BEGINS IN CANADA

Fraser River Canyon War took place in the newly-declared Crown Colony of British Columbia
it was one of the decisive events of the founding of the colony
and was a major test of Royal Governor James Douglas' control over the goldfields
Militia war parties left Yale and started up the Fraser River to find the murderers -- August 9, 1958
they met no resistance as they progressed on their journey north to the village of Spuzzum
where the companies found 3,000 panicked miners encamped in a small area
they were worried for their safety but unable to proceed any farther south
At Spuzzum Captain Snyder's New York Pike Guards and Captain Centras' Austrian company
crossed to the east side of the Fraser River -- this was one of the only viable crossing locations
Snyder sent messages forward to Camchin -- the ancient Nlaka'pamux "capital" village
located at the confluence of the Fraser and Thompson rivers (today's town of Lytton, B.C.)
to inform the local Indians they were coming to parley for peace -- not to make war
Captain H.M. Snyder sent Captain Graham and his Whatcom Company up the west side of the river

FORT SIMCOE HAS A PORTION OF ITS HERD OF CATTLE RUSTLED

Lieutenant David McMurtie Gregg led a company of Ninth Infantry Dragoons from Fort Simcoe
in pursuit of the cattle rustlers -- August 9, 1858
Lieutenant Gregg spotted the Indians swimming many animals across the Snake River
warriors burned the grass on the high prairie on both sides of the river
Lieutenant Gregg's force was not strong enough to give chase so he returned to Fort Simcoe

FORT TAYLOR IS CONSTRUCTED BY CAPTAIN ERASMUS KEYES

Captain Erasmus Keyes reached the Tucannon River -- August 10, 1858
leading his combined force of 200 men of the U.S. Third Artillery and Ninth Infantry
accompanied by Lieutenant John Mullan and his thirty Nez Perce Indians serving as scouts
Quickly Captain Keyes' men began construction on a temporary post
located on the south bank of the Snake River at the mouth of the Tucannon River
(east of Starbuck, Washington in the vicinity Walla Walla)
it was built to protect the Red Wolf crossing of the Snake River -- August 10, 1858
Fort Taylor was named in honor of Captain Oliver Hazard Perry Taylor who was killed
during Lieutenant-Colonel Edward Steptoe's Battle of Rosalia

CONSTRUCTION OF FORT TAYLOR IS COMPLETED

Colonel George Wright and his command completed construction of a military post of rocks and logs
along the Snake River at the mouth of the Tucannon River
to protect a crossing of the Snake River -- August 11, 1858
it was poorly located for conducting war but was easily defensible
as it was built of basalt rock with hexagonal bastions of alder
Fort Taylor was garrisoned by Brevet-Major Wyse with one company of the Third Artillery
two 6-pound mountain howitzers and two 12-pounders were mounted there
This post was only used for six weeks as a base of operations in the campaign

against the Spokane, Coeur d'Alene, Palouse and Pend d'Oreille Indians
(several Indians skirmishes took place over the next several days)

CONSTRUCTION BEGINS ON A ROAD FROM FORT TAYLOR TO THE SNAKE RIVER

Captain Erasmus Keyes sent Lieutenant John Mullan to scout a route to the Snake River
Mullan reported to Keyes that a road would have to be built
Road construction was begun by Captain Erasmus Keyes -- August 11, 1858
since Indians had burned the grass on the high prairie on both sides of Snake River
road builders in Keyes' command exchanged gunfire with Indians who were scouting them

MAJOR ROBERT S. GARNETT MARCHES OUT OF FORT SIMCOE TO PUNISH THE YAKIMAS

Major Robert S. Garnett marched 300 men of the U.S. Ninth Infantry Companies C, G and I
and Lieutenant George Crook's U.S. Fourth Infantry Company D
marched north from Fort Simcoe -- August 12, 1858
his orders read: **"You will attack all hostile Indians with vigor; make their punishment severe,
and persevere until the submission of all is complete."**

(1858 Annual Report of the Secretary of War P. 364.)

Garnett's expedition against the Yakima Indians was to proceed up the Columbia River
to the mouth of Okanogan River to seek retribution on the Indians
who had attacked a party of miners at Colville and killed two
Major Garnett led three hundred men of U.S. Ninth Infantry Companies C, G and I
to punish the Indians and restore the shattered prestige of the Army

U.S. AND BRITISH BOUNDARY COMMISSIONERS MEET

Both Commissioners met face to face for the first time at Semiahmoo Bay
to plan strategy and timing of the boundary effort -- August 13, 1858
Archibald Campbell represented the American survey team
Captain John Summerfield Hawkins represented the British effort
This meeting was conducted with elaborate politeness
when Captain Hawkins arrived he was met by an official salute followed by a banquet
these formal amenities were reciprocated the next day by the British
after that they got down to the business of marking the boundary
in spite of the gracious and respectful nature of the participants, the meetings failed utterly
Americans and British worked individually on the project
Although the two international boundary survey teams worked separately
eventually all of the men of the joint survey part got along very well
it was noted: **"Only once did the British and American parties disagree over the location
of the line itself, and later conferences over the drafting table soon satisfied both parties."**²¹⁹
Lieutenant Parke was the last of the Topographical Engineers to see duty in the American West
according to one historian, **"The Topographical Engineers played the part of an advance
guard as they collected and assembled an ever-mounting number of facts about the little-known area**

²¹⁹ James A. Crutchfield, *It Happened in Washington*, P. 62.

of the world.... Its officers were a new type of explorer, self-consciously carrying the burden of civilization to the wilderness and the lessons of the wilderness back into civilization.”²²⁰

NLAKA’PAMUX INDIANS COME UNDER ATTACK

Captain Graham’s Whatcom Company rampaged up the west bank of the Fraser Canyon
destroying native food caches and potato fields
They discovered Nlaka’pamux natives and attacked
nine Indians were killed, others were wounded and three were taken prisoner
While the Whatcom Company was returning to Spuzzum, they burned three Indian villages
one miner reported that a company of miners found several Indian camps
and **“just killed everything, men, women, and children.”²²¹**
During a nighttime gun-battle the Whatcom Company was wiped out -- August 14, 1958
this was witnessed by Snyder’s and Centras’ companies camped across the river at the time
it was not a native attack, but rather a panicked reaction to a rifle falling over
which caused a melee from which only two or three men survived
as all the rest died in the dark shooting at each other in a “circular firing squad”

CANADIAN INDIANS HOLD A COUNCIL

Indians from all over the upper Thompson River region assembled at Lytton
to decide on their response to the attacks by the miners’ militias
Nlaka’pamux war leaders tried to incite the gathered warriors to wipe out the miners
Okanagan, Shuswap, Bonaparte, Savona and Kamloops bands promised if war was declared
they would fight
but one of the chiefs named Spintlum had good relationship with Royal Governor Douglas
he made an eloquent speech and convinced many to pursue peace and co-existence

AMERICAN MILITIA WAR PARTIES ENCOUNTER THE NATIVE COUNCIL

Captain H.M. Snyder and Captain John Centras reached at Lytton, British Columbia
they marched their companies into the midst of the war council of twenty-seven chiefs
had they known thousands of warriors were watching from the surrounding mountainsides
they might not have been so bold
honoring the native council custom, the militiamen were given the right to speak
using translators they told the assembled natives that if the war were to continue
white men by the thousands would come and occupy the country
and exterminate all of the natives
Captains Snyder and Centras believed they had persuaded the Indians to make peace
thus ending the Fraser Canyon War
(many historians believe the decision to make peace had been determined before their arrival)
Snyder concluded six oral and written peace treaties with chiefs representing over 2,000 people
dealing with co-existence in the Fraser Canyon and the working of the goldfields lining it

²²⁰ James A. Crutchfield, *It Happened in Washington*, P. 63.

²²¹ John M Findlay and Ken S. Coates, editors: *Parallel Destinies: Canadian-American Relations West of the Rockies*, P. 39.

local natives remained active as miners throughout the entire gold rush
these became known as the Snyder Treaties

SNYDER TREATIES END THE FRASER RIVER CANYON WAR

No formal numbers of those killed during the Fraser Canyon War exist on either side
a great deal of exaggeration has been made by both sides
estimates of the miners killed range from several dozen to several hundred
or even into the thousands
some speculated the native casualties were even more extreme

MAJOR ROBERT S. GARNETT MARCHES ACROSS YAKIMA INDIAN COUNTRY

On the third day of his expedition to seek retribution on the Yakima Indians
Major Garnett and his 300-man U.S. Ninth Infantry force made contact with the Yakimas
Major Garnett sent Lieutenant Jesse K. Allen with fifteen infantrymen
to search for a Yakima Indian fishing camp further up the Yakima River

LIEUTENANT JESSE K. ALLEN MAKES CONTACT WITH THE YAKIMAS

Fifteen Ninth Infantry men under Lieutenant Jesse K. Allen searched up the Yakima River
twenty miles north of Umtanum Lake they surrounded an Indian fishing camp
believed to be harboring some of the suspects who had killed two Colville miners
Lieutenant Allen launched an early morning surprise attack -- morning August 15, 1858
soldiers captured the entire band of twenty-one men, fifty women and children
seventy horses and fifteen head of cattle besides a large quantity of Indian property
in the uncertain dawn light Lieutenant Allen was killed by a shot from one of his own men
Several of these Indians (three according to Garnett; five according to A.J. Splawn)
were believed to have taken part in the attack on the two Colville miners
these men were tied to trees and summarily shot

COLONEL WRIGHT BEGINS HIS PORTION OF THE EASTERN WASHINGTON CAMPAIGN

Colonel George Wright had prepared his command of 800 men for a punitive expedition
against the Northern tribes: Spokane, Coeur d'Alene, Palouse and Pend d'Oreille Indians
thirty thousand rations for the men were carried by mule train
Colonel Wright marched out of Fort Walla Walla to join Captain Erasmus Keyes
at Fort Taylor -- August 15, 1858
two pack trains composed of a total of 400 mules were necessary to carry
thirty thousand rations for the men -- enough to last for thirty-eight days
ammunition and other supplies
100 packers and other employees managed the supply trains
in addition to the 400 mules another 400 cavalry mounts were brought -- 800 animals in all
Colonel George Wright's command was composed of:

- Major William N. Grier led the 190 men of Ninth Cavalry, First Dragoons Companies E, H, I
and a detachment of Company C led by Captain Charles S. Winder
armed with two twelve-pound mountain howitzers;
- Third Artillery Companies A, B, G, K and M armed as infantrymen,

Lieutenant James Lyon White, U.S. Third Artillery,
was armed with two 6-pound mountain howitzers and two 12-pounders
•Ninth Infantry Companies B and E
Captain Frederick Dent led the 380 infantrymen of U.S. Ninth Infantry Company

LAST OF COLONEL WRIGHT'S COMMAND ARRIVES AT FORT TAYLOR

Three days were required for the entire column to reach Fort Taylor
Colonel Wright's arrival at the post -- August 18, 1858
showed him Captain Erasmus Keyes and the Ninth Infantry Dragoons had been busy at the fort
Keyes' men had constructed a road to the Snake River
and had built a large flatboat the Red Wolf Crossing site

MAJOR ROBERT S. GARNETT CONTINUES HIS MARCH ACROSS YAKIMA INDIAN LAND

Major Garnett sent Lieutenant George Crook's U.S. Fourth Infantry Company D
to a fishing place on the Wenatchee River -- August 18, 1858
Major Garnett moved his main force up the Columbia River to the mouth of the Okanogan River

SEVERE STORMS HAMPER MILITARY OPERATIONS

Captain Erasmus Keyes reported a severe wind storm hit that night -- August 21, 1858
tents were leveled and tumble weeds tore through Fort Taylor
soldiers of U.S. Third Artillery Companies A, B, G, K and M were forced to take cover
High winds were followed by several drenching rain storms -- August 22-[24]
(this proved to be a blessing as the rain put out the grass fires started by Indians
it also freshened the grass for forage and made further burning more difficult)

LIEUTENANT CROOK'S INFANTRY COMPANY PURSUES INDIANS SUSPECTED OF MURDER

Members of Lieutenant Crook's U.S. Fourth Infantry Company D surprised and captured
a considerable number of Indians while they were fishing the Yakima River -- August 22, 1858
Several suspected Indians and their families managed to flee from Crook's soldiers
with the aid of Yakima informants five of the alleged murderers of the Colville miners
were recognized, tied up and shot
Lieutenant Crook and his men set out in pursuit

LIEUTENANT GEORGE CROOK CONTINUES TO PURSUE FLEETING INDIAN FISHERMEN

For several days the troops chased the suspected natives
as they fled the fugitives circled back to the fishing camp where the chase had begun
they found no provisions had been left for them
since they were two day ahead of their pursuers they set about fishing

FLEEING FISHERMEN ARE NEARLY APPREHENDED

When scouts protecting the Yakima River fishing camp reported the approach of the soldiers
another race began
Although they had women and children with them they fled
over the most difficult part of the mountains

instead of fleeing down the Okanogan River when Major Garnett was waiting for them
Indians fleeing ahead of Lieutenant Crook's U.S. Fourth Infantry Company D
made good their escape by felling trees across a narrow chasm
forming a bridge strong enough for their horses to pass over
after they everyone had crossed the bridge was destroyed -- August 25, 1858
they crossed the Columbia River and joined with Owhi, Qualchan and Skloom
although the troops had arrived before the Indians across the chasm were out of sight
there were no more trees to fall in the area and it was too far around to pursue

COLONEL GEORGE WRIGHT COMPLETES PREPARATIONS FOR COMBAT

When weather permitted, Colonel George Wright left Fort Taylor -- August 25, 1858
Wright ordered his artillery across the Snake River Red Wolf Crossing
followed by the supplies and finally the infantry in that order
all day was taken in accomplishing the task
Wright left behind U.S. Third Artillery Company D
under the command of Captain (Brevet-Major) Francis Octavus Wyse
to man Fort Taylor and protect the supplies the large flatboat
and several small boats that had been transported from Fort Walla Walla
remainder of his force was composed of 680 army regulars
(400 infantrymen, 190 dragoons and ninety in the rifle brigade),
100 civilian support personnel and 700 horses and mules
accompanied him in the direction of Fort Colville
there were also thirty-three friendly Nez Perces, three as scouts
and the thirty prepared to fight,
and all dressed in army uniforms to distinguish them from the warriors
Wright proceeded slowly as small scouting parties of Indians showed themselves -- August 25, 1858

CAPTAIN ERASMUS KEYES MARCHES OUT OF FORT TAYLOR

Captain Keyes' U.S. Third Artillery Companies A, B, G, K and M and Ninth Infantry Dragoons
spent morning of a second day assisting part of the quartermaster's train across the Snake River
Captain Keyes and his men joined forces with Colonel Wright who now had 800 men and 700 animals
in his command -- afternoon of August 26, 1858

COLONEL GEORGE WRIGHT IS UNDER WAY ONCE AGAIN

Colonel Wright's column advanced into hostile territory -- August 27, 1858
where the trail branched west leading directly to Fort Colville and east to Spokane Falls
Wright chose the eastern route into Spokane Country

MAJOR ROBERT GARNETT'S COMMAND IS REUNITED

Lieutenant Crook abandoned the chase and he led his weary soldiers down the Wenatchee River
to its confluence with the Columbia River where they joined Major Robert Garnett
Major Garnett's united command began a march following the Columbia River north
nearly to the international boundary
Indians suspected of conducting war against miners or settlers were captured

and, when the suspicions could somehow be confirmed, executed

OREGON TRANSPORTATION LINE MAKES PLANS

Up the Columbia River from the Cascades Celilo Falls was the next obstacle to be overcome
Colonel Joseph S. Ruckel and Harrison Olmstead undertook development of a second railway
to run from the Cascades to the Dalles on the Oregon side of the Columbia River
Captain J.O. Van Bergen contracted to clear the necessary land within thirty days -- August 28, 1858
in preparation for laying track for the extended Oregon Portage
construction plans for the portage were drawn by Portland civil engineer John W. Brazee
at the mouth of Eagle Creek a sawmill was constructed

ROYAL GOVERNOR JAMES DOUGLAS AGAIN TRAVELS TO THE MAINLAND

After receiving reports about the conflicts in the Fraser Canyon,
Vancouver Island Royal Governor James Douglas and a party of colonial leaders
left the colonial capital of Victoria located on Vancouver Island
to once again visit the mining region -- August 30, 1858
he was accompanied by a force of twenty Royal Marines and fifteen Royal Engineers
Royal Governor Douglas stopped at New Fort Langley
there he declared the Royal Colony of British Columbia in existence
(it would later become a Canadian province)

COLONEL GEORGE WRIGHT MAKES CONTACT WITH THE INDIANS

News reached Fort Taylor that a great force of hostile Indians was gathering at some lakes
three days away from Fort Taylor
this information was forwarded to Colonel Wright
Colonel Wright reached the East end of Sprague Lake after a march of eighteen miles
Indians were seen for the first time -- August 30, 1858
although their presence previously had been indicated
by burned grass which deprived the Army animals of feed
Indians began to appear in small bands in the hills on the right flank
but they fled at the advance of the dragoons
Gradually the warriors numbers increased as they moved in a parallel line with the troops
until they were bold enough to attack the pickets -- 5:00 p.m., Monday August 30, 1858
Indian firing was brisk
but Colonel Wright called out part of his command and the Indians fled
after a chase of more than four miles the dragoons returned to camp

COLONEL GEORGE WRIGHT CONTINUES HIS MARCH

After spending the night at the East end of Sprague Lake
Colonel Wright broke camp and moved out -- 6:00 a.m., Tuesday August 31, 1858
bands of Indians were even more numerous along the hillsides
but they did not approach the military column
however, shots were exchanged with the three Nez Perce scouts
Indians attempted to set fire to the grass but without much success as it was too green to burn freely

INDIANS ATTACK COLONEL GEORGE WRIGHT'S PACK TRAIN

Colonel Wright was within twenty miles of the Spokane River
warriors approached Wright's position under a thin cover of smoke
they struck Colonel Wright's pack train -- evening August 31, 1858
Captain Keyes' command was traveling about a half mile behind when the outbreak occurred
Keyes, hearing the attack, sent three companies of artillerymen ahead to support Colonel Wright
armed as infantrymen with the new long-range rifles used by Wright's artillerymen
these were too much for the Spokanes and their allies
even by setting fire to the grass and creeping up under the cover of smoke
warriors could not get close enough for their inferior weapons to be effective

COLONEL GEORGE WRIGHT MAKE CAMP AT FOUR LAKES

Five days after leaving Fort Taylor, Colonel Wright's command was exhausted
they had marched more than 120 miles across the steep, dry hills of eastern Washington Territory,
through intense heat, suffocating dust, a severe thunderstorm that wrecked some of their gear,
and smoke from grass fires the Indians set trying to stampede the pack train
they were deep in Spokane territory fifteen miles southwest of the (present-day city of Spokane)
Colonel Wright concluded the main force of Indians was not a far distance away
he decided to rest his men for a few days
camp was made at Four Lakes -- night August 31, 1858
(Silver, Meadow, Clear, and Granite lakes)
As the troops made camp they noticed horse-mounted warriors gathering on a hill two miles away
between the two forces lay one large lake and three smaller ones

COLONEL GEORGE WRIGHT PREPARES FOR BATTLE

At their Four Lakes camp soldiers began preparing for battle -- sunrise September 1, 1858
at daybreak the four lakes could be seen from the hilltop
dragoons made sure their weary horses had their fill of oats and water
infantrymen and artillerymen armed as infantry completed their preparations
Lieutenant James Lyon White's detachment of U.S. Third Artillery prepared their howitzer
As sunlight seeped over the Selkirk Mountains in the distance
soldiers became aware that the number of braves had grown during the night -- 6:00 a.m.
Spokane, Coeur d'Alene, Palouse and Pend d'Oreille warriors were gathering on a high hill
two miles northeast of Colonel Wright's camp (near today's Cheney, Washington)
Wright assigned Captain James Allen Hardie to guard the Four Lakes camp, supplies and 400 mules
Hardie's guard force consisted of fifty-four men of the Third Artillery Company M
commanded by First Lieutenant Horatio Gates Gibson
assisted by Second Lieutenant George Brown Dandy
Second Lieutenant Lylan Benton Lyon took charge of one howitzer and fifty-four men
one portion manned one howitzer under command of Lieutenant Horatio Gates Gibson
remainder of Company M reported to Second Lieutenant Lylan Benton Lyon

ATTACKING INDIANS FELT THEY HAD THE ADVANTAGE

An untold number of Indians appeared to be everywhere -- September 1, 1858

Indians were on the hills, in the ravines, in the woods, near the lakes and on the plain
one steep hill rising 455 feet above the flat terrain soon became known as Wright's Hill
Meadow Lake is located at the eastern base of Wright's Hill
another rise, Riddle Hill, is to the northwest of Wright's Hill
valley in between Wright's Hill and Riddle Hill holds Granite Lake and Willow Lake
west of Riddle Hill is Silver Lake

one officer later reported that **“they seemed to cover the country for two miles”**²²²
they displayed war-paint and their horses were decorated with strings of beads and eagle feathers
most of them carried old Hudson's Bay Company muskets
but some were armed only with bows and arrows or spears
they rode about brandishing their weapons and yelling in defiance
their attitude was insolent and provocative and they seemed to invite the troops to attack

COLONEL GEORGE WRIGHT MARCHES FROM HIS CAMP AT FOUR LAKES

After defensive preparations were completed

Colonel Wright marched out of his camp at Four Lakes -- 9:00 a.m., September 1, 1858

Colonel Wright's troops in the anticipated confrontation with the Indians consisted of:

- Major William Nicholson Grier who led 600 men of the Ninth Infantry, First Dragoons
Companies C, E, H, I and a detachment of Company D
some were armed with new Sharp's breech-loading carbines
- Captain Erasmus Keyes led the Third Artillery Companies A, B, G, K and M
armed with long-range repeating Model 1855 Yaeger Percussion Rifle-Muskets
- Captain Frederick T. Dent led the Ninth Infantry Companies B and E
- Lieutenant James Lyon White, Third Artillery was in command of one howitzer
and the howitzer detachment to operate the weapon
- Captain John Mullan directed thirty Nez Perce auxiliary soldiers and three Nez Perce scouts

COLONEL GEORGE WRIGHT MARCHES FROM THE SNAKE RIVER

Colonel George Wright led six companies of soldiers and a mountain howitzer -- September 1, 1858
they marched in two columns toward the north slope of Wright's Hill

Major William Nicholson Grier led about 100 mounted Ninth Infantry, First Dragoons
in one column

220 men marched in the second column

five Companies of U.S. Third Artillery were commanded by Captain Erasmus D. Keyes
two Companies of U.S. Ninth Infantry led by Captain Frederick T. Dent
and a mountain howitzer detachment commanded
by Third Artillery Lieutenant James L. White

Second Artillery Lieutenant John Mullan led his force of thirty-three Nez Perce Indians

After traveling about a mile and a half they reached Wright's Hill

²²² Lawrence Kip, *War in the Pacific Northwest: The Journal of Lieutenant Lawrence Kip*, P. 55.

INDIANS WERE WAITING FOR THE ARRIVAL OF COLONEL WRIGHT'S SOLDIERS

Indians at the base of Wright's Hill seemed determined to hold their position
to the right of the base of the hill were more Indians in a pine forest
about five hundred mounted Indians occupied a vast plain to the north
they were riding back and forth waving their weapons daring the troops to attack them
they were dressed in their war array -- gaudily painted and decorated
plumes of feathers fluttered above them
animal skins and trinkets of all kinds embellished them in the gleaming sunlight
their horses displayed the most glaring finery -- some were painted in contrasting colors
white smeared with crimson in fantastic figures
dark color was streaked with white clay
beads and gaudy colors hung from their bridles
plumes of eagle feathers were woven into the horses' tails and manes
most of the Indians were armed with Hudson's Bay Company muskets
while others had bows and arrows and long lances

COLONEL GEORGE WRIGHT DEPLOYS HIS TROOPS IN THE BATTLE OF FOUR LAKES

Colonel Wright ordered Major William N. Grier to advance to the north going around
the left base of the hill with a company of dragoons -- Wednesday September 1, 1858
Colonel Wright planned to place the dragoons in position to intercept the Indians
as they were driven from the hill

Wright ordered Lieutenant John Mullan and his Nez Perce troops to move around the hill to the right

COLONEL GEORGE WRIGHT ADVANCES ON THE WARRIORS

Major William Nicholson Grier's dragoons swept around Wright's Hill and were in position
waiting for the fleeing warriors to be driven in their direction
as they waited they were subjected to ineffective long range fire
Captain Edward Ord led a company of dragoons as they gallantly scrambled up Wright's Hill
they dismounted with one half of the men holding the reins of the horses
as the other half armed themselves and formed a skirmish line
Wright and the remainder of the troops followed the Nez Perce scouts to the right of the hill
to reach a position where the ascent would be easier
this maneuver was expected to drive the Indians in the direction of Major Grier's dragoons

COLONEL GEORGE WRIGHT ATTACKS THE WARRIORS IN THE BATTLE OF FOUR LAKES

Colonel George Wright implemented the next phase of his attack -- Wednesday September 1, 1858
on Wright's orders Captain Ord's dragoons drove the Indians from the top of Wright's Hill
and down the north slope to where Major William Nicholson Grier's dragoons waited
When they reached the base of the hill the Indians raced for the cover of ravines, trees and brush
where they rallied

COLONEL GEORGE WRIGHT CONTINUES THE ATTACK IN THE BATTLE OF FOUR LAKES

Colonel Wright deployed his men in preparation to attack the Indians at the base of Wright's Hill
Captain Keyes led two companies of the Third Artillery along the crest of the hill

Lieutenant George Percy Ihrie led Company B
Lieutenant Dunbar Richard Ransome led Company G
Captain Frederick T. Dent's Ninth Infantry battalion was directed to move to the right
to prepare to attack the pine forest
Lieutenant Hugh Brady Fleming led Company B
Captain Charles S. Winder commanded Company E
Colonel Wright kept in reserve
Brevet Major William Nicholson Grier's Ninth Infantry First Dragoons Companies C and E
and Captain Erasmus Keyes Third Artillery Company K
this deployment of troops took about five minutes
Colonel Wright gave the order to advance -- Wednesday September 1, 1858
when Captain Keyes Third Artillery Companies B and G reached a point
about six hundred yards from the waiting Indians
Captain Keyes deployed his dismounted six companies of artillerymen as skirmishers
after the initial attack they moved steadily down the slope
Captain Frederick T. Dent's Ninth Infantry Companies B and E attacked the pine forest
First Lieutenant Ogden Tyler's Third Artillery Company A with the howitzer
was moved to a lower position where more effective fire could be achieved
Colonel Wright's advance was successful
Indians at the base of the Wright's Hill were driven out onto the plain
or into the woods at the right,
those already in the forest were forced to retreat

COLONEL WRIGHT CONTINUES HIS ATTACK AT FOUR LAKES

First Lieutenant Ogden Tyler's Third Artillery Company A with their howitzer
passed by Major William Nicholson Grier's Ninth Infantry First Dragoons
Companies C and E waiting in reserve -- Wednesday September 1, 1858
Lieutenant Henry B. Davidson's Ninth Cavalry, First Dragoons leading their horses
had been following behind Captain Keyes Third Artillery Companies B and G skirmish line
suddenly Lieutenant Davidson's dragoons mounted and charged
through the gaps between the skirmishers
they struck at the Indians on the plains cutting and slashing with the sabers
many warriors were killed or wounded
revenge was no doubt behind the fury of these dragoons who had served
with Captain Oliver Hazard Perry Taylor and Lieutenant William Gaston
when they had been killed in the Battle of Rosalia
attacking dragoons were joined by the skirmishers who had come off the hill
one continuous skirmish line was formed in front of the pine forest
Indians were routed out of the wood onto a plain
Colonel Wright's troops kept advancing as if on parade
as the slashing saber attack cut down all of the Indians they could reach
warriors fell wounded only to be picked up and carried away as was the Indian custom
Indians deployed their old tactics as they charged, fired and quickly rode away
this time their flight was met with a hail of minie balls

soldiers' longer-range rifles and cannons were taking their toll -- Indians lost heart
warriors appeared to be becoming panic-stricken as they fled from the field
but the slashing attack of the dragoons pursued them for more than a mile
when the dragoons reached Riddle Hill, the attack was halted
only because the dragoons' horses became winded and needed to be rested
several shots fired by the howitzer drove the remaining Indians out of sight
Indians disappeared toward Spokane
after the soldiers had turned back Nez Perce scouts followed the fleeing natives for ten miles
their army uniforms did not deter the Nez Perce scouts from taking scalps

BATTLE OF FOUR LAKES CONCLUDES

Recall was sounded by the bugler -- 2:00 p.m., Wednesday September 1, 1858
Battle at Four Lakes had lasted less than four hours
not a single military man had been killed or wounded in the fight
one reason for lack of casualties was the use of new long-range Sharp's rifles
while the Indians were armed with Hudson's Bay muskets, bows and arrows and lances
Indians' losses were placed at some eighteen or twenty killed and many wounded
Colonel George Wright's men and horses were fatigued by the long march and their first engagement
but the troops' spirits remained high as Colonel Wright's command rested
at the Four Lakes campsite for three days
Meanwhile the defeated Indians sent messengers to surrounding tribes calling for reinforcements,
and as they prepared for the next battle

CAPTAIN JOHN MULLAN AND HIS NEZ PERCE SCOUTS ARE HONORED

Nez Perce had been used as scouts in the advance and on the right flank in the battle
bravery of Lieutenant John Mullan and his men was specifically mentioned by Colonel Wright
they had charged and driven the enemy out of the brush and timber
they had acted mostly on their own responsibility -- they did not wait for orders
(later, the Nez Perce repulsed an attack on the rear of the column)
Nez Perce celebrated the victory with a war dance far into the night
However, the Nez Perce auxiliary soldiers were soon recognized by the hostile warriors
who were incensed at the sight of Nez Perce Indians in uniform

OREGON TRANSPORTATION LINE EXPANDS IN OREGON TERRITORY

Fate of Colonel Joseph S. Ruckel and Harrison Olmstead's south bank railway was not promising
built primarily on piles and hugging the river's southern shoreline closely,
this portage line was in need of constant repair
shipping investors began looking to the north bank property for the solution
Ruckel and Olmstead began construction on 4½ miles of track -- September 2, 1858
at the mouth of Eagle Creek a Headquarters Building was built
to house the project superintendent
and to also accommodate employees of the Eagle Creek sawmill and the railroad
other buildings were constructed for the horses and mules
New portage railway was built entirely of wood which was supplied by the sawmill

rails were fir logs were covered with strap iron
these were laid with the two parallel rails five feet apart (5.0 gauge)
space between the rails was covered with planking for the mules and “walking passengers”
train consisted of one small covered passenger car and several small freight cars with four wheels
mules were driven in tandem using as many at one time as necessary for the load
bridges were solidly built -- the Eagle Creek bridge being a framed cantilever affair
bridging and trestle works in large amounts were used because it was easier to furnish lumber
than to hire labor to make dirt fills
dynamite was not then in use and Tooth Rock was a formidable obstruction
which was overcome by building a trestle around it

COLONEL GEORGE WRIGHT BEGINS A MARCH TOWARD THE SPOKANE RIVER

After three day's rest Colonel Wright moved north from his camp at Four Lakes
toward the Spokane River -- September 5, 1858
leaving the lakes behind Wright's soldiers stretched out over a plain fringed on the east
by a strip of pine forest that concealed rocky, ravine-crossed slopes
Colonel Wright's command was in formation with his skirmishers in the lead followed by dragoons
trail they followed led almost due north then it branched sharply to the west
at the turning point most of the skirmishers changed their direction to the west
but at the intersection the main column followed the trail north rather than the skirmishers
as both groups advanced the distance between them widened
this turning movement placed all of the skirmishers on the left flank
except Lieutenant Horatio Gates Gibson's Third Artillery Company M
most of the Indians in front of the skirmishers were also on the left flank
while the main column faced the open plain where no Indians could be seen
Colonel Wright's command was almost two miles beyond the turning point
here the main column halted to allow the skirmishers to rejoin them
Lieutenant Gibson's Company M alone protected the right flank
Mounted Yakama and Palouse Indians led by Chief Kamiakin were seen
three miles away on the troop's right flank
they were joined by Coeur d'Alene and Spokane Indians
number of Indians continually increased until far more than 500 were present
they appeared to be attempting to intercept Wright's command
before they could reach a pine forest across the north end of the large prairie
Indians were seen setting fire to the grass ahead and to the right of the column
troops crossing the prairie found the wind blew strongly in their faces
they were nearly blinded by the smoke as well as threatened by the flames
while the soldiers struggled with these difficulties, the Indians opened fire on them
Wright closed up his caravan bringing up the pack train but continued his march north
some of Colonel Wright's soldiers moved into position to defend the pack animals
from the grass fires and the warriors
Indians massed on a hill four or five hundred feet high that sloped toward the troops at a 45° angle
yelling battle cries they forced their horses downhill at a gallop
and then wheeled and raced up it again

they conducted themselves as if they were frantic until their poor animals were exhausted
always hard riders who showed little mercy for their horses,
they now seemed determined to destroy the animals
Indians raced to the shelter of three high table rocks and the trees of the pine forest
hoping to catch the soldiers as they became scattered in the chase

BATTLE OF SPOKANE PLAINS DESTROYS THE HOPES OF THE INDIANS

Colonel George Wright's skirmishers joined forces with the main column of Wright's command
Indians again set fire to the prairie grass
while they were hidden in billowing smoke, the warriors curled around the soldier's right flank
Instead of falling back into defensive positions, Colonel Wright deployed his men
three companies of Captain Erasmus Keyes U.S. Third Artillery were to lead the attack
Captain Edward Ord's Company K, Lieutenant Ogden Tyler's Company A
and Lieutenant Horatio Gates Gibson's Company M served as skirmishers
Colonel George Wright's ordered an attack -- Sunday September 5, 1858
Captain Ord's Company K was located on the extreme right of the skirmishers
they charged through the flames and angled toward the pine woods
warriors who occupied the three high table rocks went on the attack
as they had in the previous battle, Company K's Yaeger Percussion long-range Rifle-Muskets
proved to be surprisingly effective
warriors were driven back into the trees where they sought refuge
Captain James A. Hardie's Artillery Company G was deployed to the left with two howitzers
they were supported by Lieutenant William Gaston's Ninth Infantry Company E
artillery men unleashed particularly effective howitzer barrages into the timber
one round reportedly blew a limb onto Yakima Chief Kamiakin severely wounding his head
When the howitzers had done their job, the infantry went on the attack
by a well-ordered series of charges through the blazing grass
followed by howitzer bombardments
soldiers easily drove the warriors in their front to take cover in the rocky, ravine-crossed slopes
where a few shells from the howitzers dislodged them and they were again attacked
this process resulted in driving the Indians from cover to cover, from behind trees and rocks,
from ravines and depressions in the prairie for a distance of more than four miles
until they eventually emerged on the Spokane Plain
Once Captain Erasmus Keyes' U.S. Third Artillery had driven the Indians out onto the open plain
Major William Nicholson Grier's mounted Ninth Infantry, First Dragoons Companies C and I
passed through Lieutenant Gibson's Company M skirmishers
Grier's men charged the Indians with pistols and sabers
they chased the fleeing Indians for fourteen miles
warriors scattered and fled to the safety of distant trees
two Indians were killed and three others were wounded by the charge
in the meantime Captain Frederick T. Dent's U.S. Ninth Infantry Company B on the right flank
kept the remaining Indians in that vicinity at bay
Colonel Wright's fight on the Spokane Plains took up much of the day -- Sunday September 5, 1858
none of the soldiers in Wright's command were killed -- one was slightly wounded

COLONEL GEORGE WRIGHT ARRIVES AT THE SPOKANE RIVER

Colonel Wright led his men to the Spokane River and up the river valley
whenever the soldiers found caches of Indian supplies of dried fish, wheat, oats, vegetables,
camas roots and dried berries they were burned
all that the Indians could muster in response was sporadic harassing fire
against the column's flanks

Spokane River was a welcome sight as the soldiers had been without water since morning
when Wright's men arrived at the river -- September 5, 1858

(at a site within today's Fort George Wright Military Reservation)

they had traveled twenty-five miles from their Four Lakes camp

seven miles of this consisted of a marching fight lasting seven hours

every soldier arrived at the Spokane River with only one slightly wounded

That night, the soldiers camped on the riverbank below Spokane Falls

Spokane, Coeur d'Alene, Palouse and Pend d'Oreille Indian losses were unknown

but two chiefs and two of Chief Spokane Garry's warriors were known to have been killed

many lesser known natives were killed or wounded

Indians probably suffered at least thirty casualties

COLONEL GEORGE WRIGHT REMAINED IN CAMP ALONG THE SPOKANE RIVER

Colonel Wright rested his men and horses all day long -- September 6, 1858

during the day some Spokane Indian Chief Spokane Garry on the opposite side of Spokane River
indicated his desire to talk to Colonel Wright

arrangements were made to parlay the following day at the crossing the of Spokane River
two miles above Spokane Falls

MAJOR ROBERT GARNETT NEARLY REACHES THE CANADIAN BORDER

Major Garnett continued his attacks on Indians suspected of hostile activities on his march
up the Columbia River nearly to the international boundary

After reaching the vicinity of Fort Colville, Major Garnett began the journey

back toward Fort Simcoe back toward Fort Simcoe -- about September 7, 1858

During his campaign of retribution against the Yakima and other Indians

Major Garnett had shot ten Yakimas whom he had taken prisoner

two others had been shot while attempting to escape from the soldiers

COLONEL GEORGE WRIGHT AND CHIEF SPOKANE GARRY MEET

Colonel Wright met Spokane Indian Chief Spokane Garry -- September 7, 1858

speaking through an interpreter Colonel Wright informed Spokane Garry

that he was there to make war -- not to talk peace

Spokane Garry was known as a man of peace but he had frequently been overruled by his people

Spokane Garry declared a lack of sympathy for the war party

he regretted that his people had fought the soldiers

he had been unable to control his chiefs and warriors

Colonel Wright then told Spokane Garry, **“I have a large force. You Spokanes, Coeur d’Alenes, Palouses and Pend d’Oreilles may unite; but I can defeat you as badly as before. I did not come into this country to ask you to make peace. I came here to fight. Now, when you are tired of the war, and ask for peace, I will tell you what you must do. You must come to me with your arms (weapons), with your women and children, and everything you have, and lay them at my feet. You must put your faith in me and trust to my mercy. If you do this, I shall then dictate the terms upon which I will grant you peace. If you do not do this, war will be made on you this year and next, and until your nation shall be exterminated.”**²²³

Chief Spokane Garry then left to inform his people of Colonel Wright’s terms
After Spokane Garry’s departure Palouse Chief Polatkin arrived in the army camp with nine warriors to argue the harsh terms presented to them
because he had been active in the recent battles, Colonel Wright kept Polatkin as a hostage
he also was suspected to being involved in the murder of the two Colville miners
that were to have been investigated by Lieutenant-Colonel Edward Steptoe
(Chief Polatkin was hanged several days later)

COLONEL GEORGE WRIGHT CONTINUES HIS ADVANCE

Colonel Wright broke camp at sunrise -- September 8, 1858
after marching up the Spokane River a huge dust cloud was seen about nine miles away
Colonel Wright brought up his pack train and left it guarded by a company of dragoon
and companies of infantry
Major William N. Grier was ordered to lead three companies of the Ninth Cavalry, First Dragoons
accompanied by Lieutenant Mullan and his Nez Perce soldiers to investigate
while Wright followed with the Ninth Infantry
Major Grier discovered that Indians were massed on the Spokane Plains
these natives were driving their stock to the south for protection
dragons dismounted and followed the herd of livestock into the hills
after a skirmish (at Liberty Lake) the Indian herdsmen were dispersed with heavy losses
Dragoons returned with 800-900 head of horses but the herd of cattle proved to be too wild to capture
(it was later discovered the entire horse herd belonged to Palouse Chief Tilcoax)
Colonel Wright reformed his command and made camp

COLONEL GEORGE WRIGHT REMAINS IN CAMP

Wright’s command busied themselves searching for Indian caches of food stored for the winter
these were destroyed as punishment for resisting the Army’s advance -- September 9, 1858
Palouse Chief Tilcoax’s horse herd was a problem as were an additional 500 owned by other warriors
Colonel Wright convened a board of officers to consider options to deal with 1400 horses
Wright reasoned it was dangerous to take the animals along
as the Indians would stampede them
his troops might even lose some of their own animals
it was decided that killing was the only practical way to dispose of the herd
Two companies were detailed to shoot the horses -- September 9, 1858

²²³ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington*, Vol. I., P. 634.

Colonel Wright's campsite became known as "Horse Slaughter Camp"
all day long horses were killed one at a time -- but this proved to be too slow

COLONEL GEORGE WRIGHT CONTINUES THE KILLING OF HORSES

Each officer selected a horse for his own use and the remainder was corralled -- September 10, 1858
company after company in succession was marched to the corral

massed volleys of rifle fire were directed into the corralled herd until their guns fouled
then the company marched off and was replaced by another company
until all of the horses were killed

all the while the Indians were assembled in the distant hills
where they watched the destruction of their wealth, their way of and their culture

While Wright's command was disposing of the animals

messengers delivered a communication from Catholic priest Father Joseph Joset

he informed Colonel Wright the Indians wanted peace

he said two Indians came to his Coeur d'Alene Mission with a white flag

saying they had been sent by Spokane Chief Big Star who wanted to surrender

but he could not catch the troops because he had lost all of his horses

Father Joset also noted the Christian Indians were overjoyed by the soldier's victory

if the hostiles had won they had fully expected to be sacrificed for not fighting with them

Colonel Wright wrote to Father Joset to gather all of the Indians at his mission for a talk

Chief Vincent was to represent the Coeur d'Alene people -- most of who were in hiding

it took a great deal of urging by Chief Vincent and the Catholic priests to bring them in

RESULTS OF THE SLAUGHTER OF INDIAN HORSES

Colonel George Wright's shooting of the horses was the final blow for the Indians

(Wright learned from Indians later that the capture of their horses did not discourage the Indians
as they felt they could recapture the herd later

but when they learned of the slaughter they knew all was lost)

mounds of horse bones long remained at Horse Slaughter Camp

about 100 horses were spared for use by the troopers, but they proved to be too wild

many pulled their stakes out of the ground and ran away -- the rest were shot

COLONEL GEORGE WRIGHT MARCHES HIS COMMAND TO THE COUR D'ALENE MISSION

Colonel Wright led his Army east bound for the Coeur d'Alene Mission

some forty miles away -- September 11, 1858

along the way Wright's soldiers continued to burn Indian lodges and food supplies

BRITISH COLUMBIA ROYAL GOVERNOR SIR JAMES DOUGLAS TAKES ACTION

Royal Governor James Douglas arrived at Yale in the Fraser River Canyon -- September 13, 1858

with twenty Royal Marines and fifteen Royal Engineers to take control of what was feared
to have been a situation that could easily lead to war not only of extermination

but also of annexation by the Americans

there were many good reasons the mainland colony was known as the "Gold Colony"

accompanying the Royal Governor on his steamboat journey from Victoria to Yale

was one Edward “Ned” McGowan, known as “the notorious Ned McGowan”
Governor Douglas’ concerns about lawlessness in the Fraser River gold region
proved to be warranted
Royal Governor Douglas was mortified that “miners’ committees” had been established
and the “California system” of claims had been implemented that gave the right to mine
to the first person to discover the mineral deposit and begin mining it
Douglas was even more mortified to discover that captains Snyder and Centras, without a mandate,
had engaged in unauthorized attacks on the local Indians while flying the British flag
and then proceeded to make treaties with the natives who were singularly
under the jurisdiction of the British Crown and British law
Douglas cautioned them that the new colony of British Columbia had been established
and the Queen’s Law would prevail -- even over the native population
Douglas also admonished Americans in three of the militia companies
for their part in the Fraser Canyon War
but they were conciliatory and swore to abide by the Queen’s laws in the future
Douglas was forced to take action to enforce British authority and sovereignty on the mainland
he met with both native people and miners to investigate the conflict
he reprimanded the miners for ignoring British law and authority in the region
but was assured by the miners that they would follow the Queen’s law in the future
he met with the Nlaka’pamux Indians and guaranteed them reserves in the Fraser Canyon
he prohibited the sale of alcohol to all native people
Douglas also ordered townsites to be drawn up for Yale and Hope
he appointed a chief of police and five constables
(with his business in the Fraser Canyon complete, Royal Governor James Douglas
returned to Victoria [September 20, 1858])

DEPARTMENT OF THE PACIFIC IS REORGANIZED

Military area of responsibility was expanded to include Utah Territory west of the 117th Meridian
which had been taken from the Department of Utah (i.e., Western Nevada [January 14, 1858])
Reorganization continued as the Department of the Pacific was divided into two departments
each reporting directly to army headquarters in California -- September 13, 1858

- Department of California consisted of the country west of the Rocky Mountains
and south of Oregon including the Rogue River and Umpqua portions of Oregon
- Department of Oregon consisted of Oregon and Washington Territories
excluding the Rogue and Umpqua regions
but including parts of (today’s Montana, Idaho and Wyoming)

General Newman S. Clarke was promoted as Commander of the Department of the Pacific

COLONEL GEORGE WRIGHT AND HIS COMMAND ARRIVE AT COEUR D’ALENE MISSION

Wright and his soldiers arrived at Father Joseph Joset’s Coeur d’Alene Mission
this was the easternmost point the expedition traveled -- September 13, 1858
Most of the Coeur d’Alene tribe was gathered but some of the hostiles had fled eastward
including Yakima Chief Kamiakin and Palouse Chief Tilcoax
Talks were held over the next several days by Colonel George Wright who told the Coeur d’Alenes

he would talk peace only if they delivered those Indians
who had attacked Lieutenant-Colonel Edward Steptoe's commander at Rosalia [May 1858]
also all of the property and possessions captured from Steptoe or from other white people
must be returned
further, all white people must be allowed to travel through their country
without harm in the future,
finally, one chief and four warriors and their families must be given up as hostages
to assure the good behavior of the Coeur d'Alene people
talks continued for several days

OREGON "STATE" GOVERNMENT IS PREMATURE AGAIN

Some members of the "state" legislature who were in opposition to the anti-slavery "hard" Democrats
tried to hold their own (premature) state legislative session -- September 13-14, 1858
However, lacking support from the Democratic Salem Clique,
this session attracted only ten territorial representatives and two territorial senators
Congress continued to delay action on Oregon's statehood,
this unauthorized session adjourned on the second day

COEUR D'ALENE MISSION COUNCIL TALKS RESULT IN PEACE

Colonel George Wright's council at the Coeur d'Alene mission concluded -- September 17, 1858
Coeur d'Alene Indians had no options but to consent to the demands of a temporary agreement
called the "Treaty of Peace and Friendship" although the terms were harsh
(permanent treaty would be made the [next spring] if all of the articles
had been complied with and the Indians' conduct proved satisfactory)

Eighteen chiefs and sub-chiefs representing six of eight bands of Coeur d'Alenes signed the treaty:

- all hostilities would cease;
- one chief and four men with their families would be given up as hostages
to ensure the future good conduct of the tribe;
- those who had attacked Lieutenant-Colonel Edward Steptoe would be surrendered;
- all white men would be permitted to travel unmolested in Coeur d'Alene Country;
- all thieves and murderers not then available must be turned in;
- no Indians hostile to the United States should be permitted to stay in their country;
- United States would remain at peace with the Coeur d'Alenes if the peace terms were observed
however, all of the Indian's prisoners and hostages must be returned unharmed within a year
(Wright will be criticized by Department of the Pacific Commander General Newman S. Clarke
for providing terms which were too lenient)

These treaty terms were also extended to the Nez Perce Nation
because they had been allies of the United States

COLONEL GEORGE WRIGHT'S ARMY LEFT THE COEUR D'ALENE MISSION

Colonel Wright, having conquered the Coeur d'Alene people, began to make preparations
for a second council, this one with the Spokane Indians, at Latah Creek
Colonel Wright rode victoriously away from the Coeur d'Alene Mission -- September 18, 1858
at the head of his command of three companies of U.S. Ninth Infantry,

Major William N. Grier's three Company battalion of Ninth Cavalry, First Dragoons,
Captain Frederick T. Dent's two Companies of the U.S. Ninth Infantry,
Captain Erasmus D. Keyes two Companies of the U.S. Third Artillery
U.S. Second Artillery Lieutenant John Mullan with thirty Nez Perce auxiliary soldiers
and three scouts
Colonel Wright and his command crossed the Coeur d'Alene and St. Joe rivers

PREPARATIONS FOR THE LATAH CREEK COUNCIL ARE UNDER WAY

Father Joseph Joset had been working diligently for the Indian people to achieve peace
Father Joset accompanied by Indians and their chiefs had waited at Latah Creek
among the chiefs present were:

Chief Milkapsi of the Coeur d'Alenes

Milkapsi had not been at the Coeur d'Alene Mission and now wanted to sue for peace
also Spokane Garry, Poltkin and Big Star of the Spokanes were in attendance
even Chief Kamiakin came in the night before the troops arrived
but changed his mind and fled at the approach of the soldiers

MAJOR ROBERT S. GARNETT RETURNS TO FORT SIMCOE

Chief culprits in the Indian wars, Kamiakin, Owhi, Qualchan, and Skloom, remained at large
but it had been reported by badly frightened Yakimas
that the Colville murderers had all fled east of the Columbia River and joined the Spokanes
When news of Colonel George Wright's success was received
Major Robert Garnett marched his Ninth Infantry Companies C, G and I
and Lieutenant George Crook's U.S. Fourth Infantry Company D back to Fort Simcoe
where they arrived -- September 20, 1858

FRASER RIVER GOLD PLAYS OUT -- THE SEARCH IS ON FOR NEW BONANZAS

Placer gold had given out and the boom that started rapidly six months before,
faded just as quickly -- September 1858
sole newspaper which had begun publishing in the community of Whatcom
stopped publication
beaches where hundreds of tents had recently stood were empty of people
although vast amounts of debris still remained beside Bellingham Bay
even with these difficulties prospectors extracted more than \$2 million in gold
in the feverish effort to get quick -- 1858
this Boom brought temporary economic prosperity to Oregon Territory
Thousands and thousands of the thirty thousand rushing prospectors had departed the goldfields
but thousands more remained and more thousands joined them from the outside
they worked their way up the Fraser River and Thompson River hunting gold
which they believed would be found at the head of the rivers
One unsuccessful Fraser River prospector, John Bennett of Whatcom,
had brought with him from California a chest
which he had filled with flower seeds, grasses, roots and bulbs
he purchased a piece of land beside Bellingham Bay and began farming

there he grew many varieties of fruits including “Bennett’s pears”
and “Bennett’s champion plums”

COLONEL GEORGE WRIGHT ARRIVES AT LATAH CREEK

Colonel Wright marched his army eighteen miles across rolling hills studded with pine trees
he made camp at Smyth’s Ford on Latah Creek -- September 22, 1858
(twenty-five miles south of present-day Spokane)

Hundreds of Indians had already gathered there
in addition to the Spokanes, there were representatives from at least six other tribes,
all nervous after hearing of Wright’s ruthless shooting of Indian horses
and the burning of Indian lodges and food supplies

Wright promised Spokane Garry that **“if they did as [Wright] demanded, no life should be taken.”**²²⁴

Colonel Wright sent Spokane Garry and Big Star to retrieve Kamiakin
with instructions to tell him he would not be harmed if he came to the council
these messengers found the chief after an all-night search but could not convince him
when Spokane Chief Poltkin admitted his guilt in the death of the two Colville two miners
he was hanged

COLONEL WRIGHT SENDS MAJOR GRIER TO THE STEPTOE BATTLEFIELD AT ROSALIA

Colonel George Wright sent three companies of dragoons under Major William N. Grier
to battlefield at Rosalia where Lieutenant-Colonel Edward Steptoe met defeat [May 1858]
situated about twelve miles southwest of the Latah Creek camp
to recover both buried howitzers and the remains of the dead -- September 23, 1858

COUNCIL WITH THE SPOKANE INDIANS AT LATAH CREEK

Upper and Middle Spokane Indian chiefs and warriors numbering 107 were in attendance
terms identical to those presented to the Coeur d’Alenes were specified
Colonel Wright ordered the chiefs to acknowledge their crimes,
apologize for what they had done, and thank him for his leniency
Spokanes were humble at the council as the Coeur d’Alenes had been less than a week before
they expressed thankfulness for the terms of surrender
treaty was signed by thirty-six chiefs and other Indians including Milkapsi -- September 23, 1858

YAKIMA CHIEF OWHI RIDES INTO COLONEL WRIGHT LATAH CREEK CAMP

Yakima Chief Owhi unexpectedly rode into the Latha Council camp -- September 23, 1858
Owhi was the man who in [1856] had snubbed Wright when the chief promised
to bring in all of his people and stolen goods in five days’ time
Owhi then fled from the Yakima Valley
Owhi wanted to talk peace but Colonel Wright placed him in irons
Owhi told Wright that his son Qualchan was camped nearby
Qualchan [since 1855] had conducted a guerilla war against settlers, miners and the army

²²⁴ Elwood Evans, *History of the Pacific Northwest: Oregon and Washington, Vol. I.* P. 634.

Colonel George Wright sent two Indian messengers to find Qualchan and give him the message that if he did not show himself before Weight within four days his father would be hanged

YAKIMA CHIEF QUALCHAN ARRIVES IN COLONEL WRIGHT'S CAMP

Indians sent one of their bravest warriors, Qualchan, to test if Colonel Wright would consider peace he rode right into the Army camp carrying a white flag accompanied by his wife before it was possible for the messengers to reach him -- morning September 24, 1858
Captain Erasmus D. Keyes, commanding the U.S. Third Artillery
was in front of the Wright's tent
he called out: **"Colonel, we have a distinguished visitor here!"**²²⁵

Colonel Wright came out and talked to the chief who was defiant until Wright told him that his father was present in the camp

Qualchan was surprised when he learned Owhi was being held prisoner
younger Yakima Chief gazed about helplessly
guards at once disarmed him and led him away

Qualchan recovered in the guard's tent -- six men were needed to tie his hands and feet
Qualchan's record was marred with killings, robberies and attacks on the whites
within minutes, Colonel Wright ordered his men to hang Qualchan
they promptly complied looping a rope over a pine bough to carry out the task
Colonel George reported the event in a single sentence in his journal:

"Qualchian (sic) came to me at 9 o'clock this morning, and at 9¼ a.m. he was hung."

Qualchan's wife, Whist-alks, gave her account of what happened: **"We were waiting to progress in making peace with our enemy when two soldiers grabbed my husband about the head and shoulder area and binding his hands with a cord. I slashed at them with my small knife but one of the soldiers kicked it out of my hand. Then a great number of soldiers crowded and overpowered us. I thought that the worst thing they could do was throw us in prison for a few months, but it appeared that they had other plans for my husband. At first I thought it was all just a huge trick, but then I saw the preparations they were making and I felt terrified. They hung him, but I managed to get away. As I left I threw down my medicine staff."**²²⁶

Several army officers felt Chief Qualchan had been betrayed into paying the visit when he was being led away to be hanged, he cursed Kamiakin probably because he had been used as bait by the Yakima chief to discover Wright's intentions

LIEUTENANT-COLONEL EDWARD STEPTOE'S BATTLEFIELD IS REVISITED

Major William N. Grier and three companies of Ninth Cavalry, First Dragoons
to revisit the Rosalia Battlefield where he had led the First Dragoons Company C
bodies of the four enlisted men and one Indian scout who had been killed in action
were buried in the field -- September 24, 1858
bodies of Captain Oliver Hazard Perry and Lieutenant William Gaston were collected
(to be taken to Fort Walla Walla, where they were buried with military honors)

²²⁵ Lawrence Kip, *Indian War in the Pacific Northwest: The Journal of Lieutenant Lawrence Kip*, P. 102.

²²⁶ Syd Albright, "Bad Day at Hangman Creek" CDAPress.com (Coeur d'Alene Press), September 22, 2013.

two howitzers that had been buried on the hill were recovered

COLONEL GEORGE WRIGHT WAITED AT HIS LATAH CREEK CAMP

Many Palouse Indians came to the Latah Creek camp -- evening September 25, 1858
they were probably unaware of the imprisonment of Owhi and Qualchan's fate
they had been participants in the recent fights but had decided to surrender
they said Yakima Chief Kamiakin and Palouse Chief Tilcoax had fled to Canada
Colonel Wright talked with the new visitors
(he later said he conducted a "thorough investigation" -- which involved asking a few questions)
fifteen of those who had participated in the recent fighting with the troops were seized
six of the most notorious were hanged by Colonel Wright on the spot
by throwing a rope over a tree limb and standing them in Captain Mullan's cart
there were only three ropes prepared, but the colonel did not want to wait for more
half of the group had to watch while their comrades were executed
(nine other warriors were taken along in irons when Colonel Wright's command departed)
Latah Creek became known as Hangman's Creek
(Hangman Creek is now called Latah Creek by an act of Congress [1899])

MAJOR REGRIER RETURNS TO COLONEL WRIGHT'S LATAH CREEK COUNCIL SITE

Major William Grier leading three companies of Ninth Cavalry, First Dragoons
returned from their expedition to Lieutenant-Colonel Steptoe's Rosalia Battlefield
they rejoined Colonel Wright's command -- night September 25, 1858
bringing with the bodies of two fallen officers for burial at Fort Walla Walla
and two howitzers they had recovered

COLONEL GEORGE WRIGHT LEAVES LATAH CREEK CAMP

Colonel Wright took up the march from Latah Creek
back to Fort Taylor on the Snake River -- September 26, 1858
where he planned to rest his men and animals before returning to Fort Walla Walla
along the way troopers destroyed many caches of wheat, vegetables and camas
belonging to Indians

COLONEL WRIGHT ARRANGES FOR PEACE TALKS WITH THE PALOUSE INDIANS

Colonel George Wright's command was traveling toward Fort Taylor on the Snake River
when they met with a minor Palouse chief, Slowiarchy, and a group of his followers
the Palouse leader said he wanted to talk peace -- September 27, 1858
he said that his young men had gone to war against his wishes
Slowiarchy was told to assemble his people for a meeting at the mouth of the Palouse River

COLONEL WRIGHT'S COMMAND ARRIVES AT THE PALOUSE RIVER

Palouse River was reached after a three-day march
from Latah (Hangman's) Creek -- September 29, 1858
nearly all of the remaining Palouse Indians had been gathered by Chief Slowiarchy
It was announced talks with the Indians would begin the next day

COLONEL GEORGE WRIGHT HOLDS A COUNCIL WITH THE PALOUSE INDIANS

Minor Palouse chief Slowiarchy managed to gather about 100 Palouse people -- September 30, 1858
Colonel Wright was more severe with the Palouses than he had been with any other conquered tribe
several of the usual terms and conditions were applied:

- he refused to sign a peace treaty with them at that time,
but advised he would do so the next spring if their conduct proved satisfactory up to then
- all hostilities would cease;
- a usual quota of hostages was demanded to ensure future good conduct from the Palouse
one chief, four men with their families;
- all white men would be permitted to travel unmolested in Palouse Country;
- he demanded the Palouse Indians who murdered the two Colville miners be surrendered
as well as all of those guilty of stealing horses and cattle from the whites;
- he demanded that all stolen property be returned

Palouse Indians complied with his demands

after a short consultation among the Indians, one murder suspect came forward

others who were involved in the killings of the Colville miners could not be found

Six Indians held as captives by Colonel Wright had stolen army cattle at the onset of the campaign
of the known cattle thieves, two had been hanged previously at the Latah Creek camp
another had been killed at Four Lakes

Colonel Wright ordered the remaining three culprits, each a Walla Walla or a Yakima native,
be brought to him

Wright told the native gathering that if they remained peaceful

he would come back in a year and conclude a peace treaty with them

but if they were hostile to whites he would hang them all -- men, women and children
and thus exterminate the tribe

to emphasize his message, the three prisoners were lifted onto a wagon placed under a tree
and were hanged in full view of the Palouse

as their bodies squirmed at the ends of ropes, Colonel Wright continued talking to the group
as if nothing was happening

Wright's barbarous act was shocking -- he would have no more trouble with the Palouse

HIGH HOPES COME TO AN END AT BELLINGHAM BAY

With the loss of the Whatcom-Hope Trail it became necessary prospectors to go to Victoria
to acquire mining permits required by Royal Governor James Douglas -- end of September 1858
boom at Bellingham Bay's Old Whatcom, New Whatcom, Fairhaven and Sehome vanished
many of the miners took their tents and wood shacks with them to Victoria
Bellingham Bay was deserted

COLONEL GEORGE WRIGHT ARRIVES AT FORT TAYLOR

Colonel right's command reached Fort Taylor at Red Wolf Crossing
on the Snake River -- October 2, 1858

Major Francis Octavus Wyse, commander of the post, prepared a feast
for the men's ravenous appetites

as Lieutenant Erasmus Keys noted: **“The improvised table groaned under the weight of bunch-grass fed beef (the best in the world), prairie chickens and vegetables. The men were also well supplied with the same good cheer. For us, the major had the foresight to have on hand a basket of champagne, which disappeared down our thirsty throats like water in the sand.”**²²⁷

Since Colonel George Wright had ended his campaign Fort Taylor was abandoned
garrison protecting the post accompanied Wright to Fort Walla Walla

DEATH OF YAKIMA CHIEF OWHI

While Colonel Wright’s troops were marching from Fort Taylor toward Fort Walla Walla
Owhi, who remained a prisoner, was riding on horseback with his legs bound under the horse
Lieutenant Michael R. Morgan had charge of the prisoner and was riding alone with him
other guards were on foot walking a fallen tree across a stream
Owhi cut Morgan across the eyes with a whip and dashed away -- October 4, 1858
Morgan gave chase and put three revolver bullets into the chief
Owhi was forced into a blind canyon
Sergeant Edward Ball, a veteran of the Steptoe defeat, rode up
Morgan ordered Sergeant Ball to shoot the chief
Morgan placed his pistol against the warrior’s head and pulled the trigger

COLONEL GEORGE WRIGHT MARCHES INTO FORT WALLA WALLA

Colonel Wright led his command into Fort Walla Walla sixty days after leaving -- October 5, 1858
in addition to Wright’s three companies of U.S. Ninth Infantry with him were
Major William N. Grier three-company battalion of Ninth Cavalry, First Dragoons,
Captain Frederick T. Dent U.S. Ninth Infantry,
Captain Erasmus D. Keyes company of U.S. Third Artillery
U.S. Second Artillery Lieutenant John Mullan his Nez Perce auxiliary soldiers
thirty-three native American hostages accompanied the troops
Bodies of Captain Oliver Hazard Perry and Lieutenant William Gaston,
both victims of Lieutenant-Colonel Edward Steptoe’s fight, were buried

RESULTS OF COLONEL GEORGE WRIGHT’S CAMPAIGN AGAINST THE NORTHERN TRIBES

Colonel Wright could report that the war was closed, as it now really was
after three years of fruitless maneuvering and proclaiming of peace when there was no peace,
soldiers had conducted a vigorous campaign of little more than thirty days’ duration
which had made the hostiles feel the power of the government,
and compelled them to deliver up the murderers they were keeping in hiding
Wright’s only fatalities on the expedition had occurred [August 30] when two artillerymen died
after eating the roots of what was then identified as “wild parsnips” -- probably water hemlock
Colonel George Wright’s expedition had been a success:

- his command marched over 400 miles,
- he had fought two decisive battles,
- he had lost no men in combat,

²²⁷ Erasmus Darwin Keyes, *Fifty Years’ Observation of Men and Events: Civil and Military*, P. 279.

- he had recovered stolen government property,
- he had hanged eleven Indians accused of murder or theft
(none had a trial extending beyond a few questions),
- he had completely pacified the Palouse, Spokane and Coeur d'Alene Indians

Few military campaigns in the Nineteenth Century matched that of Colonel George Wright's for careful planning, precise execution and callousness

he had severed the native Americans from their land, animals, food, supplies and families
he had removed the foundations of their spiritual beliefs and way of life
many more Indians died of starvation that winter, especially the very young and the very old,
from the destruction of their food supplies

Department of the Pacific Commander General Newman S. Clarke officially commended Wright for the "zeal, energy, and skill" with which he led his punitive expedition
(George Wright would later be promoted to the rank of brigadier general in the Union army)

Colonel George Wright had assembled a capable group of fighting men

(during the coming Civil War, seven of the officers in the 1858 expedition became generals:
Erasmus Keyes, Edward O.C. Ord, David Gregg and Robert O. Tyler for the Union;
Charles S. Winder, Henry B. Davidson and William D. Pender for the Confederacy)

COLONEL GEORGE WRIGHT CALLS FOR ONE FINAL COUNCIL WITH THE INDIANS

Colonel Wright's thirst for retribution was not quite quenched

he called a council of Walla Walla Indians -- October 9, 1858

he asked that any of the Indians present who had been in the recent battles stand
thirty-five Indians stood -- four were selected and immediately hanged

ECONOMIC IMPACT OF THE INDIAN WARS ON WASHINGTON TERRITORY

There were at least three positive results for the citizens of Washington Territory:

- local economy had increased with an influx of federal money
for construction of blockhouses, buildings, roads, supplies and for salaries of soldiers,
militiamen, packers, scouts, government officials and volunteers;
- removal of the Indian threat to land ownership made way for road and railroad construction
- Eastern Washington had been re-opened to settlers and miners
Palouse, Spokane, and Coeur d'Alene Indians had been completely pacified

However there also were negative results

- essential road building to the East had been temporarily abandoned,
- immigration to the West had been temporarily deflected to Oregon Territory

COMMANDER-IN-CHIEF PACIFIC STATION ADMIRAL BAYNES ARRIVES IN CANADA

Commander-in-Chief, Pacific Station Rear Admiral Robert Lambert Baynes

arrived at Esquimalt, New Caledonia aboard his flagship, *Ganges* -- October 17, 1858

he was responsible for ensuring that naval vessels were available for implementing

Royal Governor James Douglas' regulations on mining
with winter approaching, however, the miners were leaving for California

WRECK OF THE STEAMER *VENTURE* IS SOLD

110-foot-long steamboat *Venture* remained hung-up on rocks in the middle of the Columbia River below the Upper Cascades

when the river rose the *Venture* was floated off the rocks -- fall 1858

Captain Robert R. Thompson and Lawrence Coe who owned the hulk

hailed her boilers and fittings to the mouth of the Des Chutes River

investors purchased the hull of the *Venture*, repaired her and rechristened her *Umatilla*

she was towed to British Columbia

STEAMER *CARRIE LADD* CHANGES COMPETITION IN THE COLUMBIA RIVER GORGE

Sternwheeler steamer *Carrie Ladd* was launched by Captain John C. Ainsworth and Jacob Kamm

she was named in honor of the daughter of early Portland banker William S. Ladd

who arranged financing

she had powerful engines and was probably the best steamboat built in Oregon in the (1850s)

Carrie Ladd was fitted up in what was considered to be first-class style for the day

she was launched at Oregon City -- October 1858

On her trial trip up the Columbia River it was discovered Captain J.C. Ainsworth's new steamboat could easily climb the rapids as far as the middle landing

(the upper end of the Bradfords' portage at the Upper Cascades Village)

STEAMBOAT *COLONEL WRIGHT* IS LAUNCHED

Captain Robert R. Thompson and Lawrence Coe held contracts with the United States government to supply Fort Walla Walla by transporting military goods on the Columbia River

they carried freight above Celilo Falls to Fort Walla Walla in bateaux at a rate of \$100 per ton

Captain Thomas Jordan, the Army's chief quartermaster, encouraged them

to construct a steamboat

Undaunted by the *Venture's* misadventure, Captain Robert R. Thompson and Lawrence Coe

ordered a new stern wheeler to be built by Robert R. Thompson and Orlando Humason

boilers and fittings formerly belonging to the *Venture* were used

Captain Robert R. Thompson and Lawrence Coe launched their new steamboat

at the mouth of the Deschutes River above Celilo Falls -- October 24, 1858

they named their steamboat the *Colonel Wright*

in honor of Colonel (later General) George Wright

steamer *Colonel Wright* was 110 feet long, with 21-foot beam with 5-foot depth of hold

during her career she was usually referred to as the *Wright*

Colonel Wright was the first steamboat to operate on the "upper portion" of the Columbia River

running from above Celilo Falls to Wallula, Washington Territory

where the Snake River enters the Columbia River

TRAVEL DOWN THE COLUMBIA RIVER COULD BE QUITE FAST FOR THAT DAY

Travelers bound from Fort Walla Walla, the principal settlement in the Inland Empire,

would take a stage coach to Wallula, Washington Territory located on the Columbia River

there they would board the steamer *Colonel Wright* and head downriver to Celilo Falls

after a bumpy ride over the portage route, they would arrive at The Dalles, Oregon Territory

where an overnight stay would be necessary at one of the hotels

next morning travelers would board a steamboat on the Middle Columbia for a morning run down to the Upper Cascades Village
here travelers would again disembark usually on the favored north (Washington) side
they would ride the Bradford brother's Cascade Railway to Lower Cascades Village at Lower Cascades Village on the north side of the Columbia River
or at the lower landing on the south side the traveler could board a steamer for the downriver trip to Portland, Oregon Territory
this journey took about thirty hours between Fort Walla Walla and Portland
a feat that was considered remarkable at that time

BEN SNIPES SUCCESSFULLY WINTERS OVER HIS HERD IN THE YAKIMA VALLEY

In this place where Indians were recoiling from Major Robert Garnett's campaign against them Ben Snipes, displayed great judgment and foresight when he hired Indian boys as helpers thus allying himself with the natives of the region -- October 1858
his herd thrived and multiplied and fattened
Ben Snipes was a cattleman at age twenty-three

NEW MILITARY COMMANDER ARRIVES IN THE DEPARTMENT OF OREGON

Department of the Pacific Commander General Newman S. Clarke was responsible for two divisions within his department: Department of California and the Department of Oregon
Brigadier-General William Shelby Harney was placed in charge of the Department of Oregon
General Harney was a Mexican War Veteran and renown Indian fighter
he possessed a tempestuous military career
disobedience of orders and circumventing superiors were common traits of his
General Harney had traveled via Panama and up the Pacific coast
he arrived at Fort Vancouver -- October 29, 1858
by the time he arrived the Indian War was over

BRIGADIER-GENERAL WILLIAM SHELBY HARNEY TAKES ACTION

Harney's first act on reaching his post in Washington Territory was to revoke General Wool's orders and throw open Eastern Washington for settlement -- October 31, 1858
Brigadier-General John E. Wool, now in command of the Department of the East characterized Harney as a man of **"...extreme imbecility and manifest incapacity"**

EASTERN WASHINGTON TERRITORY REOPENS

During the Indian Wars settlers were banned from the region -- between [1855] and fall 1858 following the wars Commander of the Department of the Pacific General Newman S. Clarke expressly proclaimed the "Upper Country" open to settlement
General John E. Wool's edict against white occupation of Eastern Washington was rescinded although Congress did not ratify the treaties [until spring 1859]
impatient settlers began to immigrate into the Walla Walla Valley almost immediately
these pioneers represented the forefront of permanent settlers in the region
Steptoeville (Walla Walla) became the heart of the Inland Empire after Indian Wars represented by (today's eastern Washington, northern Idaho, and western Montana)

population was composed mainly of retired Hudson's Bay Company men
most of the American settlers were at Fort Colville

while others were scattered on farms around the Walla Walla Valley
however, the country began to develop

rich tracts of land along the banks of streams were taken by farmers
and cattlemen occupied the rich and extensive grazing lands

CATHOLIC PRIEST PIERRE-JEAN DE SMET CONTINUES TO SERVE THE INDIANS

Catholic priest Father Pierre-Jean De Smet was commissioned as a chaplain
by Brigadier-General William S. Harney

Father De Smet traveled to Fort Walla Walla to talk with Colonel George Wright
his party was composed of eight Flathead, Coeur d'Alene, Kalispell, Colville and Spokane chiefs
famous Yakima Chief Kamiakin was the ninth member

on the to the army post an Indian Agent aroused the Kamiakin's suspicions
Colonel Wright had declared he would shoot the chief on sight

When the remainder of Father De Smet's delegation reached Fort Walla Walla

Father Pierre-Jean De Smet convinced Colonel Wright to part with the Indian hostages
he had taken during his recent campaign to assure the good behavior of the natives

Father De Smet believed he could do a great deal to maintain the peace
especially for the tribes he had brought into the Catholic faith

CHAPLAIN PIERRE-JEAN DE SMET VISITS FORT VANCOUVER

Father De Smet's traveling party, with the exception of Chief Kamiakin,
next traveled from Fort Walla Walla to Fort Vancouver

where the priest and his companions visited General William S. Harney

Results of the conference at Fort Vancouver were most beneficial to both sides

Indians spent three weeks sightseeing the coastal region of Washington Territory

they were properly impressed with the strength and military superiority of the whites

(After the conclusion of the meetings,

Father Pierre-Jean De Smet and his traveling companions returned to their homes

Father De Smet spent the winter visiting northern missions he had not seen in twelve years)

CAPTAIN JOHN MULLAN RETURNS TO WASHINGTON CITY

Captain Mullan was concerned that because of the Indian trouble his interrupted road building project
would again become as low in priority as it had once been

After fighting hostile Indians, he decided to travel back to the nation's capital to keep the project alive
his survey work had convinced him more money would be necessary

he would lobby to increase the funding from the initial \$30,000 to \$100,000

Mullan set out for Washington City (to spend the winter)

OCEAN COMMERCE WITH CALIFORNIA EXPLODES

It is estimated that in the year 1858

no less than 23,000 miners left California to seek new fortunes in the wilds of Canada

shipping interests profited from both the passenger service and the shipments of supplies

ROYAL GOVERNOR JAMES DOUGLAS BECOMES GOVERNOR OF BRITISH COLUMBIA

Vancouver Island Royal Governor James Douglas' inauguration ceremony
as Royal Colony British Columbia's first Royal Governor
was attended by as many ranking dignitaries as were available -- November 19, 1858
Commander-in-Chief, Pacific Station British Rear Admiral Robert Lambert Baynes,
Colonel Richard Moody of the Royal Engineers,
gigantic Matthew Baille Begbie, the formidable new chief justice of the colony
in keeping with the season, a rainstorm washed out part of the formalities
but the Royal Colonies of Vancouver Island and British Columbia were combined

BRITISH STEAM FRIGATE HMS *TRIBUNE* JOURNEYS TO THE PACIFIC COAST OF CANADA

British 1,370 ton displacement steam frigate HMS *Tribune* with thirty-one guns
under the command of Royal Navy Captain Geoffrey Phipps Hornby was serving in China
where the British government was fighting to establish a colony
in what became known as the Second Opium War [1856-1860]
(following the unsuccessful First Opium War [1839-1842])
Captain Hornby received new orders to steam to the Pacific Coast to deliver troops to impose order
on the unruly miners invading the Fraser River Canyon
HMS *Tribune* sailed from Hong Kong for the Pacific Coast of Canada -- November 27, 1858
aboard was a contingent of 325 sailors and Royal Marines

NED MCGOWEN STRAINS INTERNATIONAL RELATIONS

Ned McGowan remained at the Fraser River goldfields where he exerted his talent for mischief
McGowan and his San Francisco firemen flourished from a gold mining claim at Hill's Bar
the first and richest gold bearing bar in the Fraser Canyon Gold Rush
they named their claim "The Boatmen of San Francisco"
tiny village of Hill's Bar was under the influence of Ned McGowan and his Law and Order Party
especially the town's Magistrate George Perrier
Yale, British Columbia was under the control of the notorious San Francisco Vigilante Committee
which had ruled San Francisco and inflicted immediate execution on suspected criminals
they were the arch-enemies of the Law and Order Party -- and of Ned McGowan especially
they did all they could to subvert British civil authority
they controlled the corrupt Magistrate P.B. Whannell

OREGON TERRITORIAL LEGISLATURE CONVENES

Regular session of the Territorial legislature opened -- December 6, 1858
Congress continued to delay action on Oregon's statehood -- thus not much was accomplished
authority to dissolve marriages was vested in the legislature
during this session the legislators granted thirty-one divorces
before the authority shifted to the courts upon statehood
(Territorial Legislature session adjourned [January 22, 1859])

OREGON PORTAGE RAILROAD BECOMES THE OREGON TRANSPORTATION LINE

Colonel Joseph S. Ruckel and Harrison Olmstead began operation of the Oregon Transportation Line on the Oregon portage around the Cascades -- winter they ran steamboats on the lower and middle portions of the Columbia River connecting with the *Wasco* and *Mountain Buck* at the Middle Columbia River

NED MCGOWAN'S WAR BEGINS

An incident that provoked the "war" took place at the 1858 Christmas Dance some of the American miners took exception to the fact that the Yale Christmas Dance was open to people of all races two men from Hill's Bar assaulted Isaac "Ikey" Dixon -- a witty American black barber and well-liked member of the Yale community Ikey Dixon filed a complaint with Yale's Magistrate Peter Brunton Whannell Dixon was promptly placed in "protective custody" at Yale In the meantime, the matter was also being investigated by Hill's Bar Justice of the Peace George Perrier with the assistance of Ned McGowan who was a friend of the two men suspected of assaulting Isaac "Ikey" Dixon Justice of the Peace Perrier felt in the interest of justice he needed to hear evidence from the victim before proceeding to deal with the people who had committed the assault Justice Perrier accordingly sent his constable, Henry Hickson, with an order to pick up Dixon and bring him back to Hill's Bar

NED MCGOWAN'S WAR CONTINUES

Magistrate Peter Brunton Whannell was convinced by Ned McGowan's Vigilance Committee to issue a warrant for the arrest of the Hill's Bar man and ordered that it be served in Hill's Bar Magistrate George Perrier took exception to this he issued a warrant for the arrest of Isaac Dixon in Yale Constable Hickson, in serving the warrant on Dixon, interrupted Whannell's court Whannell promptly arrested and jailed Hickson for contempt of court when he refused to acknowledge Whannell as his superior Yale's small jail, already full as a result of a "law and order campaign" aimed at Ned McGowan and his San Francisco Firemen Law and Order Party cronies thus the prosecutor, witnesses and constable, everyone but the accused, were held in the Yale jail Hill's Bar Magistrate George Perrier issued a warrant to arrest the Yale Magistrate Whannell for contempt of court for imprisoning his constable Henry Hickson Ned McGowan, who had been made a special constable by Magistrate Perrier, led angry Hill's Bar miners as they set out to make the arrest an American flag flew above the flotilla sent upriver five miles from Hill's Bar Whannell noted that it seemed as if McGowan was going to make this a national affair Peter Brunton Whannell was taken to Hill's Bar where the extremely unpopular magistrate was convicted of contempt of court by Hill's Bar Magistrate Perrier Whannell was released after the \$50 fine was paid Magistrate Whannell quickly wrote a note to Royal Governor James Douglas

he played on Douglas' fears of the intentions of the Americans: **“The town and district are in a state bordering on anarchy. My own and the lives of the citizens are in imminent peril ... An effective blow must at once be struck on the operations of these outlaws, else I tremble for the welfare of the colony.”**²²⁸

Yale's side of the story was related to Royal Governor Douglas in Victoria through a series of Vigilance Committee messengers who pointed out that Ned McGowan had launched an attempt to overthrow the British authority in the new colony and declared the gold fields were part of the United States given McGowan's unsavory reputation, the combative nature of the incident which had the two communities up in arms caused significant alarm in Victoria

ROYAL GOVERNOR DOUGLAS SENDS TROOPS TO THE FRASER RIVER CANYON

British Columbia Royal Governor James Douglas mobilized what few troops he had he sent a party of Royal Engineers to the gold boomtown of Yale under recently arrived Colonel Richard Moody who was an able administrator hand-picked by the Colonial Office in London to transform British Columbia accompanying the Royal Engineers to Yale was Justice Matthew Baillie Begbie another group of Marines remained stationed at Fort Langley to resist any possible effort by U.S. Border Commission troops stationed in nearby Whatcom County After an arduous, twenty-mile trip by canoe up the Fraser River from Fort Hope to Yale across half-frozen snow, Justice Begbie convened court in a log-cabin courtroom in Yale he heard a tangled web of cases and charges resulting from the misconduct Ned McGowan, his bad reputation appropriately enhanced, was fined for assault both Magistrate George Perrier and Magistrate P.B. Whannell were dismissed from their posts

Thus the bloodless rioting which afterward became well known as Ned McGowan's War and the supposed American threat to British sovereignty in Canada was averted

BELLINGHAM BAY BECOME A COAL SHIPPING PORT

Bellingham Coal Company owned by San Francisco investors and managed by Edmund Fitzhugh slowly expanded their Seahome coal mine until the owners decided to invest \$100,000 to improve the shaft and construct related facilities such as a wharf, coal bunkers and a tramway from the mine to the bunker --1859

to provide for dependable transportation of their coal to San Francisco

Bellingham Coal Company purchased three ships: *Amethyst*, *Lookout*, and *Germania* coal at the Sehome mine was dug by hand in the shaft and brought to the entrance

in groups of seven to nine coal cars pulled by mules and horses

each car could carry one and a half tons

when the mine operated at full capacity the coal trains made nine trips a day to the entrance as the mine's shaft went deeper and closer to tide level,

²²⁸ Donald J. Hauka, *McGowan's War*, P. 145.

problems developed from seepage and flooding
fire also was a constant worry as the coal being mined had a high sulfur content
and was highly combustible when wet
when the coal ignited, the shafts were flooded
then subsequently pumped out at a high cost to continue mining
toxic gas collected inside the tunnels and also was a continuing hazard
Bellingham Bay Coal Company's Sehome mine proved to be quite successful
it generated a gross income of \$300,000 for its owners in its first year of operation [1853]
this success attracted competition from Charles Richards, a local merchant,
who formed the Union Coal Company to attempt to re-open mining near William Prattle's
original efforts [1852] along the Fairhaven shore
Unionville, a small community, formed around Richards' 100-foot vertical shaft
Union's mine operated for two years -- 1859-[1861]
shipping a total of 2,500 tons of coal to San Francisco
Despite these problems, the Bellingham Bay Coal Company's Sehome mine continued to operate
as many as 100 workers were employed including many immigrants
from England, Wales and China

COLUMBIA RIVER NAVIGATION COMPANY PROVIDES SERVICE ON THE LOWER RIVER

Benjamin Stark operated the Columbia River Steam Navigation Company shipping enterprise
Stark was a businessman who moved to Portland [1850] and took up the practice of law
there he became the owner of a large land claim in downtown Portland
he served in both the territorial legislature (and later in the state House of Representatives
before he was elected United States Senator from Oregon)
Stark's business partners in the Columbia River Steam Navigation Company included:

- Simeon G. Reed who owned a store in the Sacramento mining region
he made a few trips to Portland to purchase supplies and merchandise
he moved to Portland [1853] and opened a mercantile business in Rainier, Oregon
along the Columbia River downriver from Portland
after a short time he returned to Portland and became friends with William S. Ladd
Reed worked as a clerk and then partner in Ladd, Reed, & Company
William S. Ladd opened the first bank in Portland [April 1859]
(Ladd also built the first brick building in Portland and later became mayor)
- Richard Williams was part owner of the steamer *Belle of Oregon City* and Oregon attorney
he became a partner with Simeon Reed in the Columbia River Steam Navigation Company
(Richard Williams later served as a congressman from Oregon)

Benjamin Stark's Columbia River Navigation Company operated three steamers on the lower river
Belle of Oregon City, Senorita, Multnomah

COLUMBIA RIVER GORGE PORTAGE IS SERVED BY TWO COMPETING COMPANIES

Close of the Indian wars saw a well-organized steamer service on the lower Columbia River
steamboats out of Portland connected with the lower portage land at the Lower Cascades -- 1859
Sharp competition over control of the Cascade Gorge portages had existed for several years
brothers Daniel F. and Putnam F. Bradford operated their Cascade Railway portage

on the Washington side of the Columbia River
Middle Columbia River to The Dalles was served by the Bradford's *Mary*
steamboat *Hassaloe* was added to this run -- 1858
Colonel Joseph S. Ruckel and Harrison Olmstead competed
with their Oregon Transportation Line on the south side of the river
their steamer *Mountain Buck* served the lower Columbia River
while the *Wasco* carried goods across the Middle Columbia River

WALLA WALLA COUNTY GOVERNMENT NOT ABLE TO EFFECTIVELY GOVERN

Walla Walla County had been created out of Skamania County [April 25, 1854]

Walla Walla County was enormous

it encompassed half of today's Washington, all of (Idaho) and about one-fourth of (Montana)
county seat was located [May 1855] on Lloyd Brook's land claim
(in today's town of Walla Walla)

Indian battles and treaty-writing activities prevented any actual political organization
or county infrastructure from being organized

Spokane County was formed out of Walla Walla County [January 29, 1858]

by the Washington Territorial Legislature [1858]-1859 session

when land north and west of the Snake River was carved from Walla Walla County

An actual county government was structured for Walla Walla County

by the Washington Territory Legislature -- January 19, 1859

town of Walla Walla was chosen as the county seat

WASHINGTON TERRITORY DEBT OWNED ROYAL GOVERNOR DOUGLAS IS IGNORED

For nearly three years the United States government had delayed recognition of the personal debt
owed to British Royal Governor James Douglas for arms furnished during the Indian uprisings
specifically those requested in an appeal written by Governor Stevens [February 7, 1856]
this slight had been encountered because Secretary of War John B. Floyd **"had been under the
impression that the debt arose from an ordinary purchase of goods, made on the same terms as
other purchases at that time from private parties."**²²⁹

British Columbia Royal Governor James Douglas explained the facts of this transaction
to Lord Napier, the British Minister at Washington **"They were advanced from my own private
funds to aid, not the ordinary military operations of the country, for that I should not have felt
bound to do, but to avert the devastating inroads of savages menacing the destruction of the
defenseless settlements of the United States. You will see by the impressive and oft-repeated appeals
made to me for assistance, and that failing all other aid, and having no government means at my
command, I authorized Mr. Commissary Robinson to purchase a limited quantity of stores at my
expense, which he did; and I paid the cost from my own private funds, and not in the least in
connection with the Hudson's Bay Company. That was done from an entirely friendly spirit, as
governor of her Majesty's colony of Vancouver Island; and assuredly I should not have laid out
money in that way, under any other circumstances, with views of commercial profit."**²³⁰

²²⁹ Elwood Evans, *History of the Pacific Northwest Oregon and Washington 1889 Volume I*. P. 576.

²³⁰ Elwood Evans, *History of the Pacific Northwest Oregon and Washington 1889 Volume I*, P. 576.

Secretary Floyd, after learning of the actual situation, strenuously recommended repayment of this advance from Governor Douglas -- January 27, 1859

President Buchanan heartily concurred: **“I learn that this transaction had in it nothing whatever of a commercial character, but was, in fact, a loan made by the generosity of the chief magistrate of a neighboring colony, in a time of great distress, for the relief of the territory, and with the guaranty of the national faith as security.”**²³¹

Congress made the appropriation as recommended: **“to refund the amount of this claim, with interest, which is clearly demanded by the circumstances of the case.”**²³²

COOPERATION BETWEEN WASHINGTON AND BRITISH COLUMBIA TERRITORIES

United States Revenue Cutter *Jefferson Davis*, now manned by a full crew of thirty-two men and two officers under Captain William C. Pease after the desertion of her original crew to prospect for gold, departed from Port Townsend

to a visit to the British colony of Victoria, British Columbia -- February 6, 1859 she was carrying Lieutenant R.A. Scott, U.S. Army and two soldiers from Fort Townsend to meet with British Columbia Royal Governor James Douglass to determine the intentions of the Haida Indians then joining in the fight with other tribes and settlers in U.S. waters *Jefferson Davis* hove to off the mouth of Victoria Harbor, Vancouver Island -- February 7 she tacked her way up the channel toward the booming provincial capital city and came to anchor south of the city in four fathoms of water

Lieutenant Scott and another revenue officer (not identified in the account) disembarked from the *Jefferson Davis* and met with British Governor James Douglas to discuss realistic means of dealing with the Northern Indian raids on various settlements -- February 8 Royal Governor gave U.S. officers a great deal of information and the latitude to do their duty on a map he showed where various Indian villages were located and provided the tribal names he also authorized the Revenue Cutter to go to Esquimalt Harbor to confer with Captain Henry Richards of the British naval ship *Plumper* regarding the enforcement of laws to control the Northern Indians on the Canadian side of the Strait of Juan de Fuca

U.S. HOUSE OF REPRESENTTIVES TAKES UP OREGON STATEHOOD

After enabling legislation to create Oregon State passed the United States Senate the Oregon issue became a political football in the House of Representatives sectional advantages were clearly sought by both the Northern and the Southern states border war of “Bleeding Kansas” was a factor disrupting the Oregon proceedings slavery question in Oregon Territory also was a heated political issue that was not resolved by the Oregon Constitutional Convention [August 1857] however, by a vote of the people (white males on [November 9, 1857] slavery had been disallowed from the state -- 2,645 to 7,727 Free Negroes were also disallowed from the state -- 8,640 to 1,081 Republican Party was gathering strength in Congress

²³¹ Elwood Evans, *History of the Pacific Northwest Oregon and Washington 1889 Volume I*, P. 576.

²³² Elwood Evans, *History of the Pacific Northwest Oregon and Washington 1889 Volume I*, P. 576.

they were opposed to admitting a Democratic Territory like Oregon into the Union as a state

VOTE ON THE OREGON ORGANIC LAW IN THE U.S. HOUSE OF REPRESENTATIVES

Debate over statehood for Oregon in the national House of Representatives grew very heated

Oregon's Organic Law was sponsored by Alexander H. Stephens

he was a pro-slavery United States Representative from Georgia

(he later became Vice-President of the Confederate States of America)

this Bill was opposed by Republican United States Congressman Galusha Grow

an anti-slavery supporter of Oregon statehood from Pennsylvania

(he later authored the [1862] Homestead Act)

Several Republican congressmen held that Democrats in Congress

failed to apply to Oregon the same rules from entering the Union that had been applied to Kansas

Democrats also knew that two Democrats had been elected national Senators in Oregon

(this was a factor not known during the Senate debate)

adding to the number of Democrats serving in national Senate did not appeal to the Republicans

United States House of Representatives voted -- February 12, 1859

114 favored admission -- (14 Republicans, 49 Northern Democrats and 41 Southern Democrats)

103 opposed -- (73 Republicans, 4 Northern Democrats and 26 Southern Democrats)

BRITISH STEAM FRIGATE HMS *TRIBUNE* ARRIVES IN BRITISH COLUMBIA

HMS *Tribune* had steamed from Hong Kong [November 27, 1858] bound for the Pacific coast

this trip had been a disaster -- it took thirty-three days just to reach Nagasaki, Japan

there they spent seventeen days refitting the ship

another six weeks were required to cross the Pacific Ocean and arrive

at the British Columbia port of Esquimalt, colony of British Columbia

Captain Hornby and HMS *Tribune* arrived in Esquimalt Harbor -- February 13, 1859

when they landed the contingent of Royal Marines

were assigned to Colonel Richard Moody of the Royal Engineers for peacekeeping purposes

in the goldfields of the Fraser River Canyon

OREGON BECOMES A STATE

Oregon's Organic Law was signed by Democrat President James Buchanan -- February 14, 1859

Oregon was admitted as the thirty-third state of the Union

Northern boundary was the Columbia River then along the 46° North latitude line,

Eastern boundary was the Snake River to 117° North latitude,

Southern boundary with the state of California was 42° North latitude,

Western boundary was the Pacific Ocean

After announcing of the news of Oregon's statehood in the nation's capital

celebrating began in Washington City as the marine band led a joyous marching crowd

first to the White House where the president gave a speech

then to the residence of Vice-President John C. Breckenridge who made a speech

then on to serenade Oregon Senators-elect Joseph Lane and Delazon Smith

CHANGES IN THE WASHINGTON-OREGON BOUNDARY

With Oregon State admitted into the Union the boundaries for Washington Territory were altered
land between Oregon's eastern boundary and the Rocky Mountains was added to Washington
Newly-drawn Washington Territory was enlarged to nearly the size of Texas
it included what is today:

(all of Idaho)

(Western one-fourth of Montana)

(Northwest corner of Wyoming including today's Yellowstone Park)

FEDERAL ATTENTION TOWARD OREGON AND WASHINGTON

By mutual agreement of the United States and Great Britain
a commission was formed to settle the San Juan boundary dispute
survey of the San Juan archipelago begun

COLUMBIA RIVER NAVIGATION COMPANY EXPANDS

Benjamin Stark's Columbia River Navigation Company faced competition from other steamboats
running on the lower Columbia Route

sternwheelers *Julia* and *Wasco* were both built at Port Blakely, Washington Territory [1858]

they were operated by Alexander Ankney and George W. Vaughn,

sidewheeler *Fashion* (the rebuilt *James P. Flint*) was owned by Captain J.O. Van Bergen,

sternwheeler *Carrie Ladd* was owned by Captain John C. Ainsworth and Jacob Kamm

Columbia River Navigation Company was so efficient that business rivals
proposed combining their companies with his

however, the difficulty would be to get the owner-operators of the two portage routes
around the Cascades of the Columbia River to agree

Captain John C. Ainsworth, former captain of the (wrecked) *Lot Whitcomb*

and owner of the steamer *Carrie Ladd*, after working harder than he ever had before
ended up deeper than ever in debt

he initiated an effort to consolidate the rivals into one company

he succeeded in achieving a mutual agreement with Daniel F. and Putnam F. Bradford

who owned the Cascade Railway portage around the Cascades

on the north side of the Columbia River

Ainsworth brought his steamer, the *Carrie Ladd*, into the Columbia River Navigation Company

CONGRESS FINALLY RATIFIES ISAAC INGALLS STEVENS' INDIAN TREATIES

Washington Territorial Delegate to Congress Isaac Stevens

achieved an appropriation for fulfilling the Indian treaties

U.S. Senate confirmed the Indian treaties -- March 8, 1859

(which four years earlier had been negotiated by then-Territorial Governor Stevens

Colonel George Wright, the go-ahead little man, was on hand to watch

Washington Territory was provided an Indian Superintendent and additional Indian Agents

in reality most of the new territory, outside of the Puget Sound region,

received little attention from any government officials

rather they were served under the administration of local Indian Agents

Cost of Indian War was set at \$6 million

Congress agreed on a plan to pay this debt

MULLAN ROAD RECEIVES ADDITIONAL FUNDING

Washington Territorial Delegate Isaac I. Stevens used his political persuasiveness to secure the establishment of a land office for Washington Territory also an appropriation of \$100,000 for the Mullan Road was awarded in addition to the \$30,000 previously granted along with \$10,000 for other road improvements this was Isaac Ingalls Stevens' last political triumph

John Mullan, now Captain Mullan, was in Washington City where he received new orders from Captain A.A. Humphreys at Topographical Engineer headquarters -- March 15, 1859 he was to return to the Northwest and commence work on the military road linking Fort Walla Walla with the Missouri River at Fort Benton (Montana)

Mullan's orders noted: **"In conducting this operation, your attention will first be directed to making those parts of the route where the greatest difficulties and most numerous obstructions exist practicable for the passage of wagons at all seasons of the year."**²³³

After Captain Mullan's plan and budget were approved by the Topographical Engineers leadership he received his final orders: **"With your assistants and such employees as it may be found advisable to engage here, proceed to Fort Dalles, Oregon via New York, where you will have collected and prepared as soon as practicable the tools, materials, and outfit requisite for the work, and employ mechanics, laborers, and other persons as may be necessary...."**²³⁴

OREGON TRANSPORTATION LINE FACES DISASTER

Colonel Joseph S. Ruckel and Harrison Olmstead's south side portage link was nearly wiped out newspaper *Portland Advertise* reported several months after the fact [June 14, 1859]

"Three hundred feet of Ruckel and Olmstead railroad near the upper warehouse, and all of the trestle around the Big Tooth Rock was swept away with a damage of \$10,000. This damage was probably repaired promptly for competition was keen between the rival portages, and Ladd and Tilton was furnishing money for the Transportation Company. The Bradford Portage received its freight near the Garrison [nearly opposite Bonneville] where it was loaded on barges propelled by sails or oars to the west end of their railroad. From that point it was taken on the cars to the steamer waiting at their wharf above."

FORMATIVE STAGES OF ABERDEEN AND HOQUIAM BEGIN

Grays Harbor is surrounded by a broad, shallow bay that drains five rivers in southwest Washington dense forests of spruce, hemlock, cedar, and Douglas Fir surround the bay

Irish immigrants were often the first and leading settlers in various regions of Washington Territory first settler in the Grays Harbor region was William O'Leary from Cork County Ireland [1848] he built a split-cedar cabin in the style of the local Indians on Grays Harbor's southern shore he planted a vegetable garden and potatoes and was content to gather his own food he remained fiercely independent and was regarded by his fellow citizens

²³³ James A. Crutchfield, *It Happened in Washington*, P. 63.

²³⁴ James A. Crutchfield, *It Happened in Washington*, P. 56-57.

as an “odd character”

O’Leary left it to others to build farms, businesses, industries and towns
Additional settlers followed

Kerr brothers, James and Henry, took up claims on the Hoquiam River
they established a brick yard at Cosmopolis -- Grays Harbor’s first industry

STEAMBOAT *ELIZA ANDERSON* OR “*OLD ANDERSON*” SERVES THE FRASER RIVER

Paddler steamer *Eliza Anderson* was considered slow and underpowered even for the time
leading to her nickname of “*Old Anderson*”

she was launched at Portland, Oregon [November 27, 1858]

for the Columbia River Steam Navigation Company

Because of the Fraser River gold rush there was a shortage of vessels to transport prospectors

Royal Governor James Douglas granted American steamboats

passage between Victoria and Fort Langley on the Fraser River

after her trial run on the lower Willamette and Columbia rivers *Eliza Anderson* was sold
to a consortium of American and Canadian stockholders

Captain J.G. Hustler took the paddler steamer “*Old Anderson*” to Victoria

after an overnight stay in the British town, the *Eliza Anderson* arrived at Fort Langley

where set out to deliver gold seekers up the Fraser River to the head of navigation at Yale

Eliza Anderson had completed two round-trips between Yale and Fort Langley

and delivered \$40,000 in gold dust to Victoria by March 30, 1859

CAPTAIN GEORGE E. PICKETT ARRIVES IN THE PACIFIC NORTHWEST

George Pickett had enrolled at the United Military Academy at West Point at age seventeen

George Pickett was charming and dapper -- but also was the class clown

he demonstrated his aversion to intellectual pursuits and hard work

by graduating last in his Class [of 1846]

(he went on to become a General in the Confederate Army leading Pickett’s Charge

a dashing and futile infantry assault on Union lines during the Battle of Gettysburg)

Captain George Pickett was sent to Washington Territory where he reported

to Commander of the Department of Oregon General William Shelby Harney at Fort Vancouver

Captain Pickett was sent to Fort Steilacoom where he was meet his new unit

the sixty-six soldiers of the U.S. Ninth Infantry Company D

From Fort Steilacoom Captain Pickett led his soldiers as they traveled

on the mail steamer *Constitution* to Fort Townsend

then transferred to the U.S. Revenue Cutter *Jefferson Davis* -- April 6, 1859

to be taken to Bellingham Bay where Pickett oversaw construction of Fort Bellingham

Captain George Pickett also built a frame house -- the oldest still standing in Bellingham

(which is located at F and Bancroft Streets)

OWNERSHIP OF THE ISLANDS OF PUGET SOUND REMAIN IN DISPUTE

United States Boundary Commissioner Archibald Campbell and U.S. Topographical Engineer

Lieutenant John G. Parke led nearly two hundred men

as they surveyed the international boundary from Point Roberts toward the Rocky Mountains

British Boundary Commissioner Colonel John Summerfield Hawkins commanded about 100 British Royal Engineers who did the same work for the British government. While the two Boundary Commissions worked closely together, virtually without dispute, the issue remained the islands of Puget Sound below 49° north latitude according to the Convention of 1846 (Oregon Treaty) signed by the United States and Britain the international boundary was to follow “the deepest channel” out to the Strait of Juan de Fuca but there were two main channels: the Strait of Haro and the Strait of Juan de Fuca in between lay the San Juan Islands archipelago.

LIFE ON SAN JUAN ISLAND WAS QUIET

British the settlement of Belle Vue Farm was located near the eastern side of San Juan Island here British Magistrate for Hudson’s Bay Company Charles Griffin resided. Griffin, a red-haired Irishman, managed the Hudson Bay Company farm where 4,500 sheep and a handful of pigs were raised, eighty acres of fenced gardens, cleared roads and eight cabins made up the farm. About eighteen Americans also lived on San Juan Island, one of these, Lyman Cutlar, had a homestead about a mile away from Belle Vue Farm he claimed a small plot of land which Hudson Bay Company also claimed. Cutlar raised potatoes which he sold to Hudson’s Bay Company. Because of the confusing language in the Convention of 1846 (Oregon Treaty) neither the British nor the American government recognized the authority of the other regarding land claims in the San Juan Islands. British government leaders tolerated Lyman Cutlar although he was both loud and enthusiastic in his condemnations of the British -- even so, all was quiet on the island.

HAIDA INDIANS ATTACK FROM BRITISH COLUMBIA

New Dungeness Lighthouse (located near today’s Sequim, Washington) was attacked and robbed by Haida Indians who had come south from Haida Gwaii (Queen Charlotte Islands) looking for slaves and to plunder for any spoils that were available to them -- April 1859. When word of the attack finally reached the Collector of the Customs Morris H Frost he dispatched the Revenue Cutter *Jefferson Davis* to pursue and arrest the Indians. Unfortunately communication around Puget Sound was very slow at best. *Jefferson Davis* arrived too late to do any good as the Indians were long gone while the cutter cruised bays and shorelines looking, with no luck, for any trace of the Indians.

COLUMBIA RIVER REMAINS IMPOSSIBLE TO NAVIGATE

Columbia River was never freely navigable in its natural state as there were many barriers of shallow water and rapids that resembled a staircase. The first barrier was the Cascades of the Columbia River Gorge, portages of about five miles on either side of the Columbia led around the series of rapids, navigable water known as the middle Columbia followed the Cascades, this open water terminated at The Dalles, another series of rapids known as Celilo Falls required another portage around the falls.

this portage ended at Celilo, Oregon where the “upper Columbia” began

STEAMBOAT *COLONEL WRIGHT* OPENS THE UPPER COLUMBIA RIVER REGION

Captain Robert R. Thompson and Lawrence W. Coe who owned the steamer *Colonel Wright* steamer *Wright*, as she was commonly referred to, was commanded by Captain Leonard White

Captain White had been a veteran of navigation on the upper Willamette River

when he was first assigned to the *Wright*

Captain White received a salary of \$500 per month -- a huge amount of money for the time and retained the position for several years

(he later became known as one of the most fearless of all steamboat captains)

Captain Ephraim W. Baughman served as pilot

Steamboat *Wright* made her first trip on the upper portion of the Columbia River

between Celilo Falls and Wallula, Washington Territory -- April 1859

Captain White hung a square sail on the steamer as a precaution in case of mechanical failure at Wallula a stage line (and later a railroad) ran to Walla Walla

which was then the principal settlement in the Inland Empire

Wright was the sole steamboat on the upper portion of the Columbia River

this, of course, was the key to her money-making potential

TRIPS DOWN THE COLUMBIA RIVER

Downriver transport on the Columbia could be quite fast for the day

traveling from Walla Walla to Portland required a stage ride from the newly-founded town to Wallula, the village’s port on the Columbia River

Colonel Wright tied up at the Wallula wharf awaiting passengers and cargo

for the downriver journey to Celilo Falls

there another jostling, jolting ride over the Celilo Falls portage brought the traveler to The Dalles

After an overnight stay in a hotel at The Dalles another steamboat would be boarded

for the mid-river run downstream to the Upper Cascades where again travelers disembarked

Bradford brothers’ Cascade Railway on the north side was preferred

with its mule-powered rail link to Lower Cascades

but some boats served only the south side Oregon Transportation Line

with its own mule-powered rail car

Final steamboat ride from Lower Cascades to Portland finished the journey

complete trip from Walla Walla to Portland took about thirty hours

this was considered to be a remarkably short time

when it was compared to the same trip a decade sooner

BENJAMIN STARK’S COLUMBIA RIVER STEAM NAVIGATION COMPANY EXPANDS

So efficient was Stark’s company Columbia River Navigation Company

that a new organization was suggested

but the difficulty would be to get both owner-operators of the Cascade portage roads to agree

Captain John C. Ainsworth invested in developing the Columbia Gorge

he initiated an effort to consolidate the rivals into one company

he succeeded in achieving a mutual agreement with the Bradford brothers

Sharp competition arose between the Stark and Bradford interests on one side of the river
and Ruckel and Olmstead on the other
Stark's four steamboats from Portland linked with brothers Daniel F. and Putnam F Bradfords'
Cascade Railway portage between Lower Cascades and Upper Cascades
on the north side of the Columbia River
Bradford brothers' steamer *Senorita* was dismantled and the engines placed in the new *Hassaloe*
Captain W.B. Wells became manager of Benjamin Stark's Columbia River Navigation Company
he oversaw the operation of the *Belle of Oregon City*, *Multnomah* and the *Carrie Ladd*
on the lower Columbia
he also was the agent for the Bradford brothers' steamer *Hassaloe*
on the mid-Columbia run from Upper Cascades to The Dalles
Reorganization of Benjamin Stark's Columbia River Navigation Company -- April 1859
soon became known as the Union Transportation Company

STEAMBOAT COLONEL WRIGHT OPENS NEW WATER

Setting out from Wallula, Washington Territory the steamer *Wright* made a scouting trip
fifty miles up the Snake River which enters the Columbia to the north of Wallula -- May 1859
when Captain Leonard White took the *Wright* on her first trip up the Snake River
she hit a snag near the mouth of the Palouse River
and almost sank before Captain White could beach her
bailed out and repaired, the *Wright* was able to continue her journey up the Snake River
Wright was the first steamboat to reach (Lewiston, Idaho) 140 miles upriver from Wallula
Steamboat *Colonel Wright* was superb at making money
she made three round trips a week throughout the summer
she earned as much as \$2,500 per trip in passenger fares alone and another \$100 a ton for freight
carrying full loads passengers and cargo both ways she made a fortune for her owners
before others could interfere with the trade
Captain Robert R. Thompson and Lawrence W. Coe reduced the going shipping rate
by \$20 a ton to a new rate of \$80 a ton

CAPTAIN JOHN MULLAN RETURNS TO THE PACIFIC NORTHWEST

Captain Mullan arrived at Fort Dalles from the nation's capital, Washington City -- May 10, 1859
during the next several days he hired the required workers
he organized his force and prepared for the rigorous time-consuming road building task ahead

OREGON STATE LEGISLATURE FINALLY MEETS OFFICIALLY

Oregon State Governor John Whiteaker
called Special Session of Legislature -- May 16 to [June 4], 1859
laws were passed to organize the state government
Oregon's state legislature had two chambers:
eighteen members of the lower House of Representatives
and the nine members in the upper chamber or Council
both Representatives and Council members were elected by county
(as the population increased more counties were added and corresponding officials elected)

Oregon's State Council (Senate) met elect two United States Senators
they simply re-elected Joe Lane and Delazon Smith

FRASER RIVER BRITISH COLUMBIA GOLD RUSH DISAPPOINTS MANY

Boom of [1858] turned to the Bust of 1859

warm spring weather melted snow and ice causing river levels to rise appreciably
gold deposits were covered by the river runoff

which caused a long interruptions in mining operations -- spring 1859

(however, even with gold deposits covered by summer high river water

a few lucky prospectors managed to produce a million and a half dollars in gold -- 1859

gold seekers pushed deeper into the British Columbia interior

opening new fields and creating new problems for Royal Governor James Douglas

the most difficult part of the expansion was developing transportation to the towns

at the upper end of the Fraser River's thunderous canyons)

For most, prospecting results were less exciting than those in California had been ten year before
thousands of American gold-seekers were disgusted by the unexpected floods

and by what they considered to be Royal Governor James Douglas' cramping restrictions

soon the less patient of the men became drifters again

Disappointment led to a great outpouring of Americans leaving the Fraser River goldfields

as they stormed home to California angry and defeated

they shouted to the world that they had been duped

these bitter reports quickly changed the plans of many potential parasites

who otherwise might have followed the scent of easy money to the new diggings

to make life there more difficult for everyone

unsuccessful miners left behind settlers, supply trails and a young colony

many unfortunate miners soon moved to vast sections of Eastern Washington Territory

others fled to the San Juan Islands

SAN JUAN ISLANDS INCREASE IN POPULATION

Some of the gold miners returning from the Fraser River region settled in the San Juan Islands

for the most part these men were penniless and the islands offered a welcome refuge

that provided good fishing, rich farmland and no taxes

As the foreign population increased, the ownership dispute between the U.S. and Britain resurfaced

new settlers tipped the population balance in favor of the United States

miners considered the islands to be American property

British subjects on the islands felt threatened by the influx

DIFFICULT NEIGHBORS RESIDE ON SAN JUAN ISLAND

One of British Magistrate for Hudson's Bay Company Charles Griffin's pigs, a giant black boar,
developed a propensity for American Lyman Cutlar's potatoes -- May 1859

twice the pig visited Cutlar's farm on late-night forages to root through his potato patch

these raids caused serious damage to the meager crop

and further infuriated the anti-British farmer

American settler Lyman Cutlar chased the British pig off his farm

then complained to Hudson Bay Company's resident manager Charles Griffin
Cutlar told Griffin to keep his "blasted" pig out of his potato patch
Charles Griffin (it was commonly reported) in turn told Cutlar to put up a fence
"It is up to you to keep your potatoes out of my pig."²³⁵
Griffin also noted that Cutlar's farm was on Hudson Bay Company land -- and Cutlar was trespassing
therefore, Cutlar would not be paid for any damage which the pig might have caused
American Lyman Cutlar stormed away from the confrontation and back to his farm

OLD FORT COLVILLE IS REPLACED WITH A NEW AMERICAN MILITARY POST

U.S War Department ordered old Fort Colville be replaced by a new American military post
to control the Indians of the area
first called Harney's Depot the new post was located on the left side of Mill Creek
seven miles above confluence with Colville River
just northeast of the (present town of Colville)
Harney's Depot's name was changed to Fort Colville
(this was the second post by that name but with a different spelling)
four companies of U.S. Infantry were stationed there -- June 15, 1859
(this post was closed [1883])

ONCE AGAIN THE HUDSON'S BAY COMPANY PIG GOES FORAGING

Charles Griffin's British Berkshire boar made another night raid
on American Lyman Cutlar's farm -- June 15, 1859
digging under Cutlar's fence the pig once again happily rooted
through the farmer's apparently irresistible potato patch
When Cutlar saw the damage to his garden, he was incensed that the animal was back on his property
he raced back into his cabin and grabbed his double barrel shotgun
he chased the pig out of his garden and into the woods
where he leveled his weapon on the pig and shot it dead

RELATIONSHIPS DETERIORATE ON SAN JUAN ISLAND

American Lyman Cutlar hauled the dead porker back to its Belle Vue Farm home
Cutlar met with British farm manager Charles Griffin
Cutlar explained that he felt badly about the whole affair
and offered to pay ten dollars for the animal
Griffin refused to take any money for the pig
and said he would contact the British Columbia authorities to press charges
Lyman Cutlar immediately left Belle Vue Farm and went back to his small homestead

HUDSON'S BAY COMPANY OFFICIALS CONFRONT LYMAN CUTLAR

Governor of Hudson's Bay Company operations west of the Rocky Mountains
(and Royal Governor James Douglas' son-in-law) Alexander Grant Dallas accompanied by
Puget Sound Agricultural Company founder Dr. William Tolmie

²³⁵ Chuck Woodbury, *Outwestnewspaper.com: Pig War*, 2000.

were visiting Belle Vue Farm
both company officials decided to confront Lyman Cutlar
regarding the death of the Hudson Bay Company pig
Reports of what followed conflict
Alexander Dallas said that he merely argued with Lyman Cutlar who grew increasingly abusive
Lyman Cutlar said he was ordered to pay for the pig or be arrested and taken to Victoria for trial
at any rate, Cutlar, dared them to try to arrest him as he stood his ground
no doubt his shotgun was within their sight and within his easy reach
Both Hudson's Bay Company officials backed off, retreating back to the steamer *Beaver*
to acquire more manpower from the *Beaver's* crew
When they returned to the American's farm, Lyman Cutlar could not be found
one of Cutlar's friends had convinced him to leave
out of fear that Cutlar might kill some of the British authorities or crewmen from the ship

TENSIONS ESCALATE IN THE PACIFIC NORTHWEST

American San Juan Island settler Lyman Cutlar notified Commander of the Department of Oregon
General William S. Harney stationed at Fort Vancouver that Hudson's Bay Company's
had attempted to arrest him -- Cutlar asked for American military protection
Charles Griffin, British Magistrate for Hudson's Bay Company on San Juan Island,
reported the killing of his pig to his Hudson's Bay Company bosses at Victoria, British Columbia
Hudson's Bay Company leaders sent a message asking for assistance in the matter
to the British Columbia Royal Governor James Douglas

CAPTAIN GEORGE E. PICKETT IS INFORMED OF THE ATTEMPTED ARREST

A few days after the Hudson's Bay Company officials threatened to arrest American Lyman Cutlar
Deputy U.S. Customs officer Paul Hubbs paddled his canoe
all the way from San Juan Island to Fort Bellingham
where he explained the situation to Captain George Pickett, the fort's commander
Captain Pickett agreed that the circumstances were antagonistic and needed to be resolved

DEAD HOG LEADS TO AN INTERNATIONAL AFFAIR

Residents on San Juan Island began to take sides along national lines
Deputy U.S. Customs officer Paul Hubbs asked Washington Territory government officials
to either resolve the dispute regarding the ownership of the San Juan islands
or arrange protection against British harassment for the American islanders
British Columbia Royal Governor James Douglas sent a magistrate to San Juan Island
to look into the incident and to ensure British interests on the island were not compromised
Before civil authorities had a chance to settle the dispute through diplomatic channels
an international confrontation with more names that it deserves was set off:
"Pig War," "Pig Episode," "Pig and Potato War," "San Juan Boundary Dispute,"
or the "Northwest Boundary Difficulty"
in this international incident the pig was the only casualty

CONSTRUCTION BEGINS ANEW ON THE MULLAN ROAD

After hesitating for equipment repairs and some further outfitting at Fort Walla Walla
Captain John Mullan and his main construction party started out -- July 1, 1859
From Walla Walla his route extended Northeast across the Snake River
and northward to Lake Coeur d'Alene

during this stretch of road building it was light work for the expedition
most of the route was a high rolling prairie such as the Palouse
with abundant water and grass for the stock
there only a few steams to bridge and wooden markers to set out to point the direction
however, some of the route required road grading and repairs to bridges and ferries
with about 100 men the Mullan Road progressed at good speed
construction work was dangerous as the Captain Mullan noted: **“I regret to report the loss of one of Lieutenant White’s men by drowning while crossing the Snake river. He had been above the camp for wood, which he floated down the stream in the form of a raft; being upon which, the current, which is at the rate of five or six miles per hour, carried him so far below that, jumping off it, it was impossible to save him.”**²³⁶

Captain Mullan continued over the rolling hills to Spokane then East to Lake Coeur d'Alene
men pushed forward and soon entered the area of the Coeur d'Alene Lake
and St. Joseph River basin

Mullan in his report noted: **“Four miles up the valley we selected a suitable place for crossing by a ferryboat. We immediately set the whip-sawyers in the timber to get out the necessary lumber, and some men to burning tar, and, being provided with the necessary oakam, we built two flat boats, forty-two feet long, twelve feet broad and two feet deep, one for the St. Joseph’s and the other for the Coeur d’Alene.”**²³⁷

NEW GOVERNOR FOR WASHINGTON TERRITORY ARRIVES

Southern Democrat Richard D. Gholson of Kentucky was appointed by President James Buchanan
to take the reins of leadership from Acting-Governor Charles H. Mason after almost a year
Gholson arrived in Washington Territory -- early July 1859
Territorial Governor Gholson had studied law and practiced in Kentucky
before entering the Mexican War
he was elected to the Kentucky legislature,
he was an adamant supporter of Democrat President Buchanan

GENERAL WILLIAM SHELBY HARNEY INJECTS HIMSELF INTO THE SAN JUAN SITUATION

Commander of the Department of Oregon General William S. Harney was on an inspection tour
of his military posts on Puget Sound -- July 1859
General Harney boarded the propeller steamship *Massachusetts* at Fort Steilacoom
accompanied by Fort Vancouver Commander Major Granville O. Haller
they visited Fort Townsend which had been constructed before Harney came to the Northwest
Harney seemed surprised by the showy military quarters

²³⁶ James A. Crutchfield, *It Happened in Washington*, P. 57.

²³⁷ Captain John Mullan, Report on the Military Road from Fort Walla-Walla to Fort Benton, 1863.

they then proceeded to Bellingham Bay where night overtook the inspection party
General Harney became the overnight guest of ex-Judge E.C. Fitzhugh
while his staff officers, who had been classmates of Fort Bellingham commander Captain Pickett,
lodged at Captain Pickett's little house in Bellingham

GENERAL WILLIAM SHELBY HARNEY EXCALATES THE SAN JUAN ISLAND CRISIS

General Harney was known for his foul temper, vulgar tongue and frequent insubordinations
he also was notably anti-British -- even if it was bad policy to provoke England to war at this time
What information the general gleaned from his visit with ex-Judge E.C. Fitzhugh
or what his staff officers learned from Captain George Pickett is not known
It is known that Pickett had for some time displayed a desire to be stationed on San Juan Island
even though Secretary of State William L. Marcy had announced that President Franklin Pierce
had directed the San Juan Islands be treated as neutral territory
until the American and British boundary commissioners could reach an agreement
on the proper location of the water boundary separating the United States and Canada

GENERAL HARNEY STEAMS OUT OF BELLINGHAM BAY ABOARD THE *MASSACHUSETTS*

General William S. Harney stopped at Semiahmoo Bay, Washington Territory
to call on the American Boundary Commissioner Archibald Campbell
regarding the increasing American resentment on San Juan Island
it was discourteous to British Boundary Commissioner Colonel John Summerfield Hawkins
for the American military officer to rudely interfere in a local dispute
General Harney's staff informed William A.G. Young who served as Archibald Campbell's secretary
of the general's intension to protect American property
General Harney did not mention the subject to Commissioner Campbell himself during their visit
neither did Secretary Young who assumed the general's visit
was to consult before issuing an order

AMERICANS CELEBRATE THE 4TH OF JULY ON SAN JUAN ISLAND

Americans on San Juan Island showed off their independence, and their disdain of the British,
with a noisy celebration at the cabin of deputy customs collector Paul Hubbs -- July 4, 1859
fourteen men, almost the entire American population of the island,
gathered up the hill from Belle Vue Farm for a raucous flag-raising ceremony
after a speech by each of the fourteen men, and undoubtedly at least an equal number of toasts
the stars and stripes was raised on the newly erected 55-foot flagpole
(and remained there for several days)

GENERAL WILLIAM S. HARNEY VISITS BRITISH COLUMBIA GOVERNOR JAMES DOUGLAS

After his stop at Semiahmoo Bay General Harney set out for Victoria aboard the *Massachusetts*
to pay a visit to Royal Governor Douglas -- July 8, 1859
apparently the subject of events on San Juan Island or the boundary dispute did not come up

GENERAL WILLIAM SHELBY HARNEY STOPS AT SAN JUAN ISLAND

After his visit with British Columbia Governor James Douglas,

General William S. Harney steamed out of Victoria bound for Port Townsend -- July 9, 1859
according to tradition, General Harney saw the American flag
flying above San Juan Island and stopped to investigate
When General Harney toured San Juan Island American
deputy customs collector Paul K. Hubbs and others implored him to provide American troops
to defend their interests -- July 9, 1859
Harney had the settlers, at the general's recommendation, petition for the presence
of United States troops on San Juan Island to provide protection
against any Northern Indian marauders who might come ashore
Haida, Kwakiutl, Tlingit and Bella Bella Indians from Haida Gwaii (Queen Charlotte Islands)
frequently raided the tribes of the sound in their 50-and 100-man canoes looking for slaves
(in fact, two years before on nearby Whidbey Island Haida warriors had beheaded
prominently known Colonel Isaac Ebey [1857])

REAL ISSUES BEHIND THE CONCERNS REGARDING SAN JUAN ISLAND

It is a popular misconception that the United States and Great Britain almost went to war over a pig
however, the real dispute had more to do with the hazy description
of where the international boundary separating the two countries actually fell
Up to this point, General William S. Harney had enjoyed a brilliant but controversial career
he was equally famous for both his bravery and his bullying
(Harney had shown his irrationality years before during the Mexican War
by taking it upon himself to invade Mexico without prior authority
he was then court marshaled and reprimanded for "arbitrary and unmilitary conduct"
but released due to support from his political friends in the White House
he attributed the discipline to his "boisterous nature"
it was also noted that his army was defeated by Mormon fighters in Utah
when he tried to attack Salt Lake City (in the mid-1850s)
General Harney thought that since more Americans lived on San Juan Island they should take it over
Harney felt San Juan Island would make a valuable U.S. naval station
(he also believed that later Vancouver Island would be acquired in the spirit of Manifest Destiny)
Harney believed stationing United States troops on San Juan Island would assure American rights
here was a way to force the issue of American sovereignty
and take the San Juan Islands from the British
this was simply his newest effort to cause a confrontation on an international scale
General Harney was probably the worst officer in the U.S. Army to encounter a diplomatic impasse

GENERAL WILLIAM SHELBY HARNEY ORDERS SAN JUAN ISLAND OCCUPIED

General William S. Harney chose Captain George Pickett to command the troops
to be stationed on San Juan Island
(General Harney had fought alongside Captain Pickett in the battle for Mexico City
Harney was impressed with the young soldier's daring that would later be confirmed
in the ill-fated Pickett's Charge in the [1863] battle of Gettysburg)
Harney ordered Captain George Pickett to move his post from Fort Bellingham to San Juan Island
he led his sixty-six men of U.S. Ninth Infantry Company D to the island -- July 18, 1859

under the pretext of protecting American settlers from attacks by Canadian Indian
this was an excuse to forcibly take San Juan Island from the British
and finalize the American claim to all of the San Juan Islands
Brigadier General William S. Harney's orders were forwarded through military channels
from the headquarters of the Department of Oregon to Captain Pickett
Pickett had been restless at Fort Bellingham and jumped at the opportunity for active service

CAPTAIN GEORGE PICKETT RECEIVES SPECIAL ORDERS

Captain Pickett was also furnished with special orders from General William S. Harney
these were delivered personally to Captain Pickett by "Blanket" Bill Jarman
messenger, mail and express carrier for troops at forts Steilacoom, Bellingham and Townsend
thus craftily bypassing the more moderate Lieutenant-Colonel Silas Casey
who had remained stationed at Fort Steilacoom [since 1856]
Harney made it plain to Pickett that protecting American citizens from Indians
was not his **"more serious and important duty"**²³⁸
rather he was to protect Americans in their civil rights **"and to resist all attempts at
interference by British authorities...by intimidation or force"**²³⁹

U.S. LIGHTHOUSE TENDER *SHUBRICK* ANCHORS IN SAN JUAN HARBOR

American side wheel steamer *Shubrick* was the first lighthouse tender on the West Coast
Shubrick was named in honor of Commodore William Bradford Shubrick
President of the Preliminary Board of Lighthouses
she steamed into San Juan Harbor bringing with her
U.S. Boundary Commissioner Archibald Campbell -- July 25, 1859
Commissioner Campbell had received a dispatch a few days earlier advising him
that Captain George Pickett was going to San Juan Island to head off Indian attacks
this was not an uncommon occurrence as troops camped for a day or two
waiting for Northern Indians who had been reported en route to arrive
Campbell had come to San Juan to see for himself why British Boundary commissioners
had been so insistent on keeping the islands during boundary talks
he had spent a pleasant day hiking along the bay and shooting black-tail deer

CAPTAIN GEORGE PICKETT RECEIVES SECRET ORDERS TO OCCUPY SAN JUAN ISLAND

Captain Pickett and the sixty-men of the U.S. Ninth Infantry Company D boarded the *Massachusetts*
to be transported from Fort Bellingham to San Juan Island
Captain Pickett and his troops reached San Juan Harbor (Griffin Bay)
in the pre-dawn hours -- July 26, 1859
Pickett sent Sergeant William Smith to inform Deputy U.S. Customs officer Paul Hubbs
that Company D was scheduled to land on San Juan Island in the morning
it was hoped Hubbs would help select a campsite
both Pickett and Hubbs had shared a campfire during the [1856] White River campaign

²³⁸ George Fuller, *A History of the Pacific Northwest*, P. 179.

²³⁹ George Fuller, *A History of the Pacific Northwest*, P. 179.

in Pierce County
only three weeks before Hubbs had rowed to Fort Bellingham to complain to Pickett
about the treatment San Juan settlers had received from Hudson's Bay Company

CAPTAIN GEORGE PICKETT OCCUPIES SAN JUAN ISLAND

Captain Pickett placed his sixty-six men on San Juan Island's southern arm on the top of a hillside
above San Juan Harbor (today's Griffin Bay) -- the sheltered harbor on the north side
of the Cattle Point peninsula where the Hudson's Bay Company dock was located
longboats rowed out from the *Massachusetts* delivering men in blue, lumber, tents and field guns
Captain Pickett immediately proclaimed the island to be United States property -- July 26, 1859
although he was allegedly there to protect the settlers from marauding Canadian Indians

ROYAL GOVERNOR JAMES DOUGLAS SENDS A MAGISTRATE TO SAN JUAN ISLAND

British Columbia Royal Governor Douglas appointed Major John De Courcy
to the position magistrate for San Juan Island
Major De Courcy was to serve as the new British peace officer
he was to arrest Lyman Cutlar and evict all eighteen Americans living on San Juan Island
Major De Courcy was a decorated veteran of the Crimean War
fighting rather than diplomacy was his strong suit
Magistrate De Courcy was transported from Victoria twenty miles to San Juan Harbor
aboard the twenty-one-gun steam Corvette HMS *Satellite*
under Captain James Prevost -- July 26, 1859
he was surprised to see the USS *Massachusetts* and American side wheel steamer *Shubrick*
at anchor in San Juan Harbor (Griffin Bay)
more surprising still was the fact that American troops were on San Juan Island
when its ownership was being discussed by American and British boundary commissioners

BRITISH MAJOR JOHN DE COURCY CONFRONTS AMERICAN CAPTAIN GEORGE PICKETT

British Army Major John De Courcy stepped ashore on San Juan Island
he went straight to U.S. Army Captain George Pickett's camp and ordered the American officer
to leave the island or face arrest
Captain Pickett refused to leave and reported that he and his soldiers had been brought to the island
to provide protection against northern Indians to the Americans living on the island
British Captain De Courcy left Pickett's camp and took the *Satellite* back to Victoria
to report the American invasion to Royal Governor James Douglas

BRITISH ROYAL GOVERNOR JAMES DOUGLAS WATCHED HIS INFLUENCE DIMINISH

James Douglas had been active in the fur trade
he first worked for the North West Company [1819-1821]
when that company merged with Hudson's Bay Company [1821] he became their employee
he was assigned to Fort Vancouver [1828] where he rose to the position of Chief Factor
While serving Hudson's Bay Company he watched control of the Company's domain diminish
trade on the Pacific Ocean and Pacific coast from the Arctic Circle to California was reduced
management of Canada from the Pacific Ocean to the Great Lakes was reduced

Hudson's Bay Company may have lost an empire
but Royal Governor James Douglas remained in control of British Columbia
Most observers, both British and Americans alike, knew there was a more significant reason
for the American military presence on San Juan Island than harassing Indians
British government maintained an official policy of restraint and non-collision in the San Juan Islands
but Commander-in-Chief, Pacific Station Admiral Robert Lambert Baynes was not in the area
he was attending to issues at his headquarters in Valparaiso, Chile
Governor James Douglas felt himself far too familiar with American encroachment on British land
Douglas favored decisive action
as Royal Governor Douglas also held the position of ex-officio British vice-admiral

ROYAL GOVERNOR JAMES DOUGLAS ATTEMPTS TO REMOVE CAPTAIN PICKETT

Royal Navy Captain Geoffrey Phipps Hornby remained anchored in Esquimalt Harbor
aboard the 31-gun steam frigate *HMS Tribune*
Governor Douglas in his capacity as ex-officio British vice-admiral issued orders to Captain Hornby
to sail the twenty miles to San Juan Island and anchor in San Juan Harbor (today's Griffin Bay)
he was to land a contingent of Royal Marines and remove Captain George Pickett and his troops
but he was to avoid a collision with the American forces -- July 27, 1859
how this was to be accomplished Royal Governor Douglas did not explain

BRITISH CAPTAIN GEOFFREY PHIPPS HORNBY IMPACTS HISTORY

Captain Geoffrey Phipps Hornby knew that if he landed troops a collision was inevitable
furthermore, by the wording of the orders he knew the blame for any resulting bloodshed
would fall on his own shoulders
Captain Hornby staked his career on what he thought Admiral Baynes would wish
he delayed carrying out Royal Governor Douglas' orders -- July 27, 1859
Captain Hornby's good judgment rather than Pickett's defiance held the British offshore

UNITED STATES REVENUE CUTTER *JEFFERSON DAVIS* IS ON ROUTINE PATROL

Revenue Cutter *Jefferson Davis* arrived at San Juan Island -- July 28, 1859
both *Jefferson Davis* and *HMS Tribune* of the Royal Navy
anchored near each other in San Juan Harbor (Griffin Bay)
Royal Navy Captain Geoffrey Phipps Hornby went ashore to talk with Captain Pickett
but the U.S. Army captain was unavailable

BRITISH NAVAL OFFICERS IN VICTORIA REMAIN CALM IN THE FACE OF CRISIS

British naval officers advised Royal Governor James Douglas against his course of action
as it was contrary to British navy policy -- July 29, 1859
Throughout the remaining days of July (and well into August)
British forces in San Juan Harbor (Griffin Bay) continued to grow
while Captain Hornby offered reassurances to Royal Governor Douglas that the Americans
had no intentions for reinforcing their troops or remaining on San Juan Island

BRITISH SUBJECTS ON VANCOUVER ISLAND SUPPORT ROYAL GOVERNOR DOUGLAS

Victoria's city newspaper, the *British Colonist*, led a loud outcry against General William S. Harney and his occupation of San Juan Island : **“We learn that a company of U.S. soldiers under command of Capt. Pickett, were expected to land at San Juan Island yesterday, from Semiahmoo, in order to erect barracks and fortifications. They were ordered there by Gen. Harney, when up here a short time ago. We trust our government will call our insatiable neighbor to account for the unwarrantable assumption.”** [July 29, 1859]

LUMMI INDIANS TAKE ADVANTAGE OF AN OPPORTUNITY

Removal of Captain Pickett's Company from Fort Bellingham had a bad effect on the Lummi Indians soon after Pickett had departed for San Juan Island some young Lummi Indians entered the settlement of Whatcom with weapons and war paint they demanded the return of their chief whom they supposed was confined in the jail one Whatcom resident attempted to warn them away by threatening to shoot when they did not take his advice, he shot one of the natives that warrior returned fire and killed the settler -- July 28, 1859 Whatcom's citizens armed themselves and shot down three native participants in the killing Since boundary survey parties were scattered in small groups along the lengthy international border, Lummi Indians could have easily isolated the surveyors before they even knew of the outbreak field operations identifying the international boundary would had to have been suspended

CRISIS IS AVOIDED IN BELLINGHAM

Major Granville O. Haller was patrolling the San Juan Islands aboard the USS *Massachusetts* looking for Northern Indians to remove he was notified of the Whatcom tragedy by boatmen sent to find the steamer and invite the Major and his command to hurry to their protection Major Haller landed at Whatcom and rushed out to the Nooksack Crossing to head off the Indians sent to retrieve the bodies of the three slain young Indian men As the Indian recovery party paddled up the Nooksack toward the crossing -- morning July 29, 1859 as they passed by Haller's soldiers the troops ordered them to stop Indians in the canoe voluntarily came ashore to hold a council young warriors who had entered Whatcom the day before were demanded as hostages to prevent any more fighting -- and to avenge the slain accused Indians were surrendered and a general outbreak was averted

CHARLES H. MASON DIES IN OLYMPIA

Only days after turning the territorial government over to Richard D. Gholson Territorial Secretary Charles H. Mason, who had dedicated his short life to Washington Territory, passed away after a brief illness at age twenty-eight -- July 29, 1859 Territorial Secretary and frequently Acting-Governor (five times) had served the people well:

- for six years had held the office of secretary, and for nearly half that time as Acting-Governor,
- he assisted Governor Stevens in negotiating the Medicine Creek and Point-No-Point Treaties he was the secretary for those treaty presentations,
- he had served as governor in time of war and constantly attempted to maintain or achieve peace,
- he transported documents to the nation's capital and secured funding for territorial aid

No one in Washington Territory was held in higher esteem by the whole community than Charles H. Mason who was consistently efficient, prompt, incorruptible and courteous it has been noted by history that his efforts were “marked with energy, decision and wisdom” former Governor and Territorial Delegate to Congress Isaac Ingalls Stevens gave the eulogy at Charles Mason’s funeral service Charles H. Mason was buried near the capital with all of the ceremony due to a wise and gifted political leader and friend He well-deserved the high praise lavished upon him in post-obituary honors (Washington legislature legislative changed the name of Sawamish County to Mason County in honor of his services to the territory [1864])

CAPTAIN GEORGE E. PICKETT MOVES HIS SAN JUAN ISLAND CAMP

After only five days on San Juan Island, Captain George Pickett changed locations perhaps he was in quest of level ground but more likely it was because British naval cannons looked down his throat Captain Pickett and his sixty-six men of U.S. Ninth Infantry Company D moved to a more easily defended location over the hill crest to the opposite side of the peninsula at a place that became known as Spring Camp -- August 1, 1859 this move mystified the British who easily could have sailed around the point to train their guns on the new location

ROYAL GOVERNOR DOUGLAS DECIDES TO PUT BRITISH SOLDIERS ON SAN JUAN ISLAND

British Columbia Royal Governor Douglas faced the fact that American troops had invaded the island although British Navy officers and even Douglas’ own governmental advisors were opposed he decided to place an equal number of British troops on San Juan Island -- August 2, 1859 Douglas wrote a letter to Captain Geoffrey Phipps Hornby aboard the *Tribune* in San Juan Harbor in which he stressed four points to justify landing British soldiers:

- maintain the integrity of the British claim to the islands,
- maintain the national honor and dignity of Great Britain,
- maintain control and influence over the Indians tribes,
- protect British subjects and property,

Hornby was to carry out any action which circumstances may hereafter compel you to take attached to this letter was Douglas’ formal protest to the U.S. authorities “**which stressed that because the islands always had been ‘undeviatingly’ claimed to be in the Crown of Great Britain, he did, ‘formally and solemnly protest against the occupation’.**” this was signed, “**James Douglas of the most honorable Order of the Bath, Governor and Commander-in-Chief in and over the Colony of Vancouver Island and its dependencies, Vice Admiral of the same etc., etc.**”²⁴⁰

HMS *PLUMPER* ARRIVES IN SAN JUAN HARBOR (GRIFFIN BAY)

HMS *Plumper*, a screw-driven sloop (actually a converted survey ship), steamed into San Juan Harbor (Griffin Bay) from New Westminster -- August 2, 1859

²⁴⁰ Mike Vouri, *The Pig War: Standoff at Griffin Bay*, P. 109-110.

she was commanded by British Captain George Henry Richards
Plumper carried aboard ten guns, forty-six Royal Marines and fifteen Royal Engineers and sappers
(military engineers who specialize in fortifications -- especially tunneling under the enemy)
under the command of Colonel Richard Moody

CONFRONTATION ARISES AT SAN JUAN HARBOR (GRIFFIN BAY) SAN JUAN ISLAND

Three British war ships, *Tribune*, *Satellite* and *Plumper*, were anchored in San Juan Harbor
carrying 755 men with more than sixty-four guns trained on Captain Pickett
almost one cannon for every American soldier

U.S. Army Captain Pickett waited on San Juan Island for the British to wipe out his sixty-six men
of the Ninth Infantry Company D and confiscate his three brass field pieces

Captain Geoffrey Phipps Hornby had seriously contemplated Royal Governor Douglas' instructions
and the implications carrying out those orders could have on his military career

Captain Hornby opted to meet personally with U.S. Army Captain George Pickett
an invitation was extended for Pickett to meet aboard the *Tribune*

Captain Pickett declined but extended an invitation for Captain Hornby to visit his island camp
Captain Geoffrey Phipps Hornby accompanied by *Satellite's* Captain James Prevost
and Captain George Henry Richards of the *Plumper* went ashore on San Juan Island

both Prevost and Richards were British Boundary Commissioners

Captain George Pickett received his guests in his Spring Camp tent -- 2:00 p.m., August 3, 1859

Captain Hornby asked Army Captain Pickett on what terms the American occupied the island

Pickett responded that he was following the orders of the general commanding the territory

he also added (untruthfully) that Brigadier General William S. Harney
was acting under orders from the government in Washington City

Captain Hornby argued that since the United States had put a military force on the disputed island

British officials had no choice but to do the same

however, local magistrates of either country could call upon the military forces

at any time to enforce the law -- and quite probably start a war

Hornby proposed getting rid of the magistrates, suspending the courts

and imposing a joint military occupation of San Juan Island

only that or Pickett vacating the island could avoid bloodshed

U.S. Army Captain George Pickett did not feel he could disobey his orders and vacate the island

Hornby told Pickett, **"I have one thousand men on board the ships ready to land tonight."**

Pickett replied, **"If you undertake it I will fight you as long as I have a man."**

"Very well," answered Hornby, **"I will land them at once."**

as the frustrated Hornby prepared to leave Pickett stopped him at the tent flap and said, **"Give me forty-eight hours, until I can hear from my commanding officer or [you] accept the responsibility for the bloodshed that will follow."**²⁴¹

Captain Hornby consented and with Prevost and Richard returned to their ships

TENSIONS MOUNT FOR THE MILITARY LEADERS AT SAN JUAN ISLAND

U.S. Army Captain George Pickett was uncertain of his position

²⁴¹ Thomas Edward Pickett, *A Soldier of the Civil War*, P. 16-17.

and well aware of his vulnerability to the three British warships in San Juan Harbor
Pickett spent the evening writing to Commander of the Department of Oregon General Harney
describing the force arrayed against him

Pickett sought further instructions and reinforcements

Captain Geoffrey Phipps Hornby knew that Pickett was not bluffing
anyone who was so vague in his mind about the implications of his actions
would push on without concern

also Pickett was so unsure of himself that it required Hornby to be even more confident
Hornby's course was clear: he must hold the marines aboard ship and await the arrival
of Commander-in-Chief, Pacific Station Rear Admiral Robert Lambert Baynes
who was expected in the very near future

Hornby wrote two letters to Governor Douglas

the first justifying his actions in defiance of the governor's orders

the second an informal and more personal appeal to the governor: **“It seems undesirable to have an open rupture, until they can have heard of and replied to our case at home (London).’ Pickett and Company D had been on San Juan Island for a week. It would be ‘undignified’ to land the marines after the *Massachusetts* sailed off without landing a single soldier from Haller’ company. If the British chose to land, it would have to be with a superior force, which would prompt the Americans to counter. Taking a plunge into political waters--always dangerous for a military man-- he stated that (British Prime Minister) Lord Palmerston never had, and never would, enforce the British claim against the U.S. If Washington presses London to give up the land, London would comply. What a ‘mess’ they would all be in if the government had already done so. As far as Hornby knew, Pickett’s modest force was all there was likely to be on San Juan. Surely the British could afford forbearance in the face of a motley collection of expatriate Irishmen led by a posturing Southerner.”**²⁴²

BRITISH NAVAL OFFICERS CONTINUE TO SHOW PATIENCE

Back in Victoria British Columbia Royal Governor James Douglas was furious

Captain Geoffrey Phipps Hornby had ruined his plan for swift retaliation to American insolence
British Naval officers in Victoria were well aware that their commander,

Commander-in-Chief, Pacific Station Rear Admiral Robert Lambert Baynes, was a firm believer
in not antagonizing the Americans

they were reluctant to follow orders from Royal Governor Douglas

they backed British Captain Hornby, as Great Britain's war presently ongoing in China
to establish a colony (the Second Opium War) remained unresolved

London was on highest alert and would not welcome a conflict in this distant part of the Empire
naval officers urged Douglas to try milder measures but the governor remained adamant

Douglas had received orders from the home government that he was hold the San Juan Islands
both the British Columbia parliament and the public demanded British forces be landed

now his own captains had denied him the military support to do that
this was insubordination

²⁴² Mike Vouri, *The Pig War: Standoff at Griffin Bay*, P. 114.

TERRITORIAL DELEGATE TO CONGRESS ISAAC STEVENS VISITS PICKETT'S SPRING CAMP

Washington Territorial Delegate to Congress and former governor Isaac Ingalls Stevens stopped by American Captain George Pickett's Spring Camp -- August 4, 1859

Isaac Stevens was given Captain Pickett's dispatches to be delivered to General William S. Harney taking the Steamer *Julia* to Olympia, the dispatches were forwarded to Fort Vancouver by express messenger

CAPTAIN GEORGE PICKETT REQUESTS THE *JEFFERSON DAVIS* PROVIDE SUPPORT

Captain Pickett requested the U.S. Revenue Cutter *Jefferson Davis* remain in San Juan Harbor (Griffin Bay) for the purpose of communicating with the English warships and to show the United States flag-- August 4, 1859

Jefferson Davis' new commander Revenue Marine Lieutenant Amasa L. Hyde dispatched a small boat to Port Townsend to inform the collector of customs there of the situation on San Juan Island

while he and his men faced the three British warships in San Juan Harbor (Griffin Bay)

ANOTHER AMERICAN SHIP ARRIVES IN SAN JUAN HARBOR

San Juan Harbor was visited by the side-wheeler U.S. Coast Steamer *Active* under the command of Lieutenant-Commander James Alden -- August 4, 1859

Although an officer of the Coast Survey Alden was very loyal to the U.S. Navy he offered his services to defuse the crisis

Active stopped its survey work for more than a month and remained in the area of San Juan Island delivering messages and military supplies to the island

BRITISH ADMIRAL BAYNES ARRIVES AT ESQUIMALT

Commander-in-Chief, Pacific Station Rear Admiral Robert Lambert Baynes had absent from the coast attending to other station duties at his Valparaiso, Chile headquarters and at Callao, Peru between [December 22, 1858] and August 5, 1859

Fortunately, at this point, Admiral Baynes arrived back at Victoria's port of Esquimalt Harbor aboard his flagship HMS *Ganges* -- August 5, 1859

Ganges was built of teak in Bombay, India

she was the last British sailing warship commissioned for duty in foreign water at 2,284 tons displacement she showed 84-guns with nearly 800 crew and marines

(Baynes Sound in British Columbia was named in his honor

and the town of Ganges on Saltspring Island and Ganges Harbor offshore are named for his flagship)

Commander-in-Chief, Pacific Station Rear Admiral Robert Lambert Baynes

realized the political importance of maintaining British sovereignty

during the British Columbia gold rushes and the San Juan Boundary Dispute

Admiral Baynes recommended the British Admiralty move its station headquarters from Valparaíso, Chile to Esquimalt, British Columbia

BRITISH REAR-ADMIRAL ROBERT LAMBERT BAYNES TAKES COMMAND

Arrival in Victoria of Admiral Baynes did a great deal to calm the situation

British Columbia Royal Governor James Douglas ordered Admiral Baynes to invade San Juan Island -- Admiral Robert Lambert Baynes flatly refused matters passed from British Columbia Royal Governor James Douglas into Baynes' hands Commander of British naval forces in the Pacific Admiral Baynes was a clear-sighted man he knew that all of the British Navy's supplies and mail traveled along North American routes Britain's colony would be geographically isolated in the event of a confrontation he pointed out that due to the Gold Rush the population of San Juan Island was overwhelmingly American and any military clash with the United States might lead to an uprising Admiral Baynes approved of the restraint shown by Captain Hornby he told Royal Governor Douglas that he would not **"involve two great nations in a war over a squabble about a pig."**²⁴³

GENERAL WILLIAM SHELBY HARNEY FACES A CHALLENGE LESS PATRIOTIC THAN WAR

While the scene on San Juan Island did not match Harney's vision of ships with guns run out, and marines ready to leap into boats while gallant troops waited on shore for the command to defend themselves from their (bottom of the class) West Point graduate, the general faced a less heroic challenge at Fort Vancouver General William S. Harney was having trouble with his junior officers they had questioned his judgment to use soldiers to build his private residence off the post one young officer resigned over the issue inflammatory letters appeared in the Olympia *Pioneer and Democrat*, *Victoria Colonist* and even the *New York Times* one anonymous letter stated: **"General Harney, who is here called 'Goliath' for two reasons, first, that he is a very large man; and second, that he is all matter and no mind -- ought I think to be court-martialed, and dismissed from the service for his conduct in this case."** another officer, who claimed to be stationed at San Juan, proclaimed Harney **"one of the weakest officers and most arrogant humbugs in the army, and not all qualified for his position. He is a laughingstock, wherever he goes; and his administration is a series of blunders and mistakes. He is as callous as a pot-house politician, and insensible, I am afraid, to shame."**²⁴⁴

GENERAL WILLIAM S. HARNEY INFORMS HIS SUPERIORS AND ESCALATES THE CRISIS

Commander of the Department of Oregon General Harney issued a letter to the adjutant general in Washington City summarizing San Juan Island the situation -- August 7, 1859 **"A week or ten days before my arrival on the island [San Juan] one of the Americans shot a pig belonging to the Hudson's Bay Company, after having been greatly provoked by the person in charge, to whom he had applied to have the pig secured, as it damaged his fields. This request was treated with contempt, and the pig was shot, the American offering twice the value for the animal, which was refused."**

General William S. Harney advised the War Department that he intended to order Lieutenant-Colonel Silas Casey from Fort Steilacoom to San Juan Island

²⁴³ David Lavender, *Land of Giants*, P. 321.

²⁴⁴ Mike Vouri, *The Pig War: Standoff at Griffin Bay*, P. 124.

with three companies of troops and field guns
General Harney was pleased with Captain Pickett's report of his meeting with British Captain Hornby
however, Harney was concerned about Captain George Pickett's assessment
that his forces were too weak to fight a large British force
Harney, in a growing blaze of anti-British sentiment, sent word of his approval to Captain Pickett
while he awaited a response from his superiors

LIEUTENANT-COLONEL SILAS CASEY IS ORDERED TO THE SAN JUAN ISLAND

Lieutenant-Colonel Silas Casey's orders were to reinforce Captain George Pickett
and take command at San Juan Island
Casey was to leave only one officer and a detachment to protect public property at Fort Steilacoom
he was to take ammunition and field guns and depart as quickly as possible on public steamers
Casey was authorized to call out civilian "volunteers" to defend San Juan Island
to demonstrate American intentions to remain on San Juan Island Casey was to remove
the eight 32-pound naval guns aboard the *Massachusetts* and mount them on the island
Lieutenant-Colonel Casey departed from Steilacoom with 461 American troops
bound for Port Townsend aboard the mail stern wheel steamer *Julia* -- August 9, 1859
he had barely cleared the Tacoma Narrows with Lieutenant-Commander James Alden
aboard the survey steamer *Active* intercepted him
Alden had steamed at full speed to warn Casey if he attempted to land his troops and guns
HMS *Tribune* anchored in San Juan Harbor would open fire
Alden said this (incorrect) information was provided by Captain George Pickett
Lieutenant-Colonel Casey, knowing the Royal Navy and Pickett's penchant for drama, continued on
he anchored that evening at Port Townsend where he encountered U.S. Boundary Commissioner
Archibald Campbell who was so troubled at the sight of 180 fully equipped infantrymen
and the knowledge that 100 more troops plus artillery were on the way
that he accepted Casey's invitation to come along and observe the landing

SAN JUAN HARBOR (GRIFFIN BAY) LANDING BY AMERICAN SOLDIERS

Steamer *Julia* approached San Juan Island in a heavy fog -- August 10, 1859
negotiating Cattle Pass on the southern shore was almost impossible
Julia's captain told Casey he thought he was just off a long pebble beach near Pickett's camp
he suggested Casey land the troops and howitzers on the beach
freight could be unloaded in San Juan Harbor when the fog burned off
because the *Julia* was a sternwheeler she could be beached and planks run ashore
Casey thought this was a splendid idea and ordered it done
American steamers *Active* and *Shubrick* stood by as American soldiers
trudged through heavy sand and rock and up the low bluff
behind which was Pickett's Spring Camp on the level prairie
Pickett's soldiers met their comrades and told them San Juan Harbor was enveloped in fog,
as were the British warships, about a half a mile offshore
Casey and *Julia* rounded Cattle Point and entered San Juan Harbor just as the fog lifted
Tribune was anchored several hundred yards out, broadside to shore, with gun port open
Julia dropped anchor and her crew and several soldiers who had remained on board

began unloading Casey's stores including ammunition for the howitzers, food, tents and other provisions -- there was no interference by the British

LIEUTENANT-COLONEL SILAS CASEY TAKES COMMAND AT SAN JUAN ISLAND

Lieutenant-Colonel Silas Casey had brought 170 soldiers of the U.S. Fourth Infantry with him to be added to Captain Pickett's sixty-six Ninth Infantrymen -- 136 men in all

As the last of the cargo was being taken from the *Julia* another British warship steamed into the harbor

Although amicable relations had been enjoyed by the military men of both sides

Pickett imagined the worst -- it appeared to him the new arrival (later identified as *Satellite*) was ready to open fire

marines and sailors from HMS *Tribune* would likely land and assault the American position

Pickett said Casey should order his men to fire the three howitzers brought by Pickett

that were placed on the hills east of camp, spike the guns,

order a volley of musket fire by the men of Ninth and Fourth Infantry

and flee for the woods

Lieutenant-Colonel Silas Casey told Pickett he hoped to avoid bloodshed

in fact, the British HMS *Tribune* had not reacted at all when Casey unloaded his stores

because of Captain Geoffrey Phipps Hornby's inaction, Casey asked for a meeting

LIEUTENANT-COLONEL SILAS CASEY AND CAPTAIN GEOFFREY PHIPPS HORNBY MEET

Several hours after completing the landing operation, Captain Hornby arrived at Pickett's camp

accompanied by Captain James Prevost of the *Satellite*

and Captain George Henry Richards HMS *Plumper*

when asked by Casey from whom he was taking orders, Captain Hornby replied Admiral Baynes

if the Americans wished to confront him they would have to go to Esquimalt Harbor

LIEUTENANT-COLONEL CASEY ATTEMPTS TO MEET WITH BRITISH ADMIRAL BAYNES

Lieutenant-Colonel Silas Casey and Pickett dressed in their formal uniforms with plumes and epaulets

they were joined by United States Boundary Commissioner Archibald Campbell

and set out aboard the steam sidewheel steamer *Shubrick*

to meet with Admiral Robert Lambert Baynes -- morning August 11, 1859

when Baynes refused to leave the 84-gun *Ganges* to meet Casey aboard a lighthouse tender

armed with a single 24-pound gun mounted at the bow, Pickett became a messenger boy

Casey finally gave up and returned to San Juan Island with no meeting

Lieutenant-Colonel Casey was concerned by the implication of the snub he had endured

he sent a report to the Commander of the Department of Oregon General William S. Harney

after explaining his independent action in attempting to meet with Admiral Baynes

Casey requested four more companies of men and heavy guns be sent to San Juan Island

LIEUTENANT-COLONEL SILAS CASEY TAKES COMMAND ON SAN JUAN ISLAND

Lieutenant-Colonel Casey's request for more men and heavy weapons was approved

General William S. Harney also sent instructions to build a semi-permanent fortification

including entrenchments and gun platforms

After two stormy nights Lieutenant-Colonel Casey decided to move his forces -- August 12, 1859 as he noted in his report: **“We are encamped in rather exposed situation with regard to the wind, being at the entrance of the Straits of Fuca. The weather at times is already quite inclement”**²⁴⁵
Scouting efforts were conducted to find a suitable location

COOLER HEADS PREVAIL ON SAN JUAN ISLAND

Americans and British officers continue to make preparations on San Juan Island
Lieutenant-Colonel Silas Casey was in command of 237 American soldiers and fourteen cannons
British Rear-Admiral Robert Lambert Baynes was in command of five war ships
bristling with 167 guns and 2,140 troops
including Royal Marines, artillerymen, sappers and miners
however, U.S. Brigadier General William S. Harney did not realize
that in excess of 1,500 British sailors were not armed to fight on land
this chore was reserved for the 400 Royal Marines and Royal Engineers
scattered throughout Vancouver Island and British Columbia
Neither commander wanted to be held responsible for setting off a war
both commanders issued instructions to their men to defend themselves if attacked
but absolutely do not fire the first shot
although both sides tried to provoke an attack by the other side no shots were fired
American soldiers on land and British sailors aboard ship,
like servicemen (and service women) at any time, were powerless to shape events
sailors in San Juan Harbor (Griffin Bay) could see the campfires of the troops
infantrymen could hear the bells aboard ship tolling the hours
everyone spoke the same language and tobacco, whisky and other sundries were exchanged
no one was motivated to begin an international incident

BAYNES MAINTAINS A STEADY HAND ON THE SITUATION ON SAN JUAN ISLAND

As tension mounted, Admiral Baynes became increasingly concerned
regarding Geoffrey Phipps Hornby's state of mind
he had borne the weight of the crisis since his arrival on San Juan Island [July 27]
Hornby was becoming increasingly concerned about the continual unloading of supplies
of lumber for barracks and gun platforms by the American and a rumor that surfaced
stating General Harney himself was coming to the island with 400 more soldiers
Admiral Robert Lambert Baynes sent Captain Hornby a new dispatch dated August 16, 1859
which firmly stated the British position: **“In my memorandum to you for the 13th of August I desired you by every means in your power to avoid a collision with the troops of the United States. It is now my positive order that you do not, on any account whatever, take the initiative in commencing hostilities by firing on them or any work they may have thrown up... Should the troops of the United States commit any aggressive act by firing on the *Tribune* or any of Her Majesty's**

²⁴⁵ Mike Vouri, *The Pig War: Standoff at Griffin Bay*, P. 137.

ships or boats, you are at full liberty to resent the insult by adopting such measures as you think [desirable] informing me of the circumstances as quickly as possible²⁴⁶

Admiral Baynes remarkable calm in the face of bluster and bluff from American military leaders and British civil government leaders restored calm to San Juan Island

LIEUTENANT-COLONEL CASEY RECEIVES REINFORCEMENTS ON SAN JUAN ISLAND

Fourteen thirty-two pounder heavy cannons from the *Massachusetts* eventually were hauled to the top of the ridge overlooking the Hudson's Bay Company dock and San Juan Harbor -- August 17, 1859

Reinforcements for Lieutenant-Colonel Casey arrived including four batteries (companies) of the U.S. Third Artillery who disembarked on the Hudson's Bay Company dock then marched up Charles Griffin's road and over the ridge to Spring Camp on the prairie accompanied by a rag-tag military band these new arrivals boosted Casey's forces to fifteen officers and 424 enlisted men plus fifty civilian laborers engaged to build the new camp

BRITISH CAPTAIN HORNBY IS DISMAYED BY THE ARRIVAL OF REINFORCEMENTS

Captain Geoffrey Phipps Hornby was in great distress by the arrival of almost 200 more troops especially after his assurances to Royal Governor James Douglas and Admiral Baynes that the Americans had no intention of landing more soldiers six heavy guns were now placed on the ridge overlooking the harbor and British ships two other heavy guns and field pieces were placed in position to defend the camp this did not appear to be a forced designed to repel hostile Northern Indians rather, it seemed the Americans were preparing not only to defend themselves but also to threaten the British ships

BRITISH WITHDRAW ONE OF THEIR WARSHIPS

British Rear Admiral Robert Lambert Baynes in Esquimalt Harbor attempted to relieve some of the increasing pressure Frigate HMS *Tribune* under the command of Royal Navy Captain Geoffrey Phipps Hornby left San Juan Harbor -- August 19, 1859 however, *Satellite* and *Plumper* remained at their station

SAN JUAN ISLAND BECOMES A DANGEROUS SCENE

Canadian rabble-rousers in large numbers were venturing over from Victoria to get in on the adventure taking place on San Juan Island American Deputy Collector of Customs Paul Hubbs refused to allow passengers from Victoria ashore Hubbs then imposed an order that required all ships to clear customs at Port Townsend before landing on San Juan Island in a remarkable display of abuse of his power

²⁴⁶ Mike Vouri, *The Pig War: Standoff at Griffin Bay*, P. 135.

Hubbs quarantined British Army Major John De Courcy's baggage
when he attempted to disembark on San Juan Island
De Courcy blustered he would unload his gear under the *Satellite's* guns
and signaled the ship to send a boat for him
at this point, U.S. Army Captain George Pickett, at the direction of Lieutenant-Colonel Casey,
came to the support of De Courcy and the British Major was allowed to bring his gear ashore

CAMP IS ESTABLISHED BY LIEUTENANT-COLONEL SILAS CASEY

Pickett's Spring Camp site was endured by Lieutenant-Colonel Silas Casey's growing number of men
(now 450) but difficulties with the weather rapidly made conditions intolerable
After suffering through two particularly stormy nights Lieutenant-Colonel Silas Casey
ordered his force to pull up stakes -- August 22, 1859
his camp was relocated to the north slope of a ridge
just north of the Hudson's Bay Company barns
this was once home to the pig that strayed and started the whole mess two months before
Large, conical Sibley tents were shipped from Fort Steilacoom to the new site
to supplement the clapboard buildings Pickett had brought from Fort Bellingham
that held a hospital, barracks laundry and offices' quarters
Silas Casey also ordered Corps of Engineers Second Lieutenant Henry Martyn Robert
(who later to achieve fame for his *Robert's Rules of Order*)
to begin construction on an earthen redoubt on the ridge of a grassy hill east of Casey's Camp
which held a commanding view of both San Juan Harbor from the Strait of Juan de Fuca
Robert used the site's natural features to great advantage
(he laid out gun platforms and ramparts with a precision still evident today)
U.S. Third Artillery placed a six-pound Napoleon cannons in the most commanding position
well sheltered in the rear and one side by the forest
and the other side holding a commanding position overlooking the water
British officers and sailors riding at anchor in San Juan Harbor were impressed
especially since they knew how a fortified camp could alter the situation on San Juan Island
fortresses, properly placed, not only provide a means of last-resort defense
but also permit a smaller force to resist a large one until help arrives

COLONEL CASEY'S CAMP RECEIVES TERRITORIAL POLITICAL GUESTS

While soldiers dug cannon emplacements and moved armaments, guests arrived to visit
among them was newly-arrived Washington Territorial Governor Richard D. Gholson
who stood solemnly with his hat over his heart as nine companies of soldiers
led by Colonel Silas Casey on horseback passed in review for him
at the old Camp Spring site on the prairie
not to be outdone, the British invited the governor to witness gun drills
and have tea aboard the steam Corvette *Satellite*

SITUATION AT SAN JUAN ISLAND THREATENS INTERNATIONAL RELATIONS

Politicians in both Washington City and London were angry that a diplomatic incident
had ballooned into an international crisis

neither wanted war, yet neither was willing to give up an island
 sixteen miles long and six and a half wide
 national honor was at stake but a war would be crippling on both sides of the Atlantic
 British Columbia Royal Governor James Douglas received some criticism for his stubbornness
 but it was General William S. Harney who drew most of the criticism
 because of his impulsive occupation of San Juan Island
 (Harney's behavior was so inexplicable that over the years several theories emerged to account for it:

- some believed General Harney was part of an American plot to neutralize the port of Esquimalt and to annex British Columbia and Alaska into the United States;
- others alleged that Harney had tried to force war with Great Britain out of patriotism to unite all of the conflicting American factions -- and therefore avoid civil war;
- conversely, others suggested that Harney and Captain George Pickett, both being southerners, had tried to involve the United States government in a disastrous war to weaken the North and leave the crippled nation to the mercy of Southern secessionists
- General-In-Chief of the United States Army Winfield Scott was much more realistic he simply thought Harney was impetuous and unmanageable
 he warned political leaders of the General's **“ignorance, passion and caprice”**
 as he noted in a dispatch to the Adjutant General [dated February 14, 1860])

PRESIDENT JAMES BUCHANAN LEARNS OF THE SAN JUAN DISPUTE

United States Government in Washington City first read of the San Juan occupation
 in the newspapers six weeks after the beginning of events -- September 3, 1859
 by mistake General William S. Harney's report had gone to Army Headquarters
 in New York City and not Washington City

President Buchanan was shocked and horrified that the action of an irate farmer
 would end up breaking out into an international incident
 with two powerful nations facing off over a small, remote, unknown island

President James Buchanan must have been alarmed when he read in General Harney's report
 it was the general's opinion that: **“...It would be well for the British government to know the American people of this coast will never sanction any claim they may assert to any other island in the Puget Sound than that of Vancouver's, south of the 40th parallel, and east of the Canal de Haro; any attempt at possession by them will be followed by a collision.”**

taking a breath, Harney stated in the next paragraph, **“...no one is more desirous than myself for an amicable settlement”** but quickly continued **“that the president could rest assured that Harney would ‘use all the means’ at his command to hold on to the San Juans.”**²⁴⁷

Buchanan immediately directed the Acting-Secretary of War W.R. Drinkard to send
 an urgent message to Commander of the Department of Oregon General William S. Harney
 stating that the president was **“not prepared to learn that you had ordered military possession to be taken of the Island of San Juan or Bellevue (Farm)”**²⁴⁸

²⁴⁷ Mike Vouri, *The Pig War: Standoff at Griffin Bay*, P. 125-126.

²⁴⁸ *The Northwest Boundary. Discussion of the Water Boundary Question: Geographical Memoir of the Islands in Dispute: History of the Military Occupation of San Juan Island.* Washington Government Printing Office. 1868.

President Buchanan further stated that he did not believe any military action was necessary
American Secretary of State Lewis Cass assured British Ambassador Lord Lyons
that General Harney was not acting on the instructions of his government
as had been stated by Captain George Pickett
Realizing that General Harney may have mismanaged the affair
President Buchanan sent General-In-Chief of the Army Winfield Scott to contain the situation,
soothe the British and attempt to find a peaceful solution between the two countries
dealing with British Officers using pageantry and ceremony suited General Scott well
General Scott was nicknamed the “Grand Old Man of the Army” by his admirers
and “Old Fuss and Feathers” by those put off by his equal love for discipline and pomp
General Scott was familiar with Canadian-American border flare-ups
he was involved with the [1837] Buffalo-Niagara Falls and [1838] Aroostook, Maine incidents
in both cases General Scott was sent by President Martin Van Buren
to meet with his British counterparts
his goal was not to negotiate a long-term solution
that was up to diplomats in Washington and London
his goal was to restore calm and seek common ground between the antagonists
Scott’s success in achieving a resolution in both instances
resulted in his acquiring the nickname “the Great Pacificator”

WALLA WALLA BECOMES A RELIGIOUS CENTER FOR EASTERN WASHINGTON

Rev. James H. Wilbur had been sent as a missionary to Oregon Country [1847]
by the Missionary Society of the Methodist-Episcopal Church
Rev. Wilbur eventually moved to the Willamette Valley
after being appointed presiding Methodist-Episcopal Elder of the Willamette District [1857]
he proved to be a keen businessman -- he saw many opportunities for buying land or lots cheap
he made a large number of land purchases in the Willamette Valley
these rose in value and placed him in easy financial circumstances
much of Rev. Wilbur’s earnings were used to finance his many benevolences
Rev. Wilbur next served as a circuit riding missionary for the Methodist-Episcopal Church
he stopped at the new town of Walla Walla which consisted of about five very narrow houses
he began preaching when some religiously-challenged men of the town
organized a cattle auction within fifty feet of Wilbur’s small gathering
Rev. James H. Wilbur wasted little time organizing a church of seven members in Walla Walla
he arranged the purchase of a block of land and the construction of a small church
at the northeast corner of Fifth and Alder Streets -- October 11, 1859

DR. DORSEY SYNG BAKER BECOMES A LEADING BUSINESSMAN

Doctor Dorsey Syng Baker (always known locally as “D.S.”) was a unique business model
licensed as a medical doctor he crossed the Oregon Trail [1848] using a horse and buggy
after arriving in Portland he set out for the California gold fields where he did very well
buying \$1,800 worth of merchandise to sell in Portland at much higher prices
he quickly became financially established
D.S. Baker began a varied career in Portland, the Umpqua Valley and in Eastern Washington

at various times he farmed, raised stock and milled flour
he opened a hardware store in Portland where he prospered in both wealth and reputation
D.S. Baker was better known for business practices than for his medical practice
Dr. Baker traveled to Walla Walla to open a second hardware store -- October 1859
he placed William Stephens (who operated the store for a year) in charge
D.S Baker returned to his family in Portland

GENERAL WINFIELD SCOTT ARRIVES ON THE WEST COAST

General-In-Chief of the U.S. Army Lieutenant General Scott, the “Grand Old Man of the Army,”
steamed out of New York City where he had maintained his headquarters
as he preferred New York society to that in Washington City
General Scott and his party experienced a bracing journey across the Atlantic Ocean
and an uneventful crossing of the Isthmus of Panama
once again on board ship they steamed across the Pacific Ocean and arrived in San Francisco
General Scott and his party left San Francisco aboard the steamer *Northerner*
bound for Fort Vancouver -- October 18, 1859
In addition to General Scott and his party, the *Northerner* also carried
eleven members of a Catholic teaching Order, the Sisters of the Holy Names of Jesus and Mary,
led by Sister Superior Mary Alphonse
they had traveled from Montreal, Canada by steamboat to New York
and on to St. Augustine, Florida then again by steamer to the Isthmus of Panama
before setting, again by steamship, to San Francisco
they were answering an appeal from Archbishop Francis Blanchet

STEAMER *NORTHERNER* DELIVERS HER PASSENGERS TO FORT VANCOUVER

General-in-Chief Winfield Scott and his party along with Sister Superior Mary Alphonse
and her eleven Sisters of the Holy Names arrived at Fort Vancouver-- October 20, 1859
General Scott did not go ashore
instead he ordered General William S. Harney to call on him aboard ship the next day

GENERAL SCOTT MEETS WITH GENERAL HEARNEY

General-in-Chief of the Army met with General Harney in the general’s cabin aboard the *Northerner*
Scott informed General Harney that he was taking command of the Department of Oregon
Harney was to accompany the general to Portland -- October 21, 1859
General Scott and General Harney maintained a strained relationship during their time together
due in large part to bad blood remaining between the two men from the Mexican War
when Scott, who mistrusted Harney’s judgment, relieved him of command
Harney must have been pained to watch as most, if not all, of his commands
regarding San Juan Island were revised or cancelled
Scott’s review of military correspondence and Harney’s own words convinced Scott
to dismiss Harney’s perceptions and opinions about the San Juan situation
General Harney knew his government was alarmed by his actions and he began to worry
about the potential impact on his military career

GENERAL SCOTT MEETS WITH CAPTAIN GEORGE PICKETT AND IS NOT IMPRESSED

General-in-Chief of the Army Winfield Scott met with Captain George Pickett -- October 22, 1859
about their meeting General Scott wrote to Secretary of War John B. Floyd: **“If this does not lead to a collision of arms it will be due to the forbearance of the British authorities, for I found Harney and Pickett proud of their...‘conquest’ of the island and quite jealous of any interference therewith on the part of higher authority.”** (Executive Documents, Printed by Order of The House of Representatives, During the Second Session of the Thirty-Sixth Congress, 1860-'61. P. 53)

GENERAL-IN-CHIEF WINFIELD SCOTT ESTABLISHES HIS ARMY HEADQUARTERS

General Scott was in Port Townsend where he decided to transfer his headquarters
to the 178-foot long, thirty-two foot beam USS *Massachusetts* -- October 26, 1859
Massachusetts served as Scott's flagship during the siege of Veracruz in the Mexican War

GENERAL-IN-CHIEF WINFIELD SCOTT ESTABLISHES DIPLOMATIC RELATIONS

Being a fast ship, the Revenue Cutter *Jefferson Davis* was ordered by General Winfield Scott
to act as a dispatch vessel -- October 25, 1859
she was to forward diplomatic messages between General Scott and his U.S. Army officers,
and British Royal Governor James Douglas and Rear Admiral Robert Lambert Baynes
she was also to take General Scott's staff officers on diplomatic calls to Victoria
and to the various British warships stationed in San Juan Harbor

NEGOTIATIONS BETWEEN THE UNITED STATES AND GREAT BRITAIN ARE BEGUN

Revenue Cutter *Jefferson Davis* took three negotiators appointed by General-in-Chief Winfield Scott
to San Juan Island for diplomatic conferences with the Royal Navy Officers in San Juan Harbor
and then on to Victoria for meetings with Royal Governor Douglas and Rear Admiral Baynes
Revenue Marine lieutenants covered about a hundred miles
in one of the *Jefferson Davis*' open boats forwarding important dispatches
between General Scott and his British counterparts in Victoria
that were essential in the diplomacy utilized to calm the situation

UNION TRANSPORTATION COMPANY (UTC) FORMS ON THE WILLAMETTE RIVER

Steamboat *St. Claire* was built by Green C. Davidson and John Davis
at Ray's Landing (near St. Paul, Oregon) to compete with steamers *James Clinton* and *Yamhill*
on the upper Willamette River
St. Claire's owner operated her a few months before consolidating
with the Yamhill Steamboat Company -- this new company was capitalized at \$12,000
St. Clair never amounted to much, and her chief claim to distinction was that
she was the only steamboat to ever successfully go over the Oregon City falls
this was accomplished [1861] with Captain George W. Taylor in command
Union Transportation Company was formed by Captain John C. Ainsworth, Jacob Kamm,
Captain Richard Hoyt, Captain Richard Williams and others interested in river steamers
then in operation on the Willamette River
they purchased the Yamhill Steamboat Company
St. Clair people received three-twelfths of the stock and the boat was laid up

Union Transportation Company was more a pool of partners than anything else
but it secured good results as long as it lasted

SISTERS OF THE HOLY NAMES OF JESUS AND MARY OPEN THEIR SCHOOL

Archbishop Francis Norbert Blanchet secured a block of land where the Sisters of the Holy Names opened St. Mary's Academy for girls at Portland -- November 6, 1859
initial enrollment included Catholic and non-Catholics alike
this was the first permanent Catholic school in the Pacific Northwest
(Another school was opened at Salem the following [April 1860]
soon followed by five additional schools all operated by the Sisters of the Holy Names)

GENERAL WINFIELD SCOTT DIFFUSES THE EXPLOSIVE ATMOSPHERE

General-in-Chief Winfield Scott aboard the *Massachusetts* stopped in San Juan Harbor
but he did not leave his flagship
much to the disappointment of American and British officers and men alike
chill winds whipped up the bay bringing a bout of seasickness to the general
who remained in his cabin -- November 7, 1859
Third Artillery gunners fired a thirteen-gun salute in his honor
this was the only time the cannons on San Juan Island were fired
British Captain Prevost of the HMS *Satellite* paid his respects to the general
General Scott issued an order to all commanders in the region advising them that San Juan Island was still in dispute and that British subjects had equal rights with American citizens
American would occupy the lower portion of the new camp
cleared by Lieutenant-Colonel Silas Casey just north of the Hudson's Bay Company farm
Captain George Pickett and Ninth Infantry Company D would remain in Spring Camp
"further back" (indeed out of sight) on ground cleared up by his company
where they would have comfortable shelter for the winter

NEGOTIATIONS ARE SUCCESSFULLY CONCLUDED

General Scott assured Royal Governor James Douglas that no official from Washington Territory would be permitted to interfere with any British subject on San Juan Island
British subjects violating the law would be referred to the proper British authorities
To restore sanity in the region, General-in-Chief Winfield Scott proposed a joint military occupation of San Juan Island to British Columbia Royal Governor James Douglas:
•British soldiers, in a token force of 100 men, would be posted on San Juan Island to exercise jurisdiction and protection over all British subjects;
•Americans would also post a token force of 100 men to protect and maintain peace among the citizens of the United States on the island
this was accepted, with a request from Douglas that Captain Lewis Hunt, U.S. Fourth Infantry, be left on the island in place of Captain George Pickett and his Ninth Infantry Company D
British Columbia Royal Governor James Douglas was especially happy to receive the news of Captain Pickett's departure as Pickett's belligerent and combative attitude had matched that of the governor's
"British Camp" was established on the north end of San Juan Island

it was located along the shoreline to provide for easy access to incoming supply shipments
“American Camp” was created on the south end of the island on a high windswept meadow
suitable for artillery barrages against shipping
(Today the British Union Jack still flies above “British Camp”
it is raised and lowered daily by park rangers making it one of the very few places
without diplomatic status where US government employees
regularly hoist the flag of another country)

AMERICAN TROOPS LEAVE SAN JUAN ISLAND

American troops were removed from San Juan Island -- November 9, 1859
Captain George Pickett was ordered to evacuate San Juan Island by Lieutenant-General Scott
Pickett and his Ninth Infantry company D soldiers were sent back to Fort Bellingham,
Lieutenant-Colonel Silas Casey and the bulk of the U.S. troops departed
along with the artillery pieces from the redoubt
U.S. Ninth Infantry Companies A and Fourth Infantry Company H went to Fort Steilacoom,
U.S. Fourth Infantry Company I was sent to Fort Townsend,
U.S. Third Artillery companies were sent to Fort Vancouver
At Fort Bellingham Captain Lewis C. Hunt begins preparations to return to San Juan Island
with his U.S. Fourth Infantry, Company C
(this was same company that Revenue Marine Lieutenant James E. Harrison
had commanded a few years earlier [1855] a Brannan’s Prairie in Pierce County)

LIEUTENANT GENERAL WINFIELD SCOTT LEAVES FOR THE EAST COAST

Once again the “Great Pacificator” had arranged for peace
USS *Massachusetts* steamed to Port Townsend to await the return of the *Northerner*
for the return trip to San Francisco
However, the *Northerner* was delayed for a day as she was used to deliver messages
and dispatches from General Scott
to Washington Territory Governor Richard D. Gholson in Olympia,
and British Columbia Royal Governor James Douglas
and Commander of the Department of Oregon General William S. Harney
General Scott also tried to persuade Commander of the Department of Oregon General Harney
to transfer to the Department of the West headquartered in St. Louis
thus removing him from further dealings with British or its colonial government
General Harney, anti-British to the end, refused the offer

CONDITIONS WERE DIFFICULT FOR CAPTAIN JOHN MULLAN AND HIS ROAD CREW

Mullan’s road crew faced extremely unfavorable conditions as winter approached
Mullan sent what animals he could spare on to the Bitterroot Mountain Valley
those remaining he ordered slaughtered, butchered and frozen
so the men could eat until the weather warmed
It was hard work cutting trees and building bridges in below-zero temperatures
Captain Mullan included in his report: **“Our work, consequently, from the 16th of August to
the 4th of December, 1859, consisted in cutting through this densely timbered section of 100 miles,**

building small bridges where required, grading in thousands of places [including] . . . an ascent of one and three-fourths miles, to the summit of the Coeur d'Alene Mountains.”²⁴⁹

Winter weather remained frigid and the snow deep

Captain Mullan ordered an ill-equipped camp of rude log huts constructed to house the men
he gave the name Cantonment [temporary quarters] Jordan to the camp and later wrote: **“It was situated in a dense bed of timber, that furnished both building materiel and fuel, had many fine springs, and was securely sheltered from the winds by friendly rims of mountains.”²⁵⁰**

he failed to mention his men suffered from frostbite
and the almost forgotten demon of scurvy

TERRITORIAL GOVERNOR GHOLSON MEETS WITH LITTLE SUCCESS

Washington Territory Governor Richard D. Gholson tried his best during his short tenure
(only six months) as governor to bring together the various factions in the territory

In his address to the territorial legislature he pleaded -- December 7, 1859

that each political division within the territory manage its own domestic relationships

he was pleading for the pro-slavery, anti-slavery, pro-Union, pro-States' Rights factions
to subordinate those ideological differences and concentrate on seeking solutions
to pressing local problems from a local perspective

These pleas were useless as they fell on deaf ears

Washington Territory continued to spend its energy on constant internal squabbles such as:

- the location of the capital city,
- the establishment, organization and location of a territorial university,
- and the sighting of the territorial penitentiary

all of these disputes were predicated on factional positions

ELIZA ANDERSON OR “OLD ANDERSON” IS RECOGNIZED BY EVERYONE

Her owners, the Columbia River Steam Navigation Company,

put her on the Olympia to Victoria mail run -- December 1859

intermediate stops were made at Steilacoom, Seattle, Port Townsend and other places

fares were \$20 per person, freight \$5 to \$10 a ton and cattle at 15¢ a head

she was considered slow and underpowered even for that time

Old timers had a special place in their heart for the dependable steamboat

it was said “no steamboat ever went slower and made money faster”

they told a story about the steamer and a group of territorial legislators on a junket: **“Steamboats were still a novelty on the inland sea in 1859, but the members of Washington’s territorial legislature were progressive men and they took passage on the *Eliza Anderson* to investigate plans for a new territorial university in Seattle.**

“They were also observant men so they learned a lot about steamboating on their way down the Sound. By the time they arrived at the new settlement on Elliott Bay they knew that a shrill whistle-blast was a signal that the steamer was about to leave her dock and proceed on her journey. They

²⁴⁹ Report on the Construction of Military Road from Fort Walla-Walla to Fort Benton by Captain John Mullan. (18).

²⁵⁰ Report on the Construction of Military Road from Fort Walla-Walla to Fort Benton by Captain John Mullan. (19).

also learned that the boiler room was a snug place to congregate when the January rains swept in to meet the boat in icy sheets.

“So, their business transacted, the lawmakers spent the night at the Queen City’s pioneer hotel, the Felker House, and when, in the chill, dark pre-dawn hours, they heard a shrill whistle-blast, they leaped groggily from their snug beds. Still half asleep and drowsily cussing the *Anderson’s* uncivilized sailing-schedule, they struggled down the rain-swept planks of Yesler’s Wharf, heading for a glow of furnaces and the warm, friendly hiss of escaping steam. Snug in the boiler room they watched a grimy fireman heave slab-wood into the fireboxes while they congratulated themselves on having beaten the other passengers to this snug sanctuary.

“But after a wait of almost an hour the solons grew impatient. Finally the speaker of the house approached the busy fireman and tapped him on the shoulder.

“‘When,’ he asked politely, ‘do we leave for Olympia?’

“‘Sir,’ the fireman answered with equal courtesy, ‘this sawmill does not run to Olympia’

The unfortunate legislators were only half educated in steamboating, and a little knowledge is a dangerous thing. They had wandered into the boiler room of Henry Yesler’s steam sawmill which remained right where it was for another 30 years.”²⁵¹

WHITMAN COLLEGE IS FOUNDED IN WALLA WALLA

Whitman Seminary was founded by Presbyterian missionary and early pioneer Cushing Eells -- 1859

he named his school in memory of Dr. Marcus and Narcissa Whitman

Washington Territorial Legislature awarded the first educational charter in Washington Territory to Whitman Seminary -- December 20, 1859

(Whitman Seminary first held classes [on October 15, 1866])

and because of financial difficulties only sporadically thereafter

trustees of the college changed the institution's name to Whitman College [in 1882]

Washington Territorial Legislature issued a new charter establishing Whitman College as a four-year, degree-granting institution [November 28, 1883])

BEGINNINGS OF THE OREGON STEAM NAVIGATION COMPANY

Union Transportation Company was too loosely organized to remain a profitable organization

Oregon had no law under which a corporation could be arranged

Owners of the Union Transportation Company procured legislation

from the Washington Territorial legislature that allowed incorporating a new company

this became the Oregon Steam Navigation Company -- December 29, 1859

Partners in the venture in addition to Captain John C. Ainsworth were:

- Portland businessman Simeon G. Reed;

- Jacob Kamm steamboat engineer who built the *Jennie Clark* -- the first stern wheeler in Oregon

he also purchased an interest in the *Express* and built the *Carrie Ladd*

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

he remained an engineer on the *Carrie Ladd* running between Portland and the Cascades

- Robert R. Thompson and Lawrence W. Coe

brought the *Colonel Wright* operating on the upper Columbia River into the new corporation

²⁵¹ Gordon R. Newell, *Ships of the Inland Sea: the Story of Puget Sound Steamboats*, P. 23-24.

their boat went into the company and they were paid in shares of stock;
bulk of the remaining stock went to the Columbia River portage owners:

- Bradford brothers , the portage owners on the north bank of the Cascade rapids,
- Olmstead and Ruckel the portage owners on the south bank

In return for granting Ainsworth's company exclusive rights to use their railways

each portage owner was to receive one-fourth of every freight charge

levied on goods moving to The Dalles

and each was to retain full control of his own portage company -- this was a mistake

Ainsworth quickly discovered that to control the river

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

although John Ainsworth's financial share was small his ability was recognized

he was elected president of the Oregon Steam Navigation Company

JOINT OCCUPATION OF SAN JUAN ISLAND BEGINS

U.S. Revenue Cutter *Jefferson Davis* picked up Captain Lewis C. Hunt and Company C

at their Fort Bellingham pos and returned them to American Camp

on San Juan Island -- December 29, 1859

1860-1869

CENSUS IN WASHINGTON TERRITORY-- 1860

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

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

Washington Territory had to overcome this varied mixture of residents

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

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

Clark County -- 2,384

Thurston County -- 1,507

Walla Walla County -- 1,318

King County -- 302

these small numbers resulted in Washington Territory being almost universally ignored

Four additional weekly newspapers were established west of Cascades by 1860

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

ANOTHER WASHINGTON TERRITORIAL GOVERNOR DEPARTS

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

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

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

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

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

on issues of local concern

President James Buchanan and Southern Democrat Congressional leaders

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

PIONEER SOCIAL LIFE IN WASHINGTON TERRITORY

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

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

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

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

for a little rough play

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

Ladies Aid societies were formed

church socials became more frequent

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

marriage and funeral services became more elaborate social events

Free Masonry and other secret and semi-secret societies or lodges appeared

these were appealing to social-hungry people

LIEUTENANT JOHN MULLAN CONTINUES HIS ROAD BUILDING EFFORT

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

GROWTH IN WASHINGTON TERRITORY

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

SCANDINAVIANS MIGRATE TO AMERICA FOR A NUMBER OF REASONS

Many Scandinavians came to America for various reasons:

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

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

EARLY DAYS ON FIDALGO ISLAND (SKAGIT COUNTY)

Fidalgo Island (named for Spanish explorer Lieutenant Salvador Fidalgo)
is one of the San Juan islands located very close to the mainland (in today’s Skagit County)
After the Fraser River gold rush [1858] the first permanent settlers built his home on the island
at the head of Fidalgo Bay was a large fern-covered prairie
which had served for untold centuries as an Indian camp ground
new arrivals saw the location as prime farm ground surround by dense forest
Several pioneers built cabins (at today’s March Point)
others followed by more settlers [in the 1860s]
including John T. Griffin and his wife Almina Richards Griffin
who is credited with being the first white woman to live on Fidalgo Island

BRITISH GOVERNMENT PLACES MARINES ON SAN JUAN ISLAND

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

ENGLISH CAMP IS ESTABLISHED ON SAN JUAN ISLAND

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

AN INDIAN PROPHET COMES FORWARD TO LEAD THE PEOPLE

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

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

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

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

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

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

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

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

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

Wak-wei experienced a religious revelation -- according to legend he died on the mountain
however, his spirit was refused entry into the land of the dead

he was ordered by the Changer to return to his people to save them from cultural extinction
this fate could only be prevented by rejecting white influences
and returning to the traditional sacred beliefs and doctrines of the Washani religion
Wak-wei returned from his Spirit Quest with his account of death and resurrection
he began to preach his revitalization of the Washani doctrine [about 1850]
he preached the Wanapum belief that the Earth must not be disturbed
dividing the land into parcels as the whites did was an outrage to the Creator
Wak-wei's followers believed he had returned to them from the dead with his message
he was subject to epileptic trances
he and his followers believed visions came to him in that state
he soon gained a reputation as a visionary able to foretell the future and the approaching doom
Many of the tribes of the Columbian Plateau became involved in the Yakima Wars [1855- 1856]
but not the Wanapums -- Wak-wei did not advocate violence against Whites

DREAMER RELIGION EXPANDS AMONG THE COLUMBIA BASIN INDIANS

Wak-wei explained to his listeners that the victory over the Indians in the Yakima Wars [1855-1856]
was because the White God is strong and Indians had abandoned their traditions
He told the Native Americans the Changer was angry with them for abandoning their traditions
but was about to raise the dead and drive out the Whites and restore the former ways
he commanded them to return now to the old ways
Because of his teachings Wak-wei became known as Smohalla, the Dreamer-prophet
Smohalla's reputation as a holy man grew -- so did the jealousy of other Indian leaders
Chief Moses, leader of the Indians of the Columbia Basin, feared Smohalla who was living nearby
Chief Moses provoked a fight and Smohalla was left on the ground for dead -- about 1860
however, he revived and crawled to an unattended canoe on the Columbia River
Smohalla drifted a long distance down the Columbia until he was rescued by white men
After his recovery, Smohalla, the Dreamer-prophet became a wanderer
he traveled down the Pacific coast to California and Mexico
and returned by way of Arizona, Nevada and Utah
When Smohalla, who was assumed to be dead, returned again to the Wanapum people
his reputation as a holy man grew even greater
Smohalla now spoke with authority he had never possessed before
wisdom came in dreams -- but dreams would not be given to those
who wounded Mother Earth with plows and planted seeds
he became the spiritual leader of the Dreamer Religion
his followers became known as The Dreamers
Indians' Dreamer Religion emerged in large part as a reaction to the intrusions forced on them
by white settlers, U.S. government Indian policies, and the United States Army

DREAMER RELIGION BECOMES MORE FIRMLY IMPLANTED IN THE INDIANS

When people are physically and morally beaten, they often turn to a Messiah
Smohalla, the Dreamer-prophet rejected the white work ethic and federal reservation policies
Major J.W. MacMurray described an adult Smohalla as deformed
appearing short, thick-set and almost a hunchback

he had a large bald head with deep brows over bright, intelligent eyes
his speech usually affected a bland, persuasive style, but he could be aroused to eloquence
Indians were spellbound by the magic of his voice
Smohalla opposed Christianity but used some Christian ceremonial practices
which became incorporated into Dreamer ceremonies over the decades
these included observances from his youth at Lapwai Mission
(and later possibly additions from Mormon sources acquired his visit to Utah)
as the Indians rediscovered the teaching of their own prophet
Smohalla espoused an elaborate system of ceremonies based on Indian mythology
Smohalla moved his band of followers to Priest Rapids on the Columbia River
because of the abundance of fish and game in the region
there he established a lodge with his ten wives
he named his eldest daughter as his spiritual successor
but she became ill and died shortly thereafter
Smohalla's daughter was buried in a canoe on a sandy rise overlooking the Columbia River
when the grave-side tribal rites ended, Smohalla remained alone at the site to mourn
he did not return to his lodge by the next morning so worried villagers hurried to the gravesite
there they found Smohalla had died during the night
Smohalla's body was taken to the village where he was cleansed and dressed in buckskin
he was adorned with yellow paint and strips of sea otter fur
in anticipation of a funeral fitting a great leader
however, the funeral ceremony the following morning was abruptly interrupted
when Smohalla's body began twitching
he opened his eyes and he rose to his knees, but did not speak
frightened villagers ran from the lodge
Two days later Smohalla, now very much alive, walked out of his lodge
the Dreamer-prophet had once again been resurrected from the dead
Smohalla said that day he would deliver a message from the Creator
at a spot on the Columbia River known as Water-Swirl-Place (near today's Vernita Bridge)
Smohalla told his people the Creator would not allow his spirit to remain in the land of the dead
he was told to return and instruct the people in a special dance and teach them 120 new songs
which were to be added to their religious rituals
Smohalla was also ordered by the Creator to teach the people to be good and to do good
and to live like Indians of old
To help the Indians achieve the Creator's request, Smohalla showed them a new song and dance
it was an intricate ritual involving seven drums symbolizing life
men and women danced holding eagle and swan feathers
representing the flight to the Spirit World
Smohalla led the ceremonial dance holding a triangular flag emblazoned with a five-pointed star
and a red circle on a white, yellow, and blue background
to announce the dance was underway a brass bell was rung in time with the chant
Smohalla's emerging religious doctrines formalized traditional Washani beliefs
in the goodness of the Creator and the bountiful earth which sustained them
Wanapums long believed that the salmon was created first and the huckleberry last

Smohalla had these served as Communion first and last at thanksgiving ceremonies
Smohalla did not advocate violence against whites
however, hostility was displayed by the federal bureaucrats who implemented Indian policy
they believed their Indian wards should be Christians

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

Wells Fargo maintained 147 express offices in California alone --1860
throughout the 1860s [and 1870s] Wells Fargo and Company continued to expand
following a pattern that had established in California
in places where no local express office existed
company appointed local stagecoach operators to serve as its agents
they also established offices in Oregon at Portland, Port Orford, Umpqua City, and Prairie City
in nearly every town there were stagecoach connection advertisements
regarding passenger service -- usually with the words: Wells Fargo & Co.'s Express
Washington Territory offices were located
in Seattle, Olympia, Steilacoom, Port Townsend, and Whatcom
British Columbia service was provided at Victoria, and the Fraser River

CATTLEMAN BEN SNIPES SETTLES IN THE YAKIMA VALLEY

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

STEAMBOATS SERVES THE UPPER COLUMBIA RIVER

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

BRIGADIER GENERAL WILLIAM SHELBY HARNEY'S INSUBORDINATION

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

When Captain Pickett returned to San Juan Island Fort Bellingham was abandoned [April 28, 1860]

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

Colony was founded by thirteen Mormon families led by Thomas S. Smart -- April 14, 1860

carrying all of their earthly possessions in wagons

Town was named in honor of Franklin Richards

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

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

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

Within days they were joined by other Mormons from previously established Utah communities

meager living quarters for the new-comers were improvised using their wagon boxes

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

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

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

Distrust of local Bannock and Shoshone tribes convinced them to place their houses end to end

to form a rectangular fort with the entrance to each cabin facing the interior of the rectangle

center of the rectangle was where their formal worship services

and secular council meetings were conducted

also within the rectangle was a community common water well

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

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

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

While trying his luck prospecting for gold in California Captain Elias D. Pierce was told a story

by a Nez Perce Indian friend [1858] regarding what Pierce assumed to be a diamond

in anticipation of searching for wealth in Nez Perce Country (today's Idaho)

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

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

Pierce decided to prospect eastern Washington Territory

However, Nez Perce Indians were a problem as they aggressively drove out intruders

under the terms of the [1855] treaty agreement

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

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

not coincidentally the home of Nez Perce Chief Lawyer's Christianized supporters

when Captain Pierce asked the Nez Perce for permission to look on their land they said no -- 1860

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

LIEUTENANT-GENERAL WINFIELD SCOTT ARRIVES AT WASHINGTON CITY

General Winfield Scott remained concerned about the actions of General William Shelby Harney

when he returned to the national capitol, General Scott

reported to Secretary of War John B. Floyd

Scott informed the Secretary that he had doubts about leaving Brigadier-General Harney

in command of the volatile situation in Washington Territory

FIRST MOVEMENT OF TROOPS OVER THE MULLAN ROAD

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

BRIGADIER GENERAL WILLIAM SHELBY HARNEY'S INSUBORDINATION

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

BRIGADIER GENERAL WILLIAM SHELBY HARNEY IS REASSIGNED

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

BRADFORDS AND OREGON STEAM NAVIGATION COMPANY CARRY THE FREIGHT

Bradford brothers became stockholders in the Oregon Steam Navigation Company
Daniel and Putnam Bradford invested more capital in the (OSN)
than did Ruckel and Olmstead and thus became larger stockholders
An agreement was made between the owners of both portages
that one or both should be used as necessary to meet demand-- May 12, 1860
but neither the Washington side or Oregon side portage operators
had a voice in the management of their portages -- they were simply to provide transportation

TROOPS MOVE UP THE MISSOURI RIVER

St. Louis saw 292 enlisted men and eight officers of Major George A. H. Blake, U.S. First Dragoons

embark on three American Fur Company steamers
Spread Eagle, Key West, and Chippewa -- May 15, 1860
these awkward craft ferried the soldiers and their supplies
up the shallow Missouri River to Fort Benton
this was farther upriver than steamboats had ever gone before

OREGON TRANSPORTATION LINE CLOSES FOR IMPROVEMENTS

Ownership of Oregon portage around the Cascades was transferred from Colonel Joseph S. Ruckel to Harrison Olmstead and D.H. Olmstead -- Harrison's brother
D.H. Olmsted became Superintendent of the southern portage
Colonel Ruckel became a Vice President of the Oregon Steam Navigation Company
OSN decided to invest in improvements to the south bank first -- the Olmstead brothers' portage
Olmstead brothers' south side Oregon portage was closed
no time was wasted improving the Oregon Transportation Line
high water damage [winter 1860-1861] to the railway was repaired
in addition the route had been built so near the water line
that (each June) the Columbia River would rise causing so much damage
that expensive repairs had to be made
in addition to making the necessary repairs the wagon road bed was changed
to a railroad bed and wooden track covered with strap iron was put in place
Olmstead steamers *Mountain Buck* and *Wasco* were tied up to await the improved portage
Bradford and Company's Washington portage carried all of the transport business
through the Columbia Gorge

BRITISH COLUMBIA TRANSPORTATION TO THE FRASER RIVER GOLD FIELDS IMPROVES

Royal Governor Sir James Douglas steered miners away from the foaming Fraser River cataracts
by mapping a road which left the river several miles below the camp of Hope and struck north
crossing through a series of lakes, streams, and portages, the road returned eventually
to the main river at the raw camp of Lillooet
Prospectors themselves built most of the route -- summer 1860
five hundred of them even put up a bond of twenty-five dollars each as proof of good behavior
they drew out their pay in merchandise
Black Scot's road had one drawback -- the number of times freight had to be handled at the portages

FIRST EFFORT AT LAW IN EASTERN WASHINGTON TERRITORY (IDAHO)

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

OREGON'S UNITED STATES SENATOR JOSEPH LANE RESIGNS

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

FREIGHT RATES CHANGE ON THE COLUMBIA RIVER

Oregon Steam Navigation Company set the fee from Portland to The Dalles at \$20 per ton -- July 1
shipping fee of \$5.00 per ton was divided between the two Columbia Gorge portage companies
Bradford brothers, who actually carried the freight, received 7/12th
Olmstead brothers, whose portage route was under repair, received 5/12th
one ton was determined usually by measurement -- not weight
forty cubic feet of cargo was considered a ton

U.S. ARMY ARRIVES AT FORT BENTON

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

FREIGHT BUSINESS BEGINS FROM THE MISSOURI RIVER

Opening of the Missouri River freighter service
coincided with completion of the Mullan Road -- July 1860
and the arrival of Lieutenant John Mullan
Steamboats on the Missouri River had a far-reaching effect
not only was an entirely new transcontinental route via (today's Montana) opened
but also a keen awareness of competition for the (Montana) trade emerged
between St. Louis and Portland

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

Captain Pierce set out for Nez Perce Country from Walla Walla with a party of five men
however, most Nez Perce Indians wanted no gold seekers on their land
Pierce visited old Chief Timothy at Alpowa Creek
Timothy was one of Rev. Henry Spalding's first converts to Christianity at Lapawi Mission

Timothy liked Whites, but he was reluctant to offend his tribesmen
by leading even a small party onto the reservation
Timothy's eighteen-year-old daughter Jane Silcott spoke up -- she would guide them
Captain Pierce and his party of prospectors set out from the Palouse River and crossed the Lolo Trail
they began to scour the mountains (of today's Idaho) with no success
eventually they reached the valley of the north fork of the Clearwater River
their elaborate search aroused suspicion among the local Nez Perce
who objected to the presence of the miners on their reservation
Prospectors were escorted off the reservation several times by the natives
but Pierce and his party always returned after the Indians departed
finally, Captain Pierce and his small party were ordered to completely leave the region

GOLD DISCOVERED IN EASTERN WASHINGTON TERRITORY (IDAHO)

Captain Elias D. Pierce failed to leave the Nez Perce Indian Reservation as ordered
rather Pierce and his five companions made camp in the Clearwater River Valley
at the junction of two unnamed creeks -- July 1860
(later known as Canal Creek and Oro Fino Creek
located in a mountain basin to be named Canal Gulch)
One of Pierce's fellow prospectors, Wilbur F. Bassett, tried washing a pan of dirt
in a stream (Canal Creek) running through a meadow near camp on the Nez Perce Reservation
he got color -- his first effort at gold panning returned three cents
more effort convinced the six gold-hunters that paying quantities could be found here
Wilbur F. Bassett's Canal Gulch find was the first discovery of gold in (today's Idaho)

MULLAN ROAD REACHES FORT BENTON, DAKOTA TERRITORY (MONTANA)

Lieutenant John Mullan and his men reached their destination
American Fur Company's Fort Benton on the Missouri River
Mullan calculated his route to be 624 miles long -- August 1, 1860
his men had constructed grades across the open country, built hundreds of bridges,
and established many ferry boats
This road was intended for military purposes -- but the major Indian difficulties previously had ended
(instead it was the primary route from the east
used in the mining rush to Eastern Washington Territory [Montana])

FINDING OF GOLD WOULD NOT HAVE SURPRISED CAPTAIN JOHN MULLAN

Mullan had frequently noticed masses of quartz strewn about the ground
which indicated a presence of gold in the vicinity of the St. Joseph and Coeur d'Alene rivers
and at numerous other places along the Mullan Road route
Many of the men in Captain Mullan's road-building expedition were former California miners
they were sure the entire country would yield gold
from Coeur d'Alene to the eastern slope of the Rocky Mountains
Mullan was constantly concerned because a gold strike would quickly end his road building effort
at one point a herder and hunter named Moise came into camp with a handful of coarse gold
he said he found along the North Fork of the Coeur d'Alene River

but desertions were avoided

LIEUTENANT JOHN MULLAN PREPARES TO RETURN TO FORT WALLA WALLA

Lieutenant Mullan visited Major George A. H. Blake's camp at Fort Benton
Mullan agreed to turn over all of his wagons to the Major and take the pack trains himself
for the return trip to Fort Walla Walla
Mullan and his men set out as they hurried ahead of Major Blake -- early August
to add a few improvements to the outline of a road between Fort Walla Walla and Fort Benton

LIEUTENANT JOHN MULLAN REACHES DEER LODGE VALLEY

Lieutenant John Mullan on the return trip to Fort Walla Walla from Fort Benton -- mid-August
made a change in the route shortly after leaving the Little Blackfoot River
he swung three miles south into Deer Lodge Valley (crossing what later became Gold Creek)

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

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

LIEUTENANT JOHN MULLAN RETURNS TO FORT WALLA

Lieutenant John Mullan completed his journey back to Walla Walla
Mullan had opened the Mullan Road between Fort Walla Walla and Fort Benton -- late August
it was completed at a total cost of \$230,000
this provided a direct route in to eastern Washington Territory from the Missouri River
this route had been intended for military purposes
but it was primarily used in the mining rush to Eastern Washington Territory (Idaho)
Lieutenant John Mullan had been in the field for seven years or more
three of these years were spent in preliminary survey with brief time out for the Indian uprising
four more years were spent actually building the road
Lieutenant Mullan had attempted to provide a route vehicles could use during the dry seasons
but even this proved questionable since the builder failed to anticipate the full damage
of the heavy spring rains in the region
(years later Father Cataldo said: **The Mullan wasn't much of a road. It was a big job, well done, but we used to say, 'Captain Mullan just made enough of a trail so he could get back out of here'.**)²⁵²

SECOND ROAD BUILDING EFFORT IS COMPLETED

Military Road from Fort Steilacoom to Fort Bellingham
had been under construction [beginning in 1853]

²⁵² Ken Robison, <http://fortbenton.blogspot.com>

it crossed Puyallup River at former location of John Carson's toll bridge
Construction of the rugged unpaved road was completed -- 1860
(it will remain the principal road for decades)

OREGON STATE LEGISLATURE MEETS

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

INDIAN OUTRAGES OCASIONALLY OCCUR

Party of forty-four pioneers were attacked by Bannock Indians
in eastern Washington Territory west of Fort Hall (Idaho) -- September 13, 1860
only fifteen escaped after they had been forced to abandon their wagons
several of the fugitives died of starvation
after consultation and prayer the survivors voted unanimously
to eat the bodies of four children
they had just dug up a body to be eaten
when troops under Captain F.T. Dent arrived from Fort Walla Walla thus sparing them

STAGE ROAD LINKS THE STATES OF CALIFORNIA AND OREGON

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

PUYALLUP INDIAN AGENCY OPENS A DAY SCHOOL

Puyallup Indian children were forced to attend school on Squaxin Island
located at the south end of Puget Sound near Olympia
this was a burden for Puyallup Indian families
U.S. Army Colonel Samuel Ross, Superintendent for the Puyallup Indians,
urged the Commissioner of Indian Affairs in Washington D.C to fulfill the government's
[1854] promise to the South Sound Indians

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

then, Ross went, it is **“necessary to adopt a new mode for his civilization.”**²⁵³

schooling provided an opportunity to resolve the “Indian Problem”
Puyallup School for Indian Education, a one-room shack, was founded
on the Puyallup Indian Reservation near the intersection of East 29th Street and Portland Avenue
in Tacoma -- 1860

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

Indian curriculum consisted of four parts:

- instruction in English,
- promotion of individuality,
- indoctrination with Christian principles,
- education in the value of democratic citizenship²⁵⁴

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

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

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

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

despite the protests of his Tulalip parishioners

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

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

he died in British Columbia [1892])

BUREAU OF INDIAN AFFAIRS ESTABLISHES THE FIRST INDIAN BOARDING SCHOOL

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

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

Rev. James Wilbur launched a boarding school

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

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

PREPARATIONS MADE FOR MORE EASTERN WASHINGTON (IDAHO) GOLD SEEKING

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

had spent the summer panning out a small amount of dust

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

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

²⁵³ Memorandum, “To All Reservation Superintendents,” April 5, 1914, Folder No. 3, July 7 1913 – June 8 1914
NARA, RG 75

²⁵⁴ David Wallace Adams, *Education for Extinction*, P.21-24.

to return to the settlement growing around the army's Fort Walla Walla
for a more thorough outfitting as autumn was quickly arriving

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

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

CAPTAIN ELIAS D. PIERCE REACHES WALLA WALLA

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

ANOTHER SEARCH FOR GOLD

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

NATIONAL ELECTION OF 1860

Republicans Abraham Lincoln and Hannibal Hamlin were elected
sixteenth President and Vice-President of the United States -- November 6, 1860
Lincoln and Hamlin received 1,866,452 popular votes
180 electoral votes from seventeen (all Northern) of the thirty-three states
Northern Democrat ticket of Stephen Douglas and Hershel V. Johnson
drew 1,336,957 popular votes but only twelve electoral votes
(nine from Missouri and three from New Jersey)
Southern Democrat ticket of John C. Breckenridge and Vice-Presidential candidate Joseph Lane
received 849,781 popular votes from eleven of fifteen slave states
they collected seventy-two electoral votes
Constitutional Union Party candidate John Bell and John Everett
counted 588,879 popular votes and thirty-nine electoral votes
from Kentucky, Tennessee, and Virginia
Lincoln received just over a third of the popular votes

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

RUMOR TO ESTABLISH A NEW PACIFIC REPUBLIC IN OREGON STATE SURFACES

Because of his pro-slavery, Southern sympathies accusations surfaced that unsuccessful Vice-Presidential candidate Joe Lane was conspiring to set up a Pacific Republic with Southern sympathizing state senators and representatives from Oregon and California

However, Republicans had carried Oregon in the 1860 election voting for Lincoln and delivering three electoral votes this made the prospect of secession from the Union very slight (local separatist press was soon silenced by the outbreak of Civil War)

Joe Lane retired from politics to his land claim in Roseburg, Oregon (until he died [April 19, 1881] Lane County Oregon is named in his honor)

CHANGE IN WASHINGTON TERRITORY POLITICS

Mounting pressures (of the upcoming Civil War) brought regional differences into focus differences of opinion in the nation and in Washington Territory led to a major political shift

Union Party combined several trains of political thought into one unit former Whigs, Northern Democrats and anti-slavery Republicans combined former Whigs preferred strong federal action to resolve national and local problems internal improvements such as roads, canals, railroads and dredging rivers were far beyond the scope of local financing

this approach to development appealed to isolated Western territories like Washington Stephen Douglas' Northern Democrats favored popular sovereignty (local vote) to resolve issues regarding slavery

Republicans dominated the Union Party organization

Republicans were opposed to the expansion of slavery into the new states and territories (however, there was no effort to end slavery where it then existed)

Republicans proposed a progressive vision of modernizing the United States emphasizing higher education, banking, railroads, improving industry and cities while promising free homesteads to farmers

Washington Territory political leaders formed a new Olympia Clique

Union Party was under the control of the new Republican governor(s) of the territory who were primarily concerned with developing agriculture and lumbering in Western Washington

but they also were interested in enforcing the law as increasing numbers of gold-seekers moved into the Eastern half of the territory

GOVERNMENT HAD A HARD TIME SERVING THE GOLD FIELDS

In the beginning of the gold rush Washington Territory with its capital at Olympia was responsible for law and order throughout all of the Northwest except for Oregon this region quickly became unmanageable -- a geographic monstrosity sprawling eastward

from the Pacific Ocean to the Continental Divide,
from the Canadian border south to (Wyoming and Utah)
difficult terrain of two mountain ranges between Olympia and the mining regions
complicated the confused efforts of the gold rushers to impose order on their hectic existence
instability was the single constant in their lives
Before a local government could be established to provide order in Eastern Washington
or a new capital city could be designated to serve the most recent population boom
there would be a sudden shift of population
resulting in new maneuverings for political control
which wiped out the preceding efforts at organization
Olympia politicians (when that time came) wanted a new territory created
leaving only enough population in Washington to justify statehood
Before talk of statehood could become even remotely serious
Clearwater River gold strikes pulled more people into (northern Idaho)
than then inhabited all of Washington Territory west of the Cascade Mountains

COMPETITION FOR LOCATION OF WASHINGTON TERRITORIAL CAPITOL

Population north of the Columbia River reached 11,594
Washington Territory was heavily populated in the extreme West and the extreme East
it was practically uninhabited in between
no land communication connected the two parts of the territory
Territorial Government was located west of the Cascade Mountains
it represented a population interested in agriculture, lumbering and fishing
At the conclusion of the Indians Wars [1856] there was left little to fight
except the neighboring town down the road
Towns attempted to capture the Territorial Capitol for themselves -- 1860
contesting for the honor were: Olympia, Walla Walla, Vancouver, Port Townsend,
Steilacoom and Seattle
Port Townsend offered a ten-acre site for the government campus
Seattle made a similar proposition of farmland owned by Arthur Denny
Denny's friends convinced him to appeal for the Territorial University instead
his offer of providing the capitol site was withdrawn
Walla Walla editor William S. Newell of the Democratic *Walla Walla Statesman*
challenged the monopolistic control of the Western part of the territory
he suggested people living South of the Snake River should join Oregon state
this plot was encouraged by Portland businessmen
Washington Territory's government stoutly resisted the move
Walla Walla received sixty-seven votes as the capitol; Olympia collected 1,239

SERGEANT (J.C.) SMITH MAKES CAMP

Smith and fifteen companions arrived at a creek
which had perhaps described by Captain Pierce -- November 1860
(later named Oro Fino Creek for the flour-fine nature of its gold dust
(in Spanish Oro: ore; Fino: flour)

Gold seekers were soon shut in by the weather -- deep snows arrived in the inaccessible mountains little party sawed lumber for flumes and built five crude huts to spend the winter -- 1860-1861 they occupied their time between storms panning for gold in the icy streams under the snow their works on Oro Fino Creek became extensive that winter

ELECTION RESULT IN EASTERN WASHINGTON TERRITORY IS IGNORED

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

WASHINGTON TERRITORIAL LEGISLATURE ATTEMPTS TO DEAL WITH PROBLEMS

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

NEW WAGON ROAD FOR EASTERN WASHINGTON PROPOSED IN OLYMPIA

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

NEWS OF THE ORO FINO GOLD STRIKE SPREADS LIKE WILDFIRE

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

SUCCESSFUL MINING DISTRICTS APPEAR IN WASHINGTON TERRITORY

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

Other rich gold districts also opened throughout the Pacific Northwest

Wenatchee had long been an area of pioneer activity:

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

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

Oregon also delivered riches to those with patience and great luck

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

Eastern Oregon showed positive signs of gold

David Littlefield, Henry Griffin and three partners

discovered gold in Griffin's Gulch -- 1861

this started the fabulous Eastern Oregon gold rush at Auburn

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

Mining camps grew to towns of several thousand people seemingly overnight

typically, prospectors moved out of their principal camp during the warm season

and returned in winter when the ground was frozen or the river bars were covered by floods

Mining camps usually disappeared just as rapidly when richer diggings opened elsewhere

or water for washing gold dried up after a few months

WASHINGTON TERRITORY ATTRACTS GOLD-SEEKERS FROM AROUND THE WORLD

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

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

all came to the placer camps of Washington Territory

Chinese workers came to Washington Territory primarily from California traveling through Oregon

many were contracted laborers sent to the gold fields by Chinese companies

operating out of San Francisco and Portland

some Chinese prospectors came on their own to the gold fields

when the gold had been worked out claims were sold to Chinese prospectors

these patient, industrious, thrifty gold seekers were ingenious with their mining methods

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

EARLY CHINESE EFFORTS CONCENTRATE ON THE LOWER COLUMBIA RIVER

Hundreds of Chinese gold-seekers could be found in Eastern Washington Territory

prospecting along the Columbia River about 150 miles upstream from Rock Island

one Chinese camp known as "Chinese Village" to the whites

was located at the mouth of the Chelan River about half a mile from Chelan Falls

this was the first and largest Chinese camp on the lower Columbia River

houses here were made cedar boards with log and brush roofs

there was a general store at Chinese Village whose proprietor

ran a pack train of forty mules to carry his inventory of English, American and Chinese goods through the Okanogan region
large Chinese camps were established on river bars and along the banks of the Columbia River from the Methow River to Rock Island -- they were careful not to antagonize the whites
Chelan Falls Camp was typical of other Chinese camps
here the Chinese opened a general food and merchandise stores, laundries, barber shops and gambling houses primarily serving the Chinese
they also grew food on small plots of land
although cattle and rice were purchased from whites
soon a Chinese merchant class arose in the mining camps
Rock Island was the home of a large Chinese encampment

CHINESE GOLD SEEKERS ALSO SEARCH THE UPPER COLUMBIA RIVER

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

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

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

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

Smaller groups of Chinese prospectors set up camps and worked other river bars in the region more than a thousand Chinese eager to find any trace of gold

searched the banks of every river and creek east of the Cascade Mountains

Many whites lost their scorn for Chinese people after seeing their great success

eventually these Chinese were offered employment because of their gift of quiet perseverance

Chinese people became an important economic factor in Washington Territory

(Chinese presence in the mining districts of the Columbia River

remain in the names of the early settlements

Chesaw, Washington in the northern Okanogan region was named

after a remarkable Chinese settler named Chee Saw

who prospected for gold there (before the Civil War)

later he owned a store on the Columbia River

he married an Indian woman and retired to build a farm on Meyer's Creek

on the main trail used by Indians

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

SHIPPING ON THE SNAKE RIVER

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

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

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

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

Reaching the mouth of the Snake River he took on a load of freight and started up the swift river

at Five-mile Rapids he found his sail was inadequate to carry the sloop upriver

crew predicted disaster, but Gray declared, **“There is no such word as fail in my dictionary.”**²⁵⁵

Captain William Gray directed his son and another crew member to take the sloop's small boat

and load her with a large coil of rope

they made their way upriver until they were above the rapids

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

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

Skipper William Gray added encouragingly:

“Very likely you may be upset, but if you are, you know how to swim.”²⁵⁶

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

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

until they reached the sloop

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

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

sailing sloop continued on up the Snake River

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

before any steamboats had reached that area

UNITED TRANSPORTATION COMPANY (UTC) ORGANIZATION IS UNWORKABLE

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

was too loosely organized to remain a profitable business

partnership set about to form a new combination

to embrace all the steamboat owners from Astoria to Celilo Falls

BEGINNINGS OF THE OREGON STEAM NAVIGATION COMPANY (OSN)

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

to incorporate the Oregon Steam Navigation Company (OSN)

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

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

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

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

principal stockholders in addition to Captain Ainsworth who guided the young business venture

were two partners Robert R. Thompson and Portland businessman Simeon G. Reed

²⁵⁵ Lyman, William Denison. *The Columbia River*. P. 242.

²⁵⁶ Lyman, William Denison. *The Columbia River*. P. 242.

steamboat owners on the Willamette, Columbia and Snake rivers
Union Transportation Company became an asset of the Oregon Steam Navigation Company
steamboats, sailboats, wharf-boats and miscellaneous company property
was valued at an unreasonably inflated \$172,500 -- 1860
actually, they owned a lot of nondescript steamers -- mainly small and weak
OSN company president Captain John C. Ainsworth operated steamships
between San Francisco and ports along the Columbia River at Astoria, Portland and The Dalles
partners Robert R. Thompson and Lawrence W. Coe operated the *Colonel Wright* and *Tenino*
on the Upper Columbia River
they were paid for the use of their equipment in shares of stock
Robert Thompson quite frankly indicated his interests centered on a man named Thompson
Ainsworth had to promise him the biggest block of stock, a down payment in cash,
and a monthly salary as consultant
(Simeon G. Reed's fortune was later used to found Reed College [1911])

OREGON STEAM NAVIGATION COMPANY BRINGS IN A NEW PARTNER

Jacob Kamm was a steamboat engineer who built the *Jennie Clark* -- the first stern wheeler in Oregon
he also built the steamers *Lot Whitcomb* and *Carrie Ladd*
he purchased an interest in the steamboat *Express*
Kamm became one of the principal owners of the Union Navigation Company
but remained engineer on the *Carrie Ladd* running between Portland and The Cascades
Kamm became chief engineer for the Oregon Steam Navigation Company
he supervised construction of steamers (and later portage locomotives)
he quickly became the second largest OSN stockholder

OREGON STEAM NAVIGATION COMPANY BUSINESS PLAN

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

After much maneuvering, including a little manipulation
smart, skillful and genial John Ainsworth was able to negotiate a more permanent agreement
regarding the use of Bradfords and Olmsteads, portages and steamships
they were to carry OSN freight and passengers through the Columbia Gorge
but the OSN had no voice in the management of the portage businesses

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

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

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

CONFEDERATE STATES OF AMERICA BEGINS

In response to the successful presidential campaign of Abraham Lincoln as well as a list of other grievances against the Federal government South Carolina held a state convention in Charleston they voted to secede from the Union -- December 20, 1860 distinguished South Carolina union supporter James L. Petigru allegedly commented at this time that his state was too small to be a nation and too large to be an insane asylum Several Democrat members of former-President James Buchanan's Cabinet resigned in a demonstration of support for the Confederacy

CONGRESSIONAL SESSION DEALS WITH SERIOUS ISSUES

Washington Territorial Delegate Isaac I. Stevens used his political persuasiveness to secure the establishment of a land office for the Territory and an appropriation of \$100,000 for the Mullan Road along with \$10,000 for additional road improvements also achieved an appropriation for fulfilling the Indian treaties Washington Territory was given an Indian Superintendent and more Agents at the close of the session, Congress agreed on a plan to pay the Indian war debt During the [1860-1861] session, Representative Stevens labored earnestly to prevent secession

WASHINGTON ACTING-GOVERNOR HIRAM H. MCGILL ADDRESSED THE LEGISLATURE

In his remarks he made no reference to the sectional crisis in the East -- December 1860 but confined himself to remarks regarding the state of the territory: roads, progress of land surveying and settlers' land claims, state of construction and the capitol building and the penitentiary, schools and similar concerns His message reflected the lack of concern of the local citizens to become involved in the fanatical positions being taken in the East

OREGON TRANSPORTATION LINE UNDERGOES REPAIRS

Olmstead brothers' south side Oregon portage was closed seasonal repairs on the Oregon-side portage caused by high water were begun This route originally had been built so near the water line that (each June) the Columbia River would rise with the spring floods causing so much damage that expensive repairs had to be made harsh winter weather caused landslides and further damage to the portage route

OREGON STEAM NAVIGATION COMPANY HAS A LIMITED FUTURE

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

Colonel Wright and Tenino which were operating on the upper Columbia River
to the Oregon Steam Navigation Company

PIERCE CITY BEGINS IN EASTERN WASHINGTON TERRITORY (IDAHO)

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

PLACER MINING IS THE CRUDEST FORM OF EXPLOITATION

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

WASHINGTON TERRITORIAL LEGISLATURE CONTINUES TO MEET

Legislators considered Memorizing Congress asking for the creation of Walla Walla Territory -- 1861
this proposed resolution was defeated in the Territorial House of Representatives 12 to 18
Territorial Legislature passed a law moving the capitol from Olympia to Vancouver -- 1861
but failed to pass an enabling clause and effective date
Territorial Supreme Court threw the law out
After receiving news of the gold strike in eastern Washington Territory
Shoshone County (in today's Idaho) was created by the Territorial Legislature -- January 9, 1861
Pierce City was named as the county seat
this was the first region (in Idaho) to receive any semblance of governmental organization
however, no election of a representative to the Olympia legislature was authorized
Territorial Legislature created Snohomish County (carved out of Island County) -- January 20, 1861
growth in the new county was slow during the territorial years

OREGON STEAM NAVIGATION COMPANY BUSINESS PLAN

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

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

Capitan Elias D. Pierce returned to Nez Perce Country although he did not have Nez Perce permission
he arranged a meeting with Nez Perce Chief Lawyer -- 1860

old Chief Lawyer and forty-seven other headmen, all Christians and pro-whites,
signed an agreement stating the area north of the Snake River
and the South Fork of the Clearwater River **“is hereby open to the whites in
common with the Indians for mining purposes, provided, however, that the root grounds and
agricultural tracts in said district shall, in no case be taken or occupied by the whites.”**²⁵⁷

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

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

Mountain (non-Christian) faction of the tribe had long been accustomed to roaming in small bands
they followed their local leaders
they had never been happy about having a single head chief for all Nez Perce
this concept had been imposed on them by sub-Indian Agent Dr. Elijah White [1843]
once again there was good reason for hostility toward old Chief Lawyer by Mountain Nez Perce
money may have changed hands to entice Chief Lawyer and native leaders’ cooperation
so said the non-Christian Nez Perce

Furiously the non-Christian bands rejected Chief Lawyer and his agreement
Lawyer decided to proceed with the arrangement anyway -- but limited to his own followers
(so his supporters later insisted -- which is probably true
new reservation was only one-tenth that provided by Governor Stevens [1855]
and was much too small for the whole tribe)
those non-Christian bands living in the lovely valleys of the Wallowa Mountains
in the extreme northeastern corner of Oregon
never believed the smaller reservation was designed to hold them, too

NEW LIGHTHOUSE FOR WASHINGTON

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

WILLIAM “BIG BILL THE COOK” GROSE -- BLACK PIONEER

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

²⁵⁷ David Lavender, *Land of Giants*, P. 328.

who had escaped via the Underground Railroad
William Grose arrived in Seattle with his wife Sarah -- 1861
he worked as a cook until he opened his own business in Seattle
his combination inn and restaurant was named *Our House*
this restaurateur and Innkeeper never turned away a person in need
Our House was the center of early social life in Seattle
Black middle-class members of Seattle society in their leisure time
participated in musical programs, picnics, barbecues, excursions, and grand dances
all-black performances of Shakespeare's *Richard the Third* and *Macbeth*
were presented at the Seattle Opera House
William Grose sponsored the first Black Grand Ball in Seattle

BEGINNINGS OF THE CITY OF EVERETT

Port Gardner Peninsula is a four-mile long finger of land
bound by the Snohomish River on its east flank and northern tip
and by Port Gardner Bay on the west
People have inhabited the Everett Peninsula for more than 10,000 years
in recent centuries, Hebolb, the principal village of the Snohomish tribe,
stood at the northwest point of the peninsula
its location near the mouth of the Snohomish River and next to Port Gardner Bay
provided both abundant food and excellent transportation
other villages were located across the waterway
Snohomish natives fortified Hebolb with a stockade made of Western red cedar posts
to guard against their local enemies, the Makah, Cowichan, Muckleshoot,
and the occasional war canoe holding northern raiders
Dennis Brigham was the first permanent settler in the area (which would become Everett)
he was a carpenter from Worcester, Massachusetts who moved from Whidbey Island -- 1861
same year Snohomish County was organized
built a shelter and planted some apple trees on his 160 acre claim at Gardner Bay
on a four-mile peninsula between Gardner Bay and the Snohomish River Delta
there he lived alone cut off from his nearest neighbors by the deep forests

OSN ENTERS A BUSINESS RELATIONSHIP WITH COLUMBIA GORGE PORTAGE LINES

After much maneuvering, including a little manipulation smart, skillful and genial John Ainsworth
was able to negotiate an advantageous agreement with the Bradfords and Ruckel-Olmstead
owners of the two portages had become stockholders in the corporation
one or both should be used as necessary to meet demand
to carry OSN freight and passengers through the Columbia Gorge
but neither the Washington-side or Oregon-side portage operators
would have a voice in the management of their portages
they were simply to provide transportation
Four additional partners entered the OSN business and became stockholders in the corporation:
•Colonel Joseph Ruckel and Harrison Olmstead who owned and operated the portage
on the south bank of the Columbia River

- brothers Daniel F. and Putnam F. Bradford who owned and operated the portage on the north bank of the Cascade rapids

Dan Bradford became a Vice President of the OSN
Colonel Ruckel took a seat as a director on the Oregon Steam Navigation Company Board

OREGON TRANSPORTATION LINE IS READY TO RENEW OPERATIONS

At a regular meeting of the Oregon Steam Navigation Board of Directors
Colonel Joseph Ruckel, now a member of the OSN Board of Directors announced -- February 3
Oregon Portage would complete its repairs and be ready to receive and transport freight

WASHINGTON TERRITORIAL GOVERNOR RICHARD D. GHOLSON RESIGNS

With the onset of the Civil War, Governor Gholson returned to Kentucky -- March 1861
in a short time he moved again across the Kentucky state line into Tennessee
to better protect his family and their assets in slaves
(Richard D. Gholson was killed [August 23, 1862] in an accident involving a runaway team of horses
it is believed he was buried somewhere in Kentucky -- no portrait of him is known to exist)

DIFFERENCES IN PHILOSOPHY SPLIT THE NATION

Seven slave-holding states had withdrawn from the Union
South Carolina [December 20, 1860], Mississippi [January 9, 1861], Florida [January 10, 1861],
Alabama [January 11, 1861], Georgia [January 19, 1861], Louisiana [January 26, 1861],
and Texas [February 1, 1861]
These states formed the Confederate States of America
Confederate flag, the Stars and Bars was raised over the new capital city
Montgomery, Alabama -- Monday, March 4, 1861
(Four additional states would join the cause after the Confederacy had been formed
Virginia [April 17, 1861], Arkansas [May 6, 1861], Tennessee [May 7, 1861],
and North Carolina [May 20, 1861])
(secession of additional border states remained a continual concern for Lincoln during the war)

REPUBLICAN PRESIDENT ABRAHAM LINCOLN INAUGURATED

In his inaugural speech -- Monday, March 4, 1861
President Lincoln was conciliatory toward the Confederacy
he announced his policy regarding the break-away nation:

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

WASHINGTON TERRITORIAL GOVERNOR WILLIAM HENSON WALLACE TAKES OFFICE

Wallace had been admitted to the bar as an attorney and moved to Iowa Territory
where he was elected to the Iowa Territorial Legislature [1838]
when Iowa became the twenty-ninth state [December 28, 1846]
Wallace was appointed colonel of the Iowa State Militia

William Wallace was an important figure in the early history of Washington
he moved to Washington Territory [1853]
he was a political opportunist -- he began running for office immediately after his arrival
he was elected to the territorial legislature [1853]
he had been defeated for the office of Territorial Delegate to Congress
by Columbia Lancaster [1854]
Wallace continued in the legislature and was elected President of the Council (Senate)
with his Iowa state militia background, he was elected a captain in the Washington militia
when the Indian Wars broke out [1855]
President Abraham Lincoln used political patronage to move Washington Territory's leadership
into the Republican camp
Lincoln appointed Washington Territorial Governors and officers
with the consent of the Radical Republican United States Senate
William Henson Wallace, a Whig turned Republican,
was his choice for Washington Territorial Governor
Territorial Governor William Wallace replaced Democratic Governor Richard D. Gholson
Wallace was the first Washington resident to be named Territorial Governor
being an eloquent speaker and keen politician, he was well received

BEGINNING OF THE (IDAHO) GOLD RUSH

J.C. Sergeant Smith, an old well-known prospector of the region,
returned from Oro Fino District to Walla Walla on snowshoes
with thirteen of his fifteen fellow prospectors -- early March 1861
(two others had snow-shoed to Walla Walla in early January)
Smith's party had met with so much success during their winter's efforts on the Clearwater River
they carried \$800 in gold dust to the little village
This gold dust was shipped to Portland and the excitement commenced anew
ensuing gold rush was rivaled only by the original rush to California (and may have surpassed it)

NO PLACE IS SAFE FROM GOLD-SEEKERS

Gold is where you find it as Captain Elias D. Pierce and Sergeant J.C. Smith well knew
they had enjoyed success along Oro Fino Creek
In British Columbia some prospectors working the Fraser River Canyon gold fields
pressed northward in search of better diggings or even the Mother Lode
(gold had to wash down from somewhere)
while others had gone on the Fort Colville, (Idaho) and Colorado gold regions

PROSPECTORS CREATE THEIR OWN LAWS

When prospectors stampeded into the Inland Empire (Eastern Washington)
miners from California brought with them California law protecting prospectors' claims
Fraser Canyon miners brought Canadian order with them
Because the prospectors who made the first strikes were honest and hard-working men
there was little crime in the camps where simple wilderness courtesy was the rule
doors would remain unlocked (if any lock existed on the door)

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

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

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

MANY SUPPLIES WERE NECESSARY FOR SURVIVAL IN THE WILDERNESS

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

COLONEL RUCKEL SELLS HIS SHARE OF THE OREGON TRANSPORTATION LINE

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

WASHINGTON TERRITORIAL GOVERNOR WILLIAM WALLACE CHANGES JOBS

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

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

When William Wallace resigned as governor to become Territorial Delegate to Congress
Lincoln wanted to appoint an old friend from Illinois -- General William Pickering
but because of politics, he was forced to write Pickering the following letter:

Genl. Pickering

You wish to be Governor of Washington. Last Spring when I appointed Dr. Jayne [who had been appointed governor of Dakota Territory] I was greatly pressed to appoint a man presented by the Methodist people through Bishop Simpson and others, and I then said, if I should appoint another governor of a territory from Illinois, it should be their man [John Evans of Chicago]. I do not know that their man will accept that to Washington; but it must be offered to him; and if he declines it, you may have it. Your Obt. Servt. A. Lincoln²⁵⁸

EFFORT TO AVERT THE CIVIL WAR

San Juan Islands international boundary dispute was at a standoff when the Civil War broke out it has been claimed that Pickett, together with General Harney, Governor Stevens and other Democratic federal officers on the Pacific Coast saw a possibility of averting the threatened Civil War if trouble with Great Britain were to start the North and South might join together to face an old common enemy
Captain George Pickett's presence on San Juan Island was a diplomatic irritant to the British and, perhaps, could escalate into an international incident and war

OPENING ROUND OF THE CIVIL WAR

Bombardment of Fort Sumter near Charleston, South Carolina began 4:30 a.m., Friday April 12, 1861
when Confederate States of America General Pierre T. Beauregard opened fire on the United States of American military post
Washington Territory was in sympathy with the Northern cause -- they had no support for slavery many Union military leaders had been stationed in Washington Territory:
generals U.S. Grant, Philip Sheridan, Winfield Scott, George B. McClellan, William S. Harney, Isaac Ingalls Stevens, and Granville O. Haller
colonels George Wright and Silas Casey
Lieutenant Charles Wilkes
some Confederate officers also had seen duty in Washington Territory:
Colonels Gabriel Rains, and George Pickett,
Major Robert S. Garnett, and J. Patton Anderson

CIVIL WAR BEGINS

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

²⁵⁸ Bancroft, Hubert Howe. *History of the Northwest Coast*. P. 220.

WASHINGTON TERRITORY RESPONDS TO LINCOLN'S CALL TO ARMS

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

OREGON TRANSPORTATION LINE IS TO CLOSE FOR IMPROVEMENTS

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

STEAMBOAT *COLONEL WRIGHT* OPENS WASHINGTON TERRITORY'S INTERIOR

In response to Captain E.D. Pierce's gold discovery in the Oro Fino District
steamboat *Colonel Wright* now operated by OSN under the command of Captain Leonard White
was to try to transport supplies to the new mining town of Pierce City
plan was to go up the Columbia River, enter the uncharted Snake River;
travel up the Snake to the mouth of the Clearwater River;
then churn up the Clearwater to as near to Pierce City as possible
Colonel Wright was loaded to capacity
with flour, canvas, picks, shovels, rockers, other mining implements and food supplies
also 300 anxious gold-seekers booked passage eager to get to the gold fields
most of the freight and passengers were put off at Wallula, to journey to the gold fields overland
but some of the passengers and equipment remained on board to participate in the experiment
to conquer the wicked current of the Snake River
By the time the *Wright* proceeded the eleven miles up the Columbia from Wallula
and entered the mouth of Snake River that stream was at high water with spring runoff
Wright pushed itself upriver fighting the swift current
boat's officers amused themselves naming previously unnamed creeks, rapids and landmarks
(many of which still reflect their creative efforts)
Captain Leonard White hit a snag near the mouth of the Palouse River

and the steamboat almost sank before the captain could beach her
bailed out and repaired, the *Colonel Wright* was able to continue her journey up the Snake
Steamer *Colonel Wright* entered the Clearwater River

TOWN OF SLATERVILLE IS FOUNDED

One of the passengers on the *Colonel Wright* was Seth S. Slater
he had supplies on the steamer and intended to sell these to the miners
Traveling up the Clearwater River a good landing place to unloaded Slater's goods was sighted
Slater was convinced other steamers would bring supplies up the Clearwater River at least this far
Although no permanent buildings were allowed where they stopped on the Nez Perce reservation
Slater hastily constructed five long, wooden frames covered with muslin (thin cotton cloth)
two housed mining equipment, two were bunkhouses for travelers
and one was an eight-foot square saloon
due to a shortage of muslin this primitive place of good cheer
was roofed with three blankets -- two red and the other blue
on the muslin wall the proprietor wrote the single word "Whiskey" in large charcoal letters
his stock consisted of one barrel of whiskey
his furnishings consisted of two boxes that served as a bar
two empty bottles and three glasses
Seth Slater called his village Slaterville

CAPTAIN LOENARD WHITE CONTINUES UP THE CLEARWATER RIVER

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

BRADFORD BROTHERS' PORTAGE CARRIES ALL OF THE FREIGHT

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

COLONEL WRIGHT GETS INTO TROUBLE

Wright did not have enough power to ascend the rapids

Captain Leonard White lightened the load by disembarking the passengers -- May 13, 1861
cable was stretched from the boat's wench around a boulder to pull her past the obstacle
when the cable snapped the *Wright* turned toward the sharp boulders sticking out of the river
Captain White slammed the engine into reverse shooting fountains of water into the air
skillfully backing downstream the captain safely beached the boat on the riverbank

Nez Perce riders raced their horses back and forth and whooped loudly
to show Coyote how much they enjoyed the prank

WASHINGTON SIDE PORTAGE IS CLOSED

Last day of operation for the Bradford brothers' Cascade Railway portage was May 17, 1861
on that day all the traffic was transported by the Oregon Transportation Line

Daily Oregonian in an article [dated May 20, 1861] said: "**The railroad on the Oregon side was finished last week and cars passed over it. All transportation will now be done over that road.**"

Harrison and D.H. Olmstead had things their way, but they could not handle all of the freight
at times cargo was so backed up the entire portage route was lined with freight
from one end of the portage route to the other end

ANOTHER GOLD STRIKE ON THE CLEARWATER RIVER

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

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

Unreceptive Nez Perce Indians protested the whites crossing their reservation
half of the prospecting party turned back while the others pressed on

Gold deposits were discovered on the south fork of the Clearwater River by John Newsome
where the American and Red rivers and Elk Creek all join together
news of the gold strike at Newsome spread quickly

On the heels of John Newsome's discovery miners swarmed the area
primitive mining camp of Elk City sprang up

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

Elk City's future looked very bright

PROSPECTORS RACE TO NEWER PROSPECTS

Immediately Pierce City shriveled as miners raced to rich diggings to the south -- late spring, 1861
prospectors made their way to the gold fields over the Nez Perce Trail

this was the main route used by Native Americans for centuries
to travel to the Bitterroot Country and eastward

(for nearly thirty years the trail was used by prospectors with pack mules and horses
to transport supplies, mining machinery, mail and passengers to the gold fields)

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

In general with placer mining, the first men to reach a new strike profited the most
whether from mining or from establishing townsites and stores

gold-seekers restlessly spread all directions

eagerly listening to rumors they nervously stampeded into each new gulch

WASHINGTON TERRITORIAL DELEGATE ISAAC INGALLS STEVENS RESIGNS

Stevens returned to Olympia with the intention of seeking reelection as Territorial Delegate but the fall of Fort Sumter and the beginning of the Civil War changed his plans he withdrew his name when the nominating convention met instead he hastened East to offer his services to President Lincoln even though he had served as radical Democrat Joseph Lane's campaign manager in Lane's bid for the Vice-Presidency against Lincoln Territorial Delegate to Congress Isaac Stevens was commissioned a Colonel in the U.S. Seventy-ninth New York Regiment -- May 1861 he took part in defending the nation's capital Stevens soon was elevated to the rank of Brigadier-General

BRIGADIER-GENERAL WILLIAM SHELBY HARNEY IS RECALLED

(He had been given command of the Department of the West in St Louis to remove him from his Columbia Barracks post and the cares of the British government) Harney was now recalled from his St. Louis post -- May 1861 after he developed difficulties with his officers at that assignment

MOTHER JOSEPH EXPANDS THE WORK OF THE SISTERS OF PROVIDENCE

Sisters of Providence undertook the care of a mentally ill woman -- spring 1861 they soon devoted two small buildings to treatment of mental problems Saint John of God Asylum in Vancouver, Washington Territory

WASHINGTON TERRITORIAL UNIVERSITY (UW)

No land as was required to build a territorial university had been donated in Lewis County where the territorial legislature had proposed one be located In Seattle a Methodist minister, Daniel Bagley, saw opportunity in acquiring the university (he had arrived in Oregon Territory [1855] with Dr. William Keil's Bethel Party) Bagley convinced community leader Arthur Denny of the importance of acquiring the school Scouting began for an appropriate ten acre site in Seattle to serve as the campus for the new university Denny, along with fellow pioneers Edward Lander and Charles Terry donated a site on Denny's Knoll in downtown Seattle bounded by 4th and 6th Avenues on the west and east and Union and Seneca Streets on the north and south twenty-two-year-old Asa Shinn Mercer, recently arrived in Seattle fresh out of college, was employed to clear land for the still non-existent University of Washington Mercer laid the cornerstone of the university -- May 26, 1861 he constructed a schoolhouse with four Ionic columns surrounded by a white picket fence it was said the fence was constructed **to keep the stumps from getting out of the yard**²⁵⁹ Because there were no scholars of college caliber

²⁵⁹ Dryden, Cecil, *History of Washington*. P. 295.

Mercer first opened a preparatory school in the log building

COLONEL WRIGHT JOURNEYS DOWN THE CLEARWATER

Captain White had no intention of proceeding farther up the Clearwater beyond the Big Eddy
he turned downriver to begin the journey back to the Columbia
As Captain Leonard White passed the vicinity of Slaterville on the return trip
Seth Slater sent a messenger asking the captain to pick him up
he had decided to establish his store at the mouth of the Clearwater River
and needed the *Colonel Wright* to transport his outfit downriver
Slaterville had lasted twenty-seven days -- June 2, 1861

CAPTAIN LEONARD WHITE FINDS A BETTER PLACE FOR A LANDING

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

LEWISTON COMES INTO EXISTENCE ON THE ALLUVIAL TRIANGLE

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

STEAMBOAT COLONEL WRIGHT RETURNS TO THE COLUMBIA RIVER

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

STEAMER OKANOGAN FOLLOWS THE COLONEL WRIGHT UP THE CLEARWATER

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

shallow water and exposed boulders added to the hazards

MORE THAN MINERS RUSH FOR TO RICHES IN (IDAHO)

In an effort to catch their part of the easy money, representatives of every other species of industry rushed with the gold-seekers
mule skimmers, gamblers, farmers, prostitutes, murderers, missionaries, teachers and soldiers
joined in the race for riches
discoveries of gold multiplied the need for, and efforts of, the cowboys
stockmen, the decade before, had driven thousands of head of animals
from the Willamette Valley to the rich pastures
of the Walla Walla, Umatilla, and Yakima rivers
now they delivered cattle, horses, mules, sheep and even camels to the gold fields
settlers spread onto the fertile farm land of the Eastern Washington valleys
raising crops consumed by hardworking men and women

SUPPLIES FOR MINERS

Throughout the gold rush era Portland was the leading depot in Oregon
this depot for shipping traffic bound for the interior areas overshadowed all rivals
goods from California were shipped to Portland
then shipped by sternwheeler up the Columbia River
to such prominent river towns and landings as Umatilla, Wallula,
Walla Walla, and The Dalles
pack trains moved goods from these points over numerous mountain trails
to the mining communities of eastern Washington Territory
Fort Colville increased in importance
many supplies for Fort Colville were shipped from Victoria
became headquarters for the Hudson's Bay Company business
in the Inland Empire including Okanogan, Kootenai, and Flathead sections
Mr. and Mrs. Fielding Thorpe settled at what became known as Moxee City -- 1861
first pioneers in the Yakima region
after the Indians were moved onto the reservation, homesteaders began to come in
first cattlemen, then farmers
Idaho gold fields provided opportunities for farmers to produce crops for consumers

PROSPECTORS' EQUIPMENT IMPROVES PRODUCTION

Rockers, sometimes called cradles, were used to work rocks heavier than gravel
their use to extract gold depended on the availability of water
which was not always right at hand where the miner needed it
long wooden troughs called flumes used gravity to bring water down to the diggings
flumes sometimes had to run long distances and even span across deep gorges
they were often held high in the air by long timbers
water washed away material in the rocker but gold, being heavier, settled behind riffle bars
(wooden ridges attached like the rungs of a ladder to the bottom of the rocker)
Using sluicing was an even more effective than using a rocker

flow of running water did most of the work separating the gold from the dirt and gravel
a sluice box was a long open wooden trough that became narrower and lower at bottom end
dirt and gravel were placed at the top and washed down the length of the sluice box
by a constant stream of water, usually from a flume
gold would be caught either by riffles or by a false bottom with holes in it
mud and larger chunks of rock would wash out of the lower end leaving the gold behind
Hydraulic mining was faster and even more expensive requiring the use of heavy equipment
water was carried to the mining site through canals and ditches where it would run into a hose
beginning of the hose was larger and higher than the nozzle end
which would be attached to a pipe
weight of the water going into the hose would force it out the other end at great pressure
jet of water would cut into the hillside, washing the dirt and gravel down into a sluice box
(this was like mining using a fire hose)
unfortunately, this could also be quite dangerous
it was not uncommon for overly eager miners to be buried
when the bank of a hillside they were working caved in burying them alive
quickest method of attempting a rescue was to sluice them out using the same jet of water

BUSINESS FOR OREGON STEAM NAVIGATION COMPANY BOOMS

With the re-opening of the Oregon Transportation Line portage
Oregon Steam Navigation Company reaped the benefits
of the largest gold rush yet to hit the Pacific Northwest
Clearwater River gold fields attracted an increasingly large number of speculators
arriving from California and other areas in the West
Portland was the leading supply depot throughout the gold rush era
it overshadowed all rivals for shipping traffic bound for the interior
goods from California were shipped to Portland then carried by sternwheeler up the Columbia
to such prominent river towns and landings
as The Dalles, Umatilla, Wallula and Walla Walla
pack trains moved goods from these points over numerous mountain trails
to the mining communities of the Inland Empire
passenger numbers soared from an anticipated few hundred to more than ten thousand
tonnage exploded to an unbelievable 6,290 tons
Oregon Steam Navigation Company dazed its stockholders -- June 1861
original shares split four for one and the company declared a five percent dividend
its first six months in business

STEAMBOAT TRIPS FROM PORTLAND TO LEWISTON WAS A BEAUTIFUL EXCURSION

Passengers left Portland at 5 a.m.
they reached The Cascades sixty-five miles upriver at 11:00 a.m.
before proceeding five miles by rail to the Upper Cascades
there a transfer was made to a steamboat for the trip to The Dalles fifty miles further East
followed next by a fourteen-mile portage to Celilo
there finally to board a waiting steamer bound for Lewiston 280 miles farther yet

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

WALLA WALLA EXPERIENCES A FINANCIAL BOOM

After gold was discovered by Captain Elias D. Pierce and J.C. (Sergeant) Smith
on the Clearwater River in eastern Washington Territory (Idaho)

Walla Walla enjoyed considerable boom of prosperity

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

Little village entered a new, wilder life

when it became the primary interior outfitting center and departure point

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

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

each eager to supply (or fleece) the miners

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

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

Profits ran high for storekeepers dealing in staple goods

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

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

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

tea and tobacco \$1.50

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

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

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

Dr. Dorsey Baker and his family moved to Walla Walla

there he took over his hardware store from partner William Stephens

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

Walla Walla became the largest town in Washington Territory

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

trail from Walla Walla into gold country was lined with pack trains and rushing prospectors

doctors, when they arrived at the mines, charged \$20.00

price of board for a day at a rooming house was five to ten dollars, and frequently more

CIVIL WAR IMPACTS WASHINGTON TERRITORY

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

Fort Townsend was also abandoned -- June 11, 1861

War Department authorized enlistment of a volunteer regiment in Oregon and Washington

but there was little inducement to enlist

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

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

Recruiting efforts were hindered by local Secessionist settlers living in Oregon

in some Oregon settlements a Confederate secret order: Knights of the Golden Circle

sought to undermine Union militia organizations

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

Colonel George Wright provided a great deal of stability in the territory and support for federal action

during the years he had been in the territory had demonstrated a level head, cool judgment,

and a conciliatory attitude toward protagonists
During the reorganization of Pacific Coast troops Colonel Wright remained stationed in Washington
he gave an aura of common purpose to the call for war and facilitated its acceptance by the people
Wright was promoted to Brigadier-General of Volunteers
and was placed in command of the Department of the Pacific
his promotion fostered a sense of a common cause which appealed even to Southern Democrats
they came to believe volunteers existed only to ensure peace and to suppress any uprising
stirred up by fervent, fanatical members of either the white or Indian communities
they believed when the emergency was over they could again reassert their political beliefs
and strive to reassert their control over a strong territorial (or state) government

WILLIAM HENRY PLUMMER ARRIVES IN EASTERN WASHINGTON TERRITORY

Henry Plummer was an Easterner by birth and rearing but no one seems to know his native state
handsome, pleasantly soft-voiced and friendly, Henry Plummer as a teen-ager
had developed an irrepressible taste for other men's money and other men's wives
When he arrived in Lewiston Plummer set up business as a gambler -- 1861
he was a striking figure who was always well-dressed and he behaved like a quiet businessman
Plummer lived with a woman erroneously thought to be his wife
this couple moved freely in the respected social circles of the city
outwardly a respectable man, he had behind him a long list of crimes
including murders committed in New England, Nevada and California

CHAMPOEG IS DESTROYED BY A FLOOD

There was a mammoth flood of the Willamette River -- 1861
Champoeg was nearly wiped out but the mud also preserved the remains of the homes and farms
(a cluster of nineteenth century artifacts were discovered [1996]
in a rye grass field located southeast of historic Champoeg
archeological testing [1999 and 2000] confirmed the presence of architectural remains
likely to be Robert "Doc" Newell's first house and barn)

STAGE LINES BEGIN OPERATION BETWEEN OREGON AND EASTERN WASHINGTON

Service was started from Umatilla, Oregon, Walla Walla and Lewiston, Washington Territory
after the gold discoveries at Oro Fino
Prairie schooners, huge wagons, hauled freight over the mountain roads
sometimes three were hooked in tandem fashion
wagons were drawn by a team of twenty mules with jingling bells driven with a single line
It was important for stage-drivers and packers to be handy with a gun
road-agents were vigilant and plentiful
Many a man with a pack-saddle loaded with gold-dust or sometimes whiskey or even canned goods
cashed out under some tree or sheltering rocks

TRANSCONTINENTAL TELEGRAPH AUTHORIZED BY CONGRESS

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

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

FIRST RAILROAD IN THE WEST IS CHARTERED IN CALIFORNIA

Central Pacific Rail Road of California (later changed to Railroad) was incorporated -- June 21, 1861 even before Congress had acted to provide funding for construction
Central Pacific Rail Road of California was owned by four Sacramento, California businessmen Leland Stanford, Collis Huntington, Charles Crocker and Mark Hopkins they called themselves "The Associates" but soon became known as "The Big Four"

OREGON STEAM NAVIGATION COMPANY SHOWS GOLDEN PROFITS

OSN's route from Portland to San Francisco exploded with profits
one ship, the steamer *Sierra Nevada*, conveyed a treasure shipment of \$228,000 from Portland to San Francisco -- June 25, 1861
(additional trips linking the two ports were noted as:
\$110,000 -- [July 14]
\$195,558 -- [August 24]
\$750,000 -- [December 5])

OSN traffic on the Columbia River was equally profitable
Columbia River highway to the interior was choked with freight and travelers on a single trip the *Tenino* collected over \$18,000 for freight, fares, berths, and meals passenger fare from Portland to Lewiston was \$60 in gold meals and berths were an additional dollar each extras and the bar privilege produced \$1,200 a month

OREGON TRANSPORTATION LINE REOPENS FOR SERVICE

Completion of the new road bed following the route laid out by the Maxon brothers opened -- July 1
Like the Bradford portage its power was furnished by mules which were hitched tandem when more power was needed

FREIGHT RATES CHANGE ON THE COLUMBIA RIVER

Oregon Steam Navigation Company set new shipping fees charge that traffic would bear -- July 1 from Portland to The Dalles at \$20.00 per ton between Portland and Lewiston was \$40 a ton one ton was determined usually by measurement -- not weight forty cubic feet of cargo was considered a ton
An agreement with OSN regarding shipping rates was reached by both portage routes portage fees of \$5.00 per ton were charged by the OSN
Bradford brothers were to receive 7/12th (\$2.91/ton)
Olmstead brothers received 5/12th (\$2.09/ton)

CONSTRUCTION BEGINS ON THE TRANSCONTINENTAL TELEGRAPH

Western Union Telegraph Company General Agent Edward Creighton

organized two teams of builders:

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

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

Civil War made heavy demands on labor and supplies

in one location sectional political tensions led to the destruction and rerouting of the line
nature also presented obstructions

Great Plains was not a good source of timber for telegraph poles
for the Pacific Telegraph Company

workers for the Overland Telegraph Company had to cross the Sierra Nevada Mountains

While the telegraph lines were under construction the Pony Express continued to operate

letters and newspapers were carried the entire length of the route from St. Joseph to Sacramento

LIFE IS NOT WITHOUT DIFFICULTIES ALONG THE SHORES OF PUGET SOUND

By far most of the white population on Puget Sound was young, unmarried and masculine

only one adult out of ten was female, and indeed rare was the girl over fifteen not spoken for
at least three-fourths of the men in Seattle were forced to practice celibacy

any alternative option begged the question of with whom

inconspicuous adultery was very difficult in a community of less than two hundred

that left the option of marrying an Indian girl -- a solution frowned on although practiced
or taking an Indian wife or two

rampant venereal disease and noxious habits of sanitation by ladies and, no doubt, gentlemen
also could dampen the spirits of even the most amorous suitor

Puget Sound males bore up only tolerably well under these difficult conditions

Steilacoom Herald periodically reminded locals of their plight in mournful editorials

With demand so obvious it was only a matter of time until someone provided Seattle with a supply

JOHN PENNELL ASCERTAINS THE NEEDS OF A MAJORITY OF SEATTLITES

It is arguably true that Seattle became the center of Puget Sound social life

thanks to the entrepreneurial efforts of John Pennell

(and Seattle has remained the region's social hub ever since)

John came to Seattle (under circumstances unknown today)

from San Francisco's notorious Barbary Coast -- summer 1861

he disembarked from a lumber schooner onto the sand spit beside Henry Yesler's sawmill

he immediately discerned the population was the same gender as the ship he had just left
here was a town of bachelors earning substantial payrolls without commercial entertainment

here was a town ready and waiting for someone like John Pennell

Pennell wasted no time purchasing a building lot on the shore of the bay

it was not far south of where the logging skid road reached the mill

this was not prime land -- but it was cheap

in fact, it was not land at all, but fill created on the tide flat from Yesler's sawdust

when the tide went out the tideflat sank but John was not too particular

indeed, the location was excellent for his needs

only a few minutes' walk from the mill and in clear view of ships entering the harbor

JOHN PENNELL OPENS THE FIRST OF MANY SEATTLE SPORTING HOUSES

On his rising and falling sawdust landfill, John built an oblong building of unpainted raw lumber
inside was a large rough-hewn dance floor flanked by a long bar

along the other side was a hall leading to a number of small rooms

Pennell imported a fiddler, a drummer, and an accordion player from San Francisco
natives constituted the remainder of his employees

they were enticed to work by providing Hudson's Bay blankets to the local chiefs

recruits were bathed; their long hair was cut and combed

they were adorned in calico dresses and drenched in perfume

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

usually cold tea was substituted for whiskey in the girl's glass although the charge was for whisky

after growing tired of dancing, the patron could buy a couple more drinks

before escorting his partner down the hall

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

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

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

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

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

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

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

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

none-the-less it was noted by locals at the time that they "**had a powerful imaginative effect**

on the whole male population of the Puget Sound country...."²⁶⁰

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

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

did not vanish with him

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

FIGHT TO BE THE CAPITAL OF WASHINGTON TERRITORY

Clearwater drainage region south of the Clearwater River, Lolo Creek and Potlatch Creek
had shown great results as mining districts

Oro Fino City and Pierce City sprung up

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

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

than inhabited all of Washington Territory west of the Cascades

This rapidly growing population in the outlying districts began voicing their dissatisfaction
at being ruled from far distant Olympia

a great cry went up to have the territorial capitol follow the population

²⁶⁰ Murray Morgan. *Skid Road*. P. 58.

there was justice in the demand -- Olympia was almost inaccessible
it was between three and four hundred miles by trail to Lewiston
with mountainous terrain, tumultuous rivers, ice and snow in between
Walla Walla, the rough supply town near the army fort of the same name,
felt it should be the new capital of Washington Territory

ORO FINO MINING DISTRICT BOOMS

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

LAW AND ORDER IN A LAWLESS COUNTRY

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

SHOSHONE COUNTY IS VIRTUALLY LAWLESS

Legal proceedings were impossible in Eastern Washington Territory
lawyers and judges could not obtain copies of Washington Territorial laws
Common Law did not always apply to mining situations
jurisdiction of judges was limited to disputes over claims
even at that U.S. Government laws calling for Claims Offices were ineffective
poor communication and vast distances made maintaining law and order
difficult if not impossible
in an emergency it could take two to four days to contact the U.S. troops at Fort Walla Walla
once the decision was made to send out a punitive force
more days were needed to organize, prepare, equip and ride out

still more days were necessary to reach the area in which the difficulty had occurred
by then the criminals had long vanished

Legal justice was not always attainable in Eastern Washington (Idaho)

most frequently it was left to popular tribunals to dispense justice

(during the Oregon Trail days [from the 1830s onward] every Westing wagon train

elected a council and a captain who made and enforced strict rules of behavior)

At first travelers and prospectors were too busy to waste time enforcing these rules

it was assumed their fellow citizens would honor and obey the demands

when that did not happen transgressors were brought before a peoples' court

to be quickly tried and punished with banishment, public whipping, or hanging

POPULATION EXPLODES EAST OF THE CASCADE MOUNTAINS

Region west of the Cascade Mountains held only about 11,594 residents

politically they were usually Unionist tending toward anti-slavery Republicans

East of the Cascades may have held as many as 30,000 people

these miners were a mixed lot

most were pro-slavery Democrats -- but many mining camps had Southern sympathizers

OUTLAWS RULE MINING COUNTRY

Second wave of newcomers into Eastern Washington were a different breed of men from the first

grubbing for gold was back-breaking work -- which many of them loathed

instead, their soft smooth hands were kept occupied dealing cards, rolling dice

or pouring watered down drinks

their quick wits were used for acquiring wealth by any means that required no heavy labor

Criminal and Civil Law, where it existed at all, was not respected and was little enforced

word Outlaw implies the existence of a Code of Laws to be violated

and officials who were appointed, elected, or named to enforce it

it also implies is the existence of courts, judges and legal systems

through which justice could be obtained

none of these existed in Eastern Washington Territory --1861

Before law and order came to the camps, thieves, gamblers, and men known locally as roughs

bullied, cheated, robbed, and killed honest, hard-working citizens

favorite targets for the roughs were pack trains and stagecoaches

HENRY PLUMMERS' GANG OF ROUGHS

In Eastern Washington Henry Plummer developed additional talents -- this time as an organizer

in Lewiston Plummer busily established himself as the leader of a band of roughs

that terrorized the mining camps (of Idaho)

he chaired his outlaw committee with iron-clad rules

he was not suspected by the townspeople of being anything more dangerous than a card cheat

Henry Plummer built two road-houses or shebangs -- his headquarters for lawlessness

one on the Lewiston-Walla Walla Trail

another between the Boom Towns of Lewiston and Oro Fino City

each establishment had an operator, but Henry Plummer was the man behind the whole shebang

Miners outfitting themselves in Lewiston were watched by the Plummer gang
accurate descriptions of their animals and saddles were taken down
keeper of one of the shebangs made out bills of sale providing title to the animals and equipment
for use at a later date by the criminals
it was easy to dispossess the traveler and his animals at the point of a gun
resistance meant death and burial at a very private, unmarked cemetery
then, on a fast horse a courier carried the (previously written) bill of sale
to the operator of the shebang in whose name the bill of sale had already been written

CAPTAIN GEORGE PICKETT JOINS THE CONFEDERATE ARMY

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

JOINT OCCUPATION SETTLES INTO A DULL ROUTINE

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

PORT TOWNSEND VS. PORT ANGELES

President Lincoln appointed Victor Smith, a debt-ridden newspaperman from Cincinnati, Ohio
to the post of Collector of Customs for Puget Sound
Smith, gaunt and sandy-haired, was an abolitionist with a red-hot temper and a quick epithet
he questioned the motives of others around him while being a crusader himself
these characteristics were augmented by his impatience and lack of humor
Victor Smith arrived in Port Townsend as the Customs Collector -- July 30, 1861
he was not enchanted with the town
it seemed every man he met was seeking an appointment for government work
Smith even criticized the view from the town
Customs Collector Victor Smith wrote to his superior, Secretary of the Treasury Simon P. Chase,
he recommended that the Port of Entry be transferred from Port Townsend to Port Angeles
this was within the powers of the Secretary of the Treasury
he also proposed the creation of a United States military district at Port Angeles
Smith went about town attempting to build up goodwill while waiting for word from Secretary Chase

authorizing the proposed change in location of the Port of Entry
Smith hired the editor of a local weekly, Van Borklin, to serve as assistant collector of customs
then fired him for incompetence
Smith learned much of the money appropriated by the government for the benefit of Indians
usually found its way into the pockets of men
 who sold Hudson's Bay Company whiskey to the natives
Smith demanded proper enforcement of federal law forbidding the sale of liquor to the Indians
 thus a lucrative local enterprise was threatened with extinction
 adding several names to his rapidly growing list of antagonists
Word leaked out that Smith had recommended removal of the port of entry to Port Angeles
he denied the accusation and took the time to explain his view of the situation to the oafish locals
 Great Britain was likely at any moment to come into the war on the side of the Confederacy
 it was imperative the harbor of Port Angeles be developed for reasons of national security
then someone learned that Victor Smith and four other men
 had acquired title to town sites at Port Angeles
Smith could explain that, too
 Port Angeles Townsite Company was organized as a patriotic endeavor
 to promote the national welfare by developing land at Ediz Hook
 across the Strait of Juan de Fuca from the British naval station at Esquimalt
 Port Angeles was necessary to assure national protection against British intrusion
People of Port Townsend remained unconvinced

ELK CITY BURSTS FROM BEING A MINING CAMP INTO A CITY

Elk City had been laid out between the American River and Elk Creek -- August 1861
 almost immediately there were 1,500 men in the region
 quickly a mining recorder's office was established
In a matter of about a month Elk City grew to approximately twenty long, substantial buildings
 eight stores, six saloons, three butcher shops, two blacksmith shops, two principal hotels
 were supported by a fluid population of around 2,000

GOLD STRIKE IS MADE ON THE SALMON RIVER

After a year of prospecting Clearwater River, Canal Creek and Elk Creek in the Oro Fino District
 heavily armed prospecting parties pushed further into the mountains to the east and southeast
 deeper into the Nez Perce reservation
 gold-hungry prospectors traveling by way of Camas Prairie and White Bird Creek
 worked their way to Pioneer Gulch
 to prospect in the high, rolling hills above the canyon of the Salmon River -- summer 1861
Stories differ as to what vegetation growing in the peat bogs at the head of Meadow Creek
 first revealed the sight of gold flakes to fortunate gold seekers
Whether a prospector's horses tethered to the brush
 had become restless in the night and pulled the up a bush by the roots;
 or a tree, perhaps uprooted by the wind, attracted someone's attention
 when color appeared among its roots
 but for whatever reason, camp was established in a basin in the Sawtooth Mountains

approximately ten to twelve miles from the Salmon River
and about fifty miles southeast from Pierce City, Oro Fino City and Elk City
there prospectors turned up extraordinary deposits of gold

QUEST FOR GOLD BLANKETS THE SALMON RIVER

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

SALMON RIVER DRAINAGE REGION BOOMS

Baboon Gulch in the Florence Basin beside the Weiser River
produced rich diggings in eastern Washington Territory
Boom town of Weiser sprung up at the confluence of the Weiser River with the Snake River
Weiser was named after the river, but the origin of the river's name remains unclear
one version states it was named for Peter M. Weiser (Wiser)
an American soldier and member of the Lewis and Clark Expedition [1804-1806]
another story has it named for Jacob Weiser, a former trapper-turned-miner who struck it rich
in Baboon Gulch and settled in the area

GOLD BROUGHT A HIGH PRICE

At the San Francisco mint gold was priced at \$20.70 per troy ounce (a slightly larger unit)
At The Dalles gold from Canyon City and Florence could be sold at for \$17.00 an ounce
gold -carrying silver alloy was priced at \$14.00 an ounce
copper alloy was somewhat less
Over a million-and-a-half dollars in gold-dust was taken from the mines of Idaho

OREGON STEAM NAVIGATION COMPANY STRIKES IT RICH ALSO

Commerce on the Columbia River reached a fever pitch
rivers of prospectors traveled up the Columbia along with tons of freight to support them
supplies, materials, equipment, goods and services were needed immediately
Gold-rushers raced along the Columbia River mule-powered portage
using Daniel F. and Putnam F. Bradford's Washington-side Cascade Railway
or Harrison and D.H. Olmsteads' Oregon Transportation Line
massive congestion of materials built up at the Cascade portages

OREGON TRANSPORTATION LINE ACQUIRES BETTER ACCESS TO THE COLUMBIA RIVER

Olmstead neighbor John Chipman deeded his donation land claim closer to The Dalles
to Harrison Olmstead -- August 31, 1861

Construction of a new steamboat loading platform and storage at the upper landing was begun
as was grading a new roadbed to connect with the portage route laid out by the Maxon brothers

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

This mining camp was situated (in today's Gospel Hump Wilderness)
it was at a high altitude where snows fell very deep and lasted many months
added to this, forty miles of mountain road had to be traveled before reaching the new camp
it was a hard task just for prospectors to get there
and it was very expensive to take in the necessary provisions and tools
So amazing were the returns at Florence that men rushed in ahead of supplies
provision commanded amazing prices: \$75 for a 50-pound sack of flour, \$50 for gum boots,
\$30 for a camp kettle, \$3 a pound for bacon; \$3 each for tin cups' \$10 to \$12 for a frying pan,
and \$3 a pound for sugar and beans
In miners' meetings it was decided to lay out a town on Summit Flat at the head of Baboon Gulch
Dr. Ferber, one of the first arrivals, proposed the name Florence,
after his adopted daughter in California
Fabulous reports of initial production from the Salmon River mines
insured that Florence soon would be the scene of the major gold rush of the western United States
frenzied race to Florence District's riches was on

SALMON RIVER PROSPECTORS FIND GREAT SUCCESS

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

MUSLIN TOWNS IN EASTERN WASHINGTON TERRITORY (IDAHO) BOOM

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

MINING TOWNS ALSO COULD QUICKLY DISAPPEAR

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

REACHING THE SALMON RIVER DISTRICT WAS DIFFICULT

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

LEWISTON BOOMS AS A SUPPLY CENTER FOR THE FLORENCE DISTRICT

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

ENTERTAINMENT AND DISTRACTIONS KNEW NO LIMIT IN LEWISTON

There was no restriction on vending liquor
excessive drinking was the rule even among those considered to be conservative
Horse-racing and prize-fights were favorite sports -- gambling was everywhere
Dance halls or hurdy-gurdies were legitimate establishments -- not houses of prostitution
they were actively patronized and often became the scene of drunkenness and violence
many of the women dancers were Germans -- usually brought in as sets of four with a chaperone

at the end of their contractual term most of them married men they met while at work
they were reputed to have made good wives and mothers

one hurdy-gurdy was described as follows: **“At one end of a long hall, a well-stocked bar and monte bank [card game] in full blast; at the other, a platform on which were three musicians. After each dance, there was a drink at the bar. The house was open from 9 p.m. until daylight. Every dance was \$1.00 -- half to the woman and half to the proprietor. Publicly, decorum was preserved, and to many miners who had not seen a feminine face for six months these poor women represented vaguely something of the tenderness and sacredness of their sex.”**²⁶¹

Immoral women formed another class in society -- houses of prostitution were plentiful
ladies of the evening paraded the streets in gorgeous raiment
small companies of working ladies often rode the trails dressed in men’s clothing
wearing revolvers strapped to their waists -- these revolvers were not for show
Sunday was the least holy of days

this was a time for miners to wash and darn clothes, prepare food for the coming week
get mail from town, settle business matters, and mostly have a good time
dancing, drinking, and gamboling were all in full swing
some even spent a quiet evening reading

Relative importance a town was measured by two indicators:

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

FLORENCE DISTRICT GOLD FIELDS BECOME CELEBRATED

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

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

OTHER SUCCESSFUL MINING DISTRICTS APPEAR

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

Other rich gold districts also opened throughout the Pacific Northwest

Wenatchee had long been an area of pioneer activity:

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

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

Oregon also delivered riches to those with patience and great luck

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

Eastern Oregon showed positive signs of gold

²⁶¹ A.D. Richardson. *Beyond the Mississippi*. P. 480.

David Littlefield, Henry Griffin and three partners
discovered gold in Griffin's Gulch -- 1861
this started the fabulous Eastern Oregon gold rush at Auburn
two young Frenchmen panned over \$100,000 in gold dust from Canyon Creek in Oregon
Mining camps in a few months grew to towns of several thousand people seemingly overnight
usually they disappeared just as rapidly when richer diggings opened elsewhere
or water for washing gold dried up

WASHINGTON TERRITORIAL VOLUNTEER INFANTRY IS CALLED INTO SERVICE

Civil War caused a severe shortage of soldiers in Washington Territory
Department of the Pacific Commander General George Wright was short available men
thus the War Department directed Colonel Justus Steinberger to enlist a regiment of troops
out of Washington Territory and California state -- October 19, 1861

CUSTOMS COLLECTOR VICTOR SMITH GOES TO WASHINGTON CITY

Becoming impatient about being ignored by the U.S. Treasury Department,
Victor Smith decided to go east himself and personally convince the nation's leaders
regarding the British menace on the Pacific coast and the steps needed to constrain them
Because Assistant Customs Collectors Van Borklin did not last long under Smith's direction
Smith felt it unwise to deputize any others of the Port Townsend citizens,
he asked Captain Chaddock of the Revenue Cutter *Joe Lane* to lend him a man for six weeks
Second Lieutenant J. H. Merriam got the job as temporary collector of customs
Victor Smith left quietly for Washington City
so quietly that Port Townsend got the impression that he had fled
Port Townsend's local newspaper, *The Weekly Republican*, saluted his departure
"Poor Victor has gone, unwept, un-honored, and unhung"

PORT TOWNSEND TEMPORARILY HAS A NEW CUSTOMS COLLECTOR

Lieutenant Merriam deputized city Founding Father Loren B. Hastings as his deputy collector
together they went over Customs Collector Victor Smith's records
they found a copy of Smith's recommendation to shift the port of entry to Port Angeles
when word got out Smith, being absent, was hanged in effigy
next they reviewed the financial accounts and were pleased to discover that Smith's books
came out fifteen thousand dollars short
Merriam wrote a report to Treasury Secretary Chase informing him that Smith was an embezzler
and not a very good one at that
Victor Smith was gone
Port Townsend settled back happily to await the arrival of his replacement

TRANSCONTINENTAL TELEGRAPH GOES INTO OPERATION

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

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

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

first transcontinental messages were sent to President Abraham Lincoln that evening

President of the Overland Telegraph Company Horace W. Carpenter's message read: "**I announce to you that the telegraph to California has this day been completed. May it be a bond of perpetuity between the states of the Atlantic and those of the Pacific.**"²⁶²

Almost immediately wire was stretched northward from Sacramento toward Washington Territory

On the day of the first transcontinental telegram, the Pony Express was officially terminated,

but it was not until (November) that the last letters completed their journey over the route

BEGINNING OF CANADA'S CARIBOO DISTRICT GOLD RUSH

Discovery of gold at Keithley Creek, east of Quesnel Forks

just south and west of Quesnel Lake in British Columbia

began the second major Canadian rush -- fall 1861

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

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

and the north slope of the basin of the Quesnel River

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

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

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

OTHER SUCCESSFUL MINING DISTRICTS APPEAR

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

North West Company employees had explored the region for furs

Catholic missionaries had begun irrigation projects there

now prospectors found gold in the area -- 1861

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

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

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

CHINESE MEN ALSO PROSPECT FOR GOLD

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

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

after white prospectors had abandoned them

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

he deserted the claim in search of richer diggings

However, to the patient, industrious, thrifty Chinese prospectors

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

of stooping, washing and sifting

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

²⁶² Alice L. Bates, *Historical Society of Southern California* Volume IX 1912-1913, P. 185.

Most Chinese workers entered the United States through the port city of San Francisco,
contrary to the impressions of most Americans of that day,
these were not nameless, impoverished, coolies smuggled into the country
and forced to work as slaves for the enrichment of their Chinese masters
each name was recorded; each man was known by benevolent fraternal business organizations
these companies looked after his welfare while he was in America
and would pay either for his return passage home or, if he died, the return of his remains
to his homeland for burial with his ancestors
meticulous records of his credits and debts were kept in the office of the sponsoring company
that had paid for his passage to America
for these guaranteed services, the sponsoring company took a percentage of his earnings
but in no sense was he a slave
(sadly, the records being preserved in San Francisco were destroyed by fire
following the great earthquake of [1906]
no letters or diaries written by Chinese immigrants before that date have survived)
Chinese workers extracted an amazing amount of gold
those who lived long enough to make their fortune and return to the homeland,
as many of them did, may have left a written record of their experiences in China
(but these, if they exist, have not been made available to American historians)
whites lost their scorn for the Chinese people after seeing their great success
(eventually they were offered employment because of their gift of quiet perseverance)

MOTHER JOSEPH PUTS HER MANY SKILLS TO GOOD WORK

After ten years of service as superior of the western missions Mother Joseph was named treasurer
with responsibility for construction of all the sisters' buildings in the region
she was besieged with requests from clergy and civic leaders alike
to bring the works of the Sisters of Providence to towns throughout the West
both human and financial resources were always in short supply
Mother Joseph spent long days and many sleepless nights determining which communities
offered the greatest opportunity for service and the best chance of success
Mother Joseph and her nuns took lengthy, dangerous trips "begging tours"
traveling by horseback and river boat to the mines in (today's Idaho, Montana), Oregon
and the Caribou Country in British Columbia
begging for the precious gold dust and nuggets essential to support their charities
to Westerners they were known as "Lady Black Robes"
the Indians designated Mother Joseph as their chief
Mother Joseph built and furnished several houses for abandoned children
she is recognized as the first architect in Washington Territory
Mother Joseph purchased a farm in Vancouver along the banks of the Columbia River
to provide fresh produce for the children and a place for the boys to work and learn useful skills
on occasions the river flooded the farm
Providence Academy was badly damaged during construction
As more sisters came from Montreal or entered the community in Vancouver,
Mother Joseph saw her small Providence of the West grow to encompass the whole region

schools were opened in Steilacoom [1863] -- and Walla Walla [1864]
these were followed by a mission for the native people in St. Ignatius, Montana)

WASHINGTON TERRITORIAL UNIVERSITY RECRUITS ITS FIRST PUPILS

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

PIONEER GULCH GOLD IS REPORTED IN ELK CITY

After working the rich gravel beds of Pioneer Gulch and prospecting the ground in various places
successful gold hunters started with their new-found wealth back to Elk City
At Buffalo Hump they fell in with fourteen men of their acquaintance
and revealed their good fortune to their new companions
All returned to Elk City, agreeing not to divulge the news (until the following spring)
when they would return to the Salmon River area and locate the best ground for themselves
This agreement was quickly broken and a stampede followed -- November 1861
ten thousand miners swarmed over the creeks and gulches of the new mining district
large assortments of criminals and fugitives from justice in other localities
flocked to the mining regions

OREGON TRANSPORTATION LINE ACQUIRES BETTER ACCESS TO THE COLUMBIA RIVER

John C. Tanner deeded his donation land claim located at Tanner Creek downriver from Bonneville
below the Cascades to Harrison Olmstead -- November 15, 1861
rails linked the new loading platform and storage area to the old portage route

YAKIMA CATTLE DRIVE TO FEED HUNGRY MINERS

There were ways to make money in the gold fields -- most required hard work and determination
driving cattle to feed hungry prospectors who owned a surplus of wealth was one way
but it could be a long, hard trip
since Chief Kamiakin had brought the first herd into the area [1840]
Indians had wintered herds of cattle in the Yakima Valley
Legendary Northwest cattleman Ben Snipes increased his herd in the Yakima Valley
he conducted cattle drives in ever increasing numbers
not just into the Fraser Valley but also into the Eastern Washington gold region
news of his success spread beyond the Yakima Valley
soon other cattlemen such as John Jeffries, Major John Thorp and many others
had settled in the Klickitat Valley and the Yakima Valley

CATTLE DRIVE TO THE NEWLY OPENED CARIBOO DISTRICT

Jack Splawn was a teenager in 1861 when he and two Indians helped Major John Thorp drive a herd of beef north past Okanogan Lake, across the roaring Thompson River and into the grassy hills around Cache Creek in British Columbia
When winter drew near the Indians disappeared and Major Thorp had to attend to business at home
Jack Splawn was left with the cattle -- but he was not alone
mule skimmers, many of them California-Mexicans, moved into the grassy valley with their livestock and wives where they built a camp of log shelters and settled down for the winter
British Columbia cold was intense as Arctic blasts traveled down the Fraser River Canyon
Jack's clothing was so inadequate that instead of riding out to check on the cattle he had to run to keep from freezing
all he had to eat for seventy days was beef

WALLA WALLA BOOMS WITH EXCITEMENT

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

WALLA WALLA -- PRINCIPAL TOWN IN EASTERN WASHINGTON

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

TERRIBLE WINTER GRIPS THE PACIFIC NORTHWEST

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

against the cold as snow drifted into wide cracks in the few cabins available
At Portland, hay sold at \$80 a ton
in Eastern Oregon it could not be found at any price
cattle depended entirely on their endurance for survival

ANOTHER DISASTER AT THE COLUMBIA RIVER PORTAGE

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

OREGON STEAM NAVIGATION COMPANY PROFITS SOAR

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

FORTUNES COULD BE MADE IN THE SALMON RIVER REGION

Walla Walla's newspaper, the *Washington Statesman* noted in an article dated December 13, 1861:
"During the week past not less than two hundred and twenty-five pack animals, heavily laden with provisions, have left this city for the mines. A report in relation to a rich strike by Mr. Bridges of Oregon City seems to come well authenticated. The first day he worked on his claim [near Baboon Gulch] he took out fifty-seven ounces; the second day he took out one hundred and fifty-seven ounces; the third day, two hundred and fourteen ounces; and the fourth day, two hundred ounces in two hours." (Note: an ounce of gold was worth \$16)

POLITICS OF WASHINGTON TERRITORY

Influx of more and more people into Western Washington Territory changed the political climate
to a conservative merchant-farmer Republican majority
in the meantime Eastern Washington Territory (Idaho) miners were predominately Democrats
More than enough votes existed between Walla Walla and the gold fields
to force the territorial capital to be moved from Olympia to the Inland Empire
In Olympia it was known that gold hunters' votes would have to be diverted to some other proposal
business, lumber and agricultural interests along Puget Sound proposed a new territory be created
by slicing a new territory from eastern Washington

and locating its capital in the illegitimate town of Lewiston
(illegitimate because no treaty with the Indians ceding the spot to the United States
had yet been ratified)

this proposal would keep the Washington Territory capital safely in Olympia
Olympia would then remain the capital of a smaller, more manageable territory
centering on Puget Sound

Lewiston promoters were more than happy to help in the effort to create a new territory
as they liked the idea of being the capital of a new territory themselves
Walla Walla fought loudly and enthusiastically against the idea of creating a new territory
realizing that the proposal would leave the town stranded on an inland desert
to be continually subservient to Olympia and Lewiston

TWO NEW COUNTIES CREATED IN WASHINGTON TERRITORY

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

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

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

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

Idaho County included the mines of the Salmon River

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

Idaho County was bordered on the west by Oregon state,

and was surrounded by Nevada, Utah, Nebraska, and Dakota territories (Montana)
it was almost the same size as today's (Idaho)

Washington territorial legislature knew perfectly well that Idaho County included wilderness
(which subsequently became a portion of western Wyoming)

Florence served as the county seat and Idaho County

Franklin (founded by Mormons [in 1860]) was only other community in Idaho County

(at the time no one realized Franklin was in Idaho as the settlers thought they were in Utah)
except for people living around Florence and Franklin

and a few widely scattered settlers and boom towns, Idaho County was inhabited by Indians

There was no court system in (today's Idaho and Montana)

Spokane County in Eastern Washington Territory was to have judicial jurisdiction
in both Spokane and previously created Missoula [1860] counties

Walla Walla County provided the judicial district for Nez Perce County and Idaho County

WASHINGTON TERRITORIAL LEGISLATURE FUNDS THE NEW UNIVERSITY

When Asa Mercer's building was completed the school found itself out of funds

\$2,000 was appropriated by the legislature to buy books and philosophical apparatus
(for the next fifteen years the legislature refused to make another contribution)

SUCCESS IN THE SALMON RIVER AREA BUILDS ON ITSELF

Walla Walla's *Washington Statesman* presented another article -- December 1861:**S.F. Ledyard arrived last evening from the Salmon River mines, and from him it is learned that some six hundred miners would winter there; that some two hundred had gone to the south side of the river, where two streams head that empty into the Salmon, some thirty miles south-east of the present mining camp. Coarse gold is found, and as high as one hundred dollars per day to the man has been taken out. The big mining claim of the old locality belongs to Mr. Weiser of Oregon, from which two thousand six hundred and eighty dollars were taken out on the 20th, with two rockers. On the 21st, three thousand three hundred and sixty dollars were taken out with the same machines.**

S.S. Three Finger Smith owned the richest claim in the camp

he kept three rockers at work through the winter, and each rocker averaged \$1,000 a day

Seven million in gold was reported taken during the winter

almost as much, it was estimated, was taken but was not reported

MINING CAMPS ARE DANGEROUS PLACES

Large assortment of criminals and fugitives from justice in other localities
flocked to the mining regions

Civil War assured that political party feelings ran high

was a sore point with everyone -- both Yankees and Confederates

murder was frequently the result of political passion

BEN SNIPES -- NORTHWEST CATTLE KING

Ben had accumulated so many cattle and so extensive were his holdings

that he became known as the Northwest Cattle King

estimates of his cattle holdings varied from a low of 25,000 head to 40,000 and more

Ben never argued the number -- he flat just didn't know how many carried his brand

Severe winter with deep snows plagued the Yakima Valley --1861

more than a foot of snow fell during the early in the season -- followed by rain

which in turn was succeeded by intense cold followed by a second two feet of snow

and this was followed by drizzling rain

there was an ice-cap over the land that was about three feet deep -- end of December 1861

animals fortunate enough to reach river or creek bottoms could live scantily off tree twigs

CIVIL WAR SYMPATHIES ERUPT IN WASHINGTON TERRITORY

Violent arguments occurred in the territorial capitol of Olympia, Washington -- January 1862

Washington's Territorial Legislature attempted to pass a resolution in support of the Union

this resolution was killed by Confederate sympathizers

when he learned of this event, President Abraham Lincoln expressed his dismay

over Southern support in the territory

his concern was reinforced by a sharp reduction in federal funds to the territory

OREGON STEAM NAVIGATION COMPANY EXPANDS

OSN was running steamboats from Portland to Lewiston -- over 400 miles in distance

Most recent destruction by weather of Daniel F. and Putnam F. Bradford's Cascade Railway

left only the Olmstead brothers' Oregon Transportation Line portage which was not up to the job
Freight and passenger traffic to Nez Perce and Idaho counties' mines was extremely heavy
Harrison and D.H. Olmstead had things their way but the mule-powered wagons on wooden rails
could not begin to handle the traffic

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

PORTLAND IS NOT YET A MANUFACTURING CITY

Although her population increased tenfold during the gold boom of the sixties,
Portland and the neighboring Willamette Valley produced only minor machine tools
in addition to its heavy reliance on agricultural exports of woolen and leather goods
heavy machinery and fabricated goods used in transportation and mining
came either from St. Louis or from San Francisco

OREGON PONY IS ORDERED BUILT IN SAN FRANCISCO

Colonel Joseph Ruckel representing the OSN gave Vulcan Iron Foundry of San Francisco
an order to for the first steam locomotive to be built on the Pacific coast -- early in 1862
Charles W. Stevens created an original design for the thirteen-foot-long steam engine
this locomotive consisted of a five-foot-long boiler resting on four drive wheels
with an oversized steam dome that bulged in the center
and a thin smokestack which rose near the cab
Engineer Theodore A Goffe was placed in charge of construction

OREGON STEAM NAVIGATION COMPANY INVESTS IN RAILROAD RAILS

As word of rich mines in the interior hit the front pages of newspapers
Captain John C. Ainsworth hurried to San Francisco -- early in 1862
where Ainsworth located enough railroad tee-rails to lay twenty miles of track
although this was far more iron that he would need to lay track at the Columbia Gorge
he borrowed enough money to purchase all of the available supply

KILLING IN ORO FINO CITY

Mr. Hildebrandt, German immigrant, ran an orderly saloon in his muslin shed
popular saloonkeeper was well liked and jovial -- his place was a favorite choice of the miners
he was known to keep a considerable quantity of gold dust in his house

Continuing a long series of crimes in the Oro Fino District

Henry Plummer's gang of outlaws tore Hildebrandt's door from its hinges
sometime between twelve and one o'clock a.m.

they fired a volley of revolver shots that cold January night 1862

Hildebrandt, who dared object to the vandalizing of his establishment, was killed

however, friends of the saloon-keeper escaped with his treasure
frustrated, the murderers departed through the crowd voicing oaths and threats,
no one dared to attempt an arrest

Citizens of Oro Fino City met the following day to plan some means of self-protection

outlaw leader Henry Plummer, unsuspected by the townspeople, attended the meeting

he spoke eloquently for conservative action thus slowing the pace of justice
no organization was formed at that time to fight the outlaw's band
Patrick Ford, an honest Oro Fino City saloon-keeper, denounced the citizens as cowards
later Plummer and two of his henchmen visited Ford's saloon in the early morning hours
they were busy destroying the furniture when Ford appeared with a gun
he had the drop on them and ordered them out of town
Henry Plummer and his two outlaw companions rode as far as a feed yard
they were followed by Ford who demanded to know why they had not left town
his answer was a shot -- in the fight that followed Patrick Ford was killed

HENRY PLUMMBER MOVES ON

Following the gunfights in Oro Fino City in which Mr. Hildebrandt and Mr. Ford had been killed
Plummer shifted his base of operations for a short time to Lewiston
before moving on to Florence where his criminal activities continued unabated

WASHINGTON TERRITORIAL INFANTRY IS ASSIGNED TO DUTY

First Regiment Washington Territory Volunteer Infantry was eventually composed of ten companies
these troops were usually assigned garrison duty at a local post
to be used to protect miners and settlers,
immigrant parties and other travelers along the roads from the east,
and to protect the Nez Perce, United States allies, against those encroaching on their lands

Three companies from Washington Territory:

- Company A posted at Fort Walla Walla
- Company G posted at Fort Boise
- Company H posted at Fort Walla Walla

Seven companies from California were stationed at:

- Fort Colville (Companies B and C)
- Fort Hoskins, Oregon (Company D), Camp Lapwai (Company E),
- Fort Vancouver (Company F and I)
- Fort Steilacoom (Company K)

CITY OF WALLA WALLA IS INCORPORATED

Washington Territorial Legislature incorporated the town springing up near the fort
Walla Walla was declared the county seat of Walla Walla County -- January 28, 1862
Walla Walla was also to provide judicial services to Nez Perce County and Idaho County

DR. JOHN McLOUGHLIN'S ESTATE IS RETURNED TO HIS HEIRS

(Dr. John McLoughlin's land claim selected [in 1825]
(was later declared illegal by the Oregon Donation Land Law [1850]
Dr. McLoughlin's claim was given to the Oregon Legislature
for the establishment and endowment of a university)
Five years after the death of the Hudson's Bay Company's former Chief Factor
his surviving children, Maria Eloisa, [Eloisa] and David McLoughlin
received from the Oregon State Legislature what remained of McLoughlin's land

after they had provided a payment of \$1,000 -- 1862

DR. DORSEY SYNG BAKER EXPANDS HIS WALLA WALLA HARDWARE BUSINESS

D.S. Baker took on a partner in his Walla Walla hardware store -- 1862

his brother-in-law John F. Boyer became the company in D.S. Baker & Company

Although the business was considered to be a commercial business

this firm performed many of the functions of a bank -- although banks were illegal in the territory they did business with miners, packers, stockmen and settlers

ledgers show receipts and withdrawals, loans and the purchase and sale of bullion and gold dust

Dr. Baker could see the importance of Columbia River transportation to the region's economic future

he associated himself with several partners

Captain A. P. Ankeny, Henry W. Corbett, William Gates, and Captain E. F. Baughman

they determined to run a fleet of boats on the Columbia and Snake rivers

from the Deschutes River to Lewiston

in competition with the powerful Oregon Steam Navigation Company

these partners built the steamer *Spray* and made fourteen trips

before the boat was sold to the Oregon Steam Navigation Company

SOME SOLDIERS CAUSE MORE PROBLEMS THAN THEN SOLVE

Unlike the Washington Territory soldiers at Fort Walla Walla and Fort Boise

California troops were reputed to be largely jail-birds from San Francisco

who indulged in all kinds of violence wherever they were

four days after their arrival at Fort Colville under Major James F. Curtis

soldiers broke into the town's only laundry

they ran off the Chinese owner and stole the clothes

leaving most of the town short of under-garments

California Lieutenant John M. Henry visited Pinkey City from lawless Colville

there he killed a man with a butcher knife -- February 8, 1862

Major Curtis turned the officer over to the local sheriff

who kept him as a prisoner on his farm all winter waiting for a term of the court to meet

Since no one, including their officers, could control the California soldiers

inhabitants of Colville and the vicinity continued to suffer from the lawlessness of soldiers

BEN SNIPES SUFFERS THE LOSS OF MOST OF HIS HERD

After the harsh winter broke, Chinook winds (warm southerly wind) arrived in the Yakima Valley

deep layers of snow and ice melted but it was too late -- February 1862

only about ten percent of Ben Snipes' herd remained alive

gullies were deep with decaying carcasses, where the cattle, seeking each other's warmth

died pressed together when the Chinook winds failed to come soon enough

Meanwhile, the weather marooned Ben at The Dalles

as soon as it appeared he could get through, he started for the Yakima Valley fearing the worst

he wondered if there would be any of his herd or his cattle-hands left

sight of dead animals in the tens of thousands strewn about him wherever he rode was staggering

but Ben Snipes' men proved to still be in good health

Ben Snipes proved once again he was the kind who could handle disaster
he took an inventory of his assets and found he still had between 2,500 and 3,000 animals
he also had his loyal crew who would somehow help him rebuild
Waiting only long enough to arrange for his men to take over ranch duties,
Snipes went to Portland where he borrowed \$50,000 on an open (virtually unlimited) note
with this loan he bought, at ridiculously low prices,
all of the animals he could find from ranchers in the Yakima Valley
who had resolved at any cost to leaving ranching and the Yakima Valley
Snipes owed a lot of money, but as the season progressed it looked as though
he would have enough marketable animals to see his way through
eventually his sick cattle recovered and, equally fortunate for Ben Snipes, beef prices increased

CUSTOMS COLLECTOR VICTOR SMITH ARRIVES IN WASHINGTON CITY

Traveling from Washington Territory to Washington City
Smith, encountered little difficulty in his efforts to move the Puget Sound port of entry
from Port Townsend to his new town site at Port Angeles
Smith persuaded President Lincoln to name Port Angeles and Ediz Hook as military reservations
President Lincoln issued a proclamation -- March 6, 1862
reserving no less than five square miles of land lying on the south side of Port Angeles Bay
for naval, military and other purposes
quickly plans were laid out for the construction of the new town
although the town's population at the time was only ten,
Lincoln called it the second National City to be available for use
as an alternate national capital in the event Washington City fell to the Confederates
Port Angeles was the second town site (after Washington City) planned by the federal government
Lincoln's real reason for creating a national city at Port Angeles
was to provide money from land sales to support the war effort
but with all of the free land available in surrounding areas the effort was a decided failure
Lincoln's government eventually gave up on the money-making plan -- but not the town

IDAHO GOLD IS GOOD FOR BUSINESS

Increases in demand for supplies provided golden opportunities for businesses
stockmen rushed an even larger number of animals into the upper Columbia region
traders brought more goods and supplies into Walla Walla and Lewiston
spirituous refreshments made up a considerable part of the imports

OREGON STEAM NAVIGATION COMPANY EXPANDS

Took over the properties of the Oregon Transportation Company -- 1862
including the Oregon Portage Railway on the South side the Columbia River
where OSN completed an iron-railed road along the Oregon Portage Railway route
and the Cascade Railway which operated along the north side of the Columbia
Freight and passenger traffic to Nez Perce and Idaho county mines was extremely heavy
wooden rails were covered with iron strap
Oregon Steam Navigation Company prepared to build a thirteen-mile track -- 1862

purchased fifteen miles of track and raised \$800,000 for construction
grading was begun anew on the Portage Railway at Celilo Falls -- March 24, 1862

OREGON PONY ARRIVES AT PORTLAND FROM SAN FRANCISCO

New locomotive named *Pony* was shipped from San Francisco to Portland on the old steamer *Pacific*
this wood-fired steam locomotive and its tender together weighed less than five tons
it landed at the Couch wharf in Portland -- late March 1862
construction engineer Theodore Goffe was still in charge of the little locomotive
so Colonel Ruckel hired him to be its first operating engineer
Placed on a barge, the *Oregon Pony* was towed up the Columbia River to the Cascade portage
five boats assisted in the work: *Julia*, *Carrie Ladd*, *Independence*, *Rival* and *Mountain Buck*

YOUNG JACK SPLAWN TENDED THE HERD BELONGING TO MAJOR JOHN THORP

All through the bitter cold of [winter 1861-1862] at Cache Creek
finally spring returned to the valley and Major Thorp followed to rejoin his herd
Moving the cattle north was begun anew -- spring 1862
this time into the wild, jumbled hills and canyons of British Columbia's Cariboo District
(all through the summer and fall they continued driving the cattle to scattered pockets of grass
when necessary they butchered a few for food)

WASHINGTON TERRITORY PACK TRAINS REACH TO THE MISSOURI RIVER

Washington Territory cattle drovers learned that the mountain trails were hard on their animals
it was easier and more profitable to drive the herds to the head of the Cascade rapids
(paying the portage routes for use of their bridges)
and then load the animals on specially fitted OSN steamers for the run to The Dalles
forty-six thousand head of cattle moved upriver by boat,
plus substantial numbers of horses, mules, hogs and sheep [in the first eight months of 1862]

GOLD RUSHES COMMENCE ANEW WITH SPRING

When the long, lingering, harsh winter broke -- April 1, 1862
prospectors rushed once again into eastern Washington Territory
Clearwater River experienced a second rush
during its heyday, Elk City was the center for local trade, entertainment, and the like
an occasional stage robbery or murder, town dances and yearly horse races
punctuated what was otherwise a simple but difficult life in the mining district
Gold deposits found in the Elk City District were followed by rich digging
located in the Salmon River
When gold was discovered in these areas large numbers of prospectors always rushed to cash in

OREGON STEAM NAVIGATION COMPANY RAPIDLY EXPANDS

OSN steamboats attempted to accommodate the rush to the interior
it put a larger and better equipped steamer, the *Okanogan*, on the Columbia River
with Captain Leonard White in command
Ephraim Baughman, who had served under White as pilot of the steamboat *Colonel Wright*,

was made Captain of the *Wright*
(For the next twenty years OSN gave efficient service as steamers were added
on the Snake and Clark Fork rivers above Pend Oreille Lake
it became possible to go from Portland to Lake Pend d'Oreille by steamboat
all under the operation of the OSN)

FLORENCE BECAME A SUPPLY POINT FOR MOUNTAIN MINING CAMPS

Two pack trails were opened into the Salmon River Country -- 1862
Slate Creek Trail (sometimes called Salmon Trail)
cut lengthwise across Camas Prairie to the Salmon River
then up the Salmon about twelve miles continuing up and across the Bitterroot Mountains
for fifteen or twenty miles to the prospecting areas
Mose Milner Trail was constructed by Moses Milner from the east foot of Craig's Mountain
eastward across Camas Prairie via Grangeville and the soon-to-be ghost town of Mt. Idaho
and began to ascent the Bitterroots at Mt. Idaho
this trail had forty miles of mountain country to pass over before reaching the gold fields
many miles were cut through thick timber and along steep hillsides
both trails charged a toll at the rate of one dollar for saddle or pack animal
In Florence, flour was \$1.00 a pound; sugar \$1.25; coffee \$2.00; butter \$3.00; boots \$30.00 a pair
several pack trains started for the Florence mines
which were situated in a basin on the mountains near the Salmon River

IDAHO GOLD RUSH BROUGHT PEOPLE FROM EAST AND SOUTH

Rush of people into eastern Washington Territory was extraordinary
Midwest gold hunters arrived by wagon over the Oregon Trail
gold-hungry men from the south traveled by trail from California, Nevada, and Colorado
prospectors traveled by boat up the Missouri River
as far as Fort Benton, Dakota Territory (Montana)
before crossing overland to the rivers of (Idaho) -- most used the Mullan Road
Mullan Road was better developed at the eastern end
western portion reverted at best into a mule trail
Gold rushers who arrived from the East were known as tenderfeet
they stood at the summit of the Rocky Mountains at South Pass, Helena, and other places
where they were faced by rugged men pressing in from the West
who gloried in their own name: yonder-siders
Many of the yonder-siders had often had spent twelve to fifteen years in mining the districts
of California, British Columbia, Eastern Oregon and Washington Territory

POPULATION OF WASHINGTON TERRITORY AND OREGON FLUCTUATED WILDLY

Huge influx of people into the territory changed local politics
during the peak of gold and silver rushes all normal activity stopped:
•soldiers and sailors deserted;
•farmers threw down their plows to try their luck in the streams and mines;
•settlers in every village along Puget Sound dreamed of their town

becoming the supply post for prospectors
Gold rush almost depopulated some coastal towns
 other seacoast villages experienced temporary growth
 as ship loads of California miners arrived
Eastern Washington grew so rapidly in population during early mining period
 excitement for a government of its own began

LAWLESSNESS IN COLVILLE MINING CAMPS

W.H. Watson was the first (Idaho) representative elected to the Washington Territorial legislature
 he had not been seated because the legislature had made no provision to hold an election
 he was asked to serve as the House of Representative Doorman as a consolation
When the 1861-1862 legislative session came to an end
 Watson set out for his home in Pinkey City (northeast of Colville)
 while traveling on horseback from Olympia to home he was murdered by an Indian
 on the trail between Walker's Prairie and Camas Prairie -- spring 1862
His killer was caught by the sheriff and bound over at Pinkey City
 at an informal hearing there a crowd of citizens and soldiers seized the Indian and hung him

GOLD RUSHES DID NOT STOP WITH NEZ PERCE COUNTRY

Stories of gold motivated gold-seekers to explore wherever there was a tale to be told
 Blue Bucket mine in eastern Oregon, supposedly lost, drew its share of seekers
 it was told a party of starved immigrants under Stephen Meek stumbled across gold [1845]
 Moses Splawn, younger brother of Jack Splawn, in the Cariboo Country babysitting beef,
 he had an adventure of his own to report
Moses Splawn's group had no luck with the Blue Bucket effort and discontentment rapidly grew
 as the men neared the crossing of the Snake River (into present Idaho),
 Moses recalled another legend almost as tantalizing as the tales of the Blue Bucket
 at Elk City and again near Florence Moses had encountered an Indian [1861]
 who had told him that far to the south in a circular basin
 at the head of one of the creeks that forms the Boise River
 lots of yellow dirt that excited the whites could be found
Moses repeated the story -- it met with tempered enthusiasm but there were impediments

INDIANS WERE A THREAT TO TRESPASSERS

Bannock Indians, a marauding offshoot of the belligerent Snake (Shoshone) Indians,
 had slain nineteen immigrants of the Ward Party [1854]
 during subsequent years they kept up smaller raids
 they completely destroyed a train of eight wagons [September 1860]
 thirty-nine people died in that attack -- some fighting, a few simply vanishing
 five died of starvation during their panicked flight afoot
 fifteen who survived did so largely by eating the corpses of those who perished
Moses Splawn proposed to enter Bannock Country looking for gold -- spring 1862
 only seven of the group decided to take the chance with him

CANADA'S CARIBOO DISTRICT MINES

Each gold discovery brought greater numbers of fortune-seekers into the remote Cariboo Country about 1,500 men worked the gold fields of the Cariboo District in British Columbia occasionally there were sudden giddy strokes of great fortune this is the most famous of the gold rushes in British Columbia Quesnel became a town in the north portion of the Cariboo District several additional towns grew up, the most famous of these being Barkerville (now preserved as a heritage site and tourist attraction) other important towns of the Cariboo District gold rush era such as Keithley Creek, Quesnel Forks, Antler, Richfield, Quesnelmouthe and Fort Alexandria also sprung up All of the Cariboo District mining camps suffered from short supplies, disappointment and rumor but prospectors talked of getting rich quick -- not about getting rich easily strenuous, exhausting work was the rule of the day digging shafts in the compact gravel whipsawing lumber into planks for cradles and rockers and to shore-up mine shafts excruciating pain and rheumatism were the result of wading blue-lipped in the icy streams Most of all it was lonely even before the most vigorous days of Cariboo excitement a British Columbia Church of England Bishop reported to the home office that one of the colony's greatest needs was for suitable female companionship in response to his plea the Columbian Emigration Society was founded in London under Church of England auspice young women were encouraged to try their fortunes in British Columbia as "**respectable females, neither afraid nor ashamed to work as domestic servants**"²⁶³

YOUNG ENGLISH WOMEN TRAVEL TO THE CARIBOO MINES

First contingent of twenty young ladies drawn from English orphanages left London -- April 1862 (sixty more, heavily chaperoned, departed [June 1862] followed by another thirty-six [January 1863]) their ages ranged from twelve to eighteen One account describes the girls' arrival in Victoria as they disembarked from the ship two-by-two passing between lines of eager spectators described them as "**more or less buxom, for they had been chosen with a desire to create a pleasing first impression.**"²⁶⁴ Nearly half of the new arrivals were married almost at once, but it was also noted in the same account "**...a few were disappointments and the colony would have been better off without these.**"²⁶⁵

ORDER IN THE CARIBOO MINING CAMPS

One remarkable feature of the Cariboo mining camps, in the eyes of Americans, from the start was their orderliness thanks to Royal Governor Sir James Douglas' licensing system arriving hordes knew that authority existed and they obeyed the law

²⁶³ David Lavender, *Land of Giants*. P. 323.

²⁶⁴ David Lavender, *Land of Giants*. P. 324.

²⁶⁵ David Lavender, *Land of Giants*. P. 324.

sometimes to their own amazement
Scotsman, Major William Downie, the founder of Downieville,
reported conditions in the California camps to stern, well-traveled Judge Matthew Baillie Begbie
who reported from the forks of the Quesnel River: “...they told me [what] it was like [in]
**California in '49; why, you would have seen all those fellows roaring drunk, and pistols and bare
knives in every hand. I never saw a mining town anything like this.**”²⁶⁶
Two and a half million dollars came out the Cariboo District -- 1862
(three and half million in [1863])
Disproportionate amounts of these earnings were swallowed up in freight charges
a frantic demand for supplies meant that an uninterrupted highway had to be developed

OREGON STEAM NAVIGATION COMPANY ENJOYS A BOOMING BUSINESS

Hardly ever did a steamboat make the trip up the Columbia with less than two hundred passengers
steamers transported passengers with fares running from \$1000 to \$6000 per trip
freight was carried in such quantities at Portland
that wagons had to stand in line for blocks waiting to deliver and receive loads
steamer *Tenino* left Celilo for the Lewiston trip
with a passenger manifest amounting to \$10,945 -- April 29, 1862
(a few trips later receipts of \$18,000 for freight, passengers, meals, and berths were reported)

TOWN OF WALLULA BECOMES A TRANSPORTATION HUB

Settlement of the area had begun [1818] when Donald McKenzie of the North West Company
built Fort Nez Perce as a fur trading post to control the Pacific Northwest fur trade
it was located at Wallula Gap where the Walla Walla River enters the Columbia River
When the North West Company was absorbed by the Hudson's Bay Company [1821]
Fort Nez Perce was strengthened and replaced by the first Fort Walla Walla located at Wallula
Town-site of Wallula was laid out as a transportation link -- 1862
steamer passenger service was provided between Portland and Wallula
a wagon road had to be used to reach Walla Walla from Wallula

LEWISTON IS A BOOMING TOWN

Located at the end of the steamboat run from Portland, Lewiston was a shipping center -- spring 1862
because of a scarcity of building materials, houses and stores
were mostly large canvas (muslin) tents boarded up on the sides from seven to ten feet high
to keep them somewhat warm, comfortable and safe

STEAMBOAT *COLONEL WRIGHT* TRAVELS UPRIVER TO LEWISTON

Colonel Wright took an unusual cargo up the Columbia River -- spring 1862
she reached the landing at Fort Walla Walla near Wallula and the mouth of the Walla Walla River
there she waited for a few days for the ice to clear upriver
it was noted at the time: “...**she was burdened with all the plunder necessary to build and
equip a first-class saloon, gambling hall, and honky-tonk. The passenger list was liberally sprinkled**

²⁶⁶ David Lavender, *Land of Giants*. P. 324.

with gamblers, bartenders, and an attractive collection of dance-hall hostesses and vaudeville entertainers. ... The word spread among the woman-hungry bachelors on nearby ranches that the *Wright's* most important cargo wore perfume. The boat was besieged. In panic, Captain White cast off for the more isolated shelter of Ice Harbor. His strategy failed. By canoe, raft, and rowboat, amorous single males for miles around sought out the steamer. By the time the troupe was delivered at Lewiston, its manager had to send back to Portland for additional female personnel. But ranch life in Franklin, Whitman, and Walla Walla counties was a lot less lonely from then on.”²⁶⁷

OREGON TRANSPORTATION LINE BECOMES THE OREGON PORTAGE RAILROAD

Construction workers laid the extra iron Captain Ainsworth had purchased in San Francisco along the Oregon Transportation Line portage route

these tracks were the same gauge as the *Oregon Pony's* wheels

Oregon Pony, Oregon's first locomotive, began operation with a trial trip at The Dalles

along the less steep South side of the Columbia Gorge -- May 10, 1862

she pulled small flatcars back and forth at speeds up to twenty miles per hour

this was Oregon's first narrow-gauge railroad -- the Oregon Portage Railroad

Engineer Theodore A. Goffe recalled: “**I was just firing up that morning before making the trial spin, when who should come along but a lot of prominent officers and stock holders of the company. There were Col. Ruckel, W.S. Ladd, R.R. Thompson, S.G. Reed, Capt. Gilman, P.F. Bradford and old John Scranton, and they all began to clamor vigorously for a ride. ‘You'll get dirty,’ I said, and promised to take them out next day, but O no, they wouldn't mind that; they wanted to ride on the first trip and nothing but the engine would suit them. Well, finally I had to consent, so I put the whole crowd in the tender and started out. For the first half mile all went well. But then we struck a little upgrade and the Pony began to spit water and smoke out of her stack in a regular stream. There was no cover on the cab then, and all the dirty water and cinders went right back in the tender where they were sitting. I could hear them coughing and blowing their noses, and I knew perfectly well what was taking place but I didn't dare look back and kept her going until we reached the other end of the line. Then I got down and looked at them. ‘They were absolutely the dirtiest looking crowd I ever saw in my life. They wore plug hats and good clothes and their faces and starched shirts were so black and streaked you could not have told that they ever had been white. They started down to the steamer Idaho to make the most of it and have a feast in honor of the occasion, and Col. Ruckel turned and asked me to come along. I was dressed in overalls and jumper and replied that I didn't look fit. ‘Lord’, he said, ‘I guess you look as fit as we do’, so I went along and had a big blow out.**

Finally they left in the steamer, and I returned to the engine to take her back to Bonneville. I hadn't gone a mile when I came upon a crowd of 300 Indians lined up on one side of the track. Just to frighten them I pulled the whistle but they didn't stir a muscle and I blew it a second time. Then a big chief rushed down to the track and called out ‘Hi you skookum, Siwash,’ meaning ‘Big Chief’.

I invited him aboard and he liked riding so much that I could hardly get him off again. Every

²⁶⁷ Timmen, Fritz, *Blow for the Landing -- A Hundred Years of Steam Navigation On the Waters of the West*, Caxton Printers, Caldwell, ID 1973.

morning for at least a year that Indian was down there waiting for the Pony to come along so he could get a ride. 'He was amusing, but not good company'."²⁶⁸

OSN'S OREGON PORTAGE RAILROAD OPERATES ON THE COLUMBIA'S SOUND SIDE

Each day the *Oregon Pony* transported 200 tons of freight from Bonneville to above The Cascades twice a week it brought from 500 to 2,000 pounds of gold dust downstream from the Salmon River mines to Portland banks
OSN carried 24,500 miners up the Columbia River by boat --1862
she also carried 14,500 tons of freight
(OSN operated the Oregon Portage Railroad for twenty years until it was replaced by O.R.&N. transcontinental link along the Oregon shore -- [1882])

SUCCESS IS ELUSIVE FOR THE OREGON PORTAGE RAILROAD

Success of the OSN helped establish Portland as the commerce center in the Pacific Northwest
However, the *Oregon Pony* was a flawed business plan for the Oregon Steam Navigation Company operation of the new locomotive discouraged the Bradford brothers who were trying to repair their flood-ruined tramway along the northern bank of the Columbia

WASHINGTON LEGISLATURE CHARTERS A NEW RAILROAD

Demand for second a portage around the Cascades became so great another way had to be discovered to haul freight around the bottleneck
Puget Sound businessmen were bitterly envious of the flood of cash OSN was pouring into Portland lacking local funds, a group of San Francisco and British Columbia capitalists was approached scheme was developed to break the OSN strangle hold by building their own portage railroad
By a special act of the Washington Territorial Legislature a new company was Chartered at Vancouver, Washington by citizens of the town of Cascades to build a steam railroad with T-rails of their own over the entire length of the Washington portage -- about seven miles
this new company was incorporated as the Cascade Railroad Company in Washington Territory portage operator Daniel F. Bradford secured this charter
Bradford and Company was expected to build the improved portage road to compete with their southern neighbor

BRADFORD BROTHERS SELL THEIR CASCADE RAILWAY TO OSN

Daniel F. and Putnam F. Bradfords' stock was valued at \$2,000,000, and each share at \$500
Bradfords owned seven hundred and fifty-eight shares and offered them at 75¢ on the dollar
Lawrence Coe offered his 336 shares of the Cascade Railway at the same rate
other small stockholders became alarmed and quickly followed their leaders
every share was greedily snatched up by San Francisco capitalists
prosperous days for the Oregon Steam Navigation Company followed

²⁶⁸ *History of Early Pioneer Families of Hood River Oregon: Selected Newspaper Articles, Volume III.* Compiled by Mrs. D.M. Coon.

Daniel F. Bradford sold his Charter for the Cascade Railroad Company to the OSN
he also sold his rough, unused, roadbed along with their mules, wagons, strap-iron covered rails,
wooden ties and other equipment for \$28,000 -- May 1862
Bradford stipulated that the sale of the roadbed should not be effective [until May 1865]
this date was the end of the period which Bradford and Olmstead had agreed
to carry freight and passengers for the OSN
Bradford's Cascade Railway had not been in use (since the year began)
and there was no prospect of its being repaired
so it seemed that the purpose of this provision was to retain the seven-twelfths share
of the portage payment previously agreed upon
now being generated by the Oregon Portage Railroad

Colonel Ruckel protested that the Bradfords were not entitled to the compensation

Dan Bradford responded (when writing to J.C. Ainsworth) **"I do believe the Col. has entirely lost his judgment or he would hardly agitate such a question. As it is, it is not a matter for the Company's consideration; they have a contract with Bradford and Olmstead, it is for the latter parties to settle their own differences."**²⁶⁹

Bradford Company portage closed -- May 17, 1862

all freight traffic continued to be carried by the Olmstead brothers' Oregon Portage Railroad

OSN partner Simeon Reed reveled in the victory over government interference: **"Hereafter the Legislature of that [Washington] Territory will be reminded that there is a 'power above them.'"**²⁷⁰

there is more than a little doubt whether he meant the Congress of the United States
or the Oregon Stream Navigation Company

CASCADE PORTAGE RAILWAY BECOMES THE CASCADE RAILROAD COMPANY

OSN took over the Bradford brothers' properties on the Washington side of the Columbia River
principal shareholders in this company were

steamboat captains John C. Ainsworth and Lawrence W. Coe

businessman Robert R. Thompson and engineer Jacob Kamm

OSN instantly shifted their construction crews then at work on the Oregon Portage Railroad
to the northern bank of the Columbia Gorge

More than \$800,000 was raised to pay for the trackage and to cover necessary construction costs
on the six mile long northern-side Cascade Railroad Company portage

linking Lower Cascade Landing on to Upper Cascade

Confidently the Cascade Railroad Company entered the Columbia freight business
with one sternwheeler and machinery for two more

(Cascade Railroad Company operated for twenty years

until replaced by O.R.&N. transcontinental link along the Oregon shore -- [1882])

JOSEPH BAILEY IS THE CREWBOSS FOR OSN CONSTRUCTION ON THE NEW PORTAGE

Bailey had crossed the plains [1853] and settled at the Cascades [1854]

²⁶⁹ *History of Early Pioneer Families of Hood River Oregon: Selected Newspaper Articles, Volume III.* Compiled by Mrs. D.M. Coon

²⁷⁰ David Lavender, *Land of Giants.* P. 349.

he took work on the Bradford brothers' railway as a mule-skinner driving a four-mule train
he had served as a volunteer fighter in the country east of Fort Dalles
during the Indian crisis at the Cascades [1856]
when he returned to the Cascades he engaged in raising hogs and selling supplies to prospectors
in this business he accumulated a considerable amount of money
Bailey invested \$9,000 in the Oregon Portage making his purchase from Colonel Joseph Ruckel
OSN hired Joseph Bailey as foreman for the crew of men
who were cutting timbers at the sawmill on Eagle Creek
for the railway on the Washington-side portage at the Cascades -- 1862

JOSEPH GASTON PUSHES FOR A COASTAL RAILROAD

Pioneer railroad builder, journalist and historian Joseph Gaston came to Oregon -- 1862
he settled in Jacksonville where he practiced law and edited the *Jacksonville Sentinel* newspaper
Gaston next moved to Salem where he practiced law and wrote editorials for the *Oregon Statesman*
he engaged in a long and heated controversy with opposition interests
over railroad construction rights between Portland and California [1863-1880]

CATTLE INDUSTRY THRIVES EAST OF THE CASCADE MOUNTAINS

Cattle had arrived early in the Inland Empire from several parts of the country
early on, Hudson's Bay Company had improved their herds
by introducing purebred bulls from the British Isles
settlers from the east had brought their best cattle with them over the Oregon Trail
California gold rush created the first marked expansion in beef production in the West
cattlemen looked to the Inland Empire as a suitable area in which to expand livestock production
Discovery of gold in eastern Washington Territory and Canada
brought thousands of gold seekers ready to buy fresh meat at any price
Good markets, suitable climate, prevalence of grass on open government land
all contributed to the amazing growth in range cattle in Washington Territory's Inland Empire
mining districts received poor quality Spanish-California black cattle and Texas longhorns
livestock from western Oregon and Washington was of much better quality
Miners' willingness to pay enormous prices for beef hastened the coming of the rancher
one steer that brought fifteen dollars in the overstocked Willamette Valley
was worth thirty-three dollars at Walla Walla
At once a new rush began for the inexhaustible acres of brown bunch grass east of the Cascades

MEXICAN VAQUEROS ARRIVE IN THE NORTHWEST

Developed their skills after four centuries of cattle herding in New Spain
American cowboys emerged in great numbers after the Civil War
learned the art of handling great herds of cattle in open country,
refinements in rope throwing, branding, and riding from Mexican neighbors
also ideas about suitable clothing and much of the cowboy vocabulary
Many Mexican words retained their original meaning even if the pronunciation changed
for example: hoosegow meaning jail (*juzgado*), ranch (*rancho*), cinch (*cincha*),
mustang (*mesteno*), lariat (*la reata*)

Americans also shared with the Vaquaros

Colt 45 six-shooter was as American as Bull Durham chewing tobacco,
or roll-your-own cigarettes

Paraphernalia varied by region

single-cinch saddles were used in (Idaho) and Oregon
in Montana and Wyoming riders often rode hackamore

(halter)-broken, well-reined horses and dispensed with bridles and bits
saddle blankets, spurs, chaps and roped varied by location

Many cowboys developed special skills

some were horse breakers

some were bucking-horse riders

others were expert ropers

still others were expert at herding young cattle, or catching strays

NEW MILITARY COMPANY IS FORMED TO ESCORT WAGONS TO OREGON

New Militia Company under the command of Captain Medorem Crawford

was formed near Omaha, Nebraska -- May 1862

this unit was authorized by Congress to escort emigrant trains overland

to Oregon state and Washington Territory

officers rode horses and enlisted men rode mules

it led emigrant a wagon train traveling to Oregon “...of twelve wagons, each drawn by six
mules, and one ambulance drawn by four mules, with an escort of fifty mounted and armed men.

The escort **Cured their sick, fed the destitute, hauled their baggage and families, mended their
wagons, hunted...settled their disputes and kept them moving until they reached the settlements.**”²⁷¹

(At Grand Ronde, Captain Medorem Crawford left the train in the charge of his brother

First Lieutenant LeRoy Crawford

Captain Crawford went to Walla Walla to arrange for the disposal of military equipment

When the wagon train arrived at Walla Walla

Militia Company was disbanded and government property auctioned)

HOMESTEAD ACT PRESENTED TO PRESIDENT LINCOLN

Homestead Act as passed by Congress was signed by President Abraham Lincoln -- May 20, 1862

This Act encouraged settlement in the Middle West

in fact, it had little influence on the frontier beyond Kansas

Land was given to “...any person who is the head of a family, or who had arrived at the age of
**twenty-one years, and is a citizen of the United states, or who has filed his declaration of intent to
become such’ the privilege of obtaining a quarter section of land from the government domain by
paying a nominal filing fee, by residing on the land for five years, and by making certain specific
improvements.**”²⁷²

Terms of the law more specifically demanded:

citizens, or aliens who declared their intention to become a naturalized citizen, were eligible

²⁷¹ A.D. Richardson. *Beyond the Mississippi*. p. 480.

²⁷² Oscar Osburn Winther, *The Great Northwest* P. 171.

they must be age 21 or the head of a family
they had to serve at least fourteen days in the United States military
and had not taken up arms against the nation (this eliminated Confederates)
(ban against Confederates was lifted four years later [1866])
eligible resident must file for 160 acres (one-quarter section) of public land for a fee of \$10
residence or cultivation for five years after filing was required before the land would be granted
or the settler must reside for six months and pay a fee of \$1.25 to \$1.50 an acre

MULLAN ROAD IS DECLARED COMPLETED

Captain John Mullan saw to it that improvements to road had been constantly undertaken
he remained at his work in the field until when the road was declared completed -- May 23, 1862
Total expenditure for the Mullan Road reached \$230,000

NEW TERRITORIAL GOVERNOR FOR WASHINGTON

When John Evans declined the position of Governor of Washington Territory
President Abraham Lincoln appointed the fifth governor of Washington Territory
General William Pickering, a Republican, who will service for four years [1862-1866]
William Pickering was born in Yorkshire, England and graduated from Oxford University [1820]
he moved to Illinois and acquired property and involved himself in various businesses
he served in the Illinois legislature [1842-1852]
where he became a personal friend and a political ally of Lincoln
William Pickering was chairman of the Illinois delegation at the [1860] Republican Convention
Pickering was rewarded for his loyalty
he was offered the choice of being either part of the United States Ministry in England
or Governor of the Washington Territory
Pickering chose the governorship

GENERAL WILLIAM PICKERING ARRIVES IN WASHINGTON TERRITORY

New territorial governor moved to Olympia -- June 1862
from the beginning, Pickering impressed the citizens of Washington Territory
with his integrity and his ability
one of his first declarations of policy was in opposition to the shameful practice
of legislative divorce which an annoyed legislature soon abolished
Pickering, trained as a civil engineer, immediately recognized the need
for improving transportation and communications in Washington Territory
he succeeded in securing Federal funds for military roads
Although his governorship marked an end, at least temporarily, to internal squabbles
Pickering was often called William the Headstrong by the territorial politicians

POLITICS CHANGES IN WASHINGTON TERRITORY

Washington Territory abruptly changed from Democrat to Republican
almost all territorial officers were appointed by Republican presidents
(President Lincoln appointed two governors: [Wallace] and Pickering
President Grant, during his term, appointed three governors)

Republican territorial governors led the new Olympia Clique
Territorial Delegates to Congress with two exceptions between [1861] and [1889]
were all Republicans

OLMSTEAD BROTHERS ATTEMPT TO SELL THEIR PORTAGE TO OSN

Olmstead brothers, owners of the new Oregon Portage Railroad did not relish the competition
which would be provided when OSN took over the Bradfords' Cascade Railway
Washington-side portage would soon be a better route
than the one operated by the Oregon Portage Railroad on the south side of the Columbia
they offered to sell the portage to the OSN for \$175,000 -- this offer was rejected
Although no contract had been signed between the two parties,
OSN undertook improvements on the Olmstead brothers' Oregon Transportation Line
landing located at Tanner Creek downriver from Bonneville below the Cascades was improved
freight did not have to be hauled more than a few hundred yards from the lower landing
lower landing was connected through the Columbia Gorge to the steamboat loading platform
at head of the Cascade Rapids to make transferring cargo easier to The Dalles steamers
(eventually the railway ran all the way between The Dalles and Celilo)
Oregon Steam Navigation's rebuilding of the Oregon-side portage provided better service for the:

- influxes of gold seekers;
- movement of military supplies;
- never ending arrival of settler

OSN completed the upgrading to the Oregon-side portage
now the south bank railway was built stronger and spanned a greater length
than its northern counterpart which was continually plagued with washouts
from annual floods coming down the river

SLAVERY ELIMINATED FROM UNITED STATES TERRITORIES

An act of Congress forbid slavery in Federal territories but not in the states -- June 19, 1862

“Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act there shall be neither slavery nor involuntary servitude in any of the Territories of the United States now existing, or which may at any time hereafter be formed or acquired by the United States, otherwise than in punishment of crimes whereof the party shall have been duly convicted.”

APPROVED, June 19, 1862

This act targeted territories including Washington while ignoring states where slavery remained
Confederate States, which Lincoln insisted still remained in the Union, also kept slavery alive

VANCOUVER, WASHINGTON LOSES A LEADING CITIZEN

City founder and promoter Esther Short passed away -- June 28, 1862

She had bequeathed to the city the oldest public part (in Washington State)

(today it includes a children's playground, a rose garden, the historic Slocum House,
a large fountain made of columnar basalt,
a sit-by-me statue and a statue of The Pioneer Mother
also a clock/bell tower in Esther Short Park's Propstra Square

named for the philanthropic founder of Burgerville, USA)

LUMBERING IN WASHINGTON MEETS DEMANDS IN CALIFORNIA AND BEYOND

Shipbuilding and the lumber industry in Washington Territory was financed by California
lumber was needed to build San Francisco, Sacramento and other cities and towns
wood was scarce along the water in California and all potential harbors were blocked by sandbars
Puget Sound was free and clear of obstacles and lined with trees
Lumber ships were tied to wharves stern-to, to receive their cargo
which was loaded aboard ship green and wet by Indian Stevedores
shipping was charged by the board foot -- not by weight
lumber dried and became lighter on the way to California
Andrew J. Pope and Captain William C. Talbot had operated in Washington [since 1853]
they bought out their associates and moved to San Francisco
Cyrus Walker was sent to Washington Territory as a partner and mill manager
he was the leading Washington lumberman for the next forty years
California's market was unpredictable
busts were more numerous and more dramatic than the booms
Washington mills looked to Hawaii for a market

DESIRE FOR A TRANSCONTINENTAL RAILROAD IS STRONG

First trains began to run in America along the East Coast in the [1830s]
America's railway networks extended throughout the East, South and Midwest by the [1840s]
the idea of building a railroad across the continent to the Pacific coast gained momentum
following the Mexican-American War [1846-1848] and increased
when California territory was annexed
discovery of gold in California [1848] and California statehood [1850] fueled the desire
Congress sponsored numerous survey parties during the [1850s]
to investigate possible routes for a transcontinental railroad
no particular route became a clear favorite as political groups were split along geographic lines
over whether the route should be a northern, central or southern one

CONGRESS PASSES THE PACIFIC RAILROAD ACT

For more than ten years many political leaders had wanted a transcontinental railroad
but the North-South rivalry over proposed routes blocked action by Congress
After the outbreak of the Civil War
Northern leaders found themselves in control of a smaller Congress
with the Confederate States no longer there to advocate their position
of a southern transcontinental railroad route
Congress quickly passed the Railroad Act to link the nation East and West
while the nation was splitting apart North and South
United States House of Representatives passed the Pacific Railroad Act officially entitled
**“AN ACT to aid in the construction of a railroad and telegraph line from the
Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal,
military, and other purposes.”** [May 6, 1862]

followed the United States Senate [June 20, 1862]
President Abraham Lincoln, himself a railroad attorney, strongly supported a Pacific Railroad Act
he signed the bill into law -- July 1, 1862

Pacific Railroad Act established two railroad corporations to construct the transcontinental route
Central Pacific Railroad would build from the west toward the east
Union Pacific Railroad would lay track from the east toward the west
other rail lines were encouraged to build feeder lines to link with the main line

Pacific Railroad Act required each company to build only fifty miles of track in the first two years
after that, fifty miles more were required each year
each railroad company received a subsidy of \$16,000 per mile to build over an easy grade,
\$32,000 per mile in the high plains and \$48,000 per mile in the mountains
this payment was in the form of government bonds that the companies could resell
to allow the railroads to raise additional money, Congress provided additional assistance
to the railroad companies in the form of land grants of federal public lands
companies were granted 400-foot wide right-of-way
plus five sections of land (3,200 acres) adjacent to the track
for every mile of track laid in states
and ten sections of land (6,400 acres) per mile of track laid in territories
to avoid a railroad monopoly on good land, the land was not given away
in a continuous swath but in a “checkerboard” pattern, leaving public land in between
that could be purchased from the federal government

Land grant railroads received millions of acres of public land
they sold construction bonds based on the value of the land and sold the land itself to settlers
proceeds from these sales were used to build their railroads

Total area of federal and state land grants to the Union Pacific and Central Pacific railroads
was larger than the area of the state of Texas
federal government land grants totaled about 203,128,500 square miles
state government land grants totaled about 76,565,000 square miles
(Oregon Territorial legislature had authorized four companies to organize
to build railroads in the Willamette Valley as early as [1853-1854]
but nothing came of these projects, primarily because of lack of capital)

The race was on to see which railroad company could build the longest section of track
and thus receive the most land and government bonds

RAILROAD ACT CONFLICTED WITH THE HOMESTEAD ACT

Terms of the Railroad Act passed by Congress conflicted with the Homestead Act
which stepped up agricultural expansion wherever free land was available
but often it was not possible to homestead more than eighty acres of public land in a location
because alternating sections of land were owned by railroads and were held by them

THE MORRILL ACT OF 1862 OPENS COLLEGES TO THE PUBLIC

Morrill Act was also known as the Land Grant College Act
this provided a major boost to higher education in America
Act was introduced by Vermont Congressman Justin Smith Morrill

who wanted to assure that education would be available to all social classes
it was signed by President Abraham Lincoln -- July 2, 1862
Morrill Act as signed by Lincoln gave each state (except for Confederate states)
30,000 acres of public land for each of their senators and representatives in Congress
this land was to be sold and the money from the sale of the land was to be placed
in an endowment fund which would provide support for colleges in each of the states
These newly founded colleges improved the lives of millions of Americans

OREGON STEAM NAVIGATION COMPANY RECEIVES NEW COMPETITION

Walla Walla businessmen Levi Ankeny, Dorsey S. Baker, Captain Baughman and several others
put a new steamboat, *Spray*, on the Columbia River -- July 1862
this steamer operated successfully for several months

CAPTAIN LEONARD WHITE IS RELIEVED OF HIS COMMAND

Captain John C. Ainsworth, OSN's president, concluded Captain Leonard White was overpaid
Captain White did not agree and refused to take a pay cut
Captain White was relieved of his command
he was replaced by Sacramento steamboat Captain Thomas Stump at a salary of \$300 a month
(Captain White eventually made his way to the upper Columbia River to build a boat of his own)

WARREN'S CAMP TURNS UP RICH DIGGINGS

During the summer prospecting parties left Florence in search of new diggings
James Warren, a college graduate who was also known as a shiftless man, and a petty gambler
was accompanied by Matt Bledsoe and a few others on a prospecting expedition
into the Salmon River Country -- July 1862
Trail from Florence led down to the Salmon River, across it, and on for several miles up a mountain
it continued past Marshall Lake and over the Continental Divide to Warren Creek
Warren established camp about thirty miles south of Salmon River in Idaho County
this small camp was christened Warrens' Diggin's
Warrens' Diggin's proved to be a rich find where up to sixty ounces a day to the rocker was taken out
unlike the Florence mines the Warrens' Diggin's were rich as well as deep
this proved to be one of the most valuable discoveries made
(Warren District diggings outlasted the Florence mines
when placers were exhausted in the creek bottoms hydraulic mining equipment
was brought in that yielded returns nearly as rich as the placers)

MINING OPERATIONS INCREASE IN SIZE AND COMPLEXITY

To get to gold that was deep in the ground, miners had to sink shafts into the ground
and run tunnels into the hillsides
Shafts went straight down like a well
miners raised the rock and gravel up to the surface using a windlass and a bucket or tub
miners who had dug shafts into the ground often faced the problem
of with water seeping into the shaft and flooding it
Tunnels were dug horizontally into the side of a hill or at the bottom of a gulch or a ravine

through which rivers once flowed
sides and the roof of the tunnel had to be supported against cave-ins by the use of heavy timbers
rock and gravel would be removed from the tunnel using either wheelbarrows
or a narrow rail track and a rail car

Quartz mining as it was called required large investments of money:

- bigger machinery to work the mining sites;
- stamp mills had to be constructed to crush rock to remove the ore;
- transportation improvements were required to move rock from the tunnels to mills
and to bring machinery and supplies into camp
- construction of a large wooden Cornish Wheel provided safety
(this device looked like a small Ferris wheel)
water flowed to the wheel using flumes
then poured onto the top of the wheel over its shelves making the wheel turn
to power a rocker arm which in turn pumped water from the mine shaft
quartz miners worked for wages and were thus less independent and mobile

SEARCH FOR GOLD CREATES UNBRIDLED ENTHUSIASM

By this time the prospecting claims in Florence had been pretty well worked out
there were several thousand people in the town
many of whom did not own any mining property and could not get work
they were ready to rush to any excitement, and especially to the rough mountains
it seems miners and newcomers are more anxious to rush to some inaccessible camp
than to a mining camp easy to access
excitement far beyond reasonable was generated in Florence regarding new rich diggings
Several expeditions were organized to go prospecting in a southerly direction across the mountains
one of the first was headed by George Grimes who led the party through the mountains
with John Reynolds, D.H. Fogus, Moses Splawn and three others
another party started with Relf Bledsoe as Captain accompanied by Abner Calloway and others
third party was led by Captain Jeff Standifer
yet another party left Florence and Buffalo Hump forty miles away became their destination
Each party had to go through the eastern part of Washington Territory and eastern Oregon State
to get into the southern eastern Washington Territory (Idaho) region to prospect

MANY GOLD SEEKERS WERE SUPPLIED BY FRIENDS

Each prospector had to have a small outfit of food, camping gear, tools, tobacco, etc.
those who had no money to purchase an outfit of their own
would get some friend who could not go himself to outfit him
with the promise of a portion of what was found
this was called grub staking
it was understood the prospector
was to divide whatever he found with the man who staked him,
and do the necessary legal recording and work to hold the claim or claims
those who could acquire horses packed them with the necessary supplies for Buffalo Hump
those who could not get horses or mules had to pack their outfit on their backs

many carried one hundred pounds -- it was indeed a hard trip

PROSPECTING FOR GOLD WAS A DIFFICULT LIFE

(Brothers James and Granville Stuart had gone to California with their father in search of gold [1852]
this was the eldest Stuart's second trip and the rainy winter sent him, once again, back to Iowa
his sons, James at age nineteen and older by a year, stayed on in the Sierra foothills
they made the acquaintance of a fever-ridden, destitute prospector -- Rezin Anderson
they called him Reece and nursed him back to health
this trio became inseparable as they sporadically fought in Indian Wars and prospected together
James and Granville Stuart and Reece Anderson
visited Deer Lodge Valley, Dakota Territory (Montana)
they investigated the area briefly digging a few prospect holes in search of gold [1858]
after finding no success, fearing Indian attack and running low on supplies
they gave up and left the area and decided to go home to Iowa
they never got there as Granville became desperately ill
at Malade Creek, a branch of Bear River, in southern Washington Territory (Idaho)
James and Reece stayed during the seven week convalescence
An old mountain man, Jake Meeks, lived in the Malade Creek area and made their acquaintance
when Granville was strong enough he suggested they move to the Beaverhead River Valley
to avoid trouble between the Mormons in Salt Lake City and the U.S. military
James, Granville, Reece and Jake Meeks were forced to spend the winter [1861-1862]
in the Beaverhead Valley with a small contingent of scattered, displaced mountain men
their supply of dried meat was gone and they had no intention of eating their herd -- spring 1862
thus it became necessary for James and Granville Stuart and Reece Anderson
to go hunting -- they chose to hunt the grassy uplands of the Deer Lodge Valley

OUTLOOK IMPROVES FOR JAMES AND GRANVILLE STUART AND REESE ANDERSON

In the Deer Lodge Valley James and Granville Stuart and Reece Anderson
found their old prospect holes [dug in 1858]
they also found a new road which intersected with several Indian trails there
Major George A. H. Blake's 300 men of the U.S. First Dragoons
had recently passed by on the Mullan Road
to the three prospectors a road meant immigrants
Stuart brothers and Anderson started a ranch along Benetsee Creek (later named Gold Creek)
on the American Fork of the Hell Gate River

GOLD WAS DISCOVERED EVEN FURTHER EAST IN WASHINGTON TERRITORY

Gold was discovered in the Deer Lodge Valley
in the vicinity of James and Granville Stuart's and Reece Anderson's ranch
on the American Fork of the Hellgate River
Granville Stuart and his brother James along with Reece Anderson
are credited with finding the first deposits of gold in (today's Montana)
James and Granville Stuarts' Party opened the door to gold prospecting in (Montana)
When word got out the small, haphazard, inevitable town of Gold Creek grew up around their cabin

territorial legislature meeting in far off Olympia
designated the region around Gold Creek as Missoula County -- [summer 1862])
Granville Stuart met friendly, outgoing Henry Plummer once on the road
like everyone else Stuart instinctively liked Plummer and invited him to the Gold Creek ranch,
they played poker all night as James lost twenty-two dollars
while Stuart repaired Plummer's broken shotgun for him

GOLD FOUND ON GRASSHOPPER CREEK IN WASHINGTON TERRITORY (IDAHO)

Group of Colorado prospectors calling themselves Pikes Peakers were looking for gold
they camped by a stream originally named Willard Creek
or so it was named by the Lewis and Clark Expedition when they came through [1805]
Surrounded by swarms of grasshoppers John White, Charlie Reville and William Still
and other members of the Pikes Peakers sifted through the sand of the stream
(which they later named Grasshopper Creek)
they found part of the biggest gold strike in (Idaho) history -- July 28, 1862
Gold strike on Grasshopper Creek set off a rush of more than 500 people

ANOTHER RUSH TO BANNOCK GOLD FIELDS

Gold Creek placer fields around James and Granville Stuart's and Reece Anderson's
Gold Creek Ranch proved to be mediocre and were playing out
news of the strike at Grasshopper Creek traveled fast reaching the Gold Creek prospectors
New discovery proved to be the greatest rush to the West since the California Gold Rush in [1848]
Gold Creek camp moved almost en masse due south of American Fork -- summer 1862
gold rushers lived in tents, caves, dugouts, shanties, huts, and wagons
a shantytown of tents and shacks called Bannock City sprang up literally over night
Leaving Reece Anderson to run the Gold Creek Ranch both Stuart brothers followed the rush
and set up a butcher shop in Bannock City which they supplied with their own beef

BANNOCK GOLD IN WASHINGTON TERRITORY IS UNIQUE

Bannock's gold was unlike that found in other gold strikes
Grasshopper Creek's gold was 99-99.5% pure -- usually gold nuggets were only 95% pure
Excitement and interest spread until a fever height was reached -- 1862-[1864]
extremely rich placer and quartz mines developed at such places as:
Deer Lodge, Confederate Gulch and Stinking Water Creek
Gold Creek (Montana's first gold town) especially the Grasshopper Creek Diggings
Bannock quickly became known as the New Eldorado of the North
Rushes of gold-hungry men raced from find to find spreading disorder and lawlessness as they went
2,500 miners were at the diggings -- August 1862
since the gold camp of Bannock City was where most of the action was taking place
Henry Plummer set out for new pickings
though he probably had little interest in geography or history
his trip took him across the Continental Divide
past the headwaters of the Beaverhead River

BANNOCK CITY IS A BOOM TOWN

People who rushed to Bannock were not only miners
they also included many deserters from both sides of the Civil War,
outlaws and businessmen also rushed -- intent on profiting from the many newcomers
These early settlers arrived by wagon, stagecoach, horseback, steamboat, and even on foot
in search of making their fortunes
Not anticipating the harsh winter, many came ill-prepared
lack of supplies created a great hardship for these early pioneers
As in most mining towns Bannock City's population consisted of mostly men
with the notable exception of saloon girls and painted ladies
for the few wives living in camp,
dances were the only social activity and relief from household duties

MULE TRAINS SUPPLY PROSPECTORS IN THE BITTERROOT MOUNTAINS

Packing business experienced its greatest growth in the eastern-most reaches of Washington Territory
even before any wagon freight line could be organized to provide service
pack animals moved supplies westward from Fort Benton,
which could be reached by river from St. Louis, to the (Montana) mining camps
pack trains from the East competed with those from the West

CAMELS ARE UNSUCCESSFULLY USED AS PACK ANIMALS

United States War Department attempted to sell camels at auction at a minimum price of \$1,200
twenty-one animals were placed in service on the Cariboo Road in British Columbia
they made regular trips for a year or so
others camels were used in eastern Washington Territory
two camel trains made trips over the Umatilla-Boise-Bannock City Trail
but not with great success
still another train of about six camels was used over the Mullan Road
but one by one these animals disappeared

CUSTOMS COLLECTOR VICTOR SMITH RETURNS TO PORT TOWNSEND

Small, familiar, former lighthouse tender now in the Revenue Cutter service came into view
side-wheel steamboat *U.S.S. Shubrick* rounded Point Wilson and approached the town
she jockeyed up to Fowler's Wharf that warm, overcast evening in early August
as a crowd gathered down the gangplank came Customs Collector Victor Smith
returned from his visit to Washington City

No one stepped forward to welcome him
in silence the people of Port Townsend let him pass
in silence he walked toward the customs house

Temporary Customs Collector Lieutenant Merriam was told that Smith was coming
he put the government records in the safe, locked it, and dropped the key in his pocket
then he locked the custom house door and waited

Victor Smith approached the deputy collector and announced himself ready to resume his duties

Merriam said he could not permit Smith to assume the duties -- Smith asked why
Merriam said Smith was a felon and an embezzler
it had been Merriam's painful duty to write the report revealing that sad fact to their superiors
Smith informed his deputy he had explained everything to Treasury Secretary Simon Chase
Merriam still refused to deliver the keys to the door or the safe
he would await official confirmation of Smith's story before letting him back into the office
Victor Smith turned and walked back to the Revenue Cutter *Shubrick*
he ordered the ship's skipper, Lieutenant Wilson, to clear the deck for action
Lieutenant Wilson walked to the customs house an hour later
he was a pleasant young man with a soft voice and a courteous manner
Wilson said it was his unpleasant duty to tell Merriam he had orders from Collector Smith
he was instructed to load the cutter's twelve-pounders with double shot
they were at this moment trained on the custom house
if the records were not surrendered within fifteen minutes the bombardment would begin
those residing nearby should leave their houses
after a quick meeting with the city council Lieutenant Merriam gave up the keys
Crewmen from the *Shubrick* loaded up all of the government records and carried them to the cutter
which quickly cast off and moved out into the bay
Customs Collector Victor Smith proceeded to set up office aboard the revenue cutter
Next morning a delegation of citizens rushed off to Olympia to see the Territorial Governor Pickering

INVESTIGATION INTO EVENTS AT PORT TOWNSEND

Governor William Pickering selected a delegation of officials to, as he reported to the legislature,
study "**the complicated and delicate questions of law and conventional usage, or professional
etiquette, always to be rightfully observed between officers representing coordinate branches of the
same government.**"²⁷³

After talking to the outraged citizens of Port Townsend, United States Commissioner Henry McGill
issued warrants charging Victor Smith and Lieutenant Wilson with assault with intent to kill
United States Marshal deputized a posse to row him out to the *Shubrick*
which had reappeared off Port Townsend
U.S. Marshal boarded the cutter but he could not find Victor Smith
he did locate Lieutenant Wilson and read the warrant to him
Wilson refused to accept it,
arguing that he could not be served with a warrant on the deck of a government vessel
U.S. Marshal rowed ashore to ask what to do next as the *Shubrick* steamed away

GOOD AND BAD LUCK IN THE BOISE BASIN

George Grimes led a party composed of John Reynolds, D.H. Fogus, Moses Splawn and three others
they traveled cautiously toward the Snake River in search of gold
along the way they recruited another party of wanderers to join them
however, quarrels shaved the number back down to eleven

²⁷³ Murray Morgan. *The Last Wilderness A History of the Olympic Peninsula*. P. 48.

who were the first to reach (what is now called Boise Basin)
About forty miles north (of today's Boise) they found a circular, tree-rimmed basin on Moore Creek
that looked exactly as the Indians had told Moses Splawn it would
and exactly like many other mountain basins looked
eagerly they dug shallow prospect holes in a creek (near where Pioneer City was afterward built)
just as a whoop of joy announced dazzling colors in one of the pans, the Indians attacked
George Grimes was killed while washing a pan of gold in this creek -- August
rallying, the other prospectors drove the natives away
they hastily buried Grimes in his own prospect hole and fled to Walla Walla

PACK TRAINS FROM FLORENCE SUPPLY THE WARREN DISTRICT

Many mule skinnners were engaged in running pack trains between Lewiston and Florence
they purchased cargoes of goods in Lewiston at greatly increased prices
then hurried these goods on their pack animals into Florence expecting to get big prices
unfortunately when they reached Florence they learned that except for Warrens' Diggin's
placer mines in the region were a complete failure
only a few low grade quartz ledges were found instead of the rich placer mines they expected
Demand for goods in Florence was very limited and the prices offered by the merchants
were about the same as the packers had paid in Lewiston
this was very discouraging so many of the packers went to other prospecting sights
some packers returned to the mining camps on the Clearwater, Oro Fino and Pierce City
while others traveled back to Florence or the Salmon River mines

FEUD BETWEEN PORT TOWNSEND AND PORT ANGELES CONTINUES

Port Angels saw the construction of a new wooden structure built to house the Customs Office
old growth forest surrendered to axes and saws as land developers graded streets
embryo settlement of Port Angeles seemed to have a bright, prosperous future ahead
Customs Collector Victor Smith sailed on the *Shubrick* back into Port Townsend harbor
he added insult to the previous injury by forcing hospital patients and staff out of Port Townsend
these people were transferred to the ship which became a floating hospital
until a hospital could be completed in Port Angeles
Financial records maintained by Lieutenant Merriam in Victor Smith's absence
were found to be \$1,800 short -- the amount Victor Smith earlier had been forced to pay
to clear his own embezzlement charge
Lieutenant Merriam was tried and found guilty of embezzlement
Victor Smith succeeded in moving the Customs Office to Port Angeles
where the political climate was more in his favor

BRIGADIER GENERAL ISAAC INGALLS STEVENS KILLED IN BATTLE

(Following the Union Army defeat at the Civil War First Battle of Bull Run [July 21, 1861]
Isaac Stevens was commissioned in the Army again
this time, he was colonel of the Seventy-ninth New York Volunteers
known as the Cameron Highlanders due to the large number of Scotsmen in the regiment
he was promoted to brigadier general [September 28, 1861]

General Stevens was transferred with his IX Corps division to Virginia to serve under Major-General John Pope in the Northern Virginia Campaign and the Second Battle of Bull Run

General Isaac Ingalls Stevens faced the enemy at the Battle of Chantilly after picking up the fallen regimental colors of his old New York Regiment, he shouted “**Highlanders, my Highlanders, follow your general!**”²⁷⁴ charging on horseback with his troops, Stevens was struck in the head by a bullet he died instantly in battle -- September 1, 1862

Isaac Steven’s son, Hazard Stevens, was injured twice during the same battle at Chantilly but he recovered to later become a U.S. Army General himself (after the Civil War Hazard Stevens returned to the Pacific Northwest)

SUPPLIES FOR THE WARREN DISTRICT

Judge J.W. Poe, a store keeper in Florence, dispatched Joseph Haines with a stock of goods he was the first to enter the Warren District with a mercantile pack train -- September 8, 1862 Prospectors helped Haines build a cabin, and before night the first store in the new district was standing at the mouth of Slaughter Creek

Several thousand men rushed into Warren District another settlement which sprang up nearby was named Richmond after the Confederate capital Unionists, not to be outdone, established still another settlement a mile below, and gave it the name Washington (but the population fell to 1,000 and Richmond did not survive -- [fall 1862])

FREE MASONS ARRIVE IN WASHINGTON TERRITORY

First meeting of the Masons in the territory took place -- September 23, 1862 three brethren Nathaniel P. Langford, David Charlton and George Gere, all members of Minnesota lodges were traveling overland they camped along the Mullan Road at the summit of the Rockies there they went through the ritual of opening and closing a lodge

UNIVERSITY OF WASHINGTON OPENS FOR A SECOND TERM AS A HIGH SCHOOL

Mrs. V. Calhoun became Professor Asa Mercer’s assistant -- October 10, 1862 When the door opened the first student appeared with sufficient preparation for college level work Professor Asa Mercer became the university’s president -- October 20 since the other fifty-nine pupils were taking elementary and secondary classes Mercer’s presidency was a rather hollow honor Professor and President of the Territorial University traveled around Puget Sound offering to pay young men \$1.50 a cord for split cordwood as payment for part of their tuition when Asa Mercer was forced to be absent Dillis B. Ward or C.B. Baley filled in as principal

GOLD RUSH TO BOISE COUNTRY

Moses Splawn, John Reynolds, D.H. Fogus and three others reached Walla Walla

²⁷⁴ William Todd, *The Seventy-Ninth Highlanders, New York Volunteers in the War of Rebellion*, P. 220.

where the lure of gold they carried proved to be stronger than fear
News soon went throughout the region that rich placer mines had been found in the Boise Basin
prospectors wild for gold poured into the region -- fall 1862
within months a reputed fifteen thousand people crossed the 300 miles from Walla Walla
Boise Basin proved to be the most significant gold mining district in Eastern Washington Territory
work of prospecting, locating claims, and building cabins was carried on at a lively rate
many of the miners whip-sawed lumber to build rockers and sluices boxes
to wash out the dirt and gravel from the gold
merchants came with pack trains loaded with provisions, mining tools, clothing, and other goods
North of the Snake River the on-rush of gold-seekers crushed the Indians
towns of Centerville, Placerville and Idaho City sprang up as if by magic
houses were small and built of rough lumber, just as it came from the sawmill
merchants usually built underground cellars at the rear end of their buildings
where they kept large quantities of goods to protect it from fire

CAPTAIN RELF BLEDSOE IS A LEADING CITIZEN OF THE BOISE BASIN

(Captain Bledsoe, after serving in the United States Army in California
resigned to become special Indian agent at the mouth of Yaquina Bay
leaving that position he eventually became engaged in buying cattle
and drove his herd to market in Olympia
Oro Fino excitement brought him to Lewiston where he arrived [July 1861]
he was the first merchant at Elk City and sold the first goods there
to better supply the region he became connected with a large mercantile house in Florence)
Captain Relf Bledsoe was elected joint Washington territorial representative
from Idaho and Nez Perce counties -- 1862

MAJOR GOLD STRIKES IN THE BOISE BASIN

After the discovery in the Boise Basin, Captain Relf Bledsoe
led a company of sixty-six men across the mountains -- fall 1862
Lieutenant Jeff Standifer and eight men formed an advance guard ahead of the main body
this scouting party was attacked by Indians
Captain Bledsoe then took thirty men, leaving the others with the pack train,
they fought the Indians until nightfall stopped the clash
pack train camped on Little Meadows for the night
Captain Bledsoe, reunited with the pack train, continued on their way
(to the point on the Boise River where the city of Boise now stands)
Captain Bledsoe and his men continued on to the Boise Basin
where they found Marion Moore and his party who had arrived four days previously
Recent arrivals pitched their tent and Captain Bledsoe and Tom Hart tried their luck
(in the vicinity of Placerville about a half mile below the present site of the town)
it was said that Captain Bledsoe and his party washed out the first pans of dirt
that were ever washed in the famous old mining district
this yielded a value of about twenty-five cents
Within a few days, Captain Jeff Standifer and his party accompanied by some others

made their camp near where (Idaho City now stands)
(Idaho City was formerly called Bannock before the name was changed by act of legislature)
After looking over the country in this vicinity Captain Bledsoe started for Olympia, Washington
to attend the meeting of the territorial legislature
(while there he framed the bill that organized Boise County)

CITY OF BOISE BOOMS INTO EXISTENCE

Boise City was founded along the old Oregon Trail in the shadow of Fort Boise -- 1862
climate was mild in the area of Fort Boise
quickly a roaring supply and farm town sprang up beside the post
Boise City alone had an estimated population of 15,000 to 20,000 -- 1862
this was far too populous and well-armed a town for Indian even to dream of attacking it
(two years later Boise became the territorial capital)
Other towns boomed into existence: Centerville, Eagle City, and Pioneer City

BOISE CITY BECOMES A SUPPLY CENTER

At first everything had to be packed into the Boise Basin Owyhee mining districts by mule train
except for small quantities hauled in by wagon from Salt Lake City
Many pack trains loaded with merchandise of all kinds were on the Umatilla Road
hundreds of pack animals were needed to handle this work
for in addition to taking care of immediate demands
merchants and miners had to store up supplies for winter months
when travel almost completely ceased

BOISE BASIN REQUIRES LARGER OPERATIONS TO MAKE MONEY

It soon became obvious that a single miner working his claim alone with a pan or sluice box
was not a profitable venture
partnerships were formed and ditches were dug
water from higher elevations was brought roaring into the basin
with enough force to literally move mountains
Timber suitable for making lumber was found nearby
sawmills were soon brought in and set up -- presently these mills were running day and night
lumber was taken from the mills as fast as it was cut
at prices ranging from one to two hundred dollars per thousand feet
every foot of lumber cut through the night was taken away by the next morning's sunrise
all of the lumber cut through the day was immediately built into some kind of house, store
flume, sluice box or rocker

SEARCH FOR GOLD SPREADS BEYOND THE BOISE BASIN

Prospectors were scouting far and wide in the Warren District searching for riches
rush for riches reached south across the Snake River where placer locations were
Buffalo Hump, Newsome and Thunder Mountain regions became objectives for prospectors
camps sprung up on the Clearwater, Salmon, Boise, John Day, and Burnt rivers,
on the Powder, Kootenai, Deer Lodge, Beaverhead rivers

also on the Prickly Pear River and other places

FATEFUL ROBBERY ON THE FLORENCE-LEWISTON ROAD

Brothers Joseph and John Berry operated a pack train between Lewiston and Florence
a distance of about 110 miles

they had delivered freight and collected about \$2,000

On their return toward Lewiston they were accosted by three masked men and robbed
they recognized two of the robbers as Dave English and William Peebles

(Berrys soon learned the third robber was Nelson Scott)

All three men rode together for some distance arriving below Lewiston when they separated
Scott and Peoples going to Walla Walla

English headed toward Wallula at a leisurely pace

When the Barry brothers reached Lewiston, the citizens there decided to chase down the criminals
Joseph Berry, knowing the habits of the bandits, rode to Wallula looking for Dave English

OUTLAWS CAME FROM ANYWHERE

Dave English, along with his parents, lived for many years in Benton County, Washington Territory
he was a large, thick-set, handsome, powerful man, with a black beard and commanding manners
one of his gray eyes appeared to be cockeyed

known as a reckless man, he devoted his time to drinking, horse-racing and fighting

Billy Peoples was a little black urchin about four feet high who looked the villain that he was
he came to Oregon with Marshall's Circus, the first one to reach the Pacific Northwest
he had been a drunkard all of his life

Nelson Scott lived in Linn County, Oregon and was a generous light-hearted man

he was tall, slim, brown-haired, with features as fair and delicate as those of a woman

he married a beautiful girl but became addicted to drink

English and Scott were both large, handsome men

EXPRESS COMPANY COMPETITION REACHES INTO THE PACIFIC NORTHWEST

Three giant companies ruled the field:

- Overland Mail Company Wells, Fargo & Company,
- Overland Mail Company,
- Holladay Overland Mail and Express Company

Wells Fargo & Co. rushed customers' important business mail [beginning in 1852]

by any means available: steamship, railroad, and where the railroads ended, stagecoach
at first Wells Fargo contracted with independent stageline owners to provide service
several routes with relay stations and frontier forts operated

north of Albuquerque, New Mexico Territory

Wells Fargo incorporated smaller stagecoach operations into their own company

Overland Mail Company, nicknamed the Butterfield Line after its president John Butterfield,
carried the U.S. Mail between St. Louis and San Francisco in 25 days [1857]

Overland Mail opened a second route, the Oxbow Route, which ran for 2,757 miles

through the Southwest via Fort Yuma, Arizona to El Paso, Texas ending in Los Angeles
this route was 600 miles longer than the central and northern routes

running through Denver, Colorado and Salt Lake City, Utah
however the southern route was free of snow
passenger fare one way was \$200 with most stagecoaches arriving twenty-two days later
Overland Mail also linked Los Angeles up California's Central Valley to San Francisco
Holladay Overland Mail and Express Company was operated by Ben Holladay
he began delivering freight between Missouri and Utah on a shoestring
he used an outfit of surplus oxen and equipment which he bought from the army
at the close of the Mexican War [1848]
Holladay purchased the huge but failing Central Overland California and Pikes Peak Express
from Russell, Majors and Waddell to protect his investment in the company --1862
for the price of \$100,000 he found himself owner of 1,200 miles of unprofitable stage route
he improved Central Overland's equipment and livestock
and changed the name to Holladay Overland Mail & Express Co.
Ben Holladay developed an elaborate transportation system
as he spread remorselessly across the West
such as his stage route from The Dalles 2,000 miles to Atchison, Kansas
this journey took three weeks to complete
he was known as the "Stagecoach King" and the "Napoleon of the West"
both titles were accurate

CALIFORNIA TRADE WITH THE EASTERN WASHINGTON TERRITORY MINING DISTRICTS

California trade traveled east over three routes:

- old Overland Trail through Nevada;
- newer roads built across the mountains from the upper Sacramento Valley
for the express purpose of capturing the Boise market;
- or by coastal vessels to Portland
then up the Columbia by OSN boat through the coastal mountains to The Dalles or Umatilla,
before continuing along the Oregon Trail to the Boise Basin
or traveling on to Fort Hall where traffic destined for (Montana) turned north

BEN SNIPES DELIVERS HIS HERD TO THE GOLD FIELDS

On his next profitable drive to the gold region

Ben proved to be almost the sole supplier in the market -- fall 1862
this time on the way home Ben noticed he was being followed and watched
using his Indian cowboys as a distraction, Snipes grabbed the heavy bags of gold
he rode only at night until he reached the safety of the bank in Portland
he deposited almost enough gold dust to clear his loan -- 1862
once more he could think of himself as the Northwest Cattle King
(Again Mother Nature inflicted a second severe winter on the Yakima Valley [1862-1863]
fully 28,000 head perished in the snow and storms -- cattle were again in short supply)

OSN COMPLETES THE PURCHASE OF THE OREGON PORTAGE RAILROAD

Harrison Olmstead and D.H. Olmstead realized that their *Oregon Pony* would soon be outclassed
by a full-scale iron horse operated by the OSN's Cascade Railway Company

Oregon Steam Navigation Company and Harrison Olmstead reached a financial agreement
deeds conveying title to the Oregon-side portage to OSN were drawn -- November 6, 1862
Sale price to be paid by OSN was settled at \$155, 000
William Ladd and Charles Tilton, who had financed earlier improvements, received \$106,000
remaining \$49,000 was divided among the following owners:
Olmstead, Ruckel, Captain McFarland, Captain J.O. Van Bergen and Joseph Bailey
With this purchase, the OSN acquired both of the existing portage routes
one on the north and one on the south side of the Columbia Gorge
these were consolidated into OSN's Columbia Gorge portage monopoly

OSN APPOINTS A NEW SUPERINTENDENT AT THE COLUMBIA GORGE

When the Oregon Portage was sold, D.H. Olmstead was replaced by OSN
Joseph Bailey was appointed superintendent
among his employees at the Eagle Creek sawmill was John Stevenson [a pioneer of 1853]
When a cook was needed at the sawmill John Stevenson's sister, a widow with three small children,
was hired and proved to be a famous cook and housekeeper
she became so necessary to Joseph Bailey's happiness that they were married

OREGON STEAM NAVIGATION COMPANY OPERATES BOTH PORTAGE ROUTES

Oregon Pony remained in operation on the Oregon side of the Columbia River
while OSN reconstructed and improved the portage railroad on the north side of the river
six miles of track was improved to five-foot-gauge
this standard would allow for operation using steam locomotives
Defunct Cascade Railway was put back into service -- now as the Cascade Railroad Company
a subsidiary of Oregon Steam Navigation Company

CELILO FALLS PORTAGE SOLD TO OREGON STEAM NAVIGATION COMPANY

Robert R. Thompson and partner judge (of Wasco County) Orlando Humason
purchased the Old Oregon Trail portage wagon road [built in 185]
between The Dalles and Deschutes Landing at the mouth of that river around Celilo Falls
weather permitting it was dust-choked with traffic all day
and as late into the night as possible
(this trail was known through the years by several names:
The Dalles-Celilo Portage wagon road,
it also was known as Sherar's Road and the Deschutes Portage Road,
and finally at The Dalles-Celilo Railroad Company [1863])
Robert R. Thompson acquired ownership of the portage route and had improvements constructed
from the Deschutes River Landing through a natural gap in the rocky bluff to the Columbia
opposite the steamboat landing at Celilo
Thompson sold his portage route to Captain John C. Ainsworth of the OSN
whose directors spent a hundred thousand dollars buying oxen and wagons
for the fifteen-mile haul around the rapids
before they realized that wagons alone would not suffice

OREGON STEAM NAVIGATION COMPANY DEVELOPS EASTERN WASHINGTON

Although the bulk of the revenue was derived from steamboat traffic bound for the interior, cargo below Portland on the Columbia River was not ignored
freighters plied the waters from Portland to Astoria
as popular excursions were developed to the seashore
OSN wanted the Inland Empire to develop so that in time the volume of downriver traffic might equal cargo bound upstream to vanish into the gold fields
Captain John C. Ainsworth would even loan settlers start-up money
but he saw no reason not to charge freight rates as high as the traffic would bare
thus farmers who first had blessed the OSN as a life line
soon joined other shippers in cursing it as a noose around their necks
Competitors, to be sure, tried regularly to cut in on the Columbia's lucrative traffic ports below Portland were crushed by rate manipulations;
ports above by the refusal of the portage railways to handle enemy freight at competitive prices
Oregon Steam Navigation Company drove off or bought out all challengers
until river transport concerns not involved with the Oregon Steam Navigation Company

PEOPLE'S TRANSPORTATION COMPANY FORMS TO SERVE THE WILLAMETTE RIVER

People's Transportation Company was incorporated -- 1862
with \$2,000,000 and three vessels *James Clinton*, *Relief*, and *Enterprise*
it was composed mainly of Salem interests headed by General Stephen Coffin of Portland
(who had previously purchased half interest in the original Portland townsite -- [1849]
after its founding by Francis W. Pettygrove and Asa L. Lovejoy)
People's avoided a direct confrontation with OSN by limiting its service to the Willamette River

WARREN DISTRICT MINING IS WEARING OUT

Some 400 men were mining at Warren's Camp taking out an average of \$14 to \$20 a day
however, the gold rush quickly faded away as the easiest of the placer deposits were worked out
some mining persisted for many years, and some miners found other livelihoods,
but the majority of miners simply moved on -- November 1862

INTERACIAL RELATIONS ARE DIFFICULT IN THE MINING DISTRICTS

Prospectors and hangers-on came from the United States, Hawaii, Canada, and Mexico
and a far away as England, Germany, France, Italy, and China
When the gold fields had been worked out they were sold to Chinese miners
who came into the placer camps of the Warren District
being a little more ingenious with their mining methods
they were able to reap additional benefits in a second strike
using patience and industry they extracted an amazing amount of gold
some through diligence and hard work became wealthy
most of their gold went home to China
Whites lost their scorn for Chinese people after seeing their great success
they were offered employment because of their gift of quiet perseverance
Chinese people became an important economic factor

but they were the most abominably treated of all classes
(However, before long rumors of their success brought white miners back
and the Chinese were driven out)

WILLIAM BELL FALLS VICTIM TO AN ATTACK

Bell was traveling a trail leading from Grasshopper Creek when he was bushwhacked --
November 11

previously he had requested that he be buried with the full honors available to a Free
Mason

When word of the first Masonic funeral was passed around

Masons in the Grasshopper Creek gold camp in surprising numbers of attended

Nathaniel P. Langford conducted the services the next day -- November 12

seventy-six Masons deposited the evergreen in the grave of their departed

brother

EARLY SNOWS DUSTED THE MOUNTAIN TOPS

An inevitable fierce storm swept over the whole gold region

sleeping on the ground in their blankets while working their claims

miners began to leave the chilly gulches and seek more comfortable winter quarters
thousands of homeless and unprotected miners,

began to pour over the trails in the direction of Lewiston

taking with them the proceeds of their labor on the sandbar and in the gulch

some were loaded down with gold but many were poorer than when they first arrived

having been robbed by highwaymen and facing the ordeal

of looking into the open end of a shotgun while their pockets were being lightened

it was difficult to get through from Florence with gold dust

unless accompanied by a strong guard of armed men

A party of nine men was making its way through Walla Walla via Lewiston

with a large amount of gold dust belonging to the individual members of the party

they had been followed from the mines by two of the most noted desperadoes

Dave English and Nelson Scott accompanied by four others of like character

these outlaws were very efficient in lightening the load of the prospectors

There was not a glimmer of civil law to provide protection for the honest worker

these Road Agents, steeped in crime, moved about the various camps

with the same freedom as men of good character

LARGE FIND IN BRITISH COLUMBIA'S CARIBOO DISTRICT

Miners on the Cameron Claim "struck it very rich at 22 feet" -- December 22, 1862

this claim soon became one of the largest operations in the Cariboo District

its success made Cameron a wealthy man

CARIBOO CATTLE DRIVE CONTINUES NORTH

(Major John Thorp and young Jack Splawn had herded their beef north all summer and into the fall

When they were struck by the first Arctic blast -- winter 1862

they killed the remaining animals and buried them in the snow for storage
traveling through the region they sold the carcasses to hungry and grateful prospectors
When Major John Thorp and Jack Splawn started for home in the Yakima Valley
Major Thorp carried eighty-some pounds of gold worth \$20,000

CAPTURE OF THE NOTORIOUS ROAD AGENTS

In the early dawn Dave English rode across the sand hill into Wallula
through a window Joseph Barry saw him coming and made preparations
English dismounted and entered the saloon where Barry and others were waiting
when English sat at the bar he was confronted with a shotgun
glancing around he saw a pistol pointed at each of his ears
while the muzzle of another gun gently touched the back of his head
resistance would have been certain death
William Peoples was captured at Walla Walla
Nelson Scott was taken at Dry Creek in the vicinity

LEWISTON TAKES THE LAW INTO ITS OWN HANDS

Walla Walla stage arrived in Lewiston guarded by six horsemen
it carried Dave English, William Peoples and Nelson Scott
who had been taking purses right and left along the road between Lewiston and Florence
they were considered three of the worst men in the whole mining region
These three road agents were placed in a make-shift jail for the night
they were astonished at the interest in Lewiston shown regarding their capture
as they fully expected to escape -- with Henry Plummer's help
They had many friends in town who decided to set them free without the ceremony of a trial
all of the whiskey element in town was enlisted in the cause
however, the better element gathered around the jail
to stand between the prisoners and their reckless friends
Local weary guards lingered, guns in hand, through the chilly winter night
they listened to the frenzied shouts of the wild mob as it ranged about the town
firing shots and drinking on to wild insanity
from time to time reports of the reckless crowd of revelers coming were brought to the citizens
themselves lessening in numbers as timid men crept away
to avoid what seemed to be an inevitable conflict
Still about fifty determined men stood around the little shanty
where the prisoners were anxiously awaiting the coming of their friends
who were sure to release them
Half way through the night a member of the unruly mob approached the shanty
gunfire sounded and two men fell wounded
Latent fury of the patient men broke loose and the prisoners were told they must die
Dave English and Billy Peoples begged for mercy but Nelson Scott made no appeal
As the night wore on the robbers' friends continued their drinking
when morning came the guards were gone and stillness reigned about the jail
When the revelers ventured to look

they found the three men hanging from the low joists of the little building
which had served as the jail the night before

PEOPLE OF LEWISTON FORM A VIGILANCE COMMITTEE

Suspicious characters were ordered to be brought in for trial
Lewistown was in a fever of excitement -- almost everybody wore a revolver
legitimate business was suspended

One local newspaper published the following statement: **“David English, Nelson Scoot and Wm. Peoples who were arrested here a week or two since on charges of highway robbery were hung by the citizens of Lewiston, on Saturday night last.”**²⁷⁵

then as if a moral justification were needed, the newspaper added: **“If guilty the retribution was just -- that they were guilty there was not the remotest doubt.”**²⁷⁶

Result was a sudden exodus of undesirables who moved on to new, safer, pastures
for a time Lewiston was quiet

WASHINGTON TERRITORIAL LEGISLATURE MEETS

Session held 1862-1863 introduced a resolution
supporting the federal government’s efforts to suppress the Civil War
this effort at patriotism was sincere on the part of many Washington residents,
but also represented a cynical effort to court statehood on the part of others
those who held strong Confederate sympathies stood in strong opposition to the measure
declaration of support was passed
due as much to the need to enhance the shortfall of federal funds
as it was an effort to display great outpouring of patriotism
or to the acknowledge the tide of battle

CONSTRUCTION BEGINS ON THE WESTERN END OF THE TRANSCONTINENTAL RAILROAD

Central Pacific Railroad broke ground in Sacramento, California -- January 8, 1863
under the leadership of California’s “Big Four”

Leland Stanford, Collis P. Huntington, Mark Hopkins and Charles Crocker
two Central Pacific Railroad lines were under construction:

- the transcontinental railroad running eastward from Sacramento
through Sierra Nevada Mountains of California and Nevada;
- Central Pacific also began construction on a line to from Sacramento to San Francisco

BIG FOUR OVERSEE THE CONSTRUCTION OF THE CENTRAL PACIFIC

Leland Stanford, former governor of California and U.S. Senator,
served as president of the Central Pacific Railroad and its chief financial officer
he also provided the necessary social and political connections

Collis Huntington, as the real lead of the associates
lobbied Congress for passage of the Union Pacific Act

²⁷⁵ Oscar Osburn Winther *The Great Northwest*. P. 247.

²⁷⁶ Oscar Osburn Winther *The Great Northwest*. P. 247.

he was bold, deliberate, and tireless;
on the other hand, he was narrow, untruthful, sarcastic, and vindictive
Charles Crocker also lobbied Congress and was in charge of construction
he was president of *Charles Crocker & Co.*, a California Pacific Railroad subsidiary
founded expressly for the purpose of building the railroad
Mark Hopkins was the bookkeeper
his primary skill was so befuddling the accounts of the associates
that they have never been disentangled
of course, destruction of the books in a fire was of some help

NATIONAL POLITICS SEES A NEED TO EXPAND THE FEDERAL UNION

Interest in expanding the United States was expressed in Washington City
and Washington Territory Radical Republicans agreed with this proposal

“In Congress the Radical Republicans and President Lincoln both were receptive to schemes for the admission of new states and the creation of new territories. Additional western states might serve to offset the return of Southern Democrats to Congress in case the North should win the war. The Republicans were aware that without additional Western support, they would be able to retain control of the federal government only with great difficulty.... Thus the distraction of the Civil War actually encouraged, rather than disrupted, the Olympia Radical Republican movement for purging the politically hostile Idaho miners from Washington territory.”²⁷⁷

LOCAL EFFORT TO CREATE WASHINGTON STATE

Population of Western Washington was outnumbered across the Cascades by three to one
miners, by force of numbers, could have taken over the Washington legislature
and dominated the whole territory if they wished

Effort to create a new territory originated in Western Washington

Oregon State political leaders assisted the endeavor

Oregonians were interested in protecting the business of supplying miners out of Portland
at issue was the boundary among Washington, Oregon and (Idaho)

Bill permitting citizens to vote for a constitution for the proposed Territory of Idaho

was introduced in the Washington Territorial Legislature -- January 1863

this proposal passed the Washington Council (Senate)

Territorial House of Representatives amended this Bill to read

“State of Washington” was substituted for the “Territory of Idaho”

in an effort to sneak in statehood

and retain control over the eastern portion of the territory

consideration of this proposal was tabled temporarily derailing the effort

DELEGATE WILLIAM WALLACE PLANS TO STRENGTHEN HIS POLITICAL POSITION

Washington Territorial Delegate to Congress William H. Wallace’s hold in Washington was tenuous
it occurred to him that he might be able to build stronger bonds in the new territory

²⁷⁷ Merle W. Wells, *The Creation of the Territory of Idaho*, *Pacific Northwest Quarterly*, XL, April, 1949, 117.

especially if he were responsible for bringing that territory into existence
Wallace had two allies
one was Oregon Congressman George Knox Shiel whose Portland constituents
felt their economic dominance over the Eastern Washington Territory would be increased
by removing Olympia's unfriendly influence on Idaho and Nez Perce counties
Congress itself was the other as Union Representatives believed that new territories could be used
to offset Southern votes if and when the seceding states returned to the fold
Of even greater significance to William Wallace, Republicans were shoring up their national strength
creation of a new territory meant new jobs for loyal party hacks

EFFORT TO CREATE IDAHO TERRITORY SHIFTS TO THE EAST

Eastern Washington petitioners next made a direct appeal to Congress
this proved to be more successful because of a very strong extensive lobbying effort by
Washington Territorial Delegate to Congress William Henson Wallace
and Oregon Congressman George Knox Shiel

VIOLENCE IN COLVILLE COUNTRY

Abandoned barracks of the British Boundary Commission were used for dances
women attendees were almost uniformly native or half-breed
Charles Harper had arrived with other desperadoes driven out of Lewiston
he killed one of the Colville women at a dance -- January 1863
After being captured the chances of a prisoner escaping were very high
as captives had to be taken a great distance for trial to the county seat at Pinkney City
or had to wait for weeks for the next Colville court session -- sometimes over the winter
Often locals utilized a more convenient form of justice
Charles Harper was caught and hanged by miners at Leo's bar
fifteen miles below the old Fort Colville

LAWLESSNESS IS RAMPANT IN THE GOLD FIELDS

Cursed with the fluid population of the placer camps
temptations bred by remoteness and the ease with which a man could account for sudden wealth
had always encouraged violence in the Western mining camps
In Eastern Washington Territory (Idaho) and (Montana)
evil was compounded by an influx of Civil War draft dodgers, deserters, and displaced guerrillas
who arrived from Missouri and Kansas
many of them were Confederate sympathizers ready to defy Union officials just on principal
passions ran high -- especially regarding the War Between The States
both Yanks and Rebs felt an obligation to defend their former homeland
men of either conviction fought at the drop of an insult -- or even an implied insult
murder could frequently be the result of out of control political passion
finding that no legally constituted bodies existed to investigate or punish their activities
hoodlum elements grew more and more arrogant

BANNOCK CONTINUES TO BOOM

This settlement was the residence of some 3,000 inhabitants

An application was made to the U.S. Government for the name of Bannock
named for the neighboring Indians

however, Washington through an error in spelling changed the town's name

to Bannack, Montana with an a

(this identity it retains to this day)

In addition to its reputation for gold, Bannack also quickly gained a reputation for lawlessness
roads in and out of town were home to dozens of road agents and killings were frequent

Charming but deadly road agent Henry Plummer together with several of his intimates
arrived in Bannack -- January 1863

where he set up a new headquarters

he continued his activities with a new gang

Plummer extended his turf to Elk City and Deer Lodge

in no place were desperadoes so well organized, so vicious and bold, as in Montana

where the established governmental machinery failed to cope with the crime wave
that swept along Montana's many lonely mountain trails

MINNESOTA BUILDS A RAILROAD THAN LINKS LAKE SUPERIOR AND DULUTH

Minnesota legislators issued a charter for the Nebraska and Lake Superior Railroad Company
designed to run from St. Paul, Minnesota to Omaha, Nebraska [1857]

lack of funding prevented actual construction

Minnesota allowed the charter to be changed to create a new line running north

to the western-most tip of Lake Superior and the company's name was changed

to the Lake Superior and Mississippi Railroad Company [LS&M -- 1861]

this new charter included a grant to 694,000 acres of land

along either side of the proposed right-of-way

track laying on the old LS&M began at St. Paul, Minnesota -- early 1863

but was stopped after about seventy-five miles at Hinckley, Minnesota

when the original investors ran out of money

ERAS COME TO AN END

Major changes took place affecting Washington Territory:

- Brigadier General William Shelby Harney, after his insubordination during the Pig War [1859],
had been given command of the Department of the West in St. Louis
difficulties with his officers there resulted in his being recalled from that post [1861]
Harney held no other command and retired in the middle of the Civil War in 1863

- Seattle grew into a sizeable village characterized by local improvements

J.R. Watson issued the first edition of his four-page weekly newspaper, *The Seattle Gazette*,
from a room in the Gem Saloon;

Dr. David Maynard opened Seattle's first hospital

ABRAHAM LINCOLN BEGINS THE FIRST DRAFT OF YOUNG MEN

Selective Service Act passed Congress -- March 3, 1863

many Northern prospectors came West to avoid the draft

males between ages twenty and forty-five were enrolled
however, for a payment of \$300 substitutes could be used
this would allow the draftee to receive an exemption from duty

CREATION OF IDAHO TERRITORY

Washington and (Idaho) competed for the Walla Walla Valley
one-quarter of Washington's population and wealth was there
Continual nagging and pestering of national politicians by Westerners had forced Congress,
although busy with the problems of the Civil War, to create a new territory
Protests from Walla Walla notwithstanding, Congress passed the Organic Act
creating and organizing the Territory of Idaho
which was signed by President Abraham Lincoln -- March 3, 1863
this was the last day in office for Oregon Congressman and Idaho Territory advocate
George Knox Shiel who had not been nominated for reelection
because he refused to take an oath of allegiance to the United States
Although Idaho's population was Democratic
federal patronage was used by Lincoln to build up the Idaho Republican Party
guided by political machines in Olympia and Salem

GEOGRAPHY IS A GREAT PROBLEM FOR IDAHO TERRITORY

When Idaho Territory as originally created the Eastern boundary was the main line of the Rockies
(thus making a large part of Montana and most of Wyoming part of Idaho)
Idaho was an even worse geographic monstrosity than Washington Territory
Idaho gold mines together with vast unpopulated areas were set apart as the new territory of Idaho
Idaho Territory included parts of five other territories:
Washington Territory, Montana, and Wyoming
Dakota and Nebraska territories also were sliced
Idaho Territory was more than 300,000 square miles -- an area one fourth larger than Texas
Eastern boundary of Washington Territory was set at 117° longitude
(same as Washington state today)
Washington Territory kept the fertile Walla Walla Valley
but lost the gold mines located in Idaho Territory
Washington's Territorial Legislature had been saved from the Idaho miners

IDAHO TERRITORIAL GOVERNOR WILLIAM HENSON WALLACE IS APPOINTED

William Henson Wallace had been active in Washington Territory politics:

- he served as Captain of Volunteers during the Indian Wars;
- he was a member of the Second Washington Territorial Legislature [1854]
serving as the representative from Pierce County;
- he was named Washington Territorial Governor and served for a month;
- he was elected as the Washington Territorial Delegate to Congress;
- he was a promoter of dividing Washington Territory into two territories
for his own advancement

William Henson Wallace an old friend of Lincoln was the President's choice of a governor for Idaho

although the population of Idaho was primarily Southern Democrat
federal patronage was used by Lincoln to build up the Idaho Republican Party
guided by political machines in Salem and Olympia
who were friends of Governor Wallace

IDAHO TERRITORY EXISTS IN NAME ONLY

Actual organization of a government lagged far behind the territory's paper creation
Organic Act passed by Congress creating the Territory failed to provide
that Washington Territorial laws should remain in force
Whether or not the Washington Territory Code of Law remained in effect during the interim
was inconclusively debated
this question was academic however, because copies of the Washington code
were not obtainable at such a distance
in reality Idaho Territory had no criminal or civil law
Governor William Wallace would not reach Idaho (until later in the summer)
until then elections could not be held and the legislature could not meet
there was little for the Territorial Secretary W.B. Daniels to administer
since no laws had been codified

IDAHO TERRITORY HAS NO LAWS TO ENFORCE OR OFFICERS TO ENFORCE THEM

Without local laws Idaho Territory attracted gamblers and rowdies as well as law-abiding citizens
outlaws made a good living robbing the successful prospectors
outlaws took control of mining districts and often elected their own sheriff and judges
Idaho Territory was faced with the problem of providing law and order where none existed
Indian attacks still took place in the southern part of territory
and shocking massacres occurred along the Oregon Trail
but no defense could be organized by the yet-to-exist territorial government
Mining towns especially had little organization
towns had no law -- no government existed to provide order
police power of the territorial government did not reach them
highway robberies, murders and lynchings were all widespread
without local laws each miner competed with fellow prospectors to find the biggest strike
outlaws took control of the area often elected their own sheriff and judges
peace-loving citizens drew together to combat the villains

Miners needed protection:

- from possible Indian uprisings;
- from gangs of thieves, bushwhackers, card sharps, and crooked businessmen
who had moved into the territory to mine the miners;
- from each other

Failure to get convictions led to vigilante committees

WASHINGTON TERRITORY ELECTS A NEW CONGRESSIONAL DELEGATE

Territorial Delegate to Congress (now Idaho Governor) William H. Wallace was replaced
when Democrat George E. Cole from Walla Walla was elected Delegate -- March 4, 1863

Cole will serve one term in Thirty-eighth Congress [1863-1865]

IDAHO TERRITORY ATTEMPTS TO FUNCTION WITHOUT A GOVERNOR OR LAWS

Six days after the creation of the territory an informal legislature met -- March 9, 1863
an act adopting the Common Law of England as their code of justice was enacted
At the time three murderers awaited trial
these killers were convicted of murder in the first degree under English Common Law
they were duly executed

ANOTHER GREAT RUSH TO THE BOISE BASIN BEGINS

Gold seeking opportunists from California and Oregon raced to the mining camps -- March 1863
road between the Umatilla steamboat landing and the Boise Basin was lined with people
some on horseback with a few pack animals
but the majority on foot

IMMIGRANT CHINESE WORKERS PROVIDE A VALUABLE SOURCE OF LABOR

While most Chinese gold seekers were traveling to the gold fields
many other Chinese men were laborers who proved to be reliable and hard working
by American standards they worked for low wages often at jobs that whites shunned
their goal was to earn enough money to survive in America
and provide support for their families in China
Opportunities were boundless and the demand for labor was great
Chinese also were frequently hired as laborers to clear land and construct roads and bridges
because of the shortage of women in the territory
many Chinese found work as domestic servants, cooks and laundrymen
predominately for white male settlers and wealthy families
others established vegetable gardens and sold their produce door-to-door in many villages
many Chinese people were contracted to work in new industries
particularly for the coming railroads and in lumber mills and fish canneries

INTERACIAL RELATIONS ARE DIFFICULT IN THE GOLD MINING DISTRICTS

In Eastern Washington gold country Chinese people were the most abominably treated of all classes
Chinese men were permitted to work only old or worked-over claims
after white prospectors had abandoned them
unless a white miner could make five to ten dollars a day
he deserted the claim in search of richer diggings
two to three dollars in flour gold was reward enough for Chinese prospectors
to warrant a sunrise-to-sunset day of stooping, washing and sifting
While working their claims purchased from whites who had moved on
Chinese gold seekers made every effort not to upset their white neighbors
however, their mere presence was often enough to stir antagonism
lawless whites found it easier to terrorize and rob Chinese than it was to rob a bank or a store
it was not unusual that rumors of Chinese success brought white miners back
and the Chinese were driven off their claims

IDAHO VIGILANCE COMMITTEES ORGANIZE

Miners of the Boise Basin needed protection:

- from possible Indian uprisings;
- from each other;
- from gangs of thieves, bushwhackers, card sharps, and crooked businessmen who had moved into the territory to mine the miners

Peace-loving citizens drew together to combat the villains

failure to get convictions led to the creation of vigilante committees

soon highway robberies, murders and lynchings were all widespread

William J. McConnell lived in Oregon from [1862] to 1863 where he taught school

he moved to the mining town of Payette and led the campaign to rid the area of outlaws

(William J. McConnell served as a deputy U.S. Marshal [1865 to 1867])

his actions won him the first U.S. Senate seat in Idaho State

and later he was elected governor)

Secret Vigilance committees grew overnight in the small frontier towns

night avengers were kept informed of renegades and killers who entered the area

Vigilance justice was swift and sure -- and usually just

despite the speed of the trial remarkably few mistakes appear to have been made

capture of a known outlaw resulted in his leaving the Territory or being hanged

capture a second time eliminated the need for a choice

BANNACK BOOMS AGAIN

Population of 6,200 people of all ilk and surpassed Portland as the largest city in the Northwest

Boise Basin was soon overcrowded

latecomers, finding all the good ground taken, fanned out in all directions

One party found ore along Jordan Creek in the Owyhee Mountains

there, Silver City became a boom town

Unlike many placer mining districts, underground mines and mills opened the interior to development

and was the foundation for prosperity in the settlement

millions of dollars were invested in the Owyhee District

assured such towns as Silver City and Ruby City a long, if sometimes turbulent, future

CALIFORNIA MILITIAMEN AT FORT COLVILLE DISTURB THE LOCAL PEACE

Lieutenant John M. Henry had been accused of killing a man with a butcher knife [December 1862]

he was held outside Pinkey City near Fort Colville where he spent (all winter)

at the local sheriff's farm waiting for a judge to conduct a trial

Henry demanded a hearing before a Justice of the Peace in the spring

because of intimidation by the soldiers no one came forward to prosecute

Henry was discharged and he left the country

Major Curtis, local militia commander, demolished the local distillery and stopped the sale of liquor

a measure approved by the local citizens -- April 1863

PIONEER GEORGE WASHINGTON BUSH DIED

Honored black pioneer and patriarch passed away in his home on Bush Prairie -- April 5, 1863
(before he could obtain the rights granted by either of Lincoln's Emancipation Proclamations
first declaration, issued [September 22, 1862], declared the freedom of all slaves
in any state of the Confederate States of America that did not return to the Union
by [January 1, 1863]
second declaration, issued [January 1, 1863] named ten specific states where it would apply
but no territory was acknowledged in the act)

While George Washington Bush never had an opportunity to become an American citizen
his admirable character and the high esteem he enjoyed gave his name honor far beyond ordinary
George Bush's land claim was taken over and improved by his eldest son William Owen Bush
who surpassed even his father's farming abilities

RICHARD AND AMERICA BOGLE -- BLACK PIONEERS

Richard A. Bogle was born in the West Indies [1835]
he moved to New York City at age twelve and to Oregon Territory at the age of sixteen [1851]
three years later, Bogle moved to Yreka, California,
he apprenticed to Nathaniel Ferber, a barber
Bogle worked for Ferber for three years before returning to Oregon
and opening a barber shop in Roseburg
Richard Bogle and America Waldo were married -- 1863
they moved to Walla Walla in Washington Territory
Richard tried his hand at mining, but he didn't strike it rich
he returned to his old trade of barbering
Richard and America made their money ranching, and were quite successful at it
Richard was sufficiently wealthy to become one of the founders
of the Walla Walla Savings and Loan Association,
he provided some of the seed capital for the organization and backed it with his good name
Richard and America Bogle had eight children
(at least two of whom went on to become barbers in Portland)

OSN COMPLETES CONSTRUCTION ON A PORTAGE RAILROAD AROUND CELILO FALLS

The Dalles-Celilo Railroad came into existence -- April 20, 1863
old Oregon Trail portage wagon road along the south bank of the Columbia River
was replaced by fifteen miles of OSN narrow-gauge railroad track laid at a cost of \$50,000
along the sandy edges of river below the rocky cliffs
to connect the town of The Dalles around Celilo Falls with the village of Celilo
their locomotive named Betsy traveled the fourteen mile track around The Dalles-Celilo Chutes
on Oregon Side of the Columbia River
This new portage railroad passed through awe-inspiring river scenery
as it circumvented a series of rapids, falls and swirling currents
which cascaded through narrow channels as the Columbia River raced toward the Pacific
it would pass by the village of Celilo, where Indians had lived and traded with distant people
for more than 10,000 years
native people had valued the rich salmon fishery at Celilo Falls for thousands of years

but the OSN viewed the falls as an obstacle to transportation
between Portland and developing markets
The Dalles-Celilo Portage sent Colonel Joseph S. Ruckel and Harrison Olmstead line
into soaring prosperity until the coming of the overland railroad [1884]

OSN COMPLETES THE CASCADE RAILROAD COMPANY

Bradford brothers' old Cascade Railway roadbed was re-graded
along the Washington side of the Columbia River
from the Lower Cascade Landing on Hamilton Island
to the Upper Cascade Landing just downstream from (today's Stevenson) near Ashes Lake
T-iron rails were laid for six miles using the additional iron
Captain Ainsworth had purchased the year before in San Francisco
thus covering the same distance as the Oregon portage
Cascade Railroad Company (incorporated in Washington Territory) began operation -- April 20, 1863
first locomotive, named *Anne*, began operation on the new portage line and *Betsy* was soon added
rolling stock was equipped with double-truck boxcars
and passenger cars with upholstered seats

OREGON PORTAGE RAILROAD CLOSES

After OSN spent \$800,000 The Cascade Railroad Company was ready for operation
along the Washington Side of the Columbia Gorge
OSN temporarily closed the Oregon Transportation line around the Cascades
all freight and passengers were hauled over Cascade Railroad's T-rails portage on the north bank
OSN President Ainsworth sent \$3000 to Superintendent of the Oregon portage D.H. Olmstead
he was told to pay off the employees and keep one man at the lower boat landing
enough men also were to be kept to care for the mules
For a short time work was undertaken to connect the Oregon Portage Railroad roadbed
with the new portage railroad route around Celilo Falls
Oregon side portage was used only for transferring stock and in case of emergencies
but was maintained in perfect condition as long as Joseph Bailey was in charge
for now, the value of the Oregon portage to the OSN was not in its use
but in preventing companies from gaining a foothold

OREGON STEAM NAVIGATION COMPANY DOMINATES THE COLUMBIA RIVER

OSN controlled the Columbia River portages as well as the steamboats
out of these maneuverings four men had emerged as the OSN's dominant figures:
Captain John C. Ainsworth and Robert R. Thompson
and two Portland financiers, William Ladd and Simeon Reed
Under the guidance of these "Big Four" the portage railroads around the Columbia Gorge
and the one around Celilo Falls were completed at a cost of a million dollars
all of it home-grown by a company which scarcely two years earlier
had resorted to exaggeration to achieve a capitalization of \$172,000
this was unique -- most Western monopolies were financed either in San Francisco or the East

PEOPLE'S TRANSPORTATION COMPANY CHALLENGES OSN

Willamette River shipping company sent its boats onto the Columbia River
creating a nearly disastrous rate war

People's put the steamers *E.D. Baker* on the lower Columbia, the *Iris* on the middle portion,
and the *Kiyus* above the Upper Cascades

(later Stephen Coffin bought the steamer *Goldhunter*)

Only when People's Transportation invaded the Willamette River
did the Oregon Steam Navigation Company encounter effective opposition

GOLD-SEEKERS WIDEN THEIR SEARCH FOR RICHES

Phenomenal success of the Bannock region placers sent prospectors scouring the hills
in every direction into those almost trackless deserts outside of Bannack City
Bannock Indians and their despised relatives the Pah Utes

would continue their attacks on trespassers for years

James Stuart led a group of fifteen gold seekers east

to investigate some of the tributaries of the Yellowstone River -- spring 1863

Crow Indians, determined to defend the land guaranteed to them by treaty,
forced the prospectors to turn south to the Oregon Trail

Six of the men split off from the Stuart expedition:

Bill Fairweather and Mike Sweeney were from New Brunswick, Canada,

Harry Rodgers was also a Canadian from Newfoundland,

Henry Edgar was from Scotland,

Barney Hughes came from Ireland,

Tom Cover was the only American in the party

Two parties were supposed to rendezvous at the mouth of the Beaverhead River

but the groups missed connections as the six also were pushed by a Crow war party to retreat

While trying to catch up to Stuart and his men the smaller party tramped west

across the Gallatin Valley, then up the Madison Valley heading for the safety of Bannack City

one dawn Bill Fairweather and his party were surrounded by Crow Indians

these trespassers were stripped of their weapons and horses

they were held prisoner for three nights while war drums beat

finally, the prospectors were turned loose, given an old horse to ride,

and told to get out of Crow Country fast

warriors followed day after day to be sure their orders were obeyed

Uneasy under the surveillance, the six prospectors shook off their trackers near the Madison River

OREGON PONY IS SHIPPED FROM THE DALLES FOR USE ON THE CELILO PORTAGE

Oregon Pony was transferred from the Cascades Gorge portage forty-miles upstream

for use on the new portage railroad around Celilo Falls

Little locomotive arrived at her new home and began its first run on the new route -- May 11, 1863

there she would remain in operation between The Dalles and Celilo for more than three years

(before being shipped back to San Francisco where it was used for leveling sand hills)

(after being damaged in a warehouse fire the *Pony* was returned to Oregon

to be displayed at the Lewis and Clark Centennial Exposition in Portland [1905])

GOLD FOUND IN THE OWYHEE RIVER REGION

Coming from the new town of Placerville, Michael Jordan's party of twenty-nine prospectors found gold on Jordan Creek -- May 18, 1863

After working up the stream for a few days, they returned to Boise Basin with news that set off the Owyhee gold rush

SIX PROSPECTORS CONTINUE TO FLEE FROM A CROW WAR PARTY

Bill Fairweather, Mike Sweeney, Harry Rodgers, Henry Edgar, Barney Hughes and Tom Cover fled into the hills just over the Madison-Jefferson divide -- May 26, 1863

They camped that night in a little gulch along a lonely small creek overgrown with alder trees while looking for a grassy place to picket their horse, Bill Fairweather and Henry Edgar made one of the great placer strikes of the American continent

this would become the greatest gold field in southwestern Montana
Henry Edgar named the place, about eighty miles to the east of Bannack City, Alder Gulch (others would later call it the fabled Mother Lode)

FARMERS ARE NEEDED IN THE PACIFIC NORTHWEST

Enormous numbers of livestock were used for packing and freight hauling to the mines these animals created an insatiable demand for the hay

that could be grown in the lower valleys of Eastern Washington
Gardens sprang up as close to the various mining centers as climate and water supplies allowed: at Boise, at Baker on Oregon's Powder River; in the lovely Grande Ronde Valley; along the fertile river valleys of the Walla Walla, the Umatilla, and the Colville

But the big discovery had to do with wheat
wheat had long been the money crop of early Oregon in the moist climate of the Willamette early missionaries had found that it could also grow in the interior valleys
Isaac Stevens had guessed that it might be dry-farmed on the surrounding hills as well if possible, here would be one of the phenomenal grain fields of America

unbelievable miles of rich volcanic topsoil stretching from the pine forests of Idaho west across the undulant Palouse country to the vast sagebrush plateaus within the Big Bend of the Columbia who first experimented with dry-land wheat production cannot be said but the man who spread the word of the region's phenomenal growing powers was Congregational missionary George Henry Atkinson who had reached Oregon via Cape Horn [1848]

Atkinson hit on the idyllic phrase Inland Empire to designate the land east of the Cascades and north of the Blue Mountains he analyzed the soils he pointed out that much of the region's scanty twelve inches of moisture comes as snow during winters and that only rarely were temperatures cold enough to kill the young stalks sprouting beneath the protective blanket he rhapsodized about the cloudless glories of the warm spring days, the summer's rarity of hail everywhere he went he talked wheat; he wrote wheat, dreamed wheat, urged wheat

personally he did not get a dime from it -- he just like to see wheat grow
its russets and ambers and golds filing a once empty world with the Biblical staff of life
he also took the lead in developing the young territory's schools

NEWLY RICH GOLD HUNTERS EXCITEDLY RIDE TO BANNACK CITY FOR SUPPLIES

Bill Fairweather, Mike Sweeney, Harry Rodgers, Henry Edgar, Barney Hughes and Tom Cover
swore secrecy but somehow the news leaked
maybe it was the gleam of the gold they carried -- or the gleam in their eyes
When they left Bannack two or three hundred men were on their heels
some trudging with packs on their backs, some leading burros, some riding horseback
Halting after a time, the discoverers called a meeting with their trackers
all six men laid down the conditions under which they would reveal the diggings
of course, the crowd agreed

MANY WOULD-BE MILLIONAIRES ARRIVE TOO LATE

By the time James Stuart's party of nine treasure hunters
returned from weeks of fruitless prospecting and Indian fighting on the Yellowstone River
Alder Creek was staked solid from end to end -- a ten-mile hodgepodge
of shanties, tents, and sluice boxes
Granville and Reece Anderson arrived from Bannack and joined a disappointed James Stuart
however the three probably fared better than if James had found color -- they opened a store

VIRGINIA CITY GETS ITS NAME

One Confederate sympathizer suggested naming the gulch's principal camp Varina City
after the wife of Confederate President Jefferson Davis
But when the document bearing the name reached the nearest federal judge (in Idaho)
he angrily struck it out and substituted Virginia City in its place
this was an uninspired borrowing
from the even more dazzling camp on Nevada's famed Comstock Lode
Virginia City (Montana) diggings were the richest gold placer deposits ever discovered
in three years almost \$40,000,000 was taken -- with \$10,000,000 taken out in the first year
within five years gold-hungry prospectors dug between \$30,000,000 and \$40,000,000
worth of gold from the gulch's coarse gravels
(Virginia City would give to history the rawest saga of violence the West ever generated
surely it was worth more than a secondhand name
Virginia City later was named the territorial capital but lost the title of State Capital
to the newest, richer vein, at Last Chance Gulch [Helena], the current capital)

HENRY PLUMMER ORGANIZES THE OUTLAWS IN THE BANNACK REGION

Plummer was involved in a series of tumultuous brawls in Bannack
one of which he publicly gunned down a rival suitor for a current love
Plummer managed to drive the legally constituted sheriff out of the district
he wasted no time in calling for an election in which his people would be the only candidates
Henry Plummer was elected sheriff of Bannock County -- May 1863

in hopes that he might bring some peace to the lawless settlement
what was not known by the citizens of Bannock County
was that he was the leader of the largest gang of road agents in the area
Sheriff Plummer was even quicker about appointing two of his henchmen as deputies
Buck Stinson and Ned Ray
Plummer's criminal activities in Bannock were well organized, vicious and bold
he and his group infiltrated every decent group and endeavor in the mining camps
except the Masons
Plummer's Road Agents had watched the Masons with suspicious silence
ever since seventy-six brothers met at William Bell's funeral [November of 1862]
it was even reported that Henry Plummer once inquired about Masonic membership
Ambitious Sheriff Plummer soon extended his operations to Virginia City
Plummer and his gang overwhelmed the non-existent territorial government machinery
as a crime wave swept along the many lonely mountain trails
road between Bannack (City) and Virginia City became a very hazardous journey
as road agents targeted the travelers journeying between the two mining camps

POPULATION OF ALDER GULCH EXPLODES

Henry Edgar pointed to the mouth of Alder Gulch and the stampede was on -- June 6, 1863
More than 10,000 people of all ilk flooded the region (in less than three months)
prospecting the seventeen-mile length of Alder Gulch's gravel bar
Fourteen Mile City ran the length of the gulch
it included the towns of Summit, Central City, Alder, Nevada City, and Adobetown
people lived in brush wicky-ups, dugouts and under overhanging rocks

NEZ PERCE WERE A PEOPLE SHARPLY DIVIDED BY RELIGION

Two-thirds of Nez Perce Indians refused to convert to Christianity
some reverted to their old ways -- others had become members of the Dreamers Cult
Indian prophet Smohalla continued to preach native beliefs based on mystic fusion with the soil
more violent of the Dreamer believers foresaw an overwhelming cataclysmic eruption
in which the resurrection of all dead Indians would combine
to wipe out the whites and restore all lands to native owners

ANOTHER INDIAN TREATY COUNCIL IS HELD BY THE INDIAN BUREAU

Prospectors and others in ever-increasing numbers continued to encroach on reservation lands
that had been set aside in the [1855] treaty for Nez Perce by Governor Isaac Stevens
thousands of miners, merchants, and settlers overran large parts of the reservation
appropriating the Indians' lands and livestock
and heaping mistreatment and injustices on them
To cope with the immediate crisis, the United States Government engaged the angered Nez Perce
in new treaty talks at the Council Ground, in the Valley of the Lapwai -- June 9, 1863
Nearly all tribal bands were represented
when the U.S. Government tried to get some of the bands to cede all or most of their lands,
non-Christian natives refused to do so and left the council

Indian Bureau reduce the size of the Nez Perce Reservation to 1/6th its original size
government proposed to take away the Nez Perces' Wallowa and Imnaha valleys
In their absence Northern chiefs, without tribal authority to speak for the departed bands, did just that
Christian chiefs signed the treaty accepting the reduced reservation of behalf of all Nez Perce
these remaining natives were willing to deal with the United States Government
because they already lived within the confines of the smaller reservation boundaries
old Chief Lawyer, an early Christian convert, was promised \$1500 and a frame house
by the federal government
All Bands of Nez Perce were to be moved onto the reduced reservation -- by force if necessary
but, in fact, only the lands of those who had left the council meeting
were ceded to the United States government
Nez Perce who signed the treaty and accepted the new reservation
had never lived in Wallowa Country or the Imnaha Valley -- thus it did not affect their interests
treaty tribes refused to take up arms against whites because of their traditional friendship
but more importantly because their lands were still unmolested

NEZ PERCE TRIBE DIVIDES INTO FACTIONS

Actions of the government and the Christian chiefs resulted in a division of the tribe
those who had signed were praised by the whites as "treaty" Indians;
those who did not sign became known as the "non-treaty" Nez Perce
non-treaty bands of Nez Perce were to be moved onto the smaller reservation
Dreamer chiefs such as Old Chief Joseph refused to sign the new treaty and surrender their homes
"Free Bands" of Nez Perce Indians, as they were called,
spent the winter along with their horses in Joseph Canyon in Wallowa Country as usual
where they continued their old ways

OUTLAWS HAD SPIES WITHIN THE VIGILANTE COMMITTEES

On one occasion, Myron Eells (son of Rev. Cushing Eells) and his mother were alone at home
a man dropped saying he had been at Waiilatpu about the time of the Whitman massacre
he asked to stay the night
Myron put him up for the night, and attempted to watch him
but before leaving early the next morning the stranger stole some of Eells' possessions
(Later this same man was marched out of Walla Walla by the Vigilantes
but he returned to the town and was soon after found hanged
he was believed to have been a spy for an outlaw gang
who was checking to see if it was safe for them to return -- outlaws had learned it was not
A special secret organization of Walla Walla Vigilante men who could be trusted had to be formed
this inner circle quietly hanged six or eight men
soon about seventy-five of the worst offenders left the valley)

HENRY PLUMMER EXTENDS HIS CIRCLE OF INFLUENCE

When Virginia City boomed into prominence there were no laws or peace officers
Henry Plummer used his advanced organization skills
to expand his corrupt combine

With the help of killers, swindlers, thieves and other unsavory citizens
Plummer extended his authority both as sheriff and as gang leader
into Alder Gulch and Virginia City and nearby Nevada City as well as Bannack
As the towns boomed, the incidence of robberies and murders increased
many of the robberies depended on inside information delivered by road agents
Plummer formed a notorious gang he labeled ironically The Innocents
(their password was “I am innocent”)
violence spread unchecked

THE INNOCENTS OPERATE AS A CRIME SYNDICATE

Plummer’s organizational skills reached fruition as he knit together a gang of selected thugs
that was so cleverly intertwined and so widespread that most of its members
did not even dream how far it actually reached
this group of bandits grew to include more than 100 men
members wore a special sailor’s tie-knot in their neck bandanna as identification
Organization of Sheriff Henry Plummer’s group was amazingly intricate
Sheriff Henry Plummer was naturally first in command,
with Billy Bunton probably serving as outlaw Number Two
there were various levels of officers
each office being filled according to the capability and criminal aptitude of each member
George Ives, Ned Ray, Buck Stinson each were highly rated by their chiefs
Clubfoot George Land, Long John Franck, Gad Moore, Old Tex Crowell,
Dutch John Wagner and others each had special assignments
men of another type served the gang in unique capacities
such as Jack Gallagher, Plummer’s Deputy Sheriff at Virginia City,
several gang members served as stool pigeons,
others were given the job of marking stagecoaches which were known to have treasure aboard
only the most dexterous gunmen were assigned to actual highway operations
Most daring and brutal of the gunmen was handsome, blond, smooth-shaven, six-foot George Ives
Ives was a cold-blooded killer
once when his sawed-off shotgun failed to kill his victim,
Ives stepped over to the injured man, and while talking calmly of this and that,
drew his revolver and finished the job
Plummer’s contacts as sheriff gave him knowledge of when people were transporting their gold
he knew the timing of the gold movements and he would pass this information on to his gang
From the inside, Sheriff Plummer kept in personal touch with his men
by going frequently to the gang’s rendezvous, “Robber’s Roost”
to receive his share of the take and give orders
he used as his favorite excuse to leave town the necessary inspection of his “silver deposits”

CAPTAIN WILLIAM RENTON RETURNS TO WASHINGTON TERRITORY

(After missing his family and suffering from small profits in his Port Orchard sawmill venture
Captain Renton had sold out and returned to the Bay Area [1862])
Now Captain William Renton used the Donation Land Act to purchase 164.5 acres for \$1.25 an acre

at Bainbridge Island's Blakely Harbor for \$10 down -- June 30, 1863

this picturesque harbor had been named by U.S. Navy Lieutenant Charles Wilkes
for Johnston Blakely, an American hero of the War of 1812

Blakely Harbor was the best site for a sawmill that Renton had found to date

it had an adequate water supply and plenty of flat ground,
inner harbor provided good storage and sorting areas,
outer harbor could accommodate sea-going vessels,
surrounding hills provided protection from winds

TREATY BETWEEN U.S. AND BRITAIN

Established a Joint Commission to settle international boundary issues -- July 1, 1863
regarding compensation to Puget Sound Agricultural Company and Hudson's Bay Company
for the losses sustained in Oregon Territory

WASHINGTON, OREGON AND CALIFORNIA MILITIAMEN PROVIDE SOME CONTROL

Colonel Justus Steinberger leading his disorderly troop of displaced Californians into action
made an impression on Nez Perce Indians who at the time were splitting into factions
Oregon cavalry attempting to keep order in that state was being reduced in numbers
by the expiration of enlistments and the obvious glittering distraction close at hand
U.S. Government authorized an infantry regiment for the West

NEW FORT BOISE IS CONSTRUCTED BY THE UNITED STATES ARMY

(Old Hudson's Bay Company Fort Boise had served the wagon trains throughout the [1840s]
but floods plagued the area -- old Fort Boise was gone by [1855])

Eight years later Major Pinckney Lugenbeel was dispatched from Fort Vancouver
to head east and select the site for a post in the newly-formed Idaho Territory
he selected a location fifty miles to the east of old Fort Boise up the Boise River

New Fort Boise was built by the United States Army during the middle of the Civil War,
Battle of Gettysburg had concluded a day earlier,

this new military post was in response to massacres on the Oregon Trail
which occurred in the years after the original fort was abandoned

New fort was located near the intersection of the Oregon Trail

and roads connecting the Owyhee (Silver City) and Boise Basin (Idaho City) mining areas
both were booming at the time

this site had the necessary combination of grass, water, wood, and stone for construction

With three companies of infantry and one of cavalry, Major Lugenbeel set to work

he oversaw construction of living quarters for five companies

they built a mule-driven sawmill on Cottonwood Creek

organized a lime kiln and opened a sandstone quarry at a small mesa known as Table Rock

Lugenbeel's greatest problem was the lure of the Boise Basin gold fields

more than fifty men deserted within the first few months

Western half of the Oregon Trail was at last safe

as was the long supply route from Salt Lake City northwest

to the spectacular new gold fields of (today's Idaho and western Montana)

IDAHO BOOMS AGAIN

Gold discovered East of Fort Boise

22,000 miners came up the Columbia River by boat

resulted in creation of Idaho County -- 1863

comprised of country South of Payette River between Snake and Rocky Mountains

county seat was Bannack City

roads, bridges, and ferries were built throughout the mining region

Lewiston was incorporated

Last Chance Gulch on Gallatin River

17 mile length of Alder Gulch's gravel bar reported to have 10,000 miners -- 1863

cities sprang up overnight: Virginia City, Nevada City, Central City, Summit

Thousands of men worked claims in Pierce, Elkhorn, and Oro Fino

BEN HOLLADAY EXPANDS HIS *STAGECOACH KING* TITLE

Capitalizing on the flow of miners into (in name only) Idaho Territory

Holladay secured mail contracts which enabled him to extend his stage coach line

from Salt Lake City to Virginia City, to Boise then on to Walla Walla, Umatilla,

before ending at The Dalles where connections were made with Columbia River steamers

When completed, Holladay's network extended 2,000 miles

from Atchison, Kansas on the Missouri River to Salt Lake City and The Dalles

thus providing, finally, a direct link between the Pacific Northwest and the East

as fast as roads could be built, huge land freight wagons took over from mule trains

detours, especially on some lucrative routes through California, were no longer necessary

this was a concern to the Oregon Steam Navigation Company directorate

To the Oregon Steam Navigation Company the roundabout but easier journey on their steamboats

would have been the best choice for California shippers except for the maneuverings

of one of the stormiest, most controversial Robber Barons of the West -- Ben Holladay

BEN HOLLADAY CHALLENGES THE OREGON STEAM NAVIGATION COMPANY

With his financial strength, Ben Holladay launched into direct steamship competition with OSN

when he expanded his Pacific Mail Steamship Company -- 1863

he took over the steamers *Cortez*, *Oregon*, *Sierra Nevada*, *Republic* and *Panama*

Holladay purchased and restructured the California Oregon and Mexican Steamship Company

his vessels sailed from San Francisco to the Confederate States of America

and to Canada, Alaska, Mexico, Hawaii and the Orient

his two-week California service to Portland and Victoria

was both detestable and dangerous

IDAHO TERRITORIAL GOVERNOR WILLIAM HENSON WALLACE ARRIVES IN THE WEST

New territorial governor enjoyed a leisurely 7,000 trip

from Washington City across the Isthmus of Panama to his new position in Idaho

he managed to arrive -- summer 1863

he had not yet selected a territorial capitol city

Government officials in addition to Governor Wallace consisted of:

Territorial Secretary, Chief Justice and Associate Justices of the Supreme Court, U.S. Marshal,
U.S. Attorney and Indian Agent

Lincoln also nominated a Collector of Internal Revenue for the District of Idaho Territory
all of these men were legal, personal or political friends and allies of Abraham Lincoln
Wallace, at this time, took no action to begin the functions of government in the territory
in fact, he made no announcement at all
and contented himself with following instructions
from friends and allies in Olympia, Salem, and Portland

PLUMMER'S INNOCENTS PLUNDER THE ALDER GULCH REGION

Sheriff Henry Plummer was recommended to be appointed Deputy U.S. Marshall
for the region of Idaho Territory east of the mountains -- August 1863

Violent holdups became even more commonplace
about a hundred men were murdered during 1863

With assistance from other outlaws

Plummer was elected sheriff for all mining camps east of the Bitter Roots -- 1863

PACK TRAINS ALSO SUPPLY THE CLEARWATER RIVER REGION

Lloyd Magruder, a prominent merchant, was well known and had many friends in Lewiston
including Hill Beachey the owner of the town's largest hotel

Magruder and five others in his employ were packing supplies from Lewiston
to camps on the Clearwater and Salmon rivers

they started with sixty heavily laden pack mules over the trail across the Bitterroot Mountains
to Bannack almost 300 miles away -- August 1862

Ten days later a second party of men set out from Lewiston also bound for Bannack
they caught Magruder's party and in exchange for their board

they helped him the rest of the way with his pack train -- but the boom there had died down

Three of the men who had purposely followed him remained with Magruder
as he moved on to Virginia City

there they helped him dispose of his goods for \$30,000 in gold dust

LLOYD MAGRUDER RETURNS TOWARD LEWISTON FROM VIRGINIA CITY

Magruder had seven helpers with him although some of his men left for the gold fields
three, James Romain, David Renton, and Christopher Lower,

were the men who had join him on the trail to Virginia City

Magruder's pack train started back to Lewiston with about \$30,000 in gold dust

One morning the road agents made their move

Lower and Magruder checked the animals and then sat around a fire drinking coffee

Renton pretended to gather more fire wood

Lower picked up the axe he had been carrying

when Magruder bent over the fire, Lower hit him on the back of the head with the axe
they also killed Horace and William Chalmers, Bill Phillips, and Charlie Allen

they spared Billy Page since he knew the area well and could guide them back to civilization

they rolled the bodies of the dead packers over a cliff into a ravine
they shot most of the pack animals to keep them from following them and giving them away
they burned all of the equipment that they could

This bloody affair has since been referred to the Magruder Massacre

MAGRUDER MASSACRE KILLERS TRAVEL BACK TO LEWISTON

In the morning following the massacre the killers set out
accompanied by Billy Page and five of Magruder's best mules
once the three outlaws reached Lewiston they bought passage on a stage
that was leaving the next morning for Walla Walla
Hill Beachey, Lloyd Magruder's friend and the proprietor of the Luna House where the stage stopped
noted the shortness of the three packer's stay in Lewiston and became suspicious
Beachey sent a rider to Elk City to see if there was any news about Magruder's whereabouts
when another packer who had left Virginia City after Magruder arrived in Lewiston
Beachey was sure there had been foul play
Lloyd Magruder and his companions' bodies were discovered and identified
as were the bodies of his dead mules
Hill Beachey decided to avenge the murder of his friend
he visited Idaho's Territorial Acting-Governor W.B. Daniels
to get an arrest warrant for the four men

UNIVERSITY OF WASHINGTON OPENS WITH A NEW PRESIDENT

Third term of the University of Washington was opened -- September 3, 1863
with Professor William E. Barnard, a Dartmouth graduate, as president
(he remained until [spring 1866] when he gave up mentoring the little frontier university
in one of his letters he gives a description of conditions as he found them

it was a picture drawn to justify his decision to leave: "**Education throughout the Sound district is in an extremely backward condition; as an illustration: Not one of the misses attending the university the first quarter after our arrival could accurately repeat the multiplication table. Society is also greatly disorganized; drunkenness, licentiousness, profanity, and Sabbath desecration are striking characteristics of our people, and of no portion more than those of Seattle. Of course there are a few honorable exceptions. We have two distilleries, eleven drinking establishments, one bawdy house, and at all the drinking establishments, as it is at our three hotels, gambling is openly practiced; and Sunday is no exception.**

"These are the influences we have had to encounter in our efforts to build up an institution of learning. I need not say it is discouraging and well nigh hopeless."²⁷⁸

VILLAGE OF SEATTLE WAS A LONELY PLACE

After separation from Oregon, Washington Territory grew only slowly in population
there were few white women in the territory
most women were pioneers who crossed the plains with her husband and family
only one adult out of ten was a woman, and most girls over fifteen were already engaged

²⁷⁸ Hebert Hunt and Floyd C. Kaylor. *Washington West of the Cascades, Vol. I.* P. 208-209.

Seattle attracted crowds of men to work in the timber and fishing industries
local newspapers called attention to the large proportion of bachelors
by advertising for women to come to the West
these stories were copied by Eastern papers, however, there were no answers to the advertising
but very few marriageable women were willing to move there
white men and women of the Salish tribes did not always feel mutually attracted
Conversations among the loggers and fishermen frequently centered on their plight
one frustrated yet moral young man was Asa Mercer
brother of Territorial Judge Thomas Mercer
Asa Mercer decided to do something about the problem

ASA MERCER SETS OUT ON HIS QUEST

Mercer had talked with a number of Seattle's frustrated young men
after pocketing an unspecified amount of contributions, he caught a ship to Boston
in search of Civil War widows and adventurous young ladies
who were willing to travel West in search husbands

IDAHO GOVERNOR WILLIAM HENSON WALLACE TAKES OFFICE

Rather than taking the reins of government firmly in hand and guiding the new territory
Governor Wallace simply issued a proclamation organizing the territory -- September 22, 1863
he set a date [October 31, 1863] for an election to select members of the territorial legislature
and to select a Territorial Delegate to Congress
he then made it known that he was willing to give up the governorship
to accept the Republican nomination for the job of Idaho Territorial Delegate to Congress
William Wallace did make an effort to organize the territory into judicial districts
as the president had already named federal judges for the territory:
First District: Nez Perce and Shoshone counties -- Justice A.C. Smith;
Second District: Boise County -- Justice Samuel C. Parks;
Third District: Missoula County and the country east of the Rockies
most isolated and least desirable assignment -- outsider Chief Justice Sidney Edgerton
in addition, Florence, Bannack, (changed in 1864 to Idaho City) and Hellgate (Missoula)
were named as places available for holding United States court proceedings
Governor Wallace announced the territorial capital would be Lewiston
and the elected legislators should meet there [December 7, 1863]

LEWISTON SEEMS AN ODD CHOICE FOR IDAHO TERRITORY'S CAPITAL

Governor Wallace designated Lewiston as the territory's capital
it was awkwardly located on the extreme western border of the territory
as close as possible to Territorial Governor Wallace's home in Olympia
a solid wall of two mountain ranges, the Bitterroots and the Continental Divide,
lay between the capital city and its eastern counties
between Lewiston and the southern mines of the Boise Basin and the Owyhee River
was the abysmal gorge of the Salmon River -- the famed River of No Return
but the city was larger than Olympia, Seattle, and Portland -- combined

OUTLAWS STILL CONTROL UNORGANIZED IDAHO TERRITORY

Few informed people would have disputed that the Road Agents had a grip on the area -- 1863 it was not safe to walk down the main streets of Bannack and Virginia City after dark and sometimes even in broad daylight travel was unsafe because robbery of both stagecoaches and horseback riders was common only three miles north of Bannack on the Bannack-Virginia City Road was a promontory appropriately named Road Agents' Rock so many robberies took place at that site, that stage drivers breathed a sigh of relief if they passed the point without getting held up

Series of holdups and slayings began on the road from Florence to Lewiston -- October 1863

it was not known at first who committed these acts or to what extent, if any, these crimes were part of an organized scheme of operations but as the holdups continued in a methodical fashion without anyone being brought to justice suspicion belatedly turned upon Henry Plummer, sheriff of the Bannock and Virginia City whose lack of enthusiasm for chasing down criminals and making arrests did not go unnoticed in fact, many a citizen was fearful of confronting him for dread of losing his life

Distrust of the sheriff was amply justified -- he was actually the evil genius under whose businesslike direction a gang of about one hundred highwaymen, cattle rustlers, horse thieves, and murderers operated with precision, deftness, and skill however, no legal relief was possible as the nearest government officials were 400 miles away

IDAHO TERRITORIAL GOVERNOR WALLACE ANNOUNCES THE DATE FOR AN ELECTION

Territorial Governor William Wallace proclaimed the first election date to be [October 31, 1863] legislative members were to be elected at this time as was the Idaho Territorial Delegate to Congress Governor Wallace had already announced himself as the Republican candidate

EFFORTS TO LINK THE PACIFIC NORTHWEST AND CALIFORNIA WITH A RAILROAD

When the transcontinental Central Pacific Railroad began its slow crawl eastward out of Sacramento toward its link with the west coast bound Union Pacific Railroad crossing the Central Plains various would-be railroad entrepreneurs at once grasped the profit possibilities which were inherent in constructing a feeder line from Portland and the Northwest to the Central Pacific Railroad at Sacramento

Congress was considering a bill to grant public lands for construction of a railroad from California to the Columbia River -- 1863

big dreams of railroad building spread north from Sacramento to the Columbia River railroads were projected from the anticipated transcontinental terminus at Sacramento, California along the Willamette River Valley to link with Portland Portland then would be linked to the Transcontinental Central Pacific Railroad

Energetic civil engineer Simon G. Elliot from Marysville, California infected the still active gold town of Jacksonville, Oregon with "railroad fever" one of the towns optimistic inhabitants, Joseph Gaston, was especially stricken

Gaston came to Oregon and settled in Jacksonville [1862]
where he practiced law and edited the *Jacksonville Sentinel* newspaper

CALIFORNIA AND OREGON RAILROAD COMPANY IS FORMED

Simon G. Elliot incorporated the California and Oregon Railroad
in Marysville, California -- October 13, 1863
Elliot and Portland civil engineer George H. Beldon undertook a route survey
expenses for this survey effort were paid principally by people living along the route
who hoped to lower their shipping rates
George H. Beldon surveyed north from Marysville, California
his route followed the Sacramento and Shasta rivers
then ran through the thriving mining town of Yreka
it followed Willow Creek until it crossed the Klamath River
and continued over the Siskiyou Mountains north to Jacksonville, Oregon and ended

NEWSPAPERS IN WASHINGTON TERRITORY

Oregon Argus -- Whig in policy and influence
editor Dr. William Lysander Adams was assisted by David Watson Craig
consolidated with *Oregon Statesman* -- October 24, 1863
Dr. Adams shifted to the new Republican Party
and became known as the Father of the Republican Party in Oregon

LLOYD MAGRUDER'S KILLERS ARE CAPTURED

Hill Beachey anticipated the killers would go to San Francisco so he wired to the police there
he and Thomas Farrell followed them to Walla Walla then to Wallula
From Walla Walla they steamed down the Columbia River. to The Dalles
they traveled south from The Dalles by stage coach
and caught up with the outlaws at San Francisco
When Beachey arrived in the California port city,
Magruder Massacre murderers James Romain, David Renton, and Christopher Lower
were already were behind bars
and Magruder's gold dust was traced to the San Francisco Mint

ELECTION DAY FOR IDAHO TERRITORY

With the Civil War still raging, Confederate sympathizers in ever-increasing numbers
had fled to the gold fields in search of the prospects of acquiring great wealth
and the reality of escaping the ravages of war
John M. Cannady of Idaho City was named by the Democrats (Confederate enthusiasts)
as their candidate for the position of delegate to congress
Citizens of Idaho Territory turned out to cast their ballots -- October 31, 1863
when the election returns were counted Cannady was elected by a few hundred votes
However, a couple of weeks later what was purported to be returns from Fort Laramie were received
while there was a government post situated at the foot of the western slope of the Rockies
there was not a real settler within five hundred miles of the place

but still the returns showed a majority of over six hundred in favor of William Wallace
this was just enough to overturn John M. Cannady's election
Territorial Governor William Wallace was declared the Territorial Delegate to Congress
although there was talk, much of it angry, about election fraud nothing of consequence was done

IRONY SETTLES THE PORT TOWNSEND-PORT ANGELES DISPUTE

Port Angeles' new Customs House had been construction at the foot of a creek
Heavy snows followed by a rapid thaw broke a log jam on the creek free -- November 1863
stored water raced in a torrent into the settlement of Port Angeles
new Customs House was pushed off its foundation and the chimney toppled onto the building
Customs Inspector William Goodell and Deputy Collector James Anderson drowned
Inspector Goodell had served the agency for only one week
he was survived by his wife and two children
part of the customs house floated out into the Strait of Juan de Fuca with the tide
as it floated by it was captured by Port Townsend people and towed to their city
Customs Collector Victor Smith was recalled to Washington City for the Merriam embezzlement case
President Lincoln signed a commission appointing Victor Smith
special agent of the treasury department with powers of supervision
over all the customs houses on the Pacific Coast

ASA MERCER ARRIVES IN THE EAST SEARCHING BRIDES FOR WASHINGTON BACHELORS

Newspapers called attention to the large proportion of bachelors
by advertising for women to come to the West
such as Asa Mercer's advertisement in a Boston newspaper: **"The climate of Washington Territory is marked by two seasons only, winter and summer. From the first day of April until the middle of November no other spot on this green earth boasts such a mild, equitable and delightful climate as does the valley of Puget Sound. Refreshing showers visit us every few weeks and all nature breathes of purity and healthfulness."**²⁷⁹

Eastern papers copied the stories, however, there were no answers to the advertising
Mercer changed his sales pitch aimed at the widows and daughters of dignified Bostonians
Seattle's population had more than doubled in the years since the first families had landed [1851]
Mercer explained that as the community grew there were more children of school age
but few teachers eligible to instruct then
he noted that after only ten year a new Territorial University had opened its doors
Asa Mercer invited the women to go West with him
to a place where both jobs and men were abundant
none of Boston's fairer sex could be talked into venturing west
even with the prospects of a career or marriage as the prize
Better results were obtained in the depressed textile town of Lowell, Massachusetts
there the Civil War, still in progress, had stripped the New England town of both men and jobs
(since the Civil War had cut off Southern cotton from its looms work was not available)
Mercer explained the trip would cost \$250 each

²⁷⁹ L.E. Bragg, *More than Petticoats*. P. 67.

they would travel by train to New York to catch a ship to Panama
after crossing Panama they would continue by ship to San Francisco and finally Seattle
Mercer added hopefully the citizens of Seattle were eager to welcome them
into their homes and the community while finding them jobs in the various schools
for women of marrying age the prospect of finding a husband in Lowell looked dim
this offer was too good to pass up
however, only a small number managed to come up with the funds needed to pay the passage
eight interested and interesting ladies committed to the proposal

CONSTRUCTION BEGINS ON THE EASTERN END OF THE TRANSCONTINENTAL RAILROAD

Union Pacific Railroad broke ground at the Missouri River
near Omaha, Nebraska -- December 2, 1863
Competition arose between the construction crews of the Union Pacific and the Central Pacific
to see which could lay the greater number of miles of track and receive the larger land grant

HILL BEACHEY BRINGS HIS PRISONERS HOME

After some successful legal maneuvering of the San Francisco sheriff by Hill Beachey
he returned the accused men, James Romain, David Renton, and Christopher Lower,
to Lewiston -- December 6
More complicated maneuvering was necessary in Lewiston where a mob was waiting for the killers
Beachey convinced them to let the killers pass on to jail so they could stand trial
(there the three killers remained as the legislature dutifully passed new laws
including provisions to allow for their execution)

IDAHO TERRITORIAL LEGISLATURE MEETS FOR THE FIRST TIME

Lewiston became the territorial capitol when the legislature met for the first time -- December 7, 1863
Idaho Governor William Wallace, as he had schemed all along,
was rewarded with the position of Territorial Delegate to Congress
as he hurried east Wallace left the administration of Idaho's government
in the hands of his incompetent Territorial Secretary W.B. Daniels

IDAHO LEGISLATURE FEUDS OVER THE CAPITAL LOCATION

Lewiston served as the seat of government in Idaho but the gold had played out in that area
gold fields in the Boise Basin were producing major strikes
miners, farmers, businessmen, card sharps, drifters, road agents and freight drivers
had all fled Lewiston to seek their fortunes
arguments raged as to where the capital should be located -- Lewiston or Boise
During the first Territorial legislative session -- December 1863
more elected officials from southern Idaho than the northern section arrived in Lewiston
almost immediately a Bill was introduced to move the capital to Boise
northerners managed to stop consideration and the issue remained unresolved
Somehow two dates were set for the second session of the legislature
[November 14, 1864 and January 1, 1865]

CRIME CONTINUES IN ALDER GULCH

Vast majority of the populace living in the mining camps were good, hardworking people who were growing increasingly weary of the mounting violence and almost open disdain for law and order

Robberies and murders in remote mining camps and along the trails continued unabated stage driver Thomas Caldwell and his passengers were robbed at gun-point although the three bandits, George Ives, William Graves and Bob Zachary were recognized nothing was done by Sheriff Plummer when the crime was reported in Bannack then a popular young Dutch mule-skinner, Nicholas Thiebalt, traveling on the trail from Bannack was murdered for \$200 in gold dust and a span of fine mules

George Ives, the killer, hid the mules at a friend's ranch on the Big Hole River Thiebalt's body soon was discovered and the trail led directly to George Ives

People of Alder Gulch were outraged at the senseless and brutal killing of such a well-liked young man and demanded justice be done men of Virginia City quickly formed a posse to hunt down his killer

VIRGINIA CITY POSSE SET OUT TO FIND A KILLER

Immediately after the murder of Nicholas Thiebalt about twenty-five irate citizens of Alder Gulch gathered and then set forth in search of Robber's Roost this party of thoroughly armed citizens scoured the countryside

Early one morning they surprised George Ives' accomplices George Hilderman and Long John Franck were taken into custody after a rope was placed around his neck and he was repeatedly hoisted into the air Franck confessed that George Ives was the murderer

That following evening the posse encountered a man answering the description of the suspect George Ives he was captured and taken a prisoner on their way back to town Ives attempted to escape, but he was recaptured

FRONTIER JUSTICE TAKES PLACE

Once in Nevada City George Ives and his accomplices in Nicholas Thiebalt's murder George Hilderman and Long John Franck were all bound together by a logging chain to await a vengeful trial before a court with no jurisdiction

Ives was the first to face angry mob seeking revenge

Court officers were appointed -- December 21, 1863

Colonel Wilbur Fisk Sanders, an ambitious and courageous young attorney, was in town at the time and undertook the role of prosecutor

Don Byam, who sat on a wagon during the trial, served as volunteer judge

twenty-four men were empaneled as a jury

George Ives' trial was conducted outdoors and the public was free to attend jury was formed in a semi-circle around a big log fire they were surrounded by some fifteen hundred shivering spectators

This trial was a dangerous undertaking for everyone because emotions ran high
 threats of reprisal by Ives' friends were freely spoken
 citizens waited with guns drawn in the event of an emergency
 court officers displayed an incredible amount of courage as their lives were grimly at risk
 and would continue to be so into the distant future

During the proceedings all of the witnesses were heard -- many fearing the obvious danger
 all arguments of the counsels for the defense and prosecution also were heard

At sunset the case was given to the jury -- within thirty minutes a verdict was returned
 twenty-three jurors declared George Ives guilty of murder and robbery; one dissented

It was then moved that as an alternative the mob adopt the verdict that George Ives was guilty
 this motion was carried as the crowd roared its approval

After the conviction Prosecutor Sanders proposed that the sentence be carried out immediately
 rather than waiting until the next day even though darkness had fallen

George Ives was led under the light of a full moon ten yards from the scene of trial
 to the scaffolding of a house under construction

Wilbur Sanders is reported to have said “**Men do your duty**”²⁸⁰
 there, while watchers swarmed onto adjoining roofs for a better view,
 George Ives was hanged from a rafter

Immediately following the execution the trial of George Hilderman was briefly held
 this ended differently than that of Ives because he had turned state’s evidence
 and because of his advanced age
 pacified frontiersmen took pity on Hilderman
 they allowed him to leave the territory with his life

Long John Franck, because of cooperation in naming the killer, was not tried

WILBUR FISK SANDERS WENT ON TO OTHER ACCOMPLISHMENTS

Colonel Sanders made many other contributions (to the State of Montana) during his lifetime:

- he served as corresponding secretary to the Society of Montana Pioneers
 when it was formed [December 11, 1864];
- he was elected the first chairman of the Montana Bar Association
 when it was organized [January 1865];
- he was elected president pro tem of the Montana Historical Society
 when it was authorized [February 25, 1865 he held that office until February 1, 1890];
- Republicans of both the Senate and House or Representatives
 of the newly formed State of Montana legislature
 elected him United States Senator [December 31, 1889]

VIGILANCE COMMITTEE ORGANIZED AT VIRGINIA CITY

Eastern Washington Territory was functioning with little or no regard for the law
 out of the many criminal incidents came the formal organization of a Vigilance Committee
 which served notice to mining district outlaws and brought doom to many

²⁸⁰ Gary R. Forney, *Wilbur Fisk Sanders, a Force in Early Montana*, The Montana Pioneer,
<https://montanapioneer.com>

Vigilance Committees had been formed to clean up San Francisco
although they acted without legal authority
such a committee appealed to settlers of uncontrollable Idaho Territory
On the day after the hanging of George Ives seven men, all Masons,
established a Vigilance Committee to combat lawlessness in the gold camp -- December
22, 1863
Vigilante oath and by-laws were drawn up at this first meeting

VIGILANCE COMMITTEE PROVIDE SOME ORDER BUT NOT LAW

Montana Vigilantes decided to seek out law breakers and deal with them as they saw fit
until a competent judiciary should be established for the territory
Vigilance Committees were dedicated to the eradication of frontier crime and turbulence
enrollment of additional Vigilante members began the next day
when twenty-three others signed the Vigilante oath (which is still preserved)
Vigilantes quickly organized in Virginia City, Nevada City and Bannack
with a president, treasurer and secretary and companies headed by captains
Vigilantes knew full well their actions were illegal
but they felt obliged to legitimize their violence by expounding a philosophy
which had three major components:
•self-preservation,
•right of revolution,
•popular sovereignty
This was mob rule pure and simple for all its high-minded oaths and philosophy
(but the movement has been defended ever since by Montanans
as the only recourse possible under the circumstances)
if nothing else, it must be said that these self-appointed defenders of civic virtue were effective

SIGN OF THE VIGILANTEES SPREADS FEAR

Masked men began to visit selected outlaws in the middle of the night
issuing warnings and tacking up posters featuring a skull-and-crossbones
or the mystic numbers 3-7-77
There are several theories as to the meaning of this sign -- one being:
3, the number men at the first Mason lodge meeting [September 23, 1862]
7, the number of Masons who organized the Vigilante Committee [December 22]
77, the number of Masons at the funeral of William H. Bell [November 12, 1862]
(Bell being the seventy-seventh)
(Montana Highway patrolmen wear the emblem 3-7-77 on their shoulder patches today)

OUTCOME OF THE BATTLE FOR LAW AND ORDER IS UNSURE

Rev. Cushing Eells thought it was doubtful whether Vigilantes could keep order or not
he estimated in the region there were about 400 men actively on each side of the law
he had a great deal of sympathy for the Vigilance Committees
his oldest son, Myron Eells, was a member
Rev. Eells' boys always slept with a loaded gun within reach

Rev. Eells told of several incidents concerning horse thieves at Walla Walla
first shooting of a horse thief by the Vigilance Committee
took place near Eells' home at Waiilatpu
in fact, two brothers-in-law of the victim were members of the Vigilance Committee

VIGILANTES MAKE EFFORTS TO CLEAN OUT THE CRIMINAL ELEMENT

Most Vigilante groups were composed of responsible leaders
who acted to make their communities safe
Vigilantes began to investigate further the organization of outlaws they knew had to exist
twenty-eight Vigilantes, called the Deer Lodge Scout, left Virginia City for Deer Lodge
with the express purpose of apprehending the gang comrades of George Ives
Captain James Williams was the leader of the expedition
Moon that night the was nearing full
which gave the Deer Lodge Scout light enough by which to travel
On the way to Deer Lodge, the party met Red Yeager who was, unknown to them,
Yeager, a member of Henry Plummer's Innocence,
had just delivered a letter from George Brown, corresponding secretary of Plummer's gang,
to the Road Agents in Deer Lodge, warning them of the Vigilantes' actions
when the Scout arrived at Deer Lodge, they found the Road Agents had just been warned and fled
Captain Williams and his weary party decided to try to capture the messenger before resting
Red Yeager was soon found and was returned to Dempsey's Stage Station
where he was questioned along with George Brown
Vigilantes decided not to take Brown and Yeager to Virginia City
because there was a great possibility that the two would be liberated by their friends
Both Road Agents were awakened and told they were to be hanged -- 10:00 p.m., January 4, 1864
Brown begged for his life, but Yeager was much more composed if not resigned to his fate
Red Yeager proceeded to name Sheriff Henry Plummer as chief of the *Innocents*,
Bill Bunton was a stool pigeon and second in command,
Cyrus Skinner was a fence, spy and a road agent who held up terrified victims
among others listed were George Ives and two of Plummer's deputies:
Ned Ray who served as council-room keeper at Bannack,
and Buck Stinson, another roadster
Red Yeager and George Brown were escorted to the banks of the Passamari (now Ruby) River
where they were hanged from two cottonwood trees
Hanging of the two suspects spread a general warning for hooligans to clear out
with the only real result being a shift in the centers of trouble
some of the criminals moved south to the Boise Basin
more crossed the mountains to the new diggings in the Bannock District

VIGILANTE GROUPS COORDINATE THEIR EFFORTS

Stories circulated at Bannack about the hangings of Ives, Brown and Yeager
Plummer and his men became nervous, wondering what the Vigilantes knew
and what they were going to do about it
things were heating up for the Road Agents and many made plans to leave the country

however, the Vigilantes anticipated such plans, and decided to act quickly
Alder Gulch Vigilante leaders met and decided to enlist the aid of the Bannack Vigilantes
John S. Lott, Harry King and two other Vigilantes from Alder Gulch arrived at Bannack
with a request for cooperation -- January 9, 1864
undoubtedly, Colonel Wilbur Fisk Sanders was one of the first people they contacted
execution of Henry Plummer, Ned Ray and Buck Stinson was ordered for the next day

PLANS LAID TO CAPTURE SHERIFF HENRY PLUMMER

Road Agents brought three horses into Bannack during the afternoon -- January 10, 1864
Vigilantes believed Plummer and his deputies planned an escape so they finalized plans
Immediately before dark, Sheriff Henry Plummer was making his rounds through town
he was returning to Yankee Flat where he lived with his in-laws James and Martha Vail
in a cabin next door to Vigilante prosecutor Colonel Wilbur Fisk Sanders and his family
local footbridge was used to cross Grasshopper Creek from Bannack to Yankee Flat
as Plummer approached the bridge on his way home he met Mrs. Sanders crossing into town
Plummer, the account states, tipped his hat to her and politely spoke
neither party realized that at that very moment, Mrs. Sander's husband
was planning Plummer's capture and execution within the hour
This January evening was cold, well below zero, crisp and clear, with no moon
Vigilantes organized themselves into three small companies
each going about its deliberate task of capturing one man
before meeting the other two possess near the gallows
gallows was located about a hundred yards up Hangman's Gulch on Bannack's north side
it had been constructed by Sheriff Plummer himself the year before
to hang a horse thief named Horan
One company of Vigilantes, led by William Roe, arrested Buck Stinson
at Toland's cabin on Yankee Flat where he was spending the evening
Ned Ray was captured by Frank Sears and Harry King as he lay passed out
on a gambling table in a Yankee Flat saloon
Henry Plummer was at the Vail's' cabin
Martha Vail, his sister-in-law, answered the knock at the door
she greeted several Vigilantes who were led by John S. Lott
Plummer was asked to accompany them which he did amid Mrs. Vail's questions
as he left with the group of determined men
Plummer told her that they just wanted to talk to him about Dutch John Wagner

LEADER OF THE INNOCENTS HANGES

All three Vigilante companies met at the gallows
that night was extremely cold and the men had a very unsavory job to do
so they did not waste any time
Ned Ray was the first hanged, followed by Buck Stinson
both men spewed epithets every step of the way
Sheriff Henry Plummer was not the tough leader he pretended to be
he promised to tell where \$100,000 of gold was buried, if they would let him live

he begged for mercy, but was told: **“It is useless for you to beg for your life; that affair is settled and cannot be altered. You are to be hanged.”**²⁸¹

he plead for his life and then he changed his tactics
he stated that he was too wicked to die
finally he resigned himself to the fate of joining his cohorts on the gallows in death
after tossing the kerchief from around his neck to a young friend,
he requested the Vigilantes give him a good drop
vigilantes lifted him with their arms as high as they could reach
his request was granted and he dropped into eternity quickly without a struggle
twenty-seven-year-old outlaw sheriff’s dark career and life were over -- January 10, 1864
Lawlessness had cost the lives of at least 102 people who had been killed
by Plummer's gang of cutthroats
Vigilantes placed a guard to keep people away from the swinging corpses
after about an hour the guard left satisfied that the last breath of life had left the three outlaws
Their bodies were taken down the next day
however, burial in Boot Hill, located just above the gallows at the top of the hill
would be impractical since the townspeople did not want such depraved men
lying in perpetual slumber with their loved ones
shallow graves were dug not far from where the men had spent the last moments of their lives
Oddly, even after Plummer and several of his henchmen were hanged, the robberies did not cease
in fact, stage robberies continued and showed more evidence of organized criminal activity
increasing numbers of robbers were involved in the holdups
more intelligence was passed to the actual robbers
(some historians today think that the story of Plummer and his gang was fabricated
to cover up the real outlaws in Montana Territory -- the vigilantes themselves)

IDAHO TERRITORIAL LEGISLAUTRE HAS LITTLE IMPACT

Direct action against law-breakers along the trails and in the mining camps of Idaho and Montana
sometimes degenerated into mob rule and lynch law
Hill Beachey watched with no small amount of self-satisfaction the beginning of the Lewiston trial
of James Romain, David Renton, and Christopher Lower for the killing of Lloyd Magruder
Court was convened -- January 19, 1864
Enos Grey served as prosecutor
J.W. Anderson and W.W. Thayer represented the accused
Billy Page was the star witness giving direct testimony regarding the murder
he showed the three killers had motive and opportunity
and, in fact, they had killed Lloyd Magruder
jury found them guilty and sentenced them to death
(hanging took place [March 9, 1864]) in Lewiston
(Beachey was later reimbursed \$6,240 for his expenses incurred tracking the killers
remainder of the money the outlaws stole was recovered)

²⁸¹ Thomas Josiah Dimsdale, *The Vigilantes o Montana, A Correct History of the Chase, Capture, Trial, and Execution of Henry Plummer's Notorious Road Agent Band*, P. 134.

this was made into coins by the San Francisco mint
\$17,000 was given to Lloyd Magruder's daughter Caroline)

WASHINGTON TERRITORY LEGISLATORS DISCRIMINATE AGAINST CHINESE SETTLERS

Washington Territorial legislature passed a poll tax on all Chinese over eighteen years old
this law entitled an

“Act to Protect Free White Labor Against Competition with Chinese Coolie Labor”

was approved by legislators -- January 23, 1864

it provided that the Chinese be required to pay a poll tax to the county sheriffs
simply for being Chinese

sheriffs also had the power to pursue any Chinese person attempting to evade this tax
this law attempted to prevent Chinese immigrants, many from the California gold fields,
from finding work in Washington Territory

IDAHO COUNTY RE-CREATED BY THE IDAHO TERRITORIAL LEGISLATURE

Idaho County had been established by the Washington Territory legislature [December 20, 1861]
originally almost the size of the (state of Idaho) it was composed of the Clearwater River drainage
and the Salmon River placer region

Florence was designated the county seat

Idaho County was reorganized by the Idaho Territory Legislature -- February 4, 1864

Florence maintained its position as county seat

(thus the county pre-dates both the territory and state of Idaho)

VIGILANTIES CONTINUE THEIR EFFORTS

One-hundred-two documented murders by the Road Agents had taken place
along with an unknown number of robberies

Even after the arrival of government and laws,

Vigilantes went on to hang the rest of the Road Agents that they could locate in such places as
Hellgate (Missoula), Cottonwood (Deer Lodge), Fort Owen and Virginia City
accounts state that all told, thirty-two men were either hanged or banished
with only three receiving the second option

LAW AND ORDER IS SLOW IN COMING TO THE FAR WEST

As legal order reached the mining areas, the avengers rode less often
they settled down to enjoy the peace they had won
but they remained organized to protect the rights of frontier citizens

Transformation to law and order by government

in eastern Washington, Idaho, and Montana territories was finally accomplished
(about the turn of the Twentieth Century)

FIRST COAL CLAIMS AT COAL CREEK FILED

(First discovery of coal in Washington Territory was announced
when coal was taken from the Squak mines to the Seattle docks -- [1862])

Coal was next found on Cougar Mountain

also outcroppings of coal were found on China Creek (north of today's Centralia)
Edwin Richardson, Philip Lewis, and Josiah Settle filed the first claim for a coal pit -- February 1864
when prospect pits were dug, a wagon road to Lake Washington was begun
and a small amount of coal was taken to Seattle

WILLIAM H. WALLACE TAKES UP THE POSITION HE MOST COVETED

After months of plotting, scheming, and perhaps perpetrating election fraud,
Wallace took his seat as Congressional Delegate from Idaho -- February 1864
President Abraham Lincoln appointed Governor Wallace's replacement, Caleb Lyon -- February 26
(Idaho citizens had a six month wait before Lyon would arrive)

ASA MERCER'S RETURN TRIP TO SEATTLE BEGINS

Eight girls boarded a train from Lowell, Massachusetts -- on a cold, blustery March 1864 afternoon
bound for New York and an awaiting ship
six girls faced their adventure traveling alone:

- Antoinette Josephine Baker, age 25
- Sarah Cheney, age 22
- Aurelia Coffin, age 20
- Sara Jane Gallagher, age 19
- Ann Murphy, age unknown
- Elizabeth (Lizzie) Ordway, the oldest of the original group at age 35

two of the girls traveled with their father, Daniel Pearson age 46,
who, leaving behind wife, younger daughter and son, decided to travel West for his health

- Georgiana (Georgia) Pearson, age 15
- Josephine (Josie) Pearson, age 19

Asa Mercer and his party arrived in New York,
where he was joined by three women from Pepperell, Massachusetts:

- Katherine Stickney, age 28
- Catherine Stevens, age 21
- Rodolphus Stevens, age 45

When Mercer and his eleven girls boarded the steamship *Illinois* so did Annie Mae Adams, age 16
she intended to make San Francisco her home but later decided to continue on to Seattle
thus becoming the twelfth adventuress

Steamship *Illinois* sailed out of the New York harbor with 798 passengers -- March 14, 1864

IDAHO GOLD DRAWS THOSE SEEKING QUICK RICHES ONE WAY OR ANOTHER

Entire Boise Valley became the scene of great mining activity -- spring 1864

describing the situation at Boise City Thomas Donaldson, an Idaho pioneer, reminisced: "**Boise contained at the time a splendid assortment of murderers, robbers, and tinhorn gamblers. They were offscourings of all the abandoned and worn-out mining camps in the territory.**"²⁸²

Further to the southwest, in the Owyhee District, mining activity likewise boomed
towns of Ruby City and Silver City grew up

²⁸² Oscar Osburn Winther, *The Great Northwest*. P. 246.

(Still later gold discoveries were made in the Coeur d'Alene Mountains
well up the Idaho panhandle where such towns as Coeur d'Alene, Beaver City, and Murray arose)

CAPTAIN WILLIAM RENTON FINISHES WORK ON HIS PORT BLAKELY SAWMILL

Construction of the new mill was finished -- April 1864
San Francisco grew rapidly during the 1860s, and the Port Blakely saw mill prospered
Captain Renton built houses for workers' families, dormitories for the bachelors
and a house for himself near the mill pond

INDIAN TREATY CONFUSION

Free Bands of Nez Perce continued their old ways since they had refused to sign the (1863 Treaty)
settlers may have believed the valley was open for homesteading under the treaty terms
Old Joseph and his Free Bands saw homesteaders stake land claims in the valley
although the land still belonged to Joseph's Band under terms of the (1855 Treaty)
for some years, the non-treaty bands continued to live on their lands,
as they insisted no one had the right to sell them or their land but them
Most of the Nez Perce Free Bands were called once again to meet at Lapwai -- spring 1864
once again they faced another demand to reduce the size of their reservation
once again the Free Bands of Nez Perce Indians refuse to sign and remained non-treaty people
Old Joseph told his son Joseph: **“Always remember that your father never sold his country.... A few years more and white men will be all around you. They have their eyes on this land. My son, never forget my dying words. This country holds your father’s body. Never sell the bones of your father and your mother.”**²⁸³

FORT CANBY IS ACTIVATED BY THE UNITED STATES ARMY

United States War Department had created a military reservation at Cape Disappointment [1852]
within mouth of the Columbia River around shores of Baker Bay to protect the Columbia
actual construction did not begin until [August 1863]
this fort is said to be the site where members of the Lewis and Clark Corps of Discovery
first stepped into the breaking surf of the Pacific Ocean [November 15, 1805]
although the Civil War had been raging for three years
this remote outpost, first named Fort Cape Disappointment, was activated -- April 15
(name was changed to Fort Canby [February 13, 1875] in honor of General Edward R.S. Canby
who was killed in the Modoc Indian War)
Several frame garrison buildings were erected and manned
three earthwork batteries armed with smoothbore cannons were built
Engineer George H. Elliott was charged with building the three batteries
which were known as Lighthouse Battery, Left Battery and Center Battery
Lighthouse Battery had a total of seven guns, two 8, four 10 and one huge 15
all three batteries were to meant house a total of twenty-two guns

CALIFORNIA AND OREGON RAILROAD COMPANY IS ABANDONED

²⁸³ *National Geographic*. March, 1977, p. 410.

Simon G. Elliot and George H. Beldon disagreed over who should decide the route to be followed through western Oregon
also, their twelve-man survey crew had received no pay for six months
Elliot and Beldon agreed to disagree on the route, abandoned the project and went home -- 1864
leaving the unpaid survey crew and their equipment stranded in Jacksonville
On his own Simon G. Elliot attempted to raise money in Oregon to complete the route survey
but he faced opposition from Portland businessmen who were concerned
that Portland's trade with southern Oregon would fall to California competitors
if the railroad ever came into existence
Elliot's financing effort failed and the California and Oregon Railroad collapsed

CALIFORNIA AND OREGON RAILROAD CHANGES HANDS

With the collapse of Simon G. Elliot's California and Oregon Railroad effort
Southern Oregon businessmen led by Jacksonville businessman Joseph Gaston
came to the rescue of the floundering railroad -- spring 1864
Gaston took over the California and Oregon Railroad Company
in the leadership change Simon G. Elliot was left out in the cold

JOSEPH GASTON TAKES UP THE WILLAMETTE VALLEY SURVEY EFFORT

Joseph Gaston employed two men to work for the California and Oregon Railroad Company
wounded Civil War veteran Colonel A.C. Barry was to serve as president of the new railroad
Colonel Barry had been a member of the original California and Oregon Railroad Company
George H. Beldon of the U.S. land survey department was employed
to complete survey work from Jacksonville, Oregon to Portland, Oregon -- spring 1864
because this work was all voluntary contributions had to be arranged to finance the project
Joseph Gaston undertook this task himself
Gaston prepared a circular addressed to leading farmers and businessmen of the Willamette Valley
sixty subscriptions of money, wheat, or oats were collected from southern Oregon lawyers,
businessmen, politicians and farmers including Lindsay and O.C. Applegate
who were motivated to develop a transportation link with California
and its transcontinental railroad to the east
they contributed funds enough to make continuation of the route survey possible
In the meantime, A. C. Barry, George H. Beldon and the members of the survey party
had to rely on local people for food, shelter and their pay
even so, eager farmers housed and fed the survey party along the way
hoping for better shipping rates for their produce once the railroad line was completed
the survey party lived sumptuously and were often entertained for days at a time
by locals living along the survey route
However, support for the railroad was not universal
one prominent Willamette Valley resident declared the country could not support a railroad
he suggested that if one was actually built
the first train would carry all of the freight available,
the second train would carry all of the passengers available
the third train would pick up the track behind it and carry off the railroad itself

JOSEPH GASTON WRITES CIRCULARS TO RAISE FUNDS FOR HIS RAILROAD

Joseph Gaston's writings were distributed to railroad men, county officers, government land offices, and anyone else along the Pacific coast and in the eastern states
who was likely to be interested in or able to assist in organizing a railroad company
Gaston wrote open letters containing statistical information regarding Oregon and its agricultural, mineral, commercial and manufacturing resources
At the same time hundreds of petitions were circulated
asking Congress to grant bonds and public land to aid in constructing a branch railroad
from Sacramento to the Columbia River

ROUTE OF JOSEPH GASTON'S RAILROAD ROUTE ACROSS THE WILLAMETTE VALLEY

Colonel A.C. Barry's railroad route began at Jacksonville and passed through the Umpqua Mountains and entered the Willamette Valley
it followed, in general, the old Applegate Trail west of the Cascade Mountains
crossing the Calapooya Mountains at Applegate Pass
it continued along the west side of the Willamette River through Corvallis and Forest Grove
crossing over the Tualatin Mountains, continuing through the Tualatin Plains to Scappoose
and on to St. Helens -- the proposed terminus on the Columbia River at Dayton, Oregon
a branch line would connect Portland with Dayton and the Columbia River
Colonel Barry reached Portland, Oregon -- September 1864
practically, they had surveyed the entire route from the Sacramento River north to Portland

MERCER'S PROBLEM IN REACHING WASHINGTON TERRITORY

Mercer and his party of twelve eligible young ladies and one father
were delayed in Panama for a week
thus making expected connections for their last leg of their journey impossible
After the wait in Panama they caught the steamship *America* for the trip to San Francisco
improvising transportation connections, Mercer obtained passage for the group
aboard the lumber bark *Tarrant* for the voyage to Teekalet (now Port Gamble)
many mill hands and loggers were on the wharf to greet the bark -- May 15, 1864

MERCER AND HIS GIRLS ARRIVE IN SEATTLE

Boarding the sloop *Kidder* at Teekalet the next day around noon they began the last leg of the journey
Kidder arrived in Seattle and the passengers debarked at Yesler's wharf -- 11:00 p.m., May 16, 1864
in spite of the late hour Mercer and his twelve girls
were welcomed by a delegation headed by Doc Maynard
these young ladies were escorted by lamplight to the only hotel in Seattle

SEATTLE HOLDS A RECEPTION FOR ITS VERY WELCOMED GUESTS

Newcomers were welcomed at the University Hall by local males
as one swag wrote:

“looking like grizzlies in store clothes and their hair slicked down like sea otters”²⁸⁴
local citizens offered a vote of thanks to the young ladies
after expressing their thanks to Mr. Mercer for his efforts on behalf of the Washington Territory,
the reception was adjourned to the grounds of the University
where everyone beheld a beautiful western sunset

Asa Mercer was a local hero of great renown as noted the *Seattle Gazette*: **“It is to the efforts of Mr. Mercer, joined with the wishes of the darlings themselves that the eleven accomplished and beautiful young ladies [apparently one was either not accomplished or beautiful or both] whose arrival was lately announced have been added to our population.... Mr. Mercer is the Union candidate for joint councilman for King and Kitsap counties, and all bachelors, old and young, may, on election day, have an opportunity of expressing, through the ballot box, their appreciation of his devotion to the cause of the Union, matrimonial as well as national.”²⁸⁵**

BRIDES SETTLE INTO THE SEATTLE COMMUNITY

All twelve of the newly arrived women brought culture into the area
with their sewing, school teaching and music talent
They were quickly courted and nine were whisked to the alter
one young lady left because of the climate
another, Elizabeth M. (Lizzie) Ordway, never married
but she made the greatest impact on the whole region

ELIZABETH M. (LIZZIE) ORDWAY BECOMES A RENOWN LOCAL EDUCATOR

Lizzie was a strikingly handsome woman of great poise who was known for her sense of humor
small in stature, she had gray eyes and knew her own mind
she was the highly educated daughter of Lowell, Massachusetts businessman
she was a student of the classics, spoke four languages and English
stayed at the home of Henry and Sarah Yesler (until August) when she took the teaching position
at a school on Whidbey Island made vacant by the death of Miss Josephine (Josie) Pearson
who died of a heart attack during a trip from Seattle
to Coupeville High School on Whidbey Island where she taught music
Lizzie became a moving force in public education in Washington Territory
early in her career she taught in Coupeville, Port Madison, Port Gamble and Port Blakely

ASA MERCER GETS HIS REWARD

Professor Mercer won a sweeping victory from his grateful contemporaries
who elected him unanimously to the Territorial Council (Senate) of the Territorial Legislature
However, the young legislator was focused more on lasses than laws
he wanted to import marriageable young women not by the dozen but by the hundreds
as he later wrote: **“This was just at the close of the Civil War.... Hundreds of government vessels were lying idle and thousands of seamen were still on the payrolls, with bunkers overflowing**

²⁸⁴ Compiled by Workers of the Writers' Program of the Work Project Administration in the State of Washington, *Washington: A Guide to the Evergreen State*, P. 216.

²⁸⁵ Clarence B. Bagley, *Oregon Historical Quarterly*, Volume 5, March 1904-December 1904. P. 9.

with coal, at all of the government wharves. My thought was to call on President Lincoln, tell him of our situation, and ask him to give me a ship, coaled and manned, for the voyage from New York to Seattle, I furnishing the food supplies. Having sat upon Lincoln's lap [in Illinois] as a five-year-old and listened to his funny stories, and knowing the goodness of his heart, not a shadow of doubt existed in my mind as to the outcome...."²⁸⁶

Soon he was circulating through the territory talking confidentially to lonesome bachelors

Mercer promised prospective grooms

he would use his boyhood friendship with Abraham Lincoln

to assure the safe arrival of the brides

Mercer circulated the following contract: **"I, A.S. Mercer, of Seattle, W.T., hereby agree to bring a suitable wife, of good moral character and reputation, from the East to Seattle, on or before September, 1865, for each of the parties whose signatures are hereunto attached, they first paying to me or my agent the sum of three hundred dollars, with which to pay the passage of said ladies from the East and to compensate me for my trouble."**²⁸⁷

Asa Mercer quickly raised \$150,000 from single loggers, fishermen, and others to import 500 brides

ASA MERCER TAKES A SECOND TRIP EAST

Mercer started east in search of war widows and orphans in high spirits and with great confidence

he talked of providing mates for every single man west of the Cascades

With high hopes and less money than necessary, Mercer left Seattle

he had reason to hold high expectations

war widows and orphans abounded in the war-stricken eastern seaboard states

Mercer had a meeting set with the President to borrow a war ship for transportation to Seattle

because there were many idle ships, Mercer believed Lincoln would favor his plan

in addition, this seemed to be a fair, just and honorable idea

MONTANA TERRITORY IS CREATED

Sidney Edgerton, a former U.S. Representative from Ohio,

had been appointed United States judge for the Territory of Idaho [1863]

he saw a need to provide law and order through a new territorial government in the mining camps

he returned to Washington City [1864] to lobby Congress to create Montana Territory

Edgerton still had friends on Capitol Hill

many of the Congressmen may have been impressed with the \$2,000 in gold nuggets

he carried with him to demonstrate the mineral wealth in the proposed territory

President Lincoln signed the Organic Act -- May 26, 1864

took the Eastern part of Idaho Territory -- and a large portion of their population

Wyoming was taken from Idaho Territory and returned to Dakota Territory [until 1868]

leaving Idaho Territory with the oddly-shaped boundaries it still possesses

Sidney Edgerton, former Chief Justice of Idaho Territory, was appointed governor by Lincoln

Montana Territory's organization suffered the same slow start

that Idaho Territory had experienced (the year before)

²⁸⁶ David Lavender, *Land of Giant*, P. 351.

²⁸⁷ Oregon Historical Quarterly -Volume 5, P. 23.

elections could not be held (until October) or the legislature meet (until December)
while a large proportion of Montana inhabitants were Confederate sympathizers
Republican Governor Sidney Edgerton kept order through the use of vigilantes
However, there was little lawlessness even after the wild scramble of 1864
when 36,000 miners traveled up the Columbia River by boat
to the primary gold camps at Virginia City and Last Chance Gulch (soon renamed Helena)

NORTHERN PACIFIC RAILWAY CORPORATION COMES INTO EXISTENCE

Congress passed a law creating the Northern Pacific Railway Company
and granted the company a charter to build a railroad from Lake Superior to Puget Sound
this proposal had been prodded by Boston businessman Josiah Perham
who was interested in extending a railroad line to the Pacific coast

Northern Pacific (NP) Railway Company Charter was signed by President Lincoln -- July 2, 1864

Josiah Perham was named president of the newly chartered railroad that was to begin in the East
using the Lake Superior and Mississippi Railroad Company [LS&M -- 1861] tracks

This second transcontinental railroad was given permission to build along with a liberal land grant

“The act granted lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific Coast, by the Northern Route.”²⁸⁸

Congress had authorized the Northern Pacific Railway to receive all odd-numbered sections of land
to extend for forty miles on each side of the right-of-way in territories (25,600 acres per mile)

and for twenty miles on each side of the right-of-way in states (12,800 acres per mile)

from St. Paul and Duluth, Minnesota through Snoqualmie Pass to Puget Sound

this was the largest land grant ever awarded by Congress

forty-four million acres of federal land grants were provided when Lincoln signed the Charter

this land was to be used to raised necessary financing

however, the Charter provided for only land grants

any government cash subsidy or loan or the issuing of bonds was strictly prohibited

Only state involved in the route was Minnesota unless the track dipped south into Oregon

this appeared unlikely because the reputation of the Columbia River bar led Congress

to specify the railroad would run from Lake Superior to the deep waters of Puget Sound

only a spur line was to run down the Columbia River

still the lowest point across the Cascade Mountains was 3,500 feet above sea level

while the Columbia Gorge provided a ready-made gap through the mountains

(for years Portland held on to the hope of becoming the terminus as did Puget Sound settlements)

NORTHERN PACIFIC RAILWAY CANNOT FIND ENOUGH MONEY TO BEGIN CONSTRUCTION

Josiah Perham was the first president of the Northern Pacific Railway

he expected the people of the United States to subscribe enough money to assure construction

of his railroad across the northern portion of the United States

however, the company's stock did not sell well

under the strain of attempting to finance such a great project Perham's health broke down

²⁸⁸ Bartlett, *Student's History of the Northwest and the State of Washington, Vol. I.* P. 168.

OREGON STEAM NAVIGATION COMPANY (OSN) IS UNSURE OF ITS FUTURE

Northern Pacific Railway track over the Cascade Mountains would destroy its freight monopoly
but at least its steamers would provide a chance to compete
track laid down the Columbia River might end the OSN altogether
but its portage railroads controlled the right-of-way on both banks of the Columbia
OSN would be expensive for the competition to buy out
or perhaps the Northern Pacific Railway would skip Oregon entirely
land grants in states were half as large as those in territories
or perhaps the Northern Pacific would never be built -- wilderness produced little cash
and the charters did not necessitate construction

SHIPPING RATE WAR ON THE COLUMBIA RIVER CONTINUES

Oregon Steam Navigation Company and People's Transportation Company
viciously competed on Columbia River -- [1863]-1864
Both companies suffered heavily financial losses
freight rates dropped to 50¢ a ton
passenger rates from Portland to Salem fell to 50¢ including meals and a berth
from Portland to Albany was priced at \$1.00; and Portland to Corvallis: \$1.50
OSN initiated an involved legal battle and lobbied Congress to have the rival removed

OSN AND PEOPLE'S TRANSPORTATION COMPANY REACH AN AGREEMENT

Both companies were badly bruised before they finally agreed to divide the shipping area
Oregon Steam Navigation Company bought off the People's Company
as the rivals agreed to confine themselves to their original area of operation
In the agreement OSN was to pay People's Transportation \$10,000 a year for ten years
if People's would restrict its operations to the Willamette River
Oregon Steam Navigation Company also picked up
two of People's Transportation's boats on the Columbia River, *Iris* and *Kiyus*,
in exchange for three OSN boats operating on the Willamette River
Onward, *Rival*, and *Surprise*
OSN again took control of the Columbia River
Stephen Coffin's People's Transportation Company was granted control of Willamette River
linking Portland and Eugene on the condition they stay off the Columbia River -- 1864

IDAHO GOVERNOR CALEB LYON ARRIVES IN LEWISTON

To fill the office of Governor, President Lincoln blunderingly appointed Caleb Lyon
he was a deserving Republican Party man -- an art and literary connoisseur from New York
Lyon did not arrive in Idaho Territory until -- August 8, 1864
Lyon has been described as **“a polished misfit in a country of mining camps.”**²⁸⁹
people of Idaho failed to appreciate his debonair manners, his literary terminology,
and his insistence on formal dress at state ceremonies
(but they did have a realistic understanding of the disappearance of \$50,000 in public funds

²⁸⁹ Oscar Osburn Winther, *The Great Northwest*, P. 241.

when he returned East)

CANADA ATTEMPTS TO UNIFY

Efforts to unite the provinces, colonies and territories of British North American started with a series of conferences:

Charlottetown Conference -- September 1[-9], 1864 was the first colonies of New Brunswick, Nova Scotia, Prince Edward Island were considering union Premier of the Province of Canada asked to be included in the negotiations it was decided to hold a second conference

WASHINGTON TERRITORIAL GOVERNOR WILLIAM PICKERINGS SEES IMPROVEMENTS

California State Telegraph Company from the San Francisco area built into Washington Territory their telegraph line reached to Olympia

Governor Pickering sent the territory's first telegraph message -- September 4, 1864

Governor Pickering and Washington Territory's government took responsibility for the care of the mentally ill

however, lacking sufficient funds a contract for the care of the mentally ill was signed with the Sisters of Charity (now the Sisters of Providence) who waited patiently for nineteen months before receiving their first payment

KOOTENAI DIGGINGS ARE DISCOVERED IN BRITISH COLUMBIA

Major gold strike was discovered by California prospector James Manning -- 1864

Fifty sluice companies employed twenty-five men by the fall season

who were taking out \$300 to \$1,000 per day

Principal diggings were on Wildhorse Creek fifty miles north of the international boundary

OREGON LEGISLATURE MEETS

Joseph Gaston supported Colonel A.C. Barry's survey effort

A. C. Barry's west side of the Willamette River survey report was printed

this report stated a practical railroad route had been surveyed from Jacksonville, Oregon north through the Willamette Valley to St. Helens, Oregon on the Columbia River

Gaston added a chapter to the report extolling the resources of the Oregon

and the wisdom and leadership provided by the members of the Oregon legislature

Oregon State legislators provide at least moral support for a railroad across the Willamette Valley

Oregon State Senate's committee of corporations chaired by Oregon Senator James M Pyle

completed a report supporting a policy of granting state aid

Oregon State Representative Cyrus Olney drew up the first subsidy bill -- September 1864

he proposed a grant of \$250,000 to the company that built the first 100 miles of railroad (no company ever accepted this paltry amount)

Colonel Barry took his survey report to Washington City to lobby for federal assistance

newly elected Oregon U.S. Senator George W. Williams of Salem did not support their proposal

Colonel A.C. Barry became tired of the slow pace normal for Congressional action

frustrated he moved to Missouri and took up farming

little came of his effort to lobby congress

to support the California and Oregon Railroad Company

EVENTS LEADING TO THE MODOC WAR

United States signed a treaty with the Klamath, Modoc and a band of Snake Indians -- October 14
Modoc agreed to give up their land along the Lost River, Tule Lake and Lower Klamath Lake
they moved to a reservation in the Upper Klamath Valley
about 160 Modoc under Keintepoos (Captain Jack) refused to be moved to the reservation
as they had not been involved in the treaty negotiations
Renegade Indians on the loose elevated settlers' fears throughout the Pacific Northwest

A SECOND ATTEMPT TO UNIFY CANADA

Quebec Conference -- October [10]–27, 1864

Governor-General of the Province of Canada invited the three Maritime provinces
and Newfoundland to send delegates to a meeting to discuss union
delegates adopted *Seventy-two Resolutions* to address the structure of government
Following the Quebec Conference Canada's legislature passed a bill approving the creation of a union
this proved to be most controversial in the Maritime provinces which stalled the effort

ST. IGNATIUS MISSION OPENS IN MONTANA

Four Sisters of Providence arrived at St. Ignatius Mission (western Montana)
to offer their services as teachers

Father Urban Grassi was constructing a school building

but even before the school was complete, the sister began their work -- October 1864
Mother Joseph rejoiced to see the sisters' work with Native Americans take root,
regretting only that she was not able to share in the St. Ignatius ministry
she had little opportunity even to visit the sisters at this small isolated mission
in the mountains of western Montana
fortunately, they had their own strong leader in Sister Mary of the Infant Jesus,
(who served in St. Ignatius for more than fifty years)

SECOND SESSION OF THE IDAHO TERRITORIAL LEGISLATURE IS HELD

Although two distinct dates had been announced for the session to begin
everyone showed up: more southern government officials than northern -- November 14, 1864
in heated debate powered more by land speculation than common sense
southerners managed to pass a Bill naming Boise as the capital city
Governor Caleb Lyon signed the bill

Northerners sued claiming the legislature met on the wrong date so all action was invalid
there was no Supreme Court in the territory so a Lewiston judge heard the case
not surprisingly he ruled for Lewiston to remain the territorial capital
he ordered the state records to be locked up and announced
that if the governor or territorial secretary tried to remove them they would be arrested

Panhandle residents plotted to form a new territory
made up of North Idaho, Western Montana, and Eastern Washington
Walla Walla insisted on being the capitol

while Lewiston offered competition to the idea

BEN HOLLADAY KEEPS WATCH OVER HIS BUSINESS EMPIRE

Ben Holladay's successful shipping businesses brought constant fame and wealth -- 1864
he owned or controlled thirty-three hundred miles of stagecoach lines
his mail contracts alone over these routes grossed a million dollars annually
his ocean-going steamships connected with the eastern and southern United States
to Mexico, the Pacific Northwest, Canada, Alaska, Hawaii and Asia
To maintain vigilant contact with the appropriate congressional committees,
Holladay established one bronze and marble residence in Washington City
and another in New York City
His redheaded wife and their four children lived at White Plains, New York
in a mansion whose grounds displayed a buffalo herd
and a narrow-gauge railway -- a favorite of his sons Ben, Jr. and Joe
here European counts came to woo his daughters, Pauline and Jennie
but under his beautifully tailored broadcloth suits
Ben Holladay himself remained a rough-edged, six-foot-tall frontiersman
with a bushy black beard and an insatiable drive for empire

CONGRESS MOVES VERY SLOWLY IN AUTHORIZING THE GIFT OF PUBLIC LAND

Although a land subsidy bill for an Oregon railroad
was introduced into the U.S. House of Representatives -- December 1864
it did not become law
in the Senate newly elected United States Senator George W. Williams from Salem, Oregon
also did not support the proposal
Nothing was done during that session of Congress to assist transportation in the Pacific Northwest

BEGINNINGS OF TACOMA

Pioneer Job Carr was a wounded Union veteran of the Civil War from Indiana
he came to Washington Territory seeking better opportunities
On a fishing expedition, Carr was riding in a canoe with several other men
on a fishing expedition from Steilacoom to Commencement Bay -- Christmas Day 1864
when he saw the mouths of two creeks and a lagoon protected by a sand bar
where the natives beached their canoes
Nisqually and Puyallup people called the Indians location Chebaulip or sheltered place
Job Carr filed a 168-acre claim to land at a site he identified as Eureka ("I've found it!")
other settlers had previously claimed land nearby,
but had left the area after the Indian War of [1855-1856]
Carr soon moved onto the claim with a yellow cat, Tom, and built a cabin
on the shore of Commencement Bay
about three miles away from (Commencement City -- today's Old Town)
(Carr's two sons Howard and Anthony joined him [1866])

EARLY VOYAGE OF THE CONFEDERATE SAIL AND STEAM POWERED *SHENANDOAH*

She was a 230-foot long, 32-foot beam, 1160-ton steam cruiser built in Glasgow, Scotland
she was an iron-framed, teak-planked, full-rigged vessel with auxiliary steam power
originally christened *Sea King* [August 1863]

Secretly she was purchased by the Confederate Navy

Sea King put out to sea under the cover story that she was on a commercial voyage to India
she rendezvoused at sea with another ship and was refitted as a warship

Conversion was under the supervision of Confederate Navy First Lieutenant James Iredell Waddell
(later he was promoted to Commander and became the ship's first commanding officer)

Confederate Navy officers, some crew members, a full complement of heavy guns
four 8 smoothbore cannons; two 32-pounder rifled cannons; two 12-pounder cannons
ammunition, ship's stores and other equipment also was installed

she was re-commissioned as the CSS *Shenandoah* [October 19, 1863]

Commander Waddell took his ship through the south Atlantic and into the Indian Ocean,
capturing nine U.S. flag merchant vessels, taking plunder and prisoners [late 1864]

all but two of these vessels were sunk or burned

Shenandoah reached Melbourne, Australia, where she received necessary repairs and provisions
and added forty crewmen giving her a full complement of 109 officers and men -- January 1865
after three weeks in port *Shenandoah* put out to sea

planning to harass the American south Pacific whaling fleet

however, Commander Waddell discovered his intended targets were warned
and had dispersed

Waddell set off for the north Pacific

PRESIDENT LINCOLN ATTEMPTS TO END THE CIVIL WAR

President Abraham Lincoln attempted a peace meeting at Hampton Roads in Virginia
with Confederate Vice President Alexander Stephens -- February 3, 1865

At that time Robert E. Lee's Army at Petersburg, Virginia
and Joseph E. Johnston's troops in North Carolina

were all that remained to carry on the Confederate cause

This effort ended in failure

SALMON CANNING INDUSTRY BEGINS ON THE COLUMBIA RIVER

West coast salmon canning first began on the Sacramento River in northern California [1864]
there a small fish packing cannery was established by Hapgood, Hume and Company

successful canning operations depended on development of three components
raw material (salmon), power (water) and a ready market (Idaho and Montana miners)

George and William Hume, former partners in Hapgood, Hume and Company,

left the Sacramento River company and moved to the Columbia River to open a cannery there
they placed a river barge with canning equipment on the river at a place they called Eagle Cliff
on the north bank of the Columbia River in Washington Territory -- 1865

Eagle Cliff received its name when William Hume found eagles nesting above the location
fifteen miles west of (today's Longview in eastern Wahkiakum County)

difficult process of catching salmon from canoes and hand-packing for a few buyers
required that their initial effort be a small one

PRESIDENT LINCOLN IS SWORN INTO OFFICE FOR A SECOND TIME

With the war coming to end, Abraham Lincoln in his second inaugural speech -- March 4, 1865 stated his terms for peace with the Confederate States of America: **“With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation’s wounds; to care for him who shall have borne the battle, and for his widow, and his orphan -- to do all which may achieve and cherish a just, and a lasting peace, among ourselves, and with all nations.”**

WESTERN UNION TELEGRAPH LINE REACHES NORTH

John Fravel arrived in Sehome (now Bellingham) as a telegraph operator -- March 1865 soon he took up work on construction of a telegraph line
Fravel eventually became a central figure in local telegraph operations
Field parties located poles, mounted insulators and strung wire northward from Olympia through Mukilteo and La Conner to Bellingham Bay
from Bellingham the new telegraph line extended north through Marietta, around Birch Bay and across the Fraser River into New Westminster, B.C.
(Service to and from Bellingham began [April 16, 1865]
two days following the assassination of President Abraham Lincoln)

BEN SNIPES PROSPERS IN SPITE OF MANY TRIALS

Snipes ended his cattle drives but continued his system of cattle-raising: buying, fattening and selling he purchased land in the Yakima Valley until he owned 6,000 acres -- 1865
his vast grazing district bordering on the rivers
allowed his herd increased to enormous proportions
Ben Snipes was again the reigning Northwest Cattle King

IDAHO TERRITORY DELEGATE TO CONGRESS WILLIAM WALLACE’S TERM EXPIRES

Idaho Territorial Delegate William H. Wallace’s term of office ended -- March 1865
having achieved little of merit as Idaho’s representatives in the House of Representatives
(he remained in the nation’s capital several months before returning to his home in Steilacoom, Washington Territory where he served as a probate judge in Pierce County until his death [1879]
Wallace lies buried in the Fort Steilacoom Cemetery)

IDAHO TERRITORY’S CAPITAL CITY IS MOVED -- OR STOLEN

Territorial Governor Caleb Lyon, unimpressed with the merits of his assignment, was out of the territory
Territorial Secretary Clinton DeWitt Smith named himself acting governor
Secretary Smith went to nearby Fort Lapwai where he collected a contingent of soldiers and rode to the Lewiston Capitol building
there he unlocked the safe, loaded the State Seal, Constitution and other papers and headed to Boise -- March 29, 1865
Idaho Territorial Legislature sent a memorial to Congress which was rejected

LAST BATTLES OF THE CIVIL WAR BEGIN

General Lee's last offensive for his Army of Northern Virginia began -- March 25
with an attack on the center of General Grant's forces at Petersburg
four hours later the attack was broken

Grant's forces began a general advance and broke through Lee's lines at Petersburg -- April 2

Lee evacuates Petersburg forcing the Confederate Capital of Richmond to be evacuated

General Robert E. Lee surrendered his Confederate Army of Northern Virginia

to General Ulysses S. Grant at the village of Appomattox Court House, Virginia -- April 9, 1865

Lee told his troops in General Order Number 9: **“After four years of arduous service marked by unsurpassed courage and fortitude the Army of Northern Virginia has been compelled to yield to overwhelming numbers and resources.”**²⁹⁰

Grant allowed Rebel officers to keep their side arms

he also permitted soldiers to keep their horses and mules

Stars and Stripes was ceremoniously raised over Fort Sumter-- April 14

IDAHO GOVERNMENT PAPERS ARRIVE IN BOISE

Territorial Secretary Clinton DeWitt Smith reached his new capital city
after a slow fourteen-day ride -- April 14, 1865

Boise became the territorial capital -- at least temporarily

Eventually a Supreme Court came into being in Idaho Territory

court heard arguments regarding the capital's location

high court ruled in favor of Lewiston

however, the court reconsidered the case [1866] and ruled two to one in Boise's favor

(so it has been ever since)

LINCOLN IS THE FIRST PRESIDENT TO BE ASSASSINATED

Lincoln and his wife Mary went see the play *Our American Cousin* at Ford's Theater
several Army officers and friends, including former Territorial Delegate William Wallace,
decline invitations to attend the quiet celebration

during the third act of the play, actor and Southern patriot, John Wilkes Booth,

shot the president in the head -- 10:13 p.m., April 14

Doctors attend to the president in the theater and then move him to a house across the street

Lincoln never regained consciousness

President Abraham Lincoln is declared dead -- 7:22 a.m., April 15, 1865

Vice President Andrew Johnson is sworn in as the seventeenth president

ASA MERCER RETURNS TO THE EAST

Mercer arrived in New York three days after Lincoln was shot -- April 17, 1865

newspapers reported that Lincoln was gone

as was any support for Mercer's bride gathering venture

Mercer facing a potential of up to 500 brides to transport

²⁹⁰ www.pbs.org/wgbh/americanexperience/features/primary-resources/lee-surrender

needed to find transportation back to the Pacific Northwest
Undaunted, the professor went to Massachusetts
where he began drumming up ladies willing to travel -- just as if transportation was still assured
Mercer wrote glowing letters back to Seattle
so glowing the bachelor population grew worried and appointed committees
to prepare for the arrival of Belles with housing, funds, and “**articles to meet the immediate wants that must of necessity be pressing on their arrival.**”²⁹¹

FINAL SURRENDER OF THE CIVIL WAR

Confederate General Joseph E. Johnston surrendered his Army of Tennessee
and all remaining Confederate forces still active in North Carolina, South Carolina, Georgia
and Florida to General William Tecumseh Sherman near Durham, North Carolina
this was the largest surrender of the war totaling 89,270 soldiers -- April 26, 1865

WASHINGTON TERRITORY’S CONTRIBUTION TO THE WAR EFFORT

Had primarily been in the form of war goods and medical supplies
964 men had been recruited -- none into the Union Army conducting the war effort
rather they faced garrison duty protecting the travelers and trails of the Pacific Northwest
twenty-two had died in service: twelve died of disease, five by accident or drowning,
one was murdered, three by other causes and the cause of death was unknown for one

ARMY RIFLE MODEL 1865 WAS AVAILABLE IN GREAT SUPPLY

This rifle was developed after the end of the Civil War but was inadequate to the task in the West
U.S. Army had a vast stockpile of muzzle-loading weapons from the war
Model 65 had no spring on the firing pin
shell casing extractor system was weak
soldier must open the breech-block and pry out the shell with his finger OR
elevate the barrel and tip the weapon to one side
often the breech-block would fall back into place and have to be reopened
Gun manufacturers were asked to submit plans to change these to breech-loading design
design submitted by Erskine S. Allins was accepted

SAILING SHIP *SHENANDOAH* TERRORIZES THE PACIFIC COAST

In route to the north Pacific, Commander Waddell seized four Union merchant ships
their supplies were used to stock up for further operations
While the *Shenandoah* cruised northwards as the Confederacy collapsed -- April and May 1865
however this news spread very slowly to the distant Pacific Ocean
Shenandoah spent a month in the Sea of Okhotsk off the Russian coast
acquiring one prize and considerable experience in ice navigation

EVERYTHING GOES WRONG FOR ASA MERCER

Mercer spent months on his mission to bring marriageable young women to Washington Territory

²⁹¹ David Lavender, *Land of Giants*. P. 351.

He did not know now-President Andrew Johnson and could not arrange a meeting
but General Grant had spent a despondent time posted at Columbia Barracks [1852-1854]
he knew from personal experience how lonely a man could get in the wilderness and the rain
Asa Mercer somehow got the impression that Grant would order the Quartermaster
to provide a 1500-ton military steamer fully manned and coaled
to carry 500 women to the Pacific Northwest
but the Quartermaster General quickly pointed out that Grant had no authority
because such use of federal property was illegal

Next newspapers attacked Mercer's scheme

New York Herald newspaper attacked Mercer's plan
for enticing women to a raw, lawless, immoral land
it warned women against going to the vast wilderness of Washington Territory
New York Times exposed Mercer's project in livid terms for its readers
it was implied that most of the girls were destined for waterfront dives on Puget Sound
and if anyone did acquire a legal mate he would probably be poor, ugly, illiterate,
and doubtless diseased

Massachusetts authorities investigated Mercer, too -- though hardly thoroughly
since no politician is likely to admit that young women would be better off to leave his state
this report implied that Mercer's girls might be headed for a fate worse than a ghastly mate
perhaps Mercer was a white slave trader

SUPPLYING IDAHO MINING REGION IS A SERIOUS PROBLEM

As mining in the Boise Basin and Owyhee Mountains of southwest Idaho expanded
more and more supplies and equipment had to be hauled overland on primitive roads
in addition to the dangers present in packing over mountain trails,
road agents were always a concern

River travel was seen as a better mode of transportation

Oregon Steam Navigation Company tried to send the steamer *Colonel Wright*

END OF THE CAREER OF THE STEAMBOAT *COLONEL WRIGHT*

Wright made her last trip up the Snake River -- spring 1865

Captain Thomas Stump as skipper and Captain William Gray serving as pilot
attempted to take her through Hells Canyon and on to Farewell Bend

Wright struggled upriver for eight days making a distance of 100 miles before giving up
she turned down steam and returned to Lewiston in less than five hours

Captain Stump was disappointed with his attempt believing it had no practical value

however, he had taken the steamer further upriver than any such boat had gone before

Captain John C. Ainsworth, president of the Oregon Steam Navigation Company,
decided to build a new steamboat above the canyon

Colonel Wright, worn out from six years of service up the Columbia and Snake rivers
was dismantled [August 1865]

INTERNATIONAL TELEGRAPH LINK IS PROPOSED

Bellingham's telegraph line played a significant role

in the effort to join North America and Europe by wire
Several attempts by Cyrus Field in the early 1860s to lay a communication cable under the Atlantic between the two continents had failed thus frustrating hopes of establishing telegraph service and the rapid exchange of international news
New Yorker banker Perry McDonough Collins with interests in Russia saw a great potential in building a telegraph line from the West Coast through Alaska (then a Russian territory) and across Russia into Europe
this line would need only about forty miles of undersea cable across Bering Strait
Collins predicted it could earn nine million dollars a year

CONSTRUCTION BEGINS ON AN INTERNATIONAL TELEGRAPH LINE

Western Union immediately became interested in Collins' idea
they bought Collins' Overland Telegraph Company,
a company he had formed to promote the concept
Western Union's new project was dubbed the Nooksack Telegraph
Bellingham, the end of the existing telegraph line was the logical beginning point
for an overland telegraph line to Russia
After securing agreements with the governments of the United States, Russia, and British Columbia,
Western Union began construction of the overland line northward along the Fraser River -- June
This Nooksack Telegraph line followed a route that was originally an Indian trail
which was used by prospectors heading north in the Fraser River Gold Rush [1858]
known as the Whatcom Trail, this route began in downtown Bellingham
it ran east through Cornwall Park, cutting cross-country following (today's Hannegan Road)
to a ferry crossing of the Nooksack River in Everson
after crossing the river, the trail went north to Sumas where it crossed the border into Canada
work crews including Bellingham's John Fravel cleared a right of way fifty feet wide
poles carrying a single wire were set into place along the route
soon New Westminster, British Columbia and Hope, B.C were linked through Sumas
to the telegraph operation running from Bellingham into Whatcom County

SHENANDOAH TERRORIZES THE PACIFIC COAST

She moved on to the Bering Sea where the now-stateless warship captured thirty-eight merchant ships
eight were scuttled and burned; their chronometers kept as souvenirs -- June 22-28, 1865
fishing boats and whalers were usually released
when she became too heavily encumbered,
she would stop at a cove or island and put off the prisoners
if hard pressed, Waddell set them adrift in an open boat
Waddell's assault on the whaling fleet provided him many rumors of the Civil War's end
Commander Waddell started a slow voyage toward San Francisco, California
which he believed would be weakly defended against his cruiser's cannons
Shenandoah encountered the English sailing bark *Barracuda* -- August 2, 1865
Barracuda had left San Francisco less than two weeks before
English captain convinced Waddell the war was over and the Confederate States were defeated
Commander James Iredell Waddell disarmed his ship and set sail for England

Shenandoah rounded Cape Horn and arrived at Liverpool

becoming the only Confederate Navy ship to circumnavigate the globe
Commander Waddell surrendered to the English captain of HMS *Donegal* [November 6, 1865]
this was the last Confederate surrender of the Civil War

Shenandoah caused disorder and devastation across the globe for Union merchant shipping
military records show she had sunk or captured thirty-eight ships, mostly whalers
close to a thousand prisoners were taken without a single war casualty among his crew
two men died of diseases

lack of war casualties is explained because she was never involved in a battle
but instead took unarmed United States merchant vessels
value of the prizes the *Shenandoah* had taken were worth \$1,172,223

Commander Waddell in his memoirs later wrote: **“She was the only vessel which carried the flag of the South around the world, and she carried it for six months after the overthrow of the South.... The last gun in defense of the South was fired from her deck on the 22nd of June, Arctic Ocean,... she ran a distance of 58,000 statute miles and met no serious injury during a cruise of thirteen months.... She never lost a chase, and was second only to the celebrated *Alabama*.... [CSS *Alabama* served for two years as a commerce raider, attacking Union merchant and naval ships] I claim for her officers and men a triumph over their enemies and over every other obstacle, and for myself, I claim having done my duty. -- Captain James I Waddell”**²⁹²

NEW GOLD STRIKE IN BRITISH COLUMBIA

(Jack Fisher had discovered gold in the Wild Horse River Canyon
at the upper end of the Kootenai District [1863]
more than a thousand miners pushed into the canyon built the boomtown of Fisherville
120 houses were located on ground rich in gold
however, gold production had declined by 1865

News of another rich find in the Wild Horse River Canyon

brought upwards of 2,000 men to the Kootenai District -- summer 1865

Fisherville was in the way -- disputes between prospectors and homeowners frequently erupted
two-thirds of the town of Fisherville was washed away by miners

Other gold strikes took place in the Big Bend of the Columbia River between Cariboo and Kootenai
British Columbia gold country was remarkable in one way

it was less tainted with lawlessness than were United States gold fields

British historians recorded: **“The whole training of the Americans had been along the lines of independence and self-reliance; the British had been trained to refer every question to their superiors. The rowdyism of San Francisco was absent. Victoria was a boomtown, but the miners were well-behaved and the same obedience to law is found in the [British Columbia] gold fields.”**²⁹³

SUPPLYING CANADIAN CARIBOO AND KOOTENAI DISTRICTS

People could get to the gold fields relatively easily

²⁹² Paul Williams, *The Last Confederate Ship at Sea: The Wayward Voyage of the CSS Shenandoah, October 1864-November 1865*, P. 178.

²⁹³ Oscar Osburn Winther *The Great Northwest*. P. 229.

but the bonanza towns created by the most recent gold rush presented difficult supply problems
an individual miner could and did carry with him essential mining equipment and food
to see him through the first few days or, at most, a few weeks
beyond that length of time he was obliged to rely for replenishment on local merchants
(and future shipping operations by Captain Leonard White)

OREGON AND CALIFORNIA RAILROAD COMES INTO EXISTENCE

Simon G. Elliot, who had been expelled from the California and Oregon Railroad by Joseph Gaston,
returned on the railroad building scene

Elliot formed a sister corporation to his original railroad -- July 1865

he called his new enterprise the Oregon and California Railroad Company

Elliot's old company with the state names reversed

ELLIOT'S NEW OREGON AND CALIFORNIA RAILROAD CONDUCTS ITS OWN SURVEY

Simon G. Elliot raised enough voluntary contributions primarily in Salem

for a party of Oregonians to conduct the Oregon and California Railroad Company survey
from its Jacksonville, Oregon headquarters to the Columbia River

Their route traveled along the Rogue and Umpqua rivers to Roseburg, Oregon

entering the Willamette Valley the route traveled along the east side of the Willamette River
through Eugene City, Harrisburg, Corvallis, Albany, and Jefferson, Salem

before crossing French Prairie to Oregon City and Milwaukie

and finally ending at the settlement of East Portland

Elliot's Oregon and California Railroad Company looked to the federal government for financial aid

CONGRESS PROVIDES LAND GRANTS FOR A RAILROAD IN CALIFORNIA AND OREGON

Congress enacted a bill granting public lands to aid in the construction of a railroad and telegraph line
to be built in California and Oregon -- July 25, 1865

Congress specified the California and Oregon Railroad company would receive the land grant
to construct the California portion of the route

this land was to be sold at \$1.25 an acre to speculators who would sell to settlers and investors

But Congress did not specify a recipient for the Oregon portion of construction

rather the Oregon Legislature was empowered to designate the federal land grant recipient
approximately (6,370 acres per mile) or 3,822,000 acres total

for the 600 miles of right-of-way

it might be Joseph Gaston's California and Oregon Railroad Company

along the West Side of the Willamette

or Simon G. Elliot's Oregon and California Railroad Company along the East Side

or, perhaps, another company as yet to be formed

Naming the recipient of the land grant became the subject of burning controversy in Oregon politics

Oregon legislators enjoyed a great deal of influence over land speculators

and reveled in the attention speculators provided them to win their favor

BROTHER JONATHAN (Steamer) SINKS TO THE BOTTOM

Considerably overloaded, the ship went to the bottom

in a severe storm off Crescent City, California -- July 30, 1865
more than 200 men, women, and children were lost
Included among the dead in the tragedy were Colonel George Wright and his wife who drowned
Oregon cavalry officer Colonel George B. Currey was left in command
and Port Angeles Customs Agent Victor Smith was killed
Port Angeles lost its best friend and the port of entry was moved back to Port Townsend
leaving Port Angeles an almost deserted village

OREGON STEAM NAVIGATION COMPANY DISPLAYS IMPROVEMENTS

Previously the portage road on the Oregon side of the Columbia Gorge had fallen into disrepair
but newly redone north bank road was officially incorporated
as the Middle Cascades Portage Company -- a subsidy of the OSN
even larger locomotives arrived
improved repair shops were owned and operated by OSN
More ships were added to its fleet until it had a small navy of barges and towboats
eighteen cargo and passenger vessels flew the OSN flag --1865
many of them were palace boats with elegant trimmings
Portland sported a fifty-thousand-dollar wharf
and only a slightly more modest facility served The Dalles
OSN's most lucrative route was upriver from Portland to The Dalles, Umatilla, Wallula and Lewiston
huge white cracker-box style hotels were constructed to serve Columbia River passengers
at principal connections to the interior
Umatilla Landing was connected with four stage coach lines
one of which ran to Old Ferry (Weiser, Idaho) on the Snake River
with three others into the Boise Basin
OSN combined water and land routes
when necessary 10,000 pack mules shunted between Walla Walla and Montana mining camps
carrying goods and supplies in -- and gold and silver out
portages connected with the steamer *Cabinet* which ran to Thompson Falls
where Missouri River-Fort Benton route continued to the mouth of the Jocko River
and thence by road to Helena mining camps
Maintaining the interior routes from the Columbia River was necessary
to keep competition from taking away trade from the Columbia River
expenses for all this ran slightly more than two million dollars
between [January 1, 1862] and September 30, 1865
but the company could afford it as gross revenue for the same period was just under five million

OREGON AND MONTANA TRANSPORTATION COMPANY BEGINS OPERATION

Organized to compete with Missouri River-Fort Benton route
carry passengers and cargo from White Bluffs on Columbia to Lake Pend O'reille
Z.F. Moody built *Mary Moody* on Lake Pend O'reille
first steamer on any of the lakes except the Arrow Lakes

OSN BUILDS A STEAMBOAT ON THE UPPER SNAKE RIVER

Oregon Steam Navigation Company believed big profits were available for the 150 mile run between Riverside Ferry and Salmon Falls they established a temporary shipyard at Riverside Ferry near Old Fort Boise at the junction of the Snake and Boise rivers
Work on the new boats was begun -- October 1865
boilers, engines and other pre-assembled machinery had to be hauled over the Blue Mountains by wagon from company shops at Umatilla, Oregon
iron was brought over these mountains by pack train
Because there was no foundry at the improvised shipyard, many metal parts had to be hammered into shape by hand on an anvil
Because there was no sawmill all lumber for the boat's hull and superstructure had to be hauled to the construction site
Mountain pine was whipsawed by hand
pine becomes soft and brittle when seasoned and is not a good wood for shipbuilding but that was the only material to be found within hauling distance

WASHINGTON TERRITORY GOVERNOR WILLIAM PICKERING IS REPLACED

Washington Republican governor Pickering's appointment was terminated by Democratic President Andrew Johnson -- 1865
this action was officially protested to Congress by the territorial legislatures -- to no avail
President Johnson nominated Democratic Territorial Delegate to Congress George E. Cole to serve as Washington's governor -- November 1865
but the territorial Republicans accused Cole of being a Copperhead (Southern sympathizer) in the face of organized territorial descent, the national Senate refused to confirm Cole's appointment
and refused several other names submitted by President Johnson
During George Cole's administration (he was never confirmed in the position) Washington Territorial Legislature passed its first Memorial to become a state since the political timing was very bad, Congress ignored the request
Congressional Radical Republicans were busily confronting Democratic President Andrew Johnson at every opportunity
Washington elected Republican Arthur A. Denny Territorial Representative to Congress
he replaced Democrat Delegate George E. Cole who, being a Democrat, chose not to run
Denny would hold the office for one term [March 4, 1865-1867]
Washington Territory moved into the Republican Camp

FATHER JOSEPH CATALDO BUILDS HIS FIRST CATHOLIC

Born in Terrasini, Sicily [1837] Joseph Cataldo's youth was marked by frail health and family relocations due to political turbulence
Father Cataldo Joseph entered the Jesuit order at age fifteen [1852]
his early training was interrupted by severe illness
Father Joseph Cataldo's one ambition was to be a missionary to Western Indians before he died however, his health kept him from gaining an appointment
finally, his superiors, convinced he could not live out the year

gave the pale consumptive priest their consent along with their blessing
he went to Boston and then sailed on to Santa Clara Valley, California
where he passed his final examinations
Twenty-eight-year-old Father Joseph Cataldo finally arrived at Peone Prairie
along the Little Spokane River where he set up his tent -- November 1865
Baptise told Father Cataldo he would have to get permission
from Spokane Garry, who was a protestant, to build a Catholic mission there
Garry was hunting buffalo and was not expected back for several months
Father Cataldo met with the second chief of the Spokanes, Polotkin,
he informed the Indian leader that he would like to build a mission house
but if Chief Spokane Garry did not like it when he returned
Garry could tear it down
Polotkin granted his permission
Father Cataldo constructed a cabin he named St. Michael's Mission
this became the first place of worship (in today's Spokane)
Father Cataldo immediately began to convert the Upper Spokane Indians to Christianity

STEAMBOAT *FORTY-NINE* IS LAUNCHED ON THE UPPER COLUMBIA RIVER

This most famous of the upper Columbia River steamers was launched [November 18, 1865]
at Marcus, Washington Territory just above Kettle Falls by owner Captain Leonard White
to carry travelers and freight north up the Columbia River and Arrow Lakes
to the Big Bend gold rush in British Columbia
she was powered by the engines from the steamer *Jennie Clark*
Steamer *Forty-Nine* with Captain Leonard White at the helm shoved off from Fort Colville
at the confluence of the Colville and Columbia rivers
loaded with hopeful miners and their equipment
her destination was the boomtown of La Porte, one of the centers of the recent gold rush
which was located at the foot of the Dalles des Morts or Death Rapids (Revelstoke, B.C.)
in the immediate vicinity of the goldfields of nearby Goldstream River
and Downie Creek
this was the first steamboat to cross the forty-ninth parallel -- the international boundary

CIVIL WAR REACHES ITS FINAL STAGES

For almost four continuous years the nation has been devastated by war [beginning April 12, 1861]
hard fought battles had ravaged both frontlines and psyches
patriotism and hatred were carried by guerilla fighter across the nation
into the states boarding the Mississippi River and on into the mining fields of the Far West
gun battles on a grand scale killed thousands of men in short order
or as single individuals faced down some foe on the street of a dusty Southwest cowtown
or in some (probably temporary) boomtown in the mining districts of Idaho or Montana

CONSTITUTIONAL AMENDMENT XIII ABOLISHES SLAVERY IN THE UNITED STATES

Amendment XIII to the U.S. Constitution, the first constitutional amendment ratified in sixty years,
passed Congress

and was approved by the required three-fourths of the states -- December 6, 1865

Section 1 stated “**Neither slavery nor involuntary servitude, except as a punishment for crime whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction.**”

Section 2 empowered Congress to enforce this legislation
Congress had provided a political cause for the war

STEAMBOAT *FORTY-NINE* DELIVERS PASSENGERS AND FREIGHT

For more than a week *Forty-Nine* thrashed its way up the Columbia River into the Big Bend District
Captain White failed to reach La Porte as heavy ice blocked their way
a few miles north of the confluence with the Kootenay River Captain Leonard White
unloaded his freight and passengers and turned back -- December 13, 1865
(it would be necessary to wait until [spring 1866] to make another try)

FIRST PUBLIC LIBRARIES OPEN IN WASHINGTON TERRITORY

Independent libraries were located in population centers
Walla Walla, Seattle, Spokane, Colfax, and Steilacoom,
also in Vancouver where the Catholic Library Association was organized -- 1865

NORTHERN PACIFIC RAILWAY IS IN NEED OF FUNDING

Josiah Perham, broken in health and spirit, was replaced as corporation president
by a new N.P.R.R. Board of Directors
J. Gregory Smith took up the great leadership task but he also met with little success
J. Gregory Smith took called upon Thomas H. Canfield for assistance
Canfield suggested William B. Ogden, president of the Chicago & Northwestern, as a consultant
Another reorganization of the Northern Pacific Railway took place
Canfield’s associate in building the Chicago & Northwestern, Edwin F. Johnson
became the new chief engineer for the company
Two crews of engineers entered the field to investigate -- one on each end of the proposed route
General James Tilton, former surveyor of Washington Territory, led the western effort

BEN HOLLADAY GOES LOOKING FOR STEAMSHIPS TO BUY

Aroused by the Oregon Steam Navigation Company’s effort to compete,
Holladay looked for floating bargains
he found the *Oriflamme* in China and put it on the Oregon coastal run
somehow in New York he found a 1500-ton Civil War troopship -- the *Continental*
which cost \$350,000 to build but was sold to Holladay for \$80,000
all Holladay had to do was find a way to bring the ship to his San Francisco headquarters

THINGS LOOK UP FOR ASA MERCER

Out of nowhere appeared an angel with deep pockets
wartime speculator and steamship operator Ben Holladay
offered to buy the surplus transport ship *Continental*

and carry Mercer's five hundred ladies around the Horn to Seattle for a minimum price
Mercer quickly signed a contract although he had nowhere near the number of passengers proposed
he, in fact, had less than a hundred
also, it was easier for his prospects to say they would make the voyage
than it was for them to walk up the gangplank leaving behind them all that was home
however, the quality of his charges was high
he noted: **“Never in the history of the world was an equal number of women thrown
together with a higher average of intelligence, modesty, and virtue.”**²⁹⁴

BEN HOLLADAY WAS NOT IMPRESSED BY QUALITY

He demanded quantity and stated he would not disembark with only a hundred passengers
Holladay demanded payment in full for the proposed 500 passengers
To meet Holladay's price, Mercer had to spend the last of the funds entrusted to him
he also sold passages reserved for the girls to men, married women and their children
although the business magnet was not fully paid, he pocketed every cent Mercer had
Asa figured that at least his financial worries were over
and Ben Holladay found a cheap ship

ASA MERCER AND HIS BELLES JOURNEY TO THE WEST COAST

Ben Holladay's recently purchased steamboat *Continental* left from New York -- January 6, 1866
with less than a hundred marriageable passengers aboard
far short of five hundred reservations as promised to waiting bachelors and Ben Holladay
along with men, women and children not of Mercer's party
As was to be expected, a few young ladies received proposals from the ship's crew
four Belles married during the voyage

WASHINGTON TERRITORY LEGISLATURE GOES INTO SESSION

For several sessions the legislature had discussed the issue of voting rights
finally a law was passed which was intended to provide universal suffrage (voting rights)
to the citizens of Washington Territory as the Suffrage law was amended
to give the ballot to **“all white American citizens twenty-one years of age, and all half-
breeds twenty-one or over, who can read and write and have adopted the habits of whites, and all
other white male inhabitants who have declared their intentions of becoming citizens six months
previous to election”**²⁹⁵ -- January 31, 1866
while several legislators objected that some potential voters should remain excluded
Whatcom Representative Edward Eldridge declared on the floor of the Territorial House
that the right of suffrage was extended to women

OREGON STEAM NAVIGATION COMPANY FACES HIGH EXPENSES

Competition for freight hauling was intense
Missouri River steamers were moving into Montana from the east

²⁹⁴ David Lavender, *Land of Giants*, P. 352.

²⁹⁵ *The Washington Historical Quarterly*, Vol. 3, No. 2, Apr. 1912, P. 106-114.

great wagon trains were creaking into mining country from Salt Lake City on the south
OSN faced increasing competition carrying passengers on the Boise route
overland stages from Red Bluff, California and from Salt Lake, Utah contested for business
even so, OSN supplied no less than six thousand mules to carry goods
bound for the gold fields of the Northern Rockies
It was 401 miles from Portland to Lewiston
at low-water seasons, cargo was handled fourteen times between Portland and above The Dalles
even during high water cargo was handled at least ten times
there was no timber available for fuel east of The Dalles
steamboat engines consumed fifty cords of wood on the upriver trip
firewood had to be transported by barge to fueling stations

WASHINGTON SETTLERS BLAME OREGON FOR THE LACK OF PROGRESS

For two decades the inhabitants of both Washington and Idaho territories
complained bitterly about the lack of facilities to encourage settlement
and for the consistently depressed economic condition of the region
they blamed Oregon state and Portland businessmen [1860-1880]
Western Washington charged that OSN diverted immigration to Portland
since the Longmire Trail proved to be too difficult to use
there was no road available between the Columbia River and Puget Sound
In the interior, Oregon Steam Navigation Company was blamed for the high prices of goods
miners and farmers were charged exorbitant shipping rates for flour, bacon, beans, whiskey, etc.
OSN consistently demanded all the traffic would bear
when Washingtonians attempted to develop competing transportation lines
OSN, after the inevitable rate wars were lost, bought out the competition
Slow growth of the farming population also was blamed on expensive shipping rates
some Puget Sound settlers turned to British Columbia for trade
others took up shovels, picks, and axes in a vain effort to link Steilacoom and Walla Walla

PEOPLE'S TRANSPORTATION COMPANY EXPANDS ON THE WILLAMETTE RIVER

After four years of competition People's Transportation Company
acquired the Willamette Steam Navigation Company
a rival shipping company on the Willamette River -- 1866
People's Transportation Company took over three more boats: *Active*, *Alert*, and *Echo*
this improved handling of freight on the Willamette River and also maintained a monopoly

U.S. SOLDIERS OF THE WEST WERE UNDISCIPLINED AND POORLY TRAINED

They had a reputation for drinking, violence, and laziness
their situation was ignored by the public which was tired out by the fighting of the Civil War
one of the Units of the Army (the Seventh Calvary) posted thirty-seven deserters in one week
Model 1865 and 1866 weapons used by the soldiers were inadequate
rifles jammed after the second or third firing
many soldiers threw away the rifle and used their handguns
barrel of the handguns overheated after five rounds

soldiers were to allow the barrel to cool off or, if in battle, to blow out the gun barrel

ARMY RIFLE MODEL 1866 IS A SLIGHT IMPROVEMENT OVER THE MODEL 1865

New Model 1866 rifle provided some improvements over the older [Model 1865]

for the loading and reloading process

this weapon was used against the Sioux Indians at the Battle of Wagon Bed [1868]

no Sioux were killed, but they were very impressed by the rapid fire they faced

CALVARY SOLDIERS (PONY SOLDIERS) CAME WEST AFTER THE CIVIL WAR

Shortly before the Civil War, the Army's dragoon regiments were designated as "Cavalry"

this change was unpopular and the former dragoons retained their orange braided blue jackets

until they wore out and had to be replaced with cavalry yellow

Tired out by the Civil War, isolated in the wilderness, and having little chance for promotion

cavalry soldiers' plight was ignored by the public

soldiers on the frontier developed a well-deserved reputation for drinking, violence, and laziness

in one week, thirty-seven deserters fled the Seventh Cavalry -- the best outfit in the U.S. Army

In most outposts cavalrymen gradually replaced infantry soldiers

as the need to patrol great distances ranging over open land required mobility

each horse-mounted trooper carried a knapsack, bed roll, poncho, ammunition,

ammunition belt and rifle

thus burdened, pony soldiers set out to capture lightly laden Indians on horseback

Mrs. Elizabeth Bacon Custer (wife of General George Armstrong Custer) described the scene: **"The troopers, when mounted, were curiosities, and a decided disappointment to me. The horse, when prepared for the march, barely showed head and tail. My ideas of the dashing trooper going out to war, clad in gay uniform and curbing a curveting steed, faded into nothingness before the reality. Though the wrapping together of the blanket, overcoat and shelter-tent is made a study of the tactics, it could not be reduced to anything but a good-sized roll at the back of the saddle. The carbine rattled on one side of the soldier, slung from the broad strap over his shoulder, while a frying-pan, a tin-cup, a canteen, and a haversack of hardtack clattered and knocked about on his other side. There were possibly a hundred rounds of ammunition in his cartridge-belt, which took away all the symmetry that his waist might otherwise have had. If the company commander was not too strict, a short butcher-knife, thrust into a home-made leather case kept company with the pistol. It was not a murderous weapon, but was used to cut up game or slice off bacon, which, sputtering in the skillet at evening camp-fire, was the main feature of the soldier's supper. The tin utensils, the carbine and the sabre [sic], kept up a continual din, as the horses seemingly crept over the trail at the rate of three to four miles an hour. In addition to the cumbersome load, there were sometimes lariats and iron pichet-pins slung on one side of the saddle, to tether the animals when they grazed at night. There was nothing picturesque about this lumbering cavalryman, and, besides, our men did not then sit their horses with the serenity that they eventually attained... If the beast shied or kicked--for the poor thing was itself learning to do soldiering, and occasionally flung out his heels, so snatched the bit in his mouth in protest--it was a question whether the newly made Mars would land on the crupper or hang helplessly among the domestic utensils suspended to his saddle."**²⁹⁶

²⁹⁶ Elizabeth Bacon Custer, *Tenting on the Plains: Or, General Custer in Kansas and Texas*, P. 301-302.

Pony Soldiers developed the philosophy:

“first shoot your horse for cover; then save the last bullet for yourself”

Plains Indians were excellent horsemen

they used no saddle and were quick moving when on the march or on the hunt
their life-long knowledge of terrain and trails expedited travel
soon repeating rifles added to the advantage they enjoyed over the pony soldiers
who remained armed with only single-shot weapons

Frontier soldiers, perhaps overly equipped, were poorly trained

fine points of marksmanship were not taught -- shooting at moving targets was unheard of
individual shooting skill was unimportant -- commanders preferred volley fire and saber charges
even if the Indians refused to get close enough to cooperate
soldiers did not know what to expect from the Indians and came to fear what they did not know

Battle record of the pony soldiers was not outstanding

in one instance, Army scout Ben Arnold said: “...**a few of our rear guard were having a little brush with the Indians--when one of the soldiers fell from his horse. An Indian not far off rode over to him and the soldier handed up his gun to the Indian who was still on his horse. Whereupon the Indian threw open the breech block, saw the gun was loaded, closed it and shot the soldier through the head, jumped off, cut the cartridge belt from his victim, mounted and was away almost before we could realize what was taking place.**”²⁹⁷

Hand-to-hand close quarter combat as practiced by the natives

proved to be fearful encounters for soldiers who developed the philosophy:

“first shoot your horse for cover; then save the last bullet for yourself”

many followed this philosophy

U.S. INFANTRY -- FOOT SOLDIERS WERE MORE PLENTIFUL IN THE WEST

Infantrymen replaced the Cavalry (horse soldiers) in most outposts

each man carried a knapsack, bed roll, poncho, ammunition, ammunition belt and rifle
he was assigned to attempt to capture Indians on horseback
fine points of marksmanship were not taught -- individual shooting skill was unimportant
it was unheard of to attempt to shoot at moving targets
field commanders liked volley fire and saber charges
however, the Indians refused to get close enough to cooperate

KOOTENAI DISTRICT SUFFERS FROM SURROUNDING GOLD STRIKES

Wildhorse Creek had only about 700 men working claims there -- 1866

half of these were Chinese miners

Practically all trading for supplies was conducted with Lewiston and Walla Walla

STEAMER *FORTY-NINE* MAKES A SECOND ATTEMPT TO REACH CANADIAN GOLD FIELDS

Steamboat under Captain Leonard White was scheduled to depart from Colville

to cross the international border (forty-ninth parallel) into the British Columbia gold fields

²⁹⁷ Lewis F. Crawford, *The Exploits of Ben Arnold: Indian Fighter, Gold Miner, Cowboy, Hunter, & Army Scout*, P. 264.

to penetrate upper reaches of the Columbia River Big Bend District -- spring 1866
unseasonable weather which was particularly uncooperative delayed the journey
Once the danger of thick ice on the upper Columbia River had cleared
Captain Leonard White once again set out from Fort Colville -- April 16, 1866
with eighty-five passengers but little freight
one-way fare was \$25 per person, and freight was \$200 per ton

OSN SNAKE RIVER STEAMBOAT RUNS INTO DELAYS

Winter storms stopped the hauling process over the Blue Mountains
Captain John Gates arrived at the Riverside Ferry shipyard to act as construction superintendent
he had the reputation of being the best boat builder on the Columbia River
Gates went to work with a twenty-man crew building a 136-foot sternwheeler
this boat had a shallow draft of only twenty inches
it weighed about 300 tons and could haul about 175 tons of freight
An early thaw made the roads once again impassable
hauling of boat building equipment was again stopped to wait for the roads to dry
Even with these delays, construction was completed -- April 1866
OSN christened their new steamboat the *Shoshone*
she was not cheap to build -- lumber and cord wood to burn cost \$19,000
hauling machinery and equipment from Umatilla to the Riverside Ferry shipyard
also was expensive
OSN could have built three similar vessels on the Columbia for the cost of this boat on the Snake

ASA MERCER AND HIS BELLES REACH SAN FRANCISCO

After a voyage of three months around Cape Horn, the *Continental* reached port -- April 25, 1866
Holladay's captain ordered everyone ashore -- this was as far as he was going
Mercer argued and lost
When Mercer reached shore he rushed to the telegraph office and wired Governor Pickering:
Send two thousand dollars quick to get party to Seattle
Pickering wired back his best wishes -- collect
Thirteen of the girls decided to stay in San Francisco
no one could blame them -- Mercer must have been tempted to stay himself
Now a desperate Mercer appealed to the skippers of the lumber schooners
that plied between Seattle and San Francisco
these gentlemen, pleased at the prospect of feminine companionship
on what was usually a dull voyage, took them aboard five separate ships without charge

STEAMER *FORTY-NINE* REACHED THE BIG BEND OF THE COLUMBIA RIVER

For ten days Captain White churned the *Forty-Nine* upriver through the remnants of ice
this time he reached Downie Creek (above present-day Revelstoke, B.C.) -- April 26, 1866
Captain White had opened the era of the steamboat on the upper Columbia River
(this transportation route continued on the upper Columbia [until 1914])

BUSINESS BOOMS IN THE BIG BEND DISTRICT

Quite a number of American business houses opened trade with the miners there
at Dalles des Morts (Death Rapids) -- the head of steamer navigation on the Columbia River
near the mouth of Gold River the town of Kirbyville was started,
Romano's lumber mill began turning out lumber [May 1866] at \$125 a thousand feet
offering materials for both mining and building operations
Advantages of the Big Bend mines centered on the fact they were that they were easily reached
and at first easily worked as the gold was widely scattered
provisions were cheap -- a miner could live on \$8 a week
Dupuy's Hill claim on French Creek was reported to have yielded \$2,500 in a week,
Discovery claim yielded 60 ounces of gold in one day
Shep Bailey operation showed \$1,500 for a few days' work
Population of the Big Bend District was estimated into the thousands

TIRED, DISCOURAGED AND BROKE ASA MERCER ARRIVES IN SEATTLE

Mercer had spent every cent that had been given to him by frenzied bachelors -- May 23, 1866
he had sought 500 willing brides for the single men west of the Cascades -- he brought thirty-four
and those were two months late
in this group were the mother, brother, and younger sister of Josie and Georgia Pearson
who had taken the previous trip with their father
Mercer must have known his political future was in grave doubt after this performance
in fact, town up in arms -- Mercer had spent all of the contributions
he was two months late and 450 brides short
(even so, these young women were welcomed in Seattle
they became teachers, as well as wives, mothers, and grandmothers
they were the co-founders of many of today's Puget Sound families)

U.S.-CANADA INTERNATIONAL BOUNDARY IS FORMALLY ESTABLISHED

When the boundary survey was completed, members of the British Commission returned to England
on the way British Boundary Commissioner Colonel John Summerfield Hawkins [1862]
made a detour to confer with U.S Boundary Commission head Archibald Campbell
Hawkins urged Campbell to gather his finding promptly
so the results could be compared and adjusted where necessary
American Archibald Campbell was in no hurry to submit his draft of the boundary survey
but a report was agreed to by Hawkins and signed -- May 7, 1866
When American and British Government officials finally formalized the Commission's findings
original records of both nations had been misplaced
(these papers, dated May 7, were later found and published [1899])
(Publications revealed that at when Campbell and Hawkins had infrequently met to compare notes
minor variations they discovered could have been easily adjusted on the spot
by taking new and accurate readings -- but this was not done
rather they chose a friendlier, but grossly improper, method of adjustment
they struck an average between the two lines as the official Boundary
thus perpetuating whatever errors existed in their survey efforts

LAKE SUPERIOR AND MISSISSIPPI RAILROAD BEGINS CONSTRUCTION ANEW

After the initial construction effort of the Lake Superior and Mississippi Railroad (LS&M) ended due to lack of money [1863]

One of the LS&M's directors, William Banning, contacted Philadelphia banker Jay Cooke who was America's leading financier at that time

after some convincing Cooke eventually agreed to finance

the building of the rest of the LS&M line provided the road's organizers

came up with their own funding to build the first thirty miles of track

with Cooke's promise in hand it did not take long for investors to line up, cash in hand,

so the first thirty miles of track quickly reached as far as Wyoming, Minnesota

Jay Cooke himself visited the Head of the Lakes [1866 -- some say 1868]

he decided to terminate his railroad line in Duluth, Minnesota

(fifty miles of additional track reached as far as Hinckley, Minnesota [by January 1, 1870])

final seventy-five-mile-long piece from Hinckley to Duluth was completed

with a ceremonial spike driven at Thompson, Minnesota [August 1, 1870])

BRITISH ROYAL GOVERNOR SIR JAMES DOUGLAS RETIRES

After serving two terms in that capacity, Governor Douglas refused reappointment

he moved with his mixed-blood wife into a mansion near Victoria

built above the city he had founded as a trading post only twenty years before

Hudson's Bay Company, the company he had dedicated his life to directing, also was about to retire

to the east, Canada was working through organizing a confederation of provinces

British Columbia was invited to participate -- she hesitated

her commercial ties were with Puget Sound, Portland and San Francisco

not Montreal and Toronto

gigantic Rocky Mountains separated the Pacific from Hudson's Bay

Rupert's Land, a vast region, was still held by Hudson's Bay Company

OSN STEAMBOAT *SHOSHONE* CHURNS OUT OF RIVERSIDE FERRY SHIPYARD

Maiden voyage under Captain Joshiah Myrick took place -- May 16, 1866

voyage to Salmon Falls was a failure as the *Shoshone* could not navigate

above the mouth of the Bruneau River, a little over halfway

Shoshone lost money from the beginning

cargoes were scarce and the boat cost more to run than anticipated

original 400 cords of wood were quickly consumed

coal deposits near the river proved too low grade to be used as fuel

(After three years of sporadic service on the upper Snake River

routes were abandoned and the *Shoshone* left high, dry, and idle

was docked at Owyhee Ferry [1869])

ASA MERCER COMES UNDER ATTACK

Rumors wild and ugly spread about Mercer and his failed plan

only a few days after the arrival of Mercer's belles

Puget Sound Daily ran a front-page story saying: “**Honorable A.S. Mercer will address the citizens of Seattle and vicinity, at Yeslers Hall this evening, for the purpose of refuting the numerous stories that have been circulated in regard to himself, in connection with his immigration enterprise. Turn out, everybody, and hear the other side of the question.**”²⁹⁸

Meeting was called to order by Rev. Daniel Bagley who stated the object of the meeting was to hear a report by Mr. A.S. Mercer regarding his experience conducting his famous venture immigration enterprise while in the East
Asa Mercer addressed the very attentive audience composed, in part, of the fair immigrants so recently arrived
their presence went a long way in restoring Mercer's reputation as it demonstrated the young ladies had placed the utmost confidence in him
Mercer was, in fact, frequently applauded
Mercer's clarifying remarks came to an end and the meeting adjourned apparently with the best of good will toward Mr. Mercer and all concerned
Following the night after Asa Mercer's speech the same hall saw a performance by a traveling troupe *Marvelous Magical Entertainment* received rave reviews by locals and the press however, it could hardly have been as remarkable as Mercer's performance pacifying with words angry men who had waited almost a year for women they had ordered most found themselves without brides and minus three hundred dollars
To add further insult to the financial injury,
Asa Mercer a few weeks later married one of his imports -- Annie Stephens
Mercer and his bride were invited by Seattleites to honeymoon in the Rocky Mountains this marriage appears to have been unfortunate for everyone
divorce was granted by the territorial legislature even before his rapid departure
(Mercer moved the Rocky Mountains area where Asa decided to live out his days as a rancher as far from Seattle bachelors and eager brides as he could go)

BEN SNIPES DIVERSIFIES

Ben using a loan and a mortgage Snipes bought the Wasco Woolen Mill at The Dalles -- 1866 which he operated for a time until he determined there was no profit in the business
he then sold the machinery but kept the building
His bank accounts continued to steadily grow as he financed others
when he needed financial help he was always mindful of the lessons of the past

BIG BEND DISTRICT ON THE COLUMBIA RIVER BEGINS TO PLAY OUT

Main lead had been tapped out from town along French Creek for a distance of one-and-a-quarter miles -- by the middle of June it became apparent the better diggings were not shallow as had been assumed and would require extensive equipment and work
This realization began a huge exodus from the Big Bend District provisions became scarce and the whole camp lived for week on a little flour and a few beans

²⁹⁸ Murray Morgan, *Mercer's Maidens*, Northwest Room, Tacoma Public Library.

MOTHER JOSEPH CONDUCTS ANOTHER BEGGING TOUR

One of Mother Joseph's begging tours was described by the Sisters of Providence -- June 1866

Mother Joseph and Sister Catherine traveled by boat to Wallula

then by stagecoach to Walla Walla and on to Idaho City

where they were cordially received even by **“infidels and Protestants who marveled at [their] daring, and commended [their] perseverance.”**²⁹⁹

they collected three thousand dollars from miners in Idaho City

encouraged by good fortune in Idaho, the two nuns set out for Montana

although not as well received, the nuns raised two thousand dollars

however, during their six-week begging tour in Idaho they met with varied reactions

often they encountered cold indifference or even abuse

BEN HOLLADAY SELLS HIS OVERLAND MAIL AND EXPRESS COMPANY

Two giant companies ruled the field:

Wells, Fargo & Company

Holladay Overland Mail and Express Company

it soon became apparent they could not work together

Ben Holladay was enough of a businessman to see the coming transcontinental railroad

would shatter his stage line business

After jockeying for position, Holladay sold his mail and express company to Wells, Fargo & Co.

for \$1,500,000 cash and \$300,000 of Wells Fargo stock and a directorship in the firm -- 1866

Holladay could now concentrate his massive wealth on other ventures

Greatly expanded Wells Fargo joined other express companies including the Overland Mail Company

to create the largest stagecoach empire in the world

providing regular twice-a-week mail service between St. Louis and San Francisco

STEAMER *FORTY-NINE* MAKES ANOTHER RUN UP THE COLUMBIA RIVER

Captain Leonard White and the *Forty-Nine* set out despite the dramatic conditions -- July 1866

an untimely deluge was followed by cloudbursts and incessant precipitation

this anticipated four day outing extended into three weeks

but for the arrival of the *Forty-Nine* the prospectors of the Big Bend District would have perished

Captain White gave free passage out of the Big Bend area to those who needed it

For twelve days rain came intermittently -- in the face of the rising river,

Captain White tied up the vessel and prepared to wait for better weather

White, resourceful as ever, issued sketch pads and pencils and set up a class in landscape drawing

hours stretched into days until, at last, creative art lost its appeal

finally *Forty-Nine* reached Colville

One last attempt was made to penetrate the upper Columbia River

on his last southbound run Captain White carried only three passengers

with the end of the gold rush the *Forty-Nine* was withdrawn for lack of clientele

CONSTRUCTION ON THE INTERNATIONAL TELEGRAPH LINE STOPS ABRUPTLY

²⁹⁹ L.E. Bragg, *More than Petticoats*, P. 59.

Nooksack Telegraph overland communication wire
had been extended more than 800 miles into northern British Columbia
some construction had even occurred in Russia
However, Cyrus Field completed laying the first transatlantic telegraph cable -- July 26, 1866
providing a far more direct link with Europe
Construction on the Nooksack Telegraph immediately stopped
tens of thousands of telegraph poles were left behind for native use
insulators were used for drinking glasses
wire was used for making nails

GEORGE AND WILLIAM HUME HIRE CHINESE LABORERS AT EAGLE CLIFF

Hume brother' Eagle Cliff fish cannery on the north bank of the Columbia River
(in today's Wahkiakum County) packed 4,000 cases of salmon by hand
each containing 48 one-pound cans to the case -- 1866
Assembly line methods had not been established so canning was slow and clumsy
each salmon was cut to fit the can and each tin can was soldered closed by hand
then the can was boiled to preserve the fish
George and William Hume were joined by two additional brothers, Joseph and Robert
(ultimately each of the Hume brothers had his own canneries)

BRITISH NEGOTIATIONS ATTEMPTS TO RESOLVE BRITISH PROPERTY OWNERSHIP

International Commission began meeting in Washington City -- 1866
to deal with the claims of British subjects in Oregon Territory who had lost their property
also to deal with Puget Sound Agricultural Company claims, which it was decided,
would receive \$200,000 from the United States government
and to deal with Hudson's Bay Company which received a settlement of \$450,000
also from the United States government
(it took four more years for negotiations to conclude [1870])

VIGILANTE COMMITTEES CONTINUE TO AVENGE LAWLESSNESS

When Idaho Territorial Secretary H.C. Gilson absconded with the entire territorial treasury -- 1866
Vigilantes once again took the law in their own hands
Vigilantes went to work with a vengeance
under Idaho Territorial governors Caleb Lyon and David W. Ballard [1866-1870]
Swift punishment did not necessarily assure fair justice
there were instances where Vigilance committees were willing to carry out their duties
although the legal civil authorities were able to enforce the laws
there were no legally constituted Vigilante trials
to assure the rights of the accused or even to assure guilt
Highway robberies, murders, and lynchings continued widespread
two notorious still active outlaw organizations were the Updyke and Dixon gangs
In Idaho David Updyke, the leader of a gang of horse thieves and highwaymen,
also doubled as sheriff
for a period of about three years he and his fellow criminals robbed at will in and around Boise

outlaw leader Dave Updyke was strung up -- 1866

his body was found in an old shed bearing a sign which read:

“Dave Updyke, the aider of murderers and horse thieves.”³⁰⁰

James Dixon was next Vigilante victim

on his lifeless body was pinned a list of crimes attributed to him

Vigilante mob rule lasted in Montana for twenty years

“Many a man was found hanging by the neck with a sign attached to his body announcing the crime he was said to have committed.”³⁰¹

MOTHER JOSEPH AND SISTER CATHERINE VISIT SAINT IGNATIUS MISSION

Mother Joseph and Sister Catherine continued their begging tour of Idaho and Montana

they visited with the four lonely Sisters of Providence at the Saint Ignatius Mission

forty miles north of Missoula

Mother Joseph and Sister Catherine set off for home on horseback to return to Vancouver

Sisters of Ignatius loaned them saddles and riding habits -- Jesuit Fathers provided the horses

only on horseback could they pass through the forests that lay between them

and the lower Columbia River country

MOTHER JOSEPH AND SISTER CATHERINE CONTINUE THEIR BEGGING TOUR

Mother Joseph recorded in her chronicles, **“In the last days of September our little caravan set out. It was composed of Father Louis Saint-Onge, an Indians named Sapiel form the mission, Father Joseph Gorrda, S.J., who went with us as fat as Missoula, Sister Catherine and myself.”**³⁰²

with them were two pack horses with provisions and a tent

They traveled on narrow Indians trails through dark forests and steep, precipitous mountains

except for some lone miners, they met no one

every evening they looked for a clearing with water and grass for the animals

Father Saint-Onge hunted game animals, Sapiel cared for the horses and collected firewood

the two nuns took charge of cooking crepes and fresh meat

they ate, conversed, sang hymns and prayed before the light of the fire

in preparation for bed, they pitched their tent, wrapped themselves in blankets,

and with saddles for pillows, retired for the night

One day while riding on steep Rocky Mountain trails, a fierce storm broke upon them

low, dark clouds hung overhead menacingly

rains gave way to a relentless downpour, thunder, and lightening

traveling deep in mud was challenging, as was building a fire in the driving rain

with great difficulty Sapiel was able to set a small fire inside the tent

they lay down for the night in the mud, as near to the fire as possible

Several nights later an enormous tree fell just three feet from the tent

in which the two nuns were sleeping

Traveling through dense forests over an animal trail

³⁰⁰ Oscar Osburn Winther, *The Great Northwest*. P. 246.

³⁰¹ William E. Scofield, *Northwest Heritage*. P. 128.

³⁰² Sister Mary (Catherine McCrosson), *The Bell and the River*, P. 191

they would often lost sight of each other on the winding path
 On the ninth day of travel, the party, overcome with fatigue,
 they camped in a ravine between the two mountain ranges
 they were jolted awake by a terrifying howl
 which, according to Mother Joseph's account, **"froze the blood in our veins."**³⁰³
 Sapiel quickly cut wood and circled the camp with fire
 because wolves usually do not cross a line of fire
 soon the woods were full of the horrible howls
 the travelers knew wolves which hunt in packs were all around them
 the horses, tethered inside the ring of fire, were lathered to a frenzy
 trees surrounding the area had been dried by a prior fire
 soon the flames meant to protect the party were a serious threat to their safety
 branches and brush around them began to burn
 embers cracked and popped menacingly
 and great limbs burned and crashed to the ground
 whole night was spent battling burning cinders and blinding smoke
 while surrounded by an increasing number of howling wolves
 some provisions were destroyed, the tent had caught fire several times
 saddles were singed
 Dawn's light chased away the wolves, ending the night of trauma and prayer
 exhausted, they fell to the ground with fatigue
 suddenly a new sound was heard, that of horses tramping up the trail
 before they could react, a party of Indian warriors with painted faces surrounded the camp
 Indian braves noticed crosses around their necks and recognized Father Saint-Onge
 they immediately offered hand signs of friendship and respect
 Catholics shared a meal with the Indians
 but **"cringed before the scalping knives"**³⁰⁴ that hung at their sides

MOTHER JOSEPH AND SISTER CATHERINE CONTINUE THEIR BEGGING TOUR

During another evening while still in the Coeur d'Alene forests of Idaho
 Father Saint-Onge spotted tracks while raising the tent
 Sapiel identified the tracks as those of a grizzly bear
 known to his people as the most dangerous creature in the forest
 only weapons the men had against the massive beast were a six-shooter and an axe
 Father Saint-Onge and Sapiel did not mention the danger to the others
 and the night passed without incident -- October 1866
 Early the next morning, Sapiel went to check on the horses
 he was horrified to find an enormous grizzly bear attacking one of the horses
 sighting Sapiel the bear jumped the log corral and made straight for him
 Sapiel took off running with the grizzly in close pursuit
 bear's claws swiped at the man several times, and he could hear teeth grinding near his head

³⁰³ L.E. Bragg, *More than Petticoats*, P. 60.

³⁰⁴ L.E. Bragg, *More than Petticoats*, P. 32.

Sapiel somehow managed to elude the creature's great claws
suddenly, the bear became distracted by the sound of tinkling bells
a pack train of mules came into sight
cries of the Mexicans leading the mules, and those of Father Saint-Onge,
scared the grizzly off

MOTHER JOSEPH AND SISTER CATHERINE COMPLETE THEIR BEGGING TOUR

Mother Joseph wrote in her chronicles, **“One more adventure before the curtain falls on this unforgettable tour of the Rocky Mountains”**³⁰⁵

on a quiet night on the trail, Father Saint-Onge, sleeping under the stars,
was awakened by a sensation of something cold gliding up his trouser leg
he knew it was a rattlesnake
with extreme will power he lay perfectly still so that the reptile would go to sleep
near the warmth of his body
after several minutes, which must have seemed an eternity
Father Saint-Onge leaped to his feet so that the serpent slid away from him
the snake was seen slinking away leaving the poor priest shaken but unscathed

Wearied travelers arrived back in Vancouver -- October 16, 1866

TREATMENT OF THE MENTALLY ILL BY THE SISTERS OF PROVIDENCE IS STOPPED

Under contract with the Washington Territory government, Mother Joseph's Sisters of Providence
had built a spacious house devoted to twenty-five mentally ill patients -- 1866
territorial government revoked the nun's contract to care for the insane
over a dispute resulting from Mother Joseph's insisting on being paid in gold coin
rather than “greenbacks”
Saint John of God Asylum became the home of the new Saint Joseph's Hospital

MOTHER JOSEPH CONTINUES HER GOOD WORKS

Over the next twenty-five years she traveled thousands of miles in the service of her ministry
using horseback, steamer, stagecoach, and rail to establish additional schools and hospitals
and to beg for the funds to support them
her most extensive begging tours were conducted on behalf of the orphans

Providence Archives housed in Seattle reports Mother Joseph's leadership skills, physical and spiritual strength and compassion: **“Popular stories about Mother Joseph on the construction sites abound, painting a vivid image of this spirited and gifted woman. One can well imagine her bouncing on wooden beams to test their strength, climbing up to inspect a roof, or working late into the night to rebuild a poorly made chimney. She was a knowledgeable and demanding supervisor, expecting perfection from both herself and those with whom she worked. Building design, property selection, negotiating with civic and church leaders, overseeing the laborers—Mother Joseph managed them all. Her finest building, Providence Academy in Vancouver, built in 1873, still stands as a testament to her aesthetic vision and workmanship.**

³⁰⁵ L.E. Bragg, *More than Petticoats*, P. 62.

“Mother Joseph’s intelligence, political savvy, and compassion could only have been matched by her abiding faith. Despite her active nature, she was remembered by her abiding faith. Despite her active nature, she was remembered by her contemporaries as a deeply spiritual woman. She was devoted to the Sacred Heart of Jesus and worked throughout her life to spread this devotion and reliance on Divine Providence. The heart of each of her buildings was a beautiful chapel, the altar carved, gilded, and adorned with her loving touch.”³⁰⁶

CONGRESS AUTHORIZES RAILROAD CONSTRUCTION IN CALIFORNIA AND OREGON

Congress passed a bill authorizing the forming of two companies
to construct a continuous railroad line to run from Portland, Oregon in the north
to Marysville, California in the south -- 1866
one company was to operate in California and the other in Oregon
the Oregon company was to receive seven million acres of public land
to defray construction costs
this well-intended but poorly worded law
led to considerable misunderstanding and ill-will in Oregon
both sides of the Willamette River were well-populated
people on both sides demanded the proposed railroad
should travel down their side of the river to provide access
to ship their products to Portland and the world

Because of the dissention, two railroad companies were formed to build the railroad
through the Willamette Valley

Joseph Gaston’s California and Oregon Railroad proposed to build on the West Side
Simon Elliot’s Oregon and California Railroad proposed to build on the East Side
both demanded government subsidies their efforts in the form of subsidies and land grants

SIMON ELLIOT IS REMOVED FROM THE OREGON AND CALIFORNIA RAILROAD COMPANY

Simon G. Elliot’s Oregon and California Railroad Company had laid no track
in disgust, the California partners in the company ejected Simon G. Elliot from the corporation
apparently undiscouraged, Elliot borrowed two hundred dollars from a friend
he journeyed north to try his luck in Oregon

Simon G. Elliot, unsuccessful as a railroad mogul, became a corporate swindler
who was talented beyond even his own high expectations
he represented himself as the agent for the construction firm
of Albert J. Cook and Company of Massachusetts
to the Oregon governor and Salem legislators
he said he was empowered by the company to sign contracts
for building the railroad -- in actuality Albert J. Cook and Company did not exist
it seems the ordinary precaution of checking into Albert J. Cook and Company
occurred to no one

CALIFORNIA AND OREGON RAILROAD BECOMES THE OREGON CENTRAL RAILROAD

³⁰⁶ Providence Archives, Seattle, Washington.

Joseph Gaston changed the name of the California and Oregon Company to the Oregon Central Railroad Company which he organized in Portland -- October 6, 1866 (incorporation papers would not be filed until [November 21, 1866]) members of the proposed board of directors included Joseph Gaston, pioneers Jesse Applegate and Joel Palmer, Oregon Steam Navigation Company directors Simeon Reed and William S. Ladd and fifteen other prominent leaders of Oregon most of whom favored building on the west side of the Willamette Valley California and Oregon Railroad ceased to exist in Oregon (but the company remained active in California)

OREGON LEGISLATORS PROVIDE LAND GRANTS TO THE OREGON CENTRAL RAILROAD

Oregon legislators named the Oregon Central Railroad as the company to receive 3.8 million acres of public land for constructing a railroad line along the Willamette River -- October 10, 1866 even though the company had not yet been legally incorporated Oregon Central Railroad Company adopted Joseph Gaston's [1864] route survey that followed the west side of the Willamette River

TRAVEL IN WASHINGTON TERRITORY IS PRIMITIVE AT BEST

As noted in a letter addressed to Horace Greely's *New York Tribune* and written in Monticello, Washington -- December 23, 1866

“I'm in great luck sure, for I'm here alive.... And if human nature ever gets into a condition to appreciate and properly value a soft clean bed, or a clean cloth bountifully spread with everything, it is at this end of the stage line from Olympia....At every step of his progress, the question arises, how is relief of this intolerable suffering to be obtained....The great want of the Territory is the want of roads, and *the road* of all other roads most needed is this from Olympia to the Columbia river....”³⁰⁷

OREGON STEAM NAVIGATION COMPANY (OSN) CLASHES WITH BEN HOLLADAY

OSN purchased the steamer *Oregonian* for \$403,000 on the east coast she reached San Francisco -- December 25, 1866 preparations were made for her to serve the coastal route Ben Holladay with \$1.5 million in Wells, Fargo & Company cash and \$300,000 worth of stock busied himself buying up steamers and franchises along the coast from Alaska to Central America he informed OSN that if the *Oregonian* attempted to compete he would send ships up the Columbia River OSN was in a squeeze since Wells, Fargo & Company provided stagecoach connections from The Dalles to every mining camp in the West -- and Holladay was a major stockholder OSN sold the *Oregonian* at a sacrifice price to a South American steamship company Other attempts at expansion by OSN proved equally expensive their steamboats churned across northern Idaho's Lake Pend Oreille

³⁰⁷ Oscar Osburn Winther, *The Great Northwest*, P. 201.

and up the Clark Fork River into Montana
these proved unable to compete with St. Louis freight trade moving up the Missouri River

A THIRD ATTEMPT TO UNIFY CANADA

London Conference begins when London is visited -- December 1866
by sixteen delegates from the Province of Canada, New Brunswick, and Nova Scotia
delegates easily agreed the new country should be called Canada
that Canada East should be renamed Quebec
and Canada West should be renamed Ontario
however, there was heated debate about how the new country should be designated
kingdom and *confederation*, among other options, were rejected
ultimately *Dominion of Canada* was selected
delegates completed their draft of the British North America Act [February 1867]

WASHINGTON TERRITORY HAS NEW OFFICIALS

Democratic President Andrew Johnson appointed Republican Marshall F. Moore
to replace never-confirmed Territorial Governor George E. Cole
(Governor Moore will serve two years 1867-[1869])
Governor Marshall F. Moore was an attorney educated at Yale University
when the Civil War broke out he was quick to volunteer
he saw action at Rich Mountain, Shiloh, Chickamauga, Jonesboro and Missionary Ridge
he rose through the ranks as a Union officer while serving under generals Grant and Sherman
at Jonesboro he was brevetted brigadier general³⁰⁸
and ended the war and his military career as a major general
Moore traveled to Washington Territory with his brother-in-law Philemon B. Van Trump
during his term as governor he suffered from poor health attributable to his war wounds
his leadership was appreciated and he was dedicated to improving territorial prospects
he was ever the gentleman
Governor Moore died at Olympia [February 26, 1870] shortly after he had ended his term in office
Territorial Delegate to Congress Alvin Flanders, a Republican,
had replaced Moore and would serve as territorial governor -- 1867-[1869]
Flanders was replaced as Delegate to Congress by Arthur A. Denny
Divorce became a civil matter to be granted by a court of law
rather than requiring an affirmative vote of the legislature to grant a divorce

SUFFRAGE EXPANDS MALE VOTING RIGHTS

Congress granted right to vote to all males over the age of twenty-one
in all territories of the United States -- January 31, 1867

PURCHASE OF ALASKA

Signing a treaty agreement with Russia to purchase Russian-America was strongly promoted

³⁰⁸ Brevet rank was an honorary position given for battlefield gallantry or meritorious service much as medals are awarded today.

by Secretary of State William H. Seward who had long favored expansion
and by Charles Sumner, chairman of the Senate Foreign Relations Committee
They argued the nation's strategic interests favored negotiating such a treaty
Russia had been rivals of the British in the Crimean War (nearly a decade before)
and had been a valuable Union ally during the Civil War
while Britain was almost an open enemy
it seemed wise to help Russia while discomfiting the British
United States Secretary of State William Seward signed a treaty with Russia -- March 30, 1867
initiating a payment of \$7,200,000 -- 2¢ an acre
Alaska celebrates the purchase on Seward's Day the last Monday of March
Seward's purchase was derided as "Seward's Folly," "Seward's Icebox,"
and "Andrew Johnson's Polar Bear Garden"
because it seemed foolhardy to spend so much money on the remote region
No proper governmental body was set up
Alaska Territory was placed under the control of the U.S. Treasury Department
that department regulated furs and fish -- Alaska's primary resources
President Andrew Johnson sent in troops to take possession from Russia
even before Congress ratified the treaty
all of a sudden Puget Sound seemed much closer to the Potomac River
(Formal transfer of Alaska from Russia to the United States (October 18, 1867)
is celebrated as Alaska Day)
Successful purchase of Alaska placed British Columbia between two American territories
it seemed obvious the United States would next annex Canada's Pacific colony and central plains

WALLA WALLA BECOMES A TWO NEWSPAPER TOWN

(Democratic influenced newspaper *The Statesman* had begun publication [September 2, 1864])
this voice of Southern sympathy was offset by the Republican leaning *Walla Walla Union*
first published -- April 17, 1867

OREGON CENTRAL RAILROAD SPLITS INTO TWO COMPANIES

A mad scramble for power arose within the Oregon Central Railroad -- 1867
Joseph Gaston went on using personal persuasion to solicit construction money
from the various counties through which the track would pass
Simon G. Elliot supported by financial backers from California
made an overture to buy the Oregon Central Railroad -- but Joseph Gaston rejected the offer
Undaunted by his failed effort to purchase the Oregon Central Railroad
Simon Elliot next proceeded to cut the Oregon Central Railroad
from under Gaston's feet by plying on sectional jealousies
influential members of the railroad's board of directors were from Portland
(in its early years) Portland was confined to the west bank of the Willamette River
where it had access to the fertile Tualatin Plains and the Chehalem and Yamhill valleys
Members of the Oregon Central Railroad board of directors split regarding the railroad's route
supporters of Joseph Gaston strongly believed that the rail line should run through
areas on the west side of the Willamette River

others investors however were from Salem and these men supported Simon Elliot who wanted a railroad along the east side of the Willamette River he spoke grandly of a railroad to run from the tiny settlement at East Portland through Milwaukie, Oregon City, across French Prairie to Salem continuing on to Albany and Harrisburg before ending at Eugene City

TWO OREGON CENTRAL RAILROADS INCORPORATE

In the rivalry between Joseph Gaston and his Portland financial backers and Simon G. Elliot and his Salem supporters the Oregon Central Railroad split Simon Elliot incorporated a second railroad -- April 22, 1867 he called his new company the Oregon Central Railroad -- the second railroad with that name in a blatantly political move Oregon Governor George L. Woods was named as chairman To avoid as much confusion as much as possible Oregonians promptly began calling Gaston's original Oregon Central the "West Side Company" Elliot's offshoot corporation became known as the "East Side Company"

BOTH OREGON CENTRAL RAILROAD COMPANIES CLAIM THE LAND GRANT

Both Oregon Central railroads attempted to gain the support of public opinion in their quest to be the legitimate recipient of 3.8 million acres of public land granted by the federal government Efforts by Jesse Applegate and others to strike a compromise failed both Oregon Central Railroad companies plunged ahead in competition with each other

RIVALRY INCREASES BETWEEN THE WEST SIDE AND THE EAST SIDE COMPANIES

Elliot's East Side Company brazenly proclaimed themselves to be the true heirs of the original Oregon Central name and hence the rightful recipients of the federal land grant as soon as they had completed the necessary twenty-five miles of road Seeing increasing risks, Gaston's original financial supporters of the Oregon Central now withdrew Applegate, Palmer, the Oregon Steam Navigation company quartet and others removed their funds Gaston, his passion overcoming practicality, reorganized the West Side Company without them he instituted court suits against the East Siders and flooded every village in Oregon with outraged circulars regarding Simon G. Elliot's wickedness

SIMON G. ELLIOT IMPLEMENTS HIS ILLEGAL FINANCING SCHEME

Elliot drew up a construction contract for the East Side Company with the non-existent Albert J. Cook and Company (i.e., Elliot) to build a hundred and fifty miles of railroad which as yet had not even been surveyed Oregon Central (East Side) Railroad took out a twenty-year first mortgage at seven per cent interest and sold construction bonds worth five million dollar these the company issued on the strength of the land grant it hoped to receive Cook and Company received a portion of these bonds in advance as a down payment and was to receive two million dollars in preferred stock With this contract securely in hand, Simon Elliot forged an assignment of Cook's bonds to himself

he then hurried to San Francisco
where he peddled several hundred thousand dollars' worth of the spurious paper
by offering it for sale at a huge discount
With the cash now raised, Elliot went to Boston and tried to buy railroad equipment
using the security of the construction contracts -- which he had also assigned to himself
he managed to obtain four small locomotives and some machinery
before copies of Joseph Gaston's circulars reached the East coast and chocked off his credit
Ever resilient, Simon G. Elliot shipped the locomotives around Cape Horn
by selling two of these to the Central Pacific Railroad he raised enough cash
to begin grading work on the East Side line
he apparently intended to keep with the deception until he manufactured a railroad from hot air
Simon Elliot's strategy, of course, was to acquire the land grant
by building twenty-five miles of track before Gaston's West Siders could beat him to it
this resulted in a strictly unofficial race
unofficial because the legislature had not yet said which Oregon Central was the rightful one
speedy track construction by the East Side company might help persuade the lawmakers

LAKE WASHINGTON COAL COMPANY OPENS AT NEWCASTLE

It had long been known locally that coal in some abundance was available in the region
(Hudson's Bay Company Fort Nisqually Factor Dr. William Tolmie
made reports to Chief Factor Dr. John McLoughlin at Fort Vancouver)
Two important coal discoveries were made [1863]
first at Issaquah (or Gilman)
another a few weeks later on Coal Creek near Lake Washington, (near today's Newcastle)
Several Seattle leaders including Rev. George Whitworth, Rev. Daniel Bagley, F.G. Whitworth,
John Ross, and others
acquired interest in the property and began development
coal was at first carried to Lake Washington on wagons, was barged across the lake
then carried by other wagons into Seattle
Lake Washington Coal Company was founded by these same investors -- 1867
to carry on more extensive development
(two coal mining tunnels were dug at Coal Creek
one 100 feet long and the other sixty feet long [1868]
coal was carried down the Black River to the Duwamish River and on to Elliott Bay
during the year, the company mined 150 tons of coal
barges were first used to haul coal down the rivers but were soon replaced by steamboats)

CONGRESS PROVIDES MONEY FOR A PRISON IN WASHINGTON TERRITORY

Territorial legislators had been looking for a site to use to establish a prison since [1855]
political bickering and then the Civil War kept the issue unresolved³⁰⁹
Congress authorized \$20,000 for building the necessary facility --1867
when the debate shifted to finding a suitable location

³⁰⁹ Daryl C. McClary, Essay 5238 HistoryLink.org, April 17, 2003.

Fort Vancouver to the south was considered and was Port Townsend to the north
Steilacoom, a growing industrious community with a busy seaport, was located in the middle
in a compromise this was chosen by the legislature to be the site for the new prison
but, there was a problem as the Puget Sound Agricultural Company
claimed all the land in the area
it refused to grant or sell any for a prison
thus the penitentiary commission began to look at the nearby vacant islands
Debate continued, this time over where rather than if, the prison should be constructed

GRANGE MOVEMENT BEGINS

Oliver Hudson Kelley, an Agriculture Department Clerk,
founded a secret society: *Patrons of Husbandry* -- 1867
Kelley was distressed by the plight of Southern farmers
seeing a need to organize cooperation among farmers
he sought to reform prevailing methods of agriculture
organization built grange halls or meeting places spread across the nation
where they found strength in cooperation
their secret ritual was based upon symbols relevant to the practice of farming
therefore, they appealed to farmers just as urban dwellers were attracted
by the rituals of societies such as the Eagles, Elks (B.P.O.E.), Masons,
Odd Fellows (I.O.O.F.), Knights of Pythias, etc.
Grange, its full name is the National Grange of Patrons of Husbandry,
is often considered an agricultural family fraternity

OREGON STEAM NAVIGATION COMPANY (OSN) REORGANIZES IT OWNERSHIP

Oregon Steam Navigation Company (OSN) was both successful and ambitious
company investments grew into a \$5 million corporation
Factions developed among the company's thirty-three stockholders
minority shareholders began to grumble about receiving diminishing returns on their investments
Daniel Bradford led discontented owners in criticizing OSN's business operation
disgruntled stockholders sold out leaving OSN with just seven owners
Oregon Steam Navigation Company Partners reorganized
Captain John C. Ainsworth, Robert R. Thompson, William Ladd and Simeon Reed
bought control of the company then declared themselves a thirty-six per cent dividend -- 1867
Oregon Steam Navigation Company (OSN) name was changed
to the Oregon Railway & Navigation Company (ORN)
track was extended from The Dalles, Oregon to Wallula, Territory Washington
and connected Walla Walla, Washington with the Snake River
Even as they celebrated, the managing partners watched with apprehension
as another party of surveyors sent from the East by the Northern Pacific Railway arrived

DOMINION OF CANADA BEGINS

Queen Victoria was presented the *British North America Act* [February 11, 1867]
that added Nova Scotia and New Brunswick as new provinces of Canada

and established a procedure to admit even more provinces
this proposal was quickly approved by the British House of Lords and House of Commons
Her Highness Queen Victoria gave her royal assent [March 29, 1867]
Act of Union which had united Upper Canada and Lower Canada into the Province of Canada [1840]
was replaced by the British North American Act -- July 1, 1867
Ontario, Quebec, Labrador Nova Scotia and New Brunswick
formed the new Dominion of Canada
[Canada Day [formerly Dominion Day] is celebrated July 1]
Confederation of Canada was an enormously large country
its roads were poor and its waterways were frozen for up to five months a year
new Canadian government inspired a railway building mania in Canada
(and led companies and governments to overextend themselves financially)
most ambitious of the Canadian Railroad building projects was the Grand Trunk Railway (GTR)
this was a bold attempt by Montreal to capture the hinterland of Western Canada
and railroad traffic from American states in the Great Lakes region

CONTRASTING CONDITIONS ON SAN JUAN ISLAND

After the Pig War standoff

conditions at the U.S. military facility at American Camp grew dreadful

“...the camp became so run down by 1867 that the camp commander was begging for a new barracks roof. The original had been built with green lumber and .it has now become rotten -- almost uninhabitable, and irreparable. The quarters on officers’ row were shells, battered on the inside, and owing to the exposed position of the garrison, extremely uncomfortable and cold. One commander was, compelled to allow...stable hands (to sleep) in the stables.

The Secretary of War denied all requests for improvements.”³¹⁰

English Camp’s new commander, Captain William A. Delacombe, arrived

he was accompanied by his wife and children -- 1867

with a larger vegetable garden already underway elsewhere in the camp

Delacombe decided to use the original site for a formal garden

in the Gardenesque style developed (in the early 1800s) by John Claudius Loudon,

an English horticulturist and writer on landscape design

this formal garden reminded the captain’s family of their home thousands of miles away

and provided a clear, yet gentle boundary between enlisted and officer territory in the post

FOUNDING OF ELLENSBURG, WASHINGTON

Origins have been traced to a drifter named Wilson who built a small trading post

he sold out to A.J. Splawn, a wrangler, who named the post Robber’s Roost -- 1867

(this was located on present-day 3rd Avenue, just west of Main Street near the alley)

Splawn did considerable fur trading with the local Indian population

Splawn sold the store to John Alden Shoudy and his wife Mary Ellen [1872]

after more permanent buildings were constructed, the town was named Ellen’s Burg

Mary Ellen provided the Ellen in the identification

³¹⁰ American Camp, A Historic Guided Walk, San Juan Island National Historical Park

PROPOSED WASHINGTON TERRITORY CONSTITUTIONAL CONVENTION

Was submitted to the Territorial voters by the legislature -- 1867-1868
several trials to form a committee to draw up a state constitution
showed the voters were indifferent

WALLA WALLA WANTS A RAILROAD LINK WITH THE COLUMBIA RIVER

Town of Walla Walla was basically a supply base for miners and mining camps
in eastern Washington, Idaho and Montana in the 1860s
As gold mining declined the production of wheat became the main industry in Walla Walla
wheat flour was shipped on wagons from Walla Walla thirty-two miles to the west
to Wallula on the Columbia River
wheat was then put on steamships to Portland where it was shipped as far as England
Many people in Walla Walla thought the use of wagons to haul the wheat flour
from Walla Walla to Wallula was too costly
they wanted to build a railroad to ship the wheat flour and other goods
local residents formed the Walla Walla and Columbia River Railroad – 1868

BOTH OREGON CENTRAL RAILROADS BEGIN TRACK LAYING IN PORTLAND

Joseph Gaston “West Side” Oregon Central Railroad broke ground with due ceremony
on Portland’s southwest Fourth Street, at the foot of Marquam Hill -- April 15, 1868
Simon G. Elliot’s “East Side” Oregon Central Railroad led a parade to Gideon Tibbet’s farm
on Portland’s east side (near Southern Pacific's present Brooklyn yards)
to witness Chinese laborers breaking ground for the East Side rail line -- April 16
This was a race for survival between two concerns
each was greatly handicapped by lack of funds
each considered itself to be legitimate successor of the Oregon Central Railroad Company,
and as such the rightful heir to the land grant
both believed their ceremony was evidence of their intent to begin construction
that would further strengthen their claim with state lawmakers

GENERAL MORTON MATTHEW McCARVER ARRIVES ON COMMENCEMENT BAY

First promoter of the region was General Morton Matthew McCarver
who made a business of laying out cities in the wilderness,
named nonexistent streets, and sold the whole idea to gullible settlers
had heard of Chebaulip when he was in Portland
immediately saw the advantage of having title to land
the Northern Pacific Railway Company might someday need for a terminus
McCarver bought Job Carr’s homestead and began boosting the town
changed the name from Commencement City to Tacoma -- April 15, 1868

COMMENCEMENT BAY BOOSTER M.M. McCARVER IS A MAN OF VISION

Morton Matthew McCarver was born on a farm near Lexington, Kentucky [1807]
his father died when he was a child

his mother, a stern woman, brought him up utilizing a strict religious philosophy
that both advocated celibacy and condemned indulgence
she exerted only limited influence as he was a lifelong teetotaler but the father of ten\
McCarver at age fourteen ran away to the Southwest where he arrived without benefit of funds
with little schooling and no friends, he found himself competing for work with slaves
that experience left him prejudice the rest of his life
he returned home as he had left, broke, only to have his mother disown him
McCarver drifted west to Illinois where he found a wife but no property
he fought in the Black Hawk War [1832]
he was later appointed commissary general of the Iowa territorial militia
while the pay is insignificant the title "General" he kept for the rest of his life
In debt after attempting farming he decided to travel West over the Oregon Trail [1843]
his title was enough to get him elected to the Council of Nine who superintended the journey
after attempting farming, prospecting, store keeping and other unsuccessful ventures
he settled in Portland
Morton Matthew McCarver, real estate developer, arrived on Commencement Bay from Portland
tall, blue-eyed man with sandy-gray hair and a high forehead extended by partial baldness
he sat on horseback on a bluff above Commencement Bay and looked north
this dreamer swept in the beautiful scene
straight ahead an Indian canoe glided across the deep-water bay;
to his right in the near-distance was a small sawmill sitting in a swale of skunk cabbage;
farther out streaks of silt from the river flowed across tide-flats green with sea grasses;
in the distance a high and white mountain loomed against the eastern sky;
to his left a shallow cove was skirted by an all but unbroken forest -- the land undeveloped
his Real Estate developer's imagination created images of a magnificent harbor awaiting ships
he envisioned a city with waiting docks and streets and steamships and locomotives
he saw government buildings, perhaps even a state capitol,
he could almost hear the ripping of lumber in a huge sawmill
and smell fresh cut planks and sawdust and coal smoke
but McCarver saw cities wherever he looked -- he was a Boomer
like many nineteenth-century Americans he was irresistibly drawn to undeveloped land
Never mind wounded Civil War veteran Job Carr had previously filed a claim for Eureka [1864]

BLENDING DREAMS WITH REALITY

Dreamer Morton Matthew McCarver at sixty-one was a promoter, a salesman, an optimist
Property owner Job Carr at fifty-five was a man of hope and good will rather than of driving ambition
he was content to wait for others to recognize the merits of his location
in the meanwhile he worked at the mill or painted other settlers' houses
McCarver was dissatisfied with his achievements -- he was sure destiny intended him to do more
he talked to Carr about development of a port city
of changing the slopes above Commencement Bay into a San Francisco
steam-powered sawmills could be built and a railroad connection to Portland
Carr listened to this glorious vision and to the role he could play
he would not stand in the way of progress

if McCarver needed the Commencement Bay waterfront to bring in the railroad,
McCarver could have all of Eureka but the five acres immediately surrounding his cabin
163-¾ acres for \$1,600 -- \$600 cash; remainder in land McCarver owned in Oregon City
Job Carr also retained a claim farther west which included Puget Gulch
Morton M. McCarver rushed back to Portland to consult with his backers before signing any papers

MORTON MATTHEW McCARVER RETURNED TO COMMENCEMENT BAY

He brought with him Lewis Starr, President of the First National Bank in Portland
this bank with a solid sounding name had little in assets
two friends from Oregon City, David Canfield and Thomas Hood, also accompanied McCarver
Camp was made for a night below the (Stadium Way) cliff (near the foot of Seventh Street)
beside an Indian burial canoe and a boulder marked with hieroglyphs
(one of many casually buried years later under debris from the grading of Pacific Avenue)
Lewis Starr was so impressed he claimed a site in his brother's name
to avoid antagonizing bank clients back in Portland
McCarver filed a preemption claim on adjoining land to the west
(where Stadium High School and Stadium Bowl were later built)
Tom Hood was first to finish a cabin -- June
he set up housekeeping (at what is now M and South Ninth)

CONSTITUTIONAL AMENDMENT XIV DEFINES U.S. CITIZENSHIP

Amendment XIV to the U.S. Constitution was passed by Congress
and approved by the required three-quarters of the states -- July 9, 1868
Several broad changes in United States law were enacted:

Section 1, Clause 1 of the amendment stated, **“All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside.”**

•*Due Process Clause* applies to all citizens providing:

- substantive due process rights*, such as parental and marriage rights;
- procedural due process rights* requiring that certain steps, such as a hearing,
be followed before a person's life, liberty, or property can be taken away

•*Equal Protection Clause* requires states to provide equal protection under the law
to all people within their jurisdictions

additional sections of the XIVth Amendment clarified other issues:

Section 2: directs how congressional representatives would be apportioned
this amendment changed Article One, Section Two, of the U.S. Constitution

Section 3: states how federal elected officials could be disqualification
or removed from office

Section 4: authorizes debts incurred for payment of pensions and bounties
for services in suppressing an insurrection or rebellion (i.e., Civil War)

However, the question of citizenship rights of women remained unresolved in the United States

CONSTRUCTION ON THE SHORE OF COMMENCEMENT BAY

M.M. McCarver hired Anthony Carr (Job Carr's son) to build a log cabin for him

on the curve below the cliff (just east of Stadium High School) and called his place Pin Hook
he brought his wife and their three youngest daughters, Virginia, Bettie, and Naomi
north from Portland -- early August
to the deep gratitude of bachelors as far away as Olympia and Seattle

SETTLEMENT OF COMMENCEMENT BAY IS LAID OUT

McCarver hired a civil engineer from Olympia to survey the former Job Carr property
where he planned to create a town to be called Commencement City rather than Carr's Eureka
Carr's sons Howard and Anthony ran the survey lines which was completed -- August 13, 1868
On the final morning of survey work fog had rolled in to block the view of the bay
to everyone's shock the sound of a steamer whistle was heard where no steamer had been before
Anthony Carr fired a shot from his rifle in answer to the whistle
steamer *Eliza Anderson* followed the sound through the fog to the shore of Commencement Bay
there the location's first passengers to land from a steamer stepped ashore
Mr. and Mrs. Clinton P. Ferry had come to join the McCarvers
Mrs. Ferry was one of Mrs. McCarver's daughters by her first marriage
Territorial Governor Marshall Moore paid a visit soon afterwards
he asked McCarver to find him some property in Commencement City
McCarver pointed out to Anthony Carr that the governor's presence would benefit the community
Anthony borrowed McCarver's old gray horse and rode off to Olympia
where he sold Moore forty acres

HAPPY RUMORS ABOUND ALONG THE SHORE OF COMMENCEMENT BAY

Northern Pacific Railway was slowly creeping in the direction of Commencement City
even so, a spur railroad line to Portland was projected to begin construction soon
It was obvious hundreds or thousands of settlers would arrive by rail,
businesses would boom, shipping explode and real estate faced a future beyond all expectations
Such talk was mainly a reflection of M.M. McCarver's talent as a promoter of empty land
he used every trick of the trade to boost his yet-to-be-named town
he showered friends and newspaper editors with stories (some true) of the town's bounties
And he put his money and his energy where his mouth was
he bought another 280 acres from the owners of nearby claims
His success was obvious
all of the land on the south side of Commencement Bay from the waterfront to the crest of the hill
had been claimed and prices were going up -- late August
Job Carr had sold for eight dollars an acre for waterfront land
Howard Carr sold two acres off the water for forty dollars

SEARCH FOR MINERALS IN THE SOUTH PUGET SOUND REGION

McCarver started up the Puyallup Valley with Howard Carr and Dan Canfield -- late August
to prospect for minerals that would add to the economic base of the anticipated railroad
there had been reports of iron and coal located there
rumored iron proved to be a deposit of inferior bog ore
McCarver returned to town, but the younger men continued up the Puyallup Valley

they camped on the North Fork of the Puyallup River -- September 1, 1868
next day they continued up the mountain for six or eight miles
where they found a twelve-foot vein of coal along South Prairie Creek
nothing came of the find at the time, the possible financial benefits were boosted far and wide

JOSEPH GASTON'S WEST SIDE RAILROAD GRADES FIVE MILES OF RIGHT-OF-WAY

Joseph Gaston "West Side" Oregon Central Railroad stimulated by contributions of local supporters
had partially graded five miles of right-of-way -- September 1868
Simon G. Elliot's "East Side" Oregon Central Railroad Company had run out of money
their grading operation had ceased

SIMON G. ELLIOT'S EAST SIDE OREGON CENTRAL RAILROAD CHANGES THE CONFLICT

Simon G. Elliot's East Side Oregon Central Company changed the battlefield
because the Oregon legislature had been granted 3.8 million acres of public land
to Oregon Central Railroad, the issue became which company had the right
to use the "Oregon Central Railroad" name and thus obtain the land grants
Elliot's East Side railroad sued Gaston's West Side railroad
for the right to use the Central Oregon Railroad name
Since neither group possessed money enough to do more than start laying track to gain the land grant,
any outcome probably would have been mutual exhaustion
if San Francisco businessman Ben Holladay had not appeared on the scene

LAND DEVELOPER PHILIP RITZ ARRIVED ON COMMENCEMENT BAY

Philip Ritz of Walla Walla traveled to Olympia
while he was there he read a humorous account of a visit to Washington Territory [1853]
Canoe and the Saddle was written by Theodore Winthrop reporting his experiences
this literary effort was ignored by publishers
until Winthrop became the first Union officer killed in battle during the Civil War
then it was published and became immensely popular
in his writings Winthrop waxed eloquently regarding the beautiful mountain nearby
using the melodic Puyallup Indian name for all snow-covered peaks: Tahoma
Philip Ritz arrived at Commencement City by steamer from Olympia
he was a handsome, cultivated man -- a scientific farmer and a man of letters and articles
he was the representative of a group of Washington settlers attempting to acquire from Congress
a franchise to build a railroad from Portland to Puget Sound
it could also well be that he was an agent for the Northern Pacific Railway
After spending a night with M.M. McCarver, Ritz expressed enough enthusiasm
that the old real estate boomer tried to sell him one-fourth interest in the entire project
on condition that Ritz devote his full attention to promoting Commencement Bay
when that proposal failed, Philip Ritz returned to Olympia
where Howard Carr later rode to offer to sell him forty acres
Nothing came of either proposal, but all was not lost
Philip Ritz offered Tacoma as a better name for the new town than Commencement City
although there were, inevitably, various versions of the story with various name claimants

McCarver always credited Ritz with the suggestion

BEN HOLLADAY VISITS OREGON

Holladay dabbled in many western business ventures constantly expanding his vast financial empire
he operated the Pony Express mail service and made a fortune in overland stages and shipping
he had been not only the undisputed Stagecoach King of America,
but also was a powerful figure in the Pacific Coast steamship circles
Ben Holladay generously applied his extremely audacious and strong personality to selected projects
Holladay obtained from his enemies a well-deserved reputation as a villain
he was merciless in attaining his desired results
he used and enjoyed the use of lavish entertainment to achieve his ends
but, if necessary, he could easily resort to bribery and bullying
In San Francisco one of the purchasers of Simon Elliot's fraudulent bonds
he sold the paper to Ben Holladay
Resourceful Ben Holladay arrived in Oregon to check on what he had purchased -- October 1868
he brought with him his well-deserved reputation for being energetic and ruthless
he was already greatly disliked and was described as being both crude and semi-literate

EAST SIDE CENTRAL OREGON RAILROAD GAINS THE SUPPORT OF BEN HOLLADAY

Ben Holladay instantly saw what Simon Elliot had seen -- a potential 3.8 million acres of public land
all he had to was take over both of the Oregon Central Railroad Companies
and the Oregon state legislature -- neither proved to be difficult
with ready cash, Holladay formed a partnership with Simon G. Elliot
and took over management of the East Side company
placing Simon G. Elliot in the subordinate position of Superintendent of Construction
proved to be even easier than buying railroads or legislators
Ben Holladay's overpowering personality could not be easily pushed aside
to the ruthless Holladay, quibbling as a means of attaining a desired end was a waste of time
when lavish entertainment, bribery and bullying proved infinitely more expeditious
Holladay subsidized newspapers to do his bidding
and to question in print the motives of those who tried to oppose him
awed Oregon legislators became the recipient of Holladay's generosity
Salem politicians received more bounty than they had dreamed their jobs could command
from this point on the question as to which one of the two contesting companies
was legitimately entitled to official recognition was no longer in doubt

BEN HOLLADAY GETS WHAT HE WANTS FROM OREGON LEGISLATORS

In gratitude to Ben Holladay, Oregon legislators found a technicality which enabled them
to void their declaration that Gaston's West Side Oregon Central would receive the land grant
Oregon legislators, to no one's surprise, designated the East Side railroad, Holladay's company,
as the one entitled to receive the federal grant of 3,800,000 acres of public land -- October 1868

UNITED STATES ELECTES A NEW PRESIDENT

United States held its presidential first election since the end of the Civil War -- November 3, 1868

this was the first election in which African Americans could vote in every northern state and southern states that had agreed to the demands of Reconstruction three former Confederate states had not yet been reinstated into the Union and so could not vote Texas, Mississippi and Virginia

Incumbent President Andrew Johnson's handling of the Reconstruction of the South made him so unpopular that he had been impeached by Congress disabling his presidency Johnson did not receive the Democratic Party's nomination for president

New York Governor Horatio Seymour was nominated by the Democratic Convention Republicans nominated victorious Union General Ulysses S. Grant

Grant took no part in the campaign and made no promises

While Grant received almost 73% of the Electoral Votes, Horatio Seymour polled 2,708,744 popular votes against 3,013,650 for Grant closeness of the race startled the political elite at the time

BEN HOLLADAY TRIES HIS LUCK WITH CONGRESS

Congress, of course, also would have to agree to void Joseph Gaston's West Side Oregon Central Railroad land grant just as the Oregon legislature had done

Ben Holladay hurried east to achieve that goal

Joseph Gaston, in hopeful opposition, hurried after him armed with a decision by the Oregon court that the East Siders had no right to the Oregon Central name

TACOMA GETS ITS NAME

Conversations involving McCarver, the Carrs, Portland partners, Lewis Starr and James Steel general agreement was reached to call the settlement Tacoma rather than Commencement City

McCarver was in the offices of the First National Bank in Portland -- late October along with his secretary C. P. Ferry

After a discussion of possible names with his financial backers, McCarver told Ferry to cross out Commencement City used on the (August) survey map and write in Tacoma this was done but after his return home McCarver did not have the plat filed with the Pierce County auditor

PORTLAND EXPRESSES FEAR ABOUT THE NEW TOWN ON COMMENCEMENT BAY

Oregon newspaper, the *Portland Commercial* -- November 16, 1868 wrote of the threat the new community on Commencement Bay was to Portland fear ran high that construction of a Tacoma to Vancouver railroad would drain the commercial blood out of Portland

TACOMA GETS ITS NAME AGAIN

In the meantime, Anthony Carr had decided to create a separate town on his claim he appeared in the auditor's office in Steilacoom with a plat for a small community which he called Tacoma -- November 30

Three days later General McCarver showed up with his papers only to discover that Pierce County already had a Tacoma

McCarver called his site Tacoma City

(five years later the Northern Pacific Railway platted “New Tacoma” -- eventually they merged)

WA CHONG COMPANY BEGINS DOING BUSINESS IN SEATTLE³¹¹

Chinese settler Chun Ching Hock (whose name was sometimes written Chin Chun Hock) was born [July 15, 1844] in the Long Mei village of Toisan in Guangdong Province, China he sailed to San Francisco at the age of sixteen -- then headed north to Washington Territory he began working in Henry Yesler’s sawmill cookhouse on the Seattle waterfront [1860]

Washington Territorial census [of 1860] lists only one Chinese person living in Seattle most likely Chun Ching Hock (who is considered to be the city’s first Chinese settler this same census counted King County’s total population at about 300)

after working a number of years Chun Ching Hock had saved enough to visit family in China where he gave money to his mother and brother and then borrowed from an uncle to pay for his return to Seattle

Chun Ching Hock opened a general-merchandise store called the Wa Chong Company (sometimes spelled "Wa Chung" and occasionally seen as Wa Chong & Company) in a wood-frame building on the tideflats just south of the Yesler sawmill -- December 15, 1868

Wa Chong Company sold Chinese goods, rice, sugar, tea, flour and opium [legal until 1902]

Chun Ching Hock was a major importer and distributor of fireworks

Chun Ching Hock took in a partner, Chun Wa, and the Wa Chong Company prospered in their central waterfront location as established settlers, newly arrived immigrants and local Native Americans all traded at the store

EDUCATION WAS NOT HELD IN GREAT ESTEEM IN THE TERRITORY

Only twenty-two schools were located in Washington Territory -- 1869 classes were held only four months out of the year and only about half of the children of school age attended

CHURCH AND STATE MIX IN INDIAN SCHOOLS

According to President Ulysses S. Grant the way to root out corruption and incompetence among Indian agents was to appoint them from the ranks of the clergy this policy was implemented by the President -- 1869 [to 1877] blending of Indian tradition and Christianity took place especially in Indian schools

BLACK PIONEER GEORGE WASHINGTON IS SUCCESSFUL AS A FARMER

For almost twenty years George Washington’s farm did consistently well he continued to add to his property holdings

He traveled to Olympia (from today’s Centralia) twice a year to get a good price for his grain on one his trips he met Mary Jane Cooness from Portland

she was a Jewish widow with one son

George, at age fifty-one, married Mary Jane -- 1869

³¹¹ Margaret Riddle, *Chun Ching Hock opens the Wa Chong Company in Seattle on December 15, 1868*, Essay 10800, June 13, 2014.

(this couple lived happily for the next twenty years until her death [1889])

SAWMILL BEGINS OPERATION IN SOUTHWEST WASHINGTON TERRITORY

Pioneer San Francisco lumberman Captain Asa Mead Simpson operated a sawmill in South Bend located in southwestern Washington Territory beginning in the [late 1860s] he supplied the booming San Francisco lumber market and built a second mill at Knappton near the mouth of the Columbia River ([1869])

TACOMA BOOMS

San Francisco businessmen sent a scout to search for a suitable location for a sawmill on Puget Sound after arriving on Commencement Bay the scout reported the location to be what was needed Charles Hanson and John W. Ackerman ordered construction to begin -- 1869 (at today's North 30th Street on the waterfront)

Hanson and Ackerman Mill started Tacoma's drive toward becoming the lumber capital of the world hand-powered rip saws were replaced with circular saws operated by steam power Hanson and Ackerman maintained their own fleet of lumber schooners to carry dressed lumber Tacoma experienced a small-scale Boom

construction workers were followed by mill hands, mechanics, loggers, laborers, carpenters, artisans, shopkeepers and bartenders -- many bringing their wives and families with them population quickly reached over two hundred so sudden and so great was the increase in business that a shortage of currency occurred Hanson and Ackerman Company issued hammered metal discs and rectangles to be used locally as coins in the exchange of goods and services

Tacoma became a regular port of call for the mail steamer, which previously had passed by telegraph connections were obtained (first electric lights on Puget Sound flickered at the Hanson and Ackerman Mill)

LAKE WASHINGTON COAL COMPANY EXPANDS ITS OPERATION

Coal outcropping was found and the first mine begun at Old Newcastle -- 1869 new mining town of Newcastle was formed by the Lake Washington Coal Company coal was sent to Seattle by way of Lake Washington, Black Creek, and the Duwamish River

MODOC INDIANS ARE FORCED TO MOVE TO THE RESERVATION

Several unsuccessful attempts had been made over the years to convince Captain Jack to move to the reservation

Captain Jack (Keintepoos) met with once again with the peace commission -- 1869

Alfred B. Meacham, Superintendent of Indian Affairs for Oregon;
O. C. Knapp, Agent on the reservation;
Ivan D. Applegate, Sub Agent at Yainax;
W. C. McKay, long-time pioneer who was distrusted by the Indians

This meeting held at Fairchild's ranch accomplished nothing -- February 19, 1869 then soldiers suddenly appeared at the meeting place

Modoc warriors fled, leaving their women and children behind

Meacham put the women and children in wagons and started for the reservation

Queen Mary, Captain Jack's sister, was allowed to go to Captain Jack
to persuade him to move to the reservation -- her efforts were successful
Arriving on the reservation, Jack and his band prepared to make permanent homes at Modoc Point

WARREN PACKING COMPANY BEGINS OPERATION IN CATHLAMET

Frank M. Warren, a pioneer in fishing on the Columbia River, founded the Warren Packing Company
a fish canning operation located in Cathlamet, Washington Territory -- 1869
(Warren later built a cannery in Warrendale, Oregon which was also the site
of a state-run fish hatchery in [1889] and [1890])

NOBLE AND HOLY ORDER OF THE KNIGHTS OF LABOR IS FORMED AS A LABOR UNION

Many early efforts to organize workers in the United States saw their beginnings in Pennsylvania
(Philadelphia shoemakers joined together to maintain a price structure
and resist cheaper competition -- [early 1790s])

Mechanics Union was formed that attempted to unite the efforts
of more than a single craft -- [in the 1820s]

Rise of industrial capitalism with its widening of the gap between rich and poor
caused a transformation within the union movement

most radical of the unionists were the Molly Maguires
these western Pennsylvania anthracite coal miners used intimidation and violence
to achieve their labor goals

Noble and Holy Order of the Knights of Labor was established in Philadelphia -- 1869

labor unions came into being to protect individual wage workers
from the overwhelming power of business owners

by representing large groups of workers, a labor union gave the wage workers a fighting chance
to improve their lives through increased earning power and shorter working hours

(later health benefits for themselves and their families, vacations, sick leave, holidays,
safety and pension plans were added to the list of demands by union members)

Knights of Labor offered a more reasoned approach to solving labor problems

they believed that its predecessors had failed because membership was limited

Knights proposed to organize both skilled and unskilled workers in the same union
and opened their doors to blacks and women -- subject to a vote of the local union

Mary Harris Jones helped to help recruit thousands of women into the Knights of Labor
she was feared by factory owners, but loved and respected by union members and workers
for her efforts she was given the nickname "Mother Jones"

Knights of Labor lobbied Congress for such progressive ideals as:

- eight-hour work day;
- an end to child labor;
- replace Chinese workers with union members;
- end of the convict contract labor system;
their concern was for the competition from a cheap labor source -- not prisoner welfare
- equal pay for equal work;
- replace wages laborers and the excesses of capitalism with cooperatives;
especially demanding cooperative employer-employee ownership of mines and factories

- public land policy designed to aid settlers and not real estate speculators;
- government ownership of telegraph facilities and the railroads;
- progressive (graduated) income tax;
- postal saving program;

In its early years, the Knights of Labor opposed the use of strikes
 however, new members and local leaders gradually radicalized the organization
 Noble and Holy Order of the Knights of Labor expanded across the nation
 it found strong support for its ideals in Washington Territory

ULYSSES S. GRANT IS SWORN IN AS PRESIDENT

Victorious Union General Ulysses S. Grant was sworn into office -- March 4, 1869
 Reconstruction of the South remained a primary focus of his attention as president
 Grant work to reconcile the North and South and bring the Union together
 and he attempted to protect the rights of newly freed slaves
 while Grant was personally honest some of his associates were corrupt
 his administration was tarnished by various scandals

WASHINGTON TERRITORY APPOINTMENT AND ELECTION

Washington Territorial Delegate to Congress Alvin Flanders decided not to seek reelection
 Republican Ulysses S. Grant in one of his first official acts as President -- March 1869
 appointed Republican Flanders territorial governor -- [1869 -1870]
 Selucius Garfield, who had been the Democratic candidate for the position [1861]
 was elected Congressional Delegate to Congress as a Republican
 Garfield will serve two terms as Washington Territorial Delegate -- [1869-1872]

SELUCIUS GARFIELD IS NOT A POPULAR CHOICE FOR TERRITORIAL DELEGATE

Garfield's inconstant political views and his flowery oratory alienated many Washingtonians
 they felt he was a political opportunist -- they nicknamed him "Selucius the Babbler"
 Opposition to Garfield's nomination was so strong that incumbent Territorial Delegate
 Alvan Flanders who had been denied re-nomination joined
 Chief Justice of the Washington Territorial Supreme Court Christopher C. Hewitt
 to distribute a circular that declared the territory's Republican Party was near collapse
 they declared the nomination process was fraudulent
 they wanted the Republican Party reorganized in the territory
 more than fifty prominent Republicans signed the circular
 as a result of the circular the frustrated Republicans suffered a backlash
 they quickly retreated from their positions
 and declined to nominate their own candidate
 however, the damage was done -- Garfield won election over Marshall F. Moore
 by just 149 votes out of more than 5,300 cast

U.S.-CANADA BOUNDARY

Joint Commission between United States and Great Britain made a final decision -- 1869
 U.S. should pay Hudson's Bay Company for its lost possessions:

- \$450,000 to Hudson's Bay Company
- \$200,000 to Puget Sound Agricultural Company

CANADA BECOMES MORE UNITED

Hudson's Bay Company under pressure from Great Britain reluctantly sold most of Rupert's Land to the Canadian government for £300,000 (\$1.5 million) sale involved roughly a quarter of the North American continent, a staggering amount of land but it failed to take into account the existing residents -- mainly Indians and Metis

Canada, like its aggressive southern neighbor, stretched uninterrupted from sea to sea -- 1869 America's intensions toward British Columbia concerned political leaders in Canada an offer was presented to British Columbia's leadership if she would join the confederation:

- all of the colony's debts would be paid,
- essential services would be maintained by the federal government,
- an annual subsidy would be paid,
- but most importantly a Canadian railroad would be constructed across the Rocky Mountains

British Columbia studiously considered the options available to her

TRANSCONTINENTAL RAILROAD IS COMPLETED TO SAN FRANCISCO

Central Pacific and Union Pacific railroads were joined together at Promontory Point, Utah as dignitaries and workers crowded together to watch as a gold spike was hammered home Central Pacific's locomotives *Jupiter* and Union Pacific's *No. 119* practically touched cowcatchers -- May 10, 1869

The celebration honored the linking of Council Bluffs, Iowa and Omaha, Nebraska through Ogden, Utah and Sacramento, California to Alameda, California (San Francisco) Council Bluffs, Iowa and Omaha, Nebraska were the western terminus of the railway network stretching across the Eastern United States

thus this railroad connected the Atlantic and Pacific coasts by rail for the first time

Overland trails linked San Francisco with Portland and the Pacific Northwest however, Ben Holladay's Oregon and California East Siders were busily laying track from Portland to Sacramento in an effort to link with the transcontinental railroad

TRANSCONTINENTAL RAILROAD SERVICE BEGINS

Transcontinental Railroad passenger and freight train service began from Omaha -- May 15, 1869 one-way trip took take four days, four hours and forty minutes

later transcontinental trip times were lengthened

due to washouts, buffaloes, train robberies and Indians

first class fare cost \$111, second class was \$80 with a few lesser amenities defined and immigrant class ran \$40 with no amenities

ECONOMIC GROWTH OF WASHINGTON TERRITORY IS LIMITED

Economic development of the territory was largely controlled by transportation facilities expansion of lumbering, agriculture, fishing and mining depended less on the abundance of natural resources and the energy of pioneers than on the ability to ship the product to a market

since there were not enough settlers locally to use all that was grown, cut, or mined
After completion of the transcontinental railroad to San Francisco -- 1869
pioneers still arrived in Washington Territory over the Oregon Trail or by boat from California
things grown or produced in the territory could not be shipped back to U.S. over the Oregon Trail
but were sent by ship to California, China, or to Eastern states
settlement in Washington Territory was limited to the coast line or along the Columbia River

NORTHERN PACIFIC RAILWAY PROJECT IS STALLED

Charter creating a gigantic land grant northern transcontinental route from Minnesota to Puget Sound
(had been signed by President Lincoln [July 2, 1864])
Northern Pacific's land grant stipulated the company must complete construction by [July 4, 1876]
or lose the land grants provided to fund the project
Since its optimistic beginning construction on the Northern Pacific Railway
remained stalled due to lack of financing
Union Pacific had already completed the country's first transcontinental railroad line
thus demonstrating the grand idea was possible
While Congress had passed a land grant act to provide a source for funding
actual financing of construction remained very much in doubt
until wealthy Philadelphia bank tycoon Jay Cooke agreed to take on the financing job -- 1869

JAY COOKE -- CIVIL WAR FINANCIER

Jay Cooke had financed the Union war effort during the Civil War
which gave Jay Cooke an opportunity to implement his many creative financing ideas
at the close of the Civil War Cooke was again called upon to handle a large issue
of three-year Treasury notes bearing 7.3 percent interest
he sold more than \$600 million worth in six months
Treasury Secretary Salmon P. Chase had attempted to sell war bonds and notes to finance the war
public securities were offered at auction through banks -- this effort failed
Great banking house of Jay Cooke & Company was approached by Treasury Secretary Chase
to undertake financing of the road

JAY COOKE FINDS A NEW INVESTMENT

Cooke went to Minnesota to look over properties he had acquired
his imagination drew a vivid picture of the potential he saw:
•timber and water power in Minnesota,
•wheat in the Red River Valley (Minnesota, North Dakota and on into Canada),
•mines in the Rocky Mountains,
•harbors on the Pacific Ocean
•all of the Canadian West might even fall to the United States
if rails were to reach across the border and up the Saskatchewan River
toward the divide into the Cariboo District
Cooke & Company sent two survey parties to investigate the route -- summer 1869
Western survey party visited all of the towns and villages on Puget Sound
next they went up the Columbia River, crossed overland

from Wallula to Lake Pend d'Oreille, continued through the Bitter Root
and Rocky Mountains then eastward down the Missouri River
their positive report convinced Cooke & Company of the value of the federal land grant
as a basis for establishing credit
Cooke & Company agreed to take on the task of financing the railroad

EFFORTS TO GAIN THE VOTE AND CITIZENSHIP RIGHTS FOR WOMEN

Washington Territory Legislature had passed a law giving the right to vote
to all white citizens above the age of 21 [1867]
passage of the 14th Amendment to the U.S. Constitution
defined citizen as being all persons born or naturalized in the United States
early women's suffrage advocates demanded their rights --1869
Mrs. Mary O. Brown offered her vote at the polling precinct in Olympia
when her ballot was refused, Mrs. Brown quoted the 14th Amendment to the U.S. Constitution
she was told (with a straight face) the laws of Congress did not extend over Washington Territory
At White River Suffragettes also attempted to vote but their ballots also were rejected

DOROTHEA LYNDE DIX -- AMERICAN REFORMER

Dorothea was the oldest daughter in a dysfunctional family
her mother suffered from mental illness; her itinerant Methodist preacher father was an alcoholic
two younger brothers were cared for by Dorothea
at an early age Dorothea was taught to read and write by her father
after she entered school she developed a passion for reading and teaching
which she shared with her brothers
Conditions in the home deteriorated when the family moved to Worcester, Massachusetts
her mother suffered incurable headaches and her father drank heavily
during times when fighting in her home became out of control she would take refuge
in the Boston home of her wealthy paternal grandmother, Madam Dix
Dorothea, at age twelve, moved in with her seventy-year old grandmother
Madam Dorothy Lynde Dix a Puritan woman from an earlier generation
she was a dignified, precise, inflexibly conscientious and unimaginative
without a trace of emotional warmth or charm
her expectations were very high
she demanded that Dorothea act and have the interests of a wealthy girl
it was a grim and joyless home demanding dedication to the clearest sense of duty
Dorothea rejected these ideas
once her grandmother punished her severely for trying to give food and her new clothes
to beggar children standing at their front gate
after two years Dorothea moved in with her great-aunt with whom she stayed for four years
there she met her second cousin Edward Bangs who was a well-known attorney
Dorothea told Edward she wanted to be a schoolteacher and he suggested she start a Dame School
at that time girls were not permitted to attend public school
however, young girls could be privately taught by other women
Edward located a store where Dorothea could hold her classes [fall 1816]

at age fifteen, Dorothea faced her first twenty pupils between the ages of six and eight
teaching was her passion and her purpose -- she successfully held classes for a year
For several years after her experiment in teaching she lived with her grandmother
carrying on her own studies in preparation for opening a school for older pupils
Boston was changing from the old Puritan belief system
intellectual curiosity in theology, philosophy, and literature
changed the spirit of New England
no one was a more earnest pupil of this spiritual rebirth than philanthropist Dorothea Dix
who desire to improve the material, social, and spiritual welfare of everyone
She again took up teaching [1821]
beginning with classes of day-pupils in a little house of her grandmother's
with success the school grew into a combined boarding and day school in the Dix Mansion
children of Boston's most prominent citizens attended as well as others from out of town
Always in fragile health Dorothea contracted tuberculosis
an infectious disease an infectious disease of the lungs
she took an extended trip to England [1841]
she volunteered to teach Sunday School classes to the women inmates of the East Cambridge Jail
she found conditions there to be despicable
she observed prostitutes, drunks, criminals, the retarded and the mentally ill
all housed together in unheated, unfurnished, foul-smelling quarters
Dorothea returned to Boston where she visited jails and almshouses housing the mentally ill
she immediately took the matter to the courts and after a series of battles finally proved her case
Dorothea's views about the treatment of the mentally ill were radical
it was the common belief that the insane would never be cured
however she demonstrated that improving their conditions encouraged inmates to show progress
She lobbied Congress to provide that five million acres be set aside and to be used
for the care of the mentally ill
this proposal passed Congress but was vetoed by President Franklin Pierce [1854]
At the outbreak of the Civil War she became the Superintendent of Union Army Nurses [1861]
She traveled to other states, again to Europe, and into the American West
Dorothea Dix was the first advocate of humanitarian reform in American mental institutions
she had achieved national and international recognition for her work

DOROTHEA DIX ARRIVES IN THE PACIFIC NORTHWEST

Treatment of the mentally ill got off to a very rocky start in Washington Territory
Miss Dix reached Portland where she continued her advocacy for the mentally ill -- 1869
After investigating treatment conditions in Washington Territory,
she wrote to Governor Alvin Flanders, that care and provisions were inadequate and unsuitable
she asked the governor to remove patients from their Monticello (modern-day Longview) housing
and take them to Portland to receive more adequate care
Dorothea Dix wrote to Olympia community leader Elwood Evans
she described conditions at the Monticello institution as barren with cell-like rooms
sanitation was despicable, sinks were left unwashed and as the bedding
Washington Territory legislature investigated -- November 1869

Lewis County Representative John Tullis presented the findings to a House Select Committee
he declared the system for the care of the insane was completely inadequate
amounting to a costly failure
he also noted this mistreatment would detract from the rising status of the territory

BAKER-BOYER BANK IS ESTABLISHED IN WALLA WALLA

Dr. Dorsey Syng Baker and his brother-in-law John F. Boyer
continued to operate their very successful mercantile store in Walla Walla
their mercantile had a large safe in which Baker and Boyer routinely allowed miners
to store their buckskin pouches of gold
they also provided miners with informal banking service
by allowing gold dust and nuggets to be exchanged for cash
Baker and Boyer developed a reputation for reliably producing the gold at the owners' request
as much as \$40,000 in gold would be left in the safe for more than a year
and although it was uncommon to give or ask for receipts no losses were ever suffered
Predicting that banking would in the long term prove more profitable than storekeeping,
Baker and Boyer sold the mercantile business to Paine Brothers & Moore and became bankers
Baker and Boyer established first bank in Washington Territory -- November 10, 1869
bank services were moved to the second floor while the store remained on the first

WASHINGTON STATEHOOD IS ONCE AGAIN PROPOSED

Territorial legislature passed a Bill -- November 29, 1869
calling for a Constitution Convention for statehood

“If a majority voted in favor, the duty was imposed on the delegates to [convene] such a convention.”

Legislators also requested roads be constructed as no road across Washington Territory existed
in a Memorial to Congress they urged two roads be built:

- one from Puget Sound to the Columbia River via the Cowlitz River
- other from Seattle to Wallula

in their Memorial it was pointed out that Oregon Territory
was granted 1.25 million acres of public land for military roads
no such grant had been made for Washington Territory

Legislators, assuming the gift of public lands would be forthcoming, proposed two additional routes:

- from Walla Walla to Colville
- from Spokane to Lake Pend O'reille

JAY COOKE'S SURVEYORS MAKE THEIR REPORT

They returned to the East enthusiastic
construction in the Rocky Mountains would not be as difficult
as those already faced by the Central Pacific in the Sierra Nevada Mountains
land was not an arctic wasteland as believed but was rather a fertile paradise
Surveyor Thomas Canfield added the main line should go down the Columbia River
not on the north bank, where construction above The Dalles would be enormously expensive
it was seen the south side through the gorge was an easier route

however, this would lead into Oregon, a state, and reduce the land grants for that section but it would block any attempt by the Union Pacific to run a spur line from Utah to Portland and facilitate building feeder lines into the growing agricultural regions of Walla Walla, Grande Ronde, Umatilla, and Deschutes valleys of eastern Oregon also it would guarantee the rich trade of the Willamette Valley would stay within the realm of the Northern Pacific and not drift south to California

JAY COOKE AGREES TO FINANCE THE NORTHERN PACIFIC RAILWAY

Swayed by the reports of his surveyors Jay Cooke agreed to help finance the railroad great land grant Northern Pacific Railway chartered to connect Duluth, Minnesota on Lake Superior to Puget Sound was the largest investment Cooke managed He would sell a hundred million dollars' worth of stock and a hundred million dollars' worth of bonds his compensation was to be two hundred dollars in Northern Pacific stock for each thousand dollars' worth of bonds he sold also he was to receive bonds at 88% of face value thus netting for himself whatever they brought above that figure Cooke turned his practiced financial techniques to manufacturing railroad bonds he sold participation in railroad loans in the form of bonds to banks and small investors at home and in Europe To raise the huge amounts of cash needed to construct this gigantic project Cooke introduced two new ideas into banking:

- establishment of banking syndicates as underwriters to handle particular issues
- active participation by bankers in the affairs of the companies they were helping finance

thus Cooke became the banker and fiscal agent of the Northern Pacific --1869 he made short-term loans to the railroad out of his own banking house's resources

OREGON CENTRAL RAILROAD LAYS TRACK FROM PORTLAND TO OREGON CITY

Ben Holladay's East Side Oregon Central Railroad began construction out from Portland Holladay followed Simon G. Elliot's survey route along the East side of the Willamette River from Portland through Oregon City and on Salem toward Roseburg Ben Holladay completed fifteen miles of railroad track along the east side of the Willamette River from Portland to Oregon City on the way to reaching Roseburg, Oregon -- December 24, 1869 twenty miles of track was required to claim the 3.8 million acres of public land and construction subsidy offered by the federal government

1870-1879

BEN HOLLADAY RUNS INTO FINANCIAL DIFFICULTIES

Financial problems multiplied for Ben Holladay
as roadbed and trackage work proceeded past Salem
about \$800,000 had been spent on construction by January 1870
and much more would be needed to complete the road to Eugene City
at the southern end of the Willamette Valley

NATIONAL EQUAL RIGHTS MOVEMENT CONTINUES ITS STRUGGLE

Preeminent leader of the Women's Rights effort was Susan B. Anthony
born to a Quaker family she and her three sisters received an education
equal to her three brothers
a unique circumstance in the society of the time
Susan's family was very active in the reform movements of the day
they worked for temperance (prohibition of alcohol) and the anti-slavery movement
both of Susan B. Anthony's parents (Daniel and Lucy) and her sister Mary
signed the "Declaration of Sentiments" at the Women's Rights Convention
held in Seneca Falls, New York [1848]
Anthony toured the Northwest presenting a lecture series advocating women's rights
she quickly became known as the "Mother of women's suffrage in Washington"
Elizabeth Cady Stanton was an early leader of the Women's Suffrage movement
she had been educated in a New York Female Seminary [1832]
there she was drawn into the abolitionist, temperance and women's rights movements
Stanton was an active organizer of the women's rights convention
held in Seneca Falls, New York
(this early and influential women's rights meeting
was held over two days [July 19-20, 1848]
she wrote the *Declaration of Sentiments* which was approved by the convention
this initiated the long struggle for women's suffrage and women's rights)
Elizabeth Cady Stanton often traveled as a part of her work on behalf of women's rights
she gave lectures and speeches to a large variety of groups and audiences;
she called for an amendment to the U.S. Constitution giving women the right to vote;
she examined the role religion played in the struggle for equal rights for women
with her daughter she published the *Women's Bible* in two volumes [1895 and 1898]
Stanton worked in close partnership with Susan B. Anthony often serving as the writer
Anthony was the strategist in this effective working relationship
together they published in three volumes the *History of Woman Suffrage* [1881-1886]
Lucretia Mott also was an active leader and noted speaker
she was born into a Quaker family
early in her teen years she attended a Quaker boarding school in New York state
she became a Quaker minister and was well known for her speaking abilities
Mott was an early supporter of the American Anti-Slavery Society

(an abolitionist movement)
and found herself threatened with physical violence because of her radical speeches
she also was actively involved all of her life in women's rights, school and prison reform,
temperance (prohibition of alcohol), peace, and religious tolerance movements
Mott joined Elizabeth Cady Stanton in calling for the Seneca Falls Convention [1848]
which, ironically, was chaired by her husband James Mott
from that point on she was dedicated to women's rights
she published her influential *Discourse on Women* [1850]
Mott, a leader in women's education, helped to found Swarthmore College [1864]
this Quaker college was established with three essentials in mind:

- coeducational in keeping with Quaker teaching about equality of the sexes;
- emphasis on natural sciences which were seen
as a source of practical knowledge;
- creating an environment where Quaker children
could receive a "guarded" education

NEWSPAPERS IN THE PACIFIC NORTHWEST

During [1860s] and 1870s many local newspapers were begun
to advance the causes of both the Democrat and Republican Parties
and to urge the adoption of women's suffrage and the prohibition of alcohol

POPULATION GROWTH IN WASHINGTON TERRITORY

Between [1860] and 1870 Washington Territory's growth centered on Puget Sound
population increased from 11,138 to 23,995
even so, growth was slow due to the poor transportation system in Washington Territory
blame was placed locally on the State of Oregon and most especially Portland
since their businesses monopolized shipping

Federal Census showed the following populations:

- Walla Walla County: 5,300 and the city of Walla Walla: 1,394;
- Thurston County: 2,246 and Olympia: 1,203;
- King County: 2,120 and Seattle: 1,151;
- Pierce County: 1,409 and Steilacoom: 314;
- Jefferson County: 1,268 and Port Townsend: 593;
- Lewis County: 888;
- Kitsap 866; County and Port Gamble: 326;
- Pacific County 738;
- Stevens County 734

Value of both manufactured products increased dramatically:

- agricultural production doubled as more and more land was being farmed,
- more lumber mills were being built to turn out dressed lumber,
- new fisheries areas were opened as salmon canning developed,
- coal mining along Puget Sound became more productive

West of Cascades, farmers first had to cut down the trees growing on their land
cabins and outbuildings were made from the logs

land was cleared of stumps and gardens were planted
East of the Cascades the Inland Empire was slowly being settled
farmers could begin plowing at once as the acreage was fertile rolling grassland
lack of transportation hampered the development of agriculture
most of the produce had to be consumed locally
but towns grew where they had access to the Columbia and Snake rivers
gold and silver mining produced significant income in the Inland Empire

TRAVEL IN WASHINGTON TERRITORY IS STILL PRIMITIVE

Recalled a traveler of the 1870s: **“...but when I first wended my weary way in that direction [toward Olympia], I was forced to travel by canoe up rapid rivers, and by stage over heart-breaking corduroy roads, through mud several feet deep, and through trackless forests...”**³¹²

WASHINGTON TERRITORY ADDRESSES THE NEEDS OF THE MENTALLY ILL

Fort Steilacoom had served as a military post from [1849 to 1868]
when the federal government abandoned the \$200,000 post
In response to efforts by Dorothea Dix to improve the care and treatment of the mentally ill
this property was purchased by Washington Territory for \$850
to be turned into a mental hospital -- January 15, 1870

IDAHO GOLD PROSPECTORS MOVE FREQUENTLY

Mining populations were very fluid
prominent Idaho pioneer Thomas C. Donaldson noted: **“The meaning of the phrase ‘transient population’ struck me forcibly one day in 1870 when the Loon Creek ‘strike’ was announced. Loon Creek was a point fifty miles northeast of Idaho City. An honest (?) miner had come into Boise one night with a ten-pound sack of nuggets which, he said, had been panned out of Loon Creek. ‘Ten dollars a day easy.’ said this honest miner, ‘plenty of ground, and they ain’t two people out there.’ He further stated that they had entered Boise from the east and the news had not reached Idaho City. Well ..., in an hour’s time Boise was bustle and confusion. New diggings at Loon Creek! Great news! Millions in it! Volunteers came forward who knew, so they said, every speck of dust out there. Before daylight came, one hundred men were riding out trailing northward.”**³¹³

As each discovery occurred there was a stampede -- not for a mining claim alone
but also for the most favored town sites as well
However, when miners moved on to greener pastures
what had once been booming urban centers become ghost towns
whose deserted, wobbly, board sidewalks and empty buildings
were to be silent reminders of a once-bustling past

NEGOTIATIONS TO DEAL WITH BRITISH CLAIMS IN OREGON TERRITORY

International Commission was established to deal with claims of British subjects
who had lost their property in the former Oregon Territory

³¹² Oscar Osburn Winther, *The Great Northwest*, P. 201.

³¹³ Oscar Osburn Winther, *The Great Northwest*, P. 223.

these property losses were settled with the U.S. government
Negotiations were ended -- 1870
some British subjects were to receive \$450,000
for the loss of Hudson's Bay Company property
other Brits received \$200,000
to resolve Puget Sound Agricultural Company property losses

CONSTITUTIONAL AMENDMENT XV GUARANTEES VOTING RIGHTS TO CITIZENS

Amendment XV to the Federal Constitution was passed by Congress
and approved by the required three-quarters of the states -- February 3, 1870
Citizens' voting rights "**shall not be denied by the states or the federal government on the basis of race, color or previous status of servitude**"

DR. WILLIAM FRASER TOLMIE RETIRES

Dr. Tolmie ended his career as the Factor of Fort Nisqually to enter a life of farming -- 1870
he remained active for three more years until his death [1873]

CONSTRUCTION BEGINS ON THE LAKE SUPERIOR AND MISSISSIPPI RAILROAD

Construction on the Lake Superior and Mississippi Railroad Company (LS&M)
across the northern portion of the United State was undertaken -- February 15, 1870
beginning on the shore of Lake Superior near Carlton, Minnesota at least in ceremony
Junction, Minnesota about twenty miles west of Duluth was the starting point

PORT BLAKELY GROWS IN POPULATION AND PROFITS

Thanks to Captain William Renton's sawmill
Port Blakely had a population of fifty-nine Caucasians -- 1870
it was an immigrant town, with Canadians, Danes, Swedes, Norwegians, French,
Prussians, a Russian, a Belgian, and a Greek
Increased production brought attention to the Port Blakely mill
(steamer ferry service began between Seattle and Blakely Harbor [1872])

LUMBER INDUSTRY EXPANDS

Washington Territory industries were extractive in nature
logging and lumbering; fishing and mining
funds and leadership to develop these resources often came from outside the region
Money from outside the territory allowed the industry to grow along most of Puget Sound
forty-two sawmills operated in Washington
where timber was heaviest and easiest to ship -- 1870
these employed 474 men and cutting 128,176,000 board feet of dressed lumber a year
much of the lumber was sold in California
but some was shipped to China, Australia, New Zealand, Mexico, and South America

CHARLES WRIGHT JOINS THE NORTHERN PACIFIC RAILWAY BOARD

In his early career Charles Barstow Wright was a merchant and banker in Erie, Pennsylvania

he became actively involved with the building of the Philadelphia and Erie Railroad
and became general manager of the united railway companies
serving the oil producing regions

Charles Wright accumulated a fortune and became a member
of the Northern Pacific Railway board of directors -- 1870
he became a member of the board of directors and exerted considerable influence
in the management of the Northern Pacific Railway
Wright was soon placed at the head of the finance committee

PUBLIC FOREST LAND IS FREE FOR THE TAKING

Federal land grants to the Northern Pacific Railway included odd numbered land sections
along the Columbia River and northward through the Cowlitz Valley
Northern Pacific Railway would thus have acquired two million acres of land
growing timber worth \$100 million

No federal law provided for the sale of public forest lands
federal policy stressed only agricultural settlement
thus timber was virtually free for the taking

Timber thefts from railroad land drove down forest land values
a federal investigation in 1870s concluded \$40 million in timber
had been stolen from public lands along Puget Sound
attorney Hazard Stevens (Isaac Steven's son) was hired by the Northern Pacific Railway
he also was appointed Deputy U.S. Marshall to investigate thefts

U.S. Marshall Stevens traveled the inland waters of Puget Sound
where he confiscated rafts of logs suspected to have stolen from railroad land
(two years later [1872], Hazard Stevens was dismissed by the Northern Pacific Railway
for skimming a profit off the sale of timber)

LOGGING CREWS WORK THE COASTAL FORESTS

Most of the work was done by hand -- trees were cut down with axes
earliest logging operations simply felled trees into the rivers
which flowed through the forest and floated the logs to the mill
as more and more of the forests were cut into lumber
transporting the logs to the sawmill became an increasingly difficult problem
logs were laboriously rolled to streams
to be carried down to mills with the spring run off

WORKING CONDITIONS ARE VERY DIFFICULT AND DANGEROUS

Working conditions for early laborers in Washington were far from elegant
seasonal jobs such as lumbering, mining, and fishing
produced a large labor force of transients
usually they were unmarried and could easily move
it was difficult for temporary employees to better their working conditions
Laborers in lumber camps had an especially hard life
work in the woods was extremely dangerous, food was bad,

camp beds often were full of lice and fleas
when jobs were plentiful, loggers could move from camp to camp
looking for better pay and working conditions
only then were employers were forced to make some improvements
to hold their laborers
satisfactory working conditions thus dependent upon abundant job opportunities

LUMBER CAMPS SERVED AS HOME FOR THE LOGGING CREW

Captain Charles M. Scammon master of the U.S. Revenue Cutter *Shubrick*
described Lumber camp conditions on a visit to the Northwest -- 1870

“A camp (bunk house) is built ... about thirty feet long by eighteen wide, with a partition through the middle, which divides it into two rooms -- one for the cook and the other a sleeping apartment for the men. The latter is fitted up with bunks, similar to those on shipboard, and a space near the center of the room, raised just above the rough board floor, composed of a concrete of rock and earth, serves as a fireplace; a wooden chimney, flaring at the bottom and appearing as if suspended from the ridgepole conducts the smoke upward to wreath through the tree tops.

“The apartment is lighted by day by a window or two, and by night by a blazing fire, beside which the men, of almost every nation and caste, amuse themselves in reading, smoking and talking, and in playing their everlasting games of cards. The cook’s apartment is furnished with a huge stove and an ample table, the latter surrounded with seats or benches to accommodate the hungry company who thrice a day gather around the homely board.

“A small but convenient shanty is usually built for the boss, separate from the main camp, where he ensconces himself apart from the force under his charge. Then there is a ‘hovel,’ the sides of which are built of logs, and the roof covered with a species of long shingles called ‘shakes,’ where the oxen are housed and their provender [supply] of hay and grain is stored.”³¹⁴

“At the morning hour the day’s work begins. The cook turns out at four o’clock and has breakfast ready at twenty minutes before six. At about twenty minutes past five he walks to the door, puts a bullock’s horn to his mouth and blows repeated loud blasts to arouse the sleepers, who quickly wash and dress for their morning meal. At twenty minutes to six he gives one blast from his horn, when the whole crew sits down to breakfast, which consists of boiled corned beef, potatoes baked beans, hash, hot griddle cakes, biscuits, butter and coffee. About the same bill of fare is served for dinner [lunch] and supper.

“Shelter and subsistence for both man and beast having been provided, the whole encampment is speedily awake to the varied and laborious duties. First comes the boss, who takes the general superintendence of the whole establishment, selects and purchases the oxen for the teams, ‘keeps the men’s time’ and gives orders for their pay, and like a careful commanding officer especially looks after the cook to see that meals are properly prepared and served promptly at the appointed hours.”³¹⁵

“Next comes the teamster, whose only business is to drive the team and take care of it. Then comes the chopper, whose work is to chop down the trees. The fourth man is the ‘hook-tender,’ whose duties are to wait on the team and ‘snipe the logs’ [round off log ends to which drawing

³¹⁴ W. Storrs Lee, *Washington State*, P. 332.

³¹⁵ W. Storrs Lee, *Washington State*, P. 332.

chains are attached]. Then there are two sawyers, who saw the trees, after being felled, into suitable lengths for logs. Two men called 'swampers' make the roads under the direction of the boss. Another called the 'skidder' skids the road; and two others called 'barkers' chip the bark from the logs on the 'riding side,' or when the sap runs, the bark is peeled off with a 'baking iron.' The cook, who is the most important man of the whole gang, cuts his own wood and attends to preparing and cooking the meals, which are always ready at the regular mealtime."³¹⁶

LOGGING IS HARD AND DANGEROUS WORK

U.S. Revenue Cutter *Shubrick's* Captain Charles M. Scammon continued his account:

"The morning repast being over, each goes to work.... The mere felling of a tree, as generally understood by woodsmen, is but a simple matter of labor, but in the forests of Washington Territory it is quite a novel undertaking. The tree being extremely large at its base, with immense, outspreading roots, and frequently 'shaky,' or perhaps a little decayed at the butt, it is found to be a saving of labor to cut it sometimes as high up as fifteen feet from the ground."³¹⁷

"To do this, the chopper makes a square notch into it, as high up as practicable, and inserts the end of his board -- which is about five feet long and eight or nine inches wide, furnished with an iron 'lip' at the end, which catches in the upper side of the notch in the tree, preventing it from slipping out when the man is standing on it; he then leaps upon the board, cuts another notch as high up as he can reach, strikes his ax into the trunk above his head, holding on to the helve with one hand, sticks his toes into the notch below, and then removes the board from it to the notch above; while half jumping and climbing, he mounts his board again."³¹⁸

"If high enough up, he chips off the bark with his heavier ax and with his thin, sharp one cuts a broad scarf into the heart of the tree on the side he desires it to fall; then, chopping the other side till the tree is about to come down, he call out 'UnDER, unDER!' [rather than timber!] as a warning signal. A few more strokes with the keen ax and the leviathan of the forest begins to bow its towering top. When sure of its falling, the chopper flings his axes at a distance to the ground, quickly removed his board to the notch below; and... jumps to the ground, while the tree comes down with a creaking noise that is heard for miles distant.

"The two sawyers then mount the fallen tree, and the chief, with an eight-foot pole, measures off the length of each log, according as they will cut to the best advantage. Twenty-four foot lengths predominate.... Then come the swampers, who, under the direction of the boss, clear the roads, and the skidder with ax, mattock, crowbar and shovel, who prepares and places the skids. A tall, slender sapling is selected for the purpose, felled and cut into nine-foot lengths. These skids are placed across the road about seven feet apart, and with as much precision as the ties of a railroad; the bark is chipped off on the upper side after the skid is laid in order that the logs may glide glibly over the ribbed road, and when the skids become dry, they are moistened with oil.

"The logs having been duly prepared by the barkers, next comes the teamster with his team of eight oxen.... With a shout and a spur, the team all pull together, and the log is soon hauled to the 'rolling tier'.... The road may wind along the side of a mountain, or down an abrupt declivity.... Sometimes ten or a dozen logs are coupled together by short chains. Their appearance when

³¹⁶ W. Storrs Lee, *Washington State*, P. 322-333.

³¹⁷ W. Storrs Lee, *Washington State*, P. 333.

³¹⁸ W. Storrs Lee, *Washington State*, P. 333-334.

worming down the well-skidded, meandering trail is not unlike an immense, jointed serpent winding its way to the valley below.”³¹⁹

SKIDROADS EXPAND THE AVAILABILITY OF TREES TO BE FELLED

Timber along the river banks became increasingly scarce
because of the distance logs had to be moved
sometimes ox teams had to drag logs over wooden “corduroy” skid roads
large wooden slabs laid like railroad ties except they were farther apart
skids were greased so that logs pulled by oxen would slide over them more easily
slow, powerful oxen soon were replaced by faster teams of mules
as the length of skidroads increased
mules, in turn, were replaced with steam-donkey engines

LOG BOOM RAFTS WERE FLOATED TO THE SAWMILL

U.S. Revenue Cutter *Shubrick*’s Captain Charles M. Scammon on a visit to the Northwest described what he saw in the logging industry -- 1870

“Sufficient logs having been collected in the boom, which receives them from the bank, they are then made into a raft... for transportation to the mill.... From three to four hundred thousand feet of logs generally constitute a ‘round boom’, while in a ‘square’ or ‘heater’ there is usually not less than five hundred thousand feet.... All being in readiness, the tug boat comes and tows it to the mill.

“A steamer towing a boom of logs is an odd sight to the stranger, who sees the craft at a distance, puffing under a full head of steam, but appearing to make but little way though the water.

“...The rafts or booms cannot be towed more than two miles an hour without danger of breaking up and occasionally when there is a heavy breeze and an adverse tide, the Sound [can] become so rough that the raft does break up and all is lost, except the boom sticks, which are shackled together by the massive chains. Many millions of feet of lumber have been lost by the breaking up of these rafts, although under ordinary circumstances there is no difficulty in towing rafts in any part of the inlets and Sound. Once at the mill the logs are deposited in the boom adjoining, and the steamer returns to camp for another tow....”³²⁰

STEAMPOWERED SAWMILLS INCREASE OUTPUT

Old-time sawmills demanded almost as much hand labor as logging
using the oldest method of sawing lumber,
one man stood in a pit under the log and another on top
both pulled a cross-cut saw up and down through the length of the log

U.S. Revenue Cutter Captain Charles M. Scammon
described a Puget Sound steam-powered sawmill:

“A slip runs from the upper floor of the main building to the water, where the logs are floated. A chain with dog hooks is fastened to the log, which is hauled up the slip by steam power into the mill. It is then rolled upon the ‘carriage,’ and a sawyer forwards it toward the immense

³¹⁹ W. Storrs Lee, *Washington State*, P. 334.

³²⁰ W. Storrs Lee, *Washington State*, P. 335.

circular saw, which quickly runs through it, cutting the slab from one side; and the carriage instantly runs back; the log is quickly turned by machinery on its flat side and is set in motion again, the saw ripping it into planks of a thickness required.... The massive planks in a body are transported again by machinery to the edging table, where they are sawed into boards.... From the edger the lumber is passed to another table, where whirls another saw, called the trimmer. Here the ends of each board or plank are clipped off squarely, which finishes it for market, and it is then run out of the mill to the wharf to be embarked on board ship.

“All mills are run by steam power, the fuel used being nothing but sawdust, almost half the quantity made by the saws is required for the furnaces. In order to get rid of the surplus dust, edgings, and the general debris, it is found necessary to burn them.... Strange as it may seem, these fires, once kindled, have been kept constantly going for years.... It will be readily seen that if no vessels are at the mill loading, the manufactured materials of all descriptions accumulate rapidly. Such instances happen occasionally, by reason of dense fogs or headwinds delaying the ships. The wharves creak under their bulky weight, and those interested look anxiously for the tardy vessels.”³²¹

LUMBER SAILING SHIPS ARE PLENTIFUL

As they were described by Captain Charles M. Scammon of the *Shubrick* -- 1870

“At last the white sails are seen through the trees, or the long-looked-for messenger bursts instantly upon their view from behind a bold headland and comes dashing up to the anchorage. Down go the sails, and down goes the anchor; lines are run to the buoys and to the shore; the vessel is hauled head-on to the wharf... and the work of loading commences.... Such carriers as the barks *North-West*, *Tidal Wave* and the brig *Deacon* have their deck loads piled so high when fully laden that instead of showing their symmetrical hulls, little else is seen but the huge piles of lumber and the vessel’s spars peering above them.... They set sail for domestic ports, ports on the Pacific and Atlantic coasts, or to Australia, England, France, China, the East Indies, South America, the Sandwich Islands [Hawaii], and various others in Oceanica....”³²²

SHINGLE MILLS HARVESTED WASHINGTON TERRITORY’S CEDAR FORESTS

Working conditions in sawmills were only slightly better than conditions in the woods

but the physical exertion necessary was less strenuous than in the woods

Shingle mills turned cedar “bolts” (heavy cedar blocks) into shingles

shingle weavers set the pace for entire shingle mill crew

they were paid by piece work -- ten cents per thousand shingles

there were higher wages than other mill hands received

Life for a shingle weaver and his family was far from good

they lived in mill towns in inferior quality houses built of wood

frequently covered with tar paper

these homes were arranged in blocks

they were accessible by roads which turned into quagmires (in the spring)

³²¹ W. Storrs Lee, *Washington State*, P. 336.

³²² W. Storrs Lee, *Washington State*, P. 337.

SHINGLE WEAVERS WERE VERY SKILLED WORKERS

Shingle weaving was an extraordinarily dangerous occupation
dexterity and quickness was needed to accomplish the demanding and repetitious work
boredom was at a maximum because of the monotonous nature of his job
for ten hours a day the shingle weaver stood only inches from injury or death
beside two razor-sharp exposed whirling steel sawblades
because the timber firms failed to supply safety devices for their machinery
cedar bolts (heavy cedar blocks) were fed into the saw to slice off a rough shingle
when a shingle was ripped from the bolt the shingle weaver reached over the saw
with his left hand to catch the rough shingle
it was the left hand saw that set the pace of his work
if the automatic carriage fed the bolt fifty times a minute into the teeth of the saw
he must reach over the whirling saw fifty times, catch the shingle,
turn it over to look for knotholes and trim the edge of the shingle
he could not take the time to watch what his left hand was doing
because he was too busy studying the shingle for knots to be cut out
by a second whirling saw near his right hand
if the shingle contained a knothole, the narrow strip surrounding the knot
was removed using the second saw with two quick movements of his right hand
when finished the shingle weaver tossed the shingle down a chute to the packers
all the while staying alert to the sound that told him
to feed another bolt into the relentless saw
movement of the shingle weaver's hands above he saws
provided the picturesque name for the job
hour after hour a shingle weaver's bare hands and arms worked over
and near the shrieking blades
hour after hour the steel screeched a screaming descending note
as it bit into the cedar bolt
perpetually thickening clouds of sawdust surround the shingle weaver
a wet sponge under the sawyer's nose filtered the air filled with fine dust particles
if "cedar asthma," an occupational disease, did not get him, the steel blade would
sooner or later he would reach a little too far
swirling saws and the speed at which the work was done led to almost everyone
who sawed shingles for any length of time losing a finger or part of a hand
drops of deep red blood would be tossed into the air by the whirling blade
a hand or part of an arm would come sliding down the slick chute
shingle weavers were easily identified by their missing body parts
Shingle mill production of more than 100,000 shingles cut in a single day were common
journeymen (skilled) weavers could cut 30,000 shingles in a ten-hour shift

OLYMPIA DEVELOPS A CHINATOWN

Soon after the founding of the village of Olympia [1846] Chinese immigrants arrived
they were looking for access to economic opportunities and a better life
many worked as laborers who built bridges, pulled stumps and graded downtown streets

others found work in lumber camps and harvested shellfish
they helped build Washington railroads
and assisted in the development of such industries as mining, railroads, fishing,
retail commerce, educational institutions and artistic endeavors
still others became cooks, house servants and operated hand laundries
or cultivated vegetables and delivered them door to door
Olympia's earliest Chinatown was located ½-block from downtown -- 1870
on 4th Avenue between Columbia and Main (today's Capitol Way)
core of Chinatown consisted of several structures that housed a hand laundry,
two small stores and lodging for residents
in addition, at about the same time some businesses appeared
around the intersection of State and Washington streets
As Olympia's Chinatown emerged it became known as "Locke Town"
because the residents were predominantly
from the southern China villages of the Locke family
most were males who relied on family associations
to provide lodging, meals and social life
In the span of a decade the Chinese population in Washington Territory
grew from 234 --1870
to 3,000 a decade later
(today more than 60,000 people of Chinese ancestry live in Washington)

DIKING PROJECT BEGINS IN SKAGIT COUNTY

Two men, Samuel Calhoun and Michael Sullivan, had some experience
farming vast areas of mud flats and salt marshes dotted with densely wooded islands
They started diking around their squatter's claims and were producing crops by 1870
diking process was incredibly hard work after a farmer staked out his marsh-land claim
and proceed to construct a dike around it using only a shovel and wheelbarrow
since work was possible only at low tide, the work schedule for months on end
would be set by the tide table and not by the sun

WASHINGTON TERRITORIAL GOVERNOR EDWARD S. SALOMON IS APPOINTED

Jewish German immigrant and former Union brigadier-general Edward S. Salomon
replaced Territorial Governor Alvin Flanders
Salomon was appointed Territorial Governor
by Republican President Ulysses S. Grant -- March 4, 1870
Grant was aware of his worth, renowned ability
and superior credentials for the high office
Territorial Governor Salomon was caught up
in the political scandals of the Grant administration
however a local newspaper, the *Pacific Tribune*, praised his honesty and integrity
(while commenting on his [1872] resignation)

YET ANOTHER STATEHOOD EFFORT IS ATTEMPTED

Washington Territory leaders called for another election in an effort to gain statehood
this try met with small favor from the voters -- 1870

EASTERN WASHINGTON AND OREGON NEEDS A RAILROAD

Settlers of the Inland Empire had serious grievances
regarding their inadequate transportation service
they thought the potential to produce livestock on their plateau might be limitless
but if only transportation were developed
open plains of Montana and Wyoming were crying for cattle and sheep
at first the demand had been supplied by longhorns driven north from Texas
but the Wyoming Cattlemen's Association looked with disfavor on the tick fever
introduced by these cattle
Oregon and Washington cattle were tick-free
and they carried the genes of choice animals driven west by the early pioneers
thus they were of better quality than the longhorn cattle

EFFORTS TO FUND THE WALLA WALLA AND COLUMBIA RIVER RAILROAD FAILS

An effort by local businessmen and residents of Walla Walla
to construct a railroad to Wallula
located on the where the Walla Walla River enters the Columbia River
ended with the failure of a bond to finance the construction project -- 1870
However, Dr. Dprsey Syng Baker, a Walla Walla businessman and banker,
was undaunted by the bond failure
he bought many shares of the Walla Walla and Columbia River Railroad

BEN HOLLADAY CHANGES THE NAME OF THE OREGON CENTAL RAILROAD

Joseph Gaston's suit claiming the Oregon Central Railroad name was an inconvenience
when Ben Holladay reincorporated his railroad, he unfortunately applied the name
Oregon and California Railroad (O&C) to his new company -- March 16, 1870
perhaps it was an insulting reminder to his partner Simon G. Elliot,
who first used the name, of who was the victor and who was the vanquished
Holladay then persuaded Congress, over Gaston's objections,
that despite the earlier Oregon legislative ruling on the land grant all was as it should be
Congress, too busy to care very much, accepted a compromise offered by
Oregon Senator George Williams (who was or soon would be in Holladay's pocket)
proposed that whichever railroad constructed the first twenty miles of track
should get the land grant
Holladay also convinced Congress to extend the time
for completion of the Oregon railroad route
Joseph Gaston's poverty-stricken West Siders seemed certain to lose
therefore, they were granted a pacifier in the form of another land grant
contingent on their building a branch line from Portland west to Astoria, Oregon

JOSEPH GASTON AND HIS WEST SIDERS WANT MORE THAN A PACIFIER

Gaston began flirting with California financier Collis Huntington's Central Pacific Railroad
Huntington wanted a branch line from Nevada across southern Oregon
into the Willamette Valley to head off anticipated competition
from the Northern Pacific Railway
or from a possible Union Pacific branch line crossing Utah to the Columbia River
Joseph Gaston offered Huntington his West Side railroad as a link to the Pacific Northwest
if the Central Pacific Railroad would finance him in the race to capture the land grant
On the strength of the Central Pacific Railroad's support
Gaston persuaded the construction firm of Reed and Company headed by
Simeon Reed and John Ainsworth of the Oregon Steamship Navigation Company
to race Holladay in building those crucial twenty miles of road
along the Willamette River

PORT OF KALAMA IS FOUNDED

Northern Pacific Railway construction in Washington Territory was non-existent
to gain the promised federal land grant, twenty-five miles of track had to be constructed
between Portland and Puget Sound before [July 2, 1871]
General John W. Sprague, an agent for the Northern Pacific Railway, decided to survey
a railroad route to Olympia, Washington Territory
located at the southern tip of Puget Sound
starting point for the survey to Olympia was selected near the mouth of the Kalama River
a few miles south of where the Cowlitz River entered the Columbia River
Kalama's location was selected because the depth of the Columbia River was about the same
as at the mouth which allowed ships of equal weight into the area
it was also thought that the location was reasonably convenient to the Willamette Valley
and steamboat service on both the Willamette and Columbia rivers
Port and town of Kalama forty miles from Portland on the north side of the Columbia River
originated with a stake in the ground driven by General John W. Sprague -- March 1870
this became the location of the start of the Northern Pacific Railway's
Pacific Division branch line to Puget Sound
From Kalama the surveyed Pacific Division line followed the Columbia River briefly
and then the Cowlitz River before it turned almost straight north
toward a yet unknown terminus on Puget Sound
although Olympia, capital of Washington Territory was the most obvious choice
(Grading of twenty-five miles of roadbed from Kalama on the Washington side
of the Columbia River up the Cowlitz Valley northward toward Puget Sound
was completed that year)

EDUCATION IS STILL OF LITTLE CONCERN IN WASHINGTON TERRITORY

During the 1870s the growth of schools was slow in Washington Territory
youth were scant in numbers and scattered in location
it was very difficult to organize schools
population of young people in Washington was approximately 4,000
but only 100 or so were school students

DREAMER RELIGION EXPANDS BEYOND THE WANAPUM NATIVES

In the mid- and late-nineteenth century, the Indians' Dreamer religion spread rapidly to other tribes of the Columbian Plateau
Smohalla, a member of a small offshoot of Nez Perce, called for rejection of white cultural influences
his followers were to return to Native American traditions and lifestyles
His teachings had a profound influence on the Wanapum and Nez Perce Indians
Smohalla was first mentioned by Indians Superintendent A.B. Meacham -- 1870 when he complained of the trouble a new faith was causing among Wanapum Indians on both ends of Priest Rapids on the Columbia River
Smohalla converted a band of Nez Perce Indians under Old Joseph to his beliefs
many other Nez Perce, however, chose to remain Christians and live on reservations
divisions soon developed between the two Nez Perce groups
federal agents in their relationship with natives consistently favored the Christians
Smohalla was militant in his beliefs and demanded strict allegiance from his followers
he exhorted his followers, eventually numbering about 2,000
they must reject the intruders' culture, goods and religious teachings
however, Smohalla remained non-violent
although many of the hostile activities conducted by non-treaty Indians were attributed to the Dreamers

SOME NEZ PERCE CONTINUE THEIR NOMADIC WAYS

Whites were growing increasingly annoyed with the attitude of a minority of Nez Perce
several Free Bands of the tribe had declined to sign the [1863] treaty
setting up the small reservation on the Clearwater River
because they refused to sign they refused to be bound by it
to the whites this was ridiculous -- the will of the majority should triumph
Inevitably there were clashes
when nomadic Nez Perce bands were away on hunting expeditions,
settlers would tear down the Indians' fences and build a cabin on the site
Indians moving their herds of horses were challenged for crossing squatters' land
Nez Perce seldom retaliated against these outrages
they knew they could not count on justice from white juries
nor did the Indians dare strike back outside the law,
fearing that if they did troops would be sent against them
they would lose what few rights they still had
Largest of the non-treaty Nez Perce bands was led by Old Joseph
he was one of Rev. Henry Spalding's early converts
these sixty families claimed a million grassy acres in the beautiful Wallowa Valley
Old Joseph had saved this lovely country for his people at the Lapwai Council [of 1863]
when the whites tried, in Joseph's opinion, to repudiate their promises
he angrily destroyed the New Testament Spalding had given him
in place of the White man's religion he and his followers embraced the new Dreamer cult

SALMON CANNERIES ARE ESTABLISHED ON THE COLUMBIA RIVER

Salmon canneries sprang up along the Columbia River and at the mouths of the coastal rivers led by the Hume brothers, George, William, Robert and their partners Joseph, Frank M. Warren and John West they linked together fishers and an expanding market for their canned salmon (From the beginning of canning operations on the Columbia River [1866] until 1870 Columbia River canneries packed an average of 60,000 cases of primarily Chinook salmon [forty-eight pounds per cases] per year)

NORTHERN PACIFIC RAILWAY(NPRY) RECEIVES ITS LAND GRANT

Congress granted aid to the Northern Pacific Railway Company -- May 31, 1870 this allowed the company to issue bonds for the construction of the road Financier Jay Cooke secured the Northern Pacific Railway Charter he got Congress to enlarge land grants to sixty miles on each side of the right-of-way

JAY COOKE IS APPOINTED TO SELL NORTHERN PACIFIC RAILWAY BONDS

An accommodating Congress allowed the Northern Pacific Railway to change its Charter it was allowed to issue \$100 million worth of bonds financier Jay Cooke from New York was named a “special agent” Cooke & Company agreed to sell Northern Pacific Railway bonds at 88¢ on the dollar with a yield of five percent Jay Cooke also supported the price of the government securities in the New York money market by “**pegging the market**” at a guaranteed price (this innovation quickly became a necessary part of all future public financing) Cooke & Company formed a pool and \$5 million in bonds were sold in thirty days it appeared the Northern Pacific Railway was beginning to move

JAY COOKE IS THE NORTHERN PACIFIC RAILWAY’S DRIVING FINANCIAL FORCE

Jay Cooke threw himself into financing the Northern Pacific Railway -- 1870 he undertook the raising of \$100 million for construction of a transcontinental railroad he used Northern Pacific Railway land grants as a funding source Cooke & Company was to receive \$200 in railroad stock for each \$1,000 bond sold Jay Cooke pushed the public sale of railroad bonds an unprecedented advertising campaign to sell bonds swept the nation employing his creative imagination, he spent nearly a million dollars almost every newspaper in the country wrote stories of rich farmland along the railroad route Cooke used advertising, patriotism and personal solicitation by salesmen across the country to sell bonds worth more than \$500 million at par with a yield of 5 percent Cooke made every effort to obtain good will among influential politicians and journalists even United States Supreme Court Chief Justice Chase was talked into lending his name

Cooke & Company established branches of bond selling businesses in Europe
literature extolling extravagant promises regarding the Pacific Northwest
flooded this country and Europe so that soon the Northwest was being called
“Cooke’s Banana Belt”

Jay Cooke’s banks grew from one bank to three
located in Philadelphia, New York and Washington City
each bank had a separate group of partners
wild, unreasonable waves of speculation followed
even so, Cooke’s imagination fell short of the task
of funding the Northern Pacific Railway

OREGON AND CALIFORNIA RAILROAD WINS THE LAND GRANT IN OREGON

Ben Holladay’s Oregon and California Railroad (O&C)
(the former East Side Central Oregon Railroad)
was declared the winner of the federal land grant
as determined by the Oregon legislature the Oregon and California Railroad
Oregon and California Railroad was provided 3,867,120 acres of public land
from the United States government
sale of these lands was to provide money for construction of the narrow gauge line
along the East side of the Willamette River Valley
this promised land, however, did not provide immediate working capital
Under the direction of Ben Holladay, construction was completed from Portland
along Eastern bank of Willamette River followed the Elliott survey route
through Oregon City to Salem, Oregon

BEN HOLLADAY ARGUES WITH HIS PARTNER SIMON G. ELLIOT

Ben Holladay’s leadership of the Oregon and California Railroad left much to be desired
he began arguing with his partner, Simon G. Elliot,
Holladay removed Elliot from his position as Superintendent of Construction
(next Elliot would need to be removed as an irritant)

CATTLE INDUSTRY IS IN SERIOUS TROUBLE IN THE COLUMBIA BASIN

With the passing of gold fever, cattlemen and sheepmen still arrived in Walla Walla -- 1870
many miners took up cattle raising after the gold fields played out
free grass was plentiful on the open range
dry climate of the Inland Empire also was favorable to sheep raising
local Washington markets were saturated and overproduction was evident by 1870
most overstocked area of all was the Columbia River basin
Railroad land grants pushed the competition for the remaining grazing land
situation facing cattle ranchers was seriously aggravated by an invasion
of sheepmen and dirt farmers
the open range began giving way to fenced-in operations
Cattlemen and sheepmen fought incessant range wars
it was noted the narrowed mouths of sheep

allowed them to graze more thoroughly than cattle
thus removing all of the foliage and destroying the propensity for grasses to reseed
on several occasions organized rustlers boldly drove their take
down Walla Walla's Main Street
vigilante committeemen hanged several of these and other outlaws

SEATTLE COAL AND TRANSPORTATION COMPANY BEGINS OPERATION

Lake Washington Coal Company [1866] was reorganized
and took over the Newcastle Mines -- 1870
new owners, at great expense of money and labor, brought a shipment of coal to Seattle
they asked the captain of the U.S. Revenue Cutter *Lincoln* to test it for quality
Lincoln had been burning wood and low-grade peaty coal from California
when the fireman shoveled the Newcastle coal beneath the boilers
he was surprised by the unexpected intensity of the heat
Seattle Coal and Transportation Company owners were very encouraged by these results
they began to develop a new transportation route from the Newcastle mine to tide water
they would barge coal across Lake Washington to Union Bay,
transport it across the portage there by horse-drawn tramway,
load the coal on barges to be taken to the south end of Lake Union
and there used another tramway to the bunkers at Pike Street on the waterfront

NORTHERN PACIFIC RAILWAY(NPRY) BEGINS CONSTRUCTION

Northern Pacific Railway Company executed its mortgage to secure bonds -- July 1, 1870
Jay Cooke and J. Edgar Thurston were named as trustees
Northern Pacific Railway began construction at two points -- 1870
•from St. Paul, Minnesota great strides were made from the East
as railroad tracks stretched across Minnesota and into North Dakota
114 miles of track was laid toward the west to Bismarck, North Dakota
•on the western end Jay Cooke decided the Columbia River would be followed
to Portland, Oregon
Portland was selected as the Northern Pacific Railway's Western terminal
which kept that city in a predominate position in the Pacific Northwest

CHINESE LABORERS ARE HIRED TO BUILD WESTERN RAILROADS

After Chinese laborers had demonstrated their skill and stamina
by constructing the Central Pacific Railroad [1860s],
other railroad companies eagerly sought out Chinese laborers as well
Much of the construction on the railroads in the West was done by Chinese laborers
thousands upon thousands of Chinese were recruited to clear and grade land,
lay tracks and work on maintenance crews for California's Central Pacific Railroad
hiring of Chinese men to work on the railroad was typically done
through Chinese agents or contractors who recruited Chinese laborers and paid them
these labor contractors made money by providing laborers with supplies and meals
Chinese railroad work gangs of thirty to forty laborers including a couple of cooks

and a bilingual boss who also served as their representative or spokesperson typically worked under the supervision of a white boss or foreman who, in addition to directing the work, confirmed the hours the gang worked interesting enough, watchmen or time-takers were also employed by the railroad to check on the white boss who might be susceptible to bribery by the Chinese

Influential American journalist Oswald Garrison Villard summed up the Chinese contribution in testimony to the United States Congress as follows: **“I want to remind you of things that Chinese labor did in opening up the western portion of this country. They stormed the forest fastnesses, endured cold and heat and the risk of death at hand of hostile Indians to aid in the opening up of our northwestern empire. I have a dispatch from the chief engineer of the Northern Pacific telling how Chinese laborers went out into eight feet of snow with the temperature far below zero to carry on the work when no American dared face the conditions.”**³²³

Chinese had demonstrated their skill and stamina by constructing the Central Pacific Railroad other railroad companies eagerly sought out Chinese laborers as well white settlers initially tolerated Chinese workers on the railroad and at times they even applauded the arrival of shiploads of Chinese because they wanted a railroad

BEN HOLLADAY EXPANDS HIS FINANCIAL EMPIRE

Ben Holladay was busily laying track from Portland to Salem for the beginning of his Oregon and California Railroad (O&C)

At the same time he faced several financial needs:

- he was building warehouses and a streetcar line in Portland;
- he needed to redeem the old bonds issued by the Oregon Central (East Side) Railroad to pay for Simon G. Elliot’s early (and incomplete) construction work;
- he also purchased the Oregon City Portage, a wooden-rail covered by a strip of iron track used by mule-pulled carts to provide a portage around Willamette Falls

HOLLADAY STOPS THE CENTRAL PACIFIC’S EFFORT TO REACH PORTLAND

Joseph Gaston’s effort to raise construction money by selling his West Side Oregon Central railroad to California financier and Central Pacific Railroad owner Collis Huntington was an imaginative scheme that, however, came to no avail

When a bill authorizing the Nevada branch the Central Pacific Railroad was introduced Ben Holladay saw to it that Oregon U.S. Senator George H. Williams crippled the bill with such unworkable amendments that Californians lost interest and withdrew their financial support with the Central Pacific Railroad out of the picture, Simeon Reed and John Ainsworth reneged on their construction contract this was a fatal blow to Joseph Gaston’s scheme

³²³ Richard A. Greenwald, *Exploring American’s Past: A Reader in Social, Political, and Cultural History, 1865-Present*, P. 36.

FIRST ASCENT OF MOUNT RAINIER

Hazard Stevens (son of Governor Isaac Stevens)

decided to climb Mount Takhoma (Rainier) -- Summer 1870

seventh highest peak in the United States

Stevens started assembling a team for the first recorded ascent of the mountain

recruiting a strapping unemployed miner, Philomon Beecher Van Trump

and an English landscape artist and Alpinist, Edward T. Coleman

All were sturdy outdoorsmen and experienced woodsmen

they set out by horse and buggy from Olympia

they carried American flag with thirteen stars rather than thirty-two

this flag was hurriedly made -- but women refused to work on Sunday

resulting in the loss of nineteen stars

On southern flank of Yelm Prairie, they persuaded farmer James Longmire to guide them

he led them over sixty circuitous miles of forest wilderness to Bear Prairie

all were exhausted from a week of rough tramping:

- they suffered from thirst, painful blisters, and trail bruises;
- they had frequently been lost and dunked in raging streams;
- they were on short rations because they counted on nonexistent wild game;
- they narrowly missed being crushed when a giant pine tree toppled on their camp

At Bear Prairie, they talked an Indian guide, Sluiskin, into conducting them to the summit

that night was spent at Sluiskin Falls

out of respect for the mountain, Indians had very seldom gone above the timberline

First day out from Bear Prairie the climbing party was deserted by English landscape artist Coleman

he threw his forty-pound pack, loaded with most of the food, over a cliff

before retreating to the base camp

Hazard Stevens continued, **“We camped, as the twilight fell upon us, in an aromatic grove of balsam firs. A grouse, the fruit of Sluiskin’s rifle, broiled before the fire and impartially divided, gave a relish to the dry bread and coffee. After supper we reclined upon our blankets in front of the bright, blazing fire, well satisfied. The Indian, when starting from Bear Prairie, had evidently deemed our intention of ascending Takhoma too absurd to deserve notice... but his views had undergone a change with the day’s march. The affair began to look serious to him, and now in Chinook, interspersed with a few words of broken English and many signs and gesticulations, he began a solemn exhortation and warning against our rash project.**

“Takhoma, he said, was an enchanted mountain, inhabited by an evil spirit who dwelt in a fiery lake on its summit. No human being could ascend it or even attempt its ascent and survive. At first, indeed, the way was easy. The broad snow fields, over which he had so often hunted the mountain goat, interposed no obstacle, but above them the rash adventurer would be compelled to climb up steep slopes of loose, rolling rocks, which would turn beneath his feet and cast him headlong into the deep abyss below.”³²⁴

During the next day the two white men set out alone on southern face of the mountain

they faced the real challenge climbing through the snow fields and glaciers

³²⁴ W. Storrs Lee, *Washington State*, P. 324-325

as the towering white peak confronted them

Hazard Stevens noted: **“Directly in front and apparently not over two miles distant -- although really twenty -- old Takhoma loomed up more gigantic than ever. We were far above the level of the lower snow line on Takhoma. The high peak upon which we clung seemed the central core or focus of all the mountains around, and on every side we looked down vertically thousands of feet, deep down into vast, terrible defiles, black and fir-clothed, which stretched away until lost in the distance and smoke.**

“Between them, separating one from another, the mountain walls rose precipitously and terminated in bare, columnar peaks of black basaltic or volcanic rock as sharp as needles. It seemed incredible that any human foot could have followed out the course we came, as we looked back upon it.”³²⁵

Climbing the mountain, Stevens reflected, **“We soon came to the foot of one of the long ridges, and ascending it, followed it for several miles through open woods until we emerged upon the enchanting emerald and flowery meads which clothe these upper regions.... A little to the left we beheld a beautiful lake.... It was at once evident that the lake was upon a summit or divide between the waters of the Nisqually and Cowlitz rivers....”³²⁶**

They carried no blankets and had run out of food

fortunately, the summit was riddled with ice caves hollowed out by escaping steam

they found a degree of shelter in a cave -- this miraculously saved their lives

Stevens' narration continued, **“The next morning we moved two miles farther up the ridge and made camp in the last clump of trees, quite within the limit of perpetual snow. Thence, with snow spikes upon our feet and Alpine staff in hand, we went up the snow fields to reconnoiter the best line of ascent. We spent four hours, walking fast, in reaching the foot of the steep, abrupt part of the mountain. After carefully scanning the southern approaches, we decided to ascend on the morrow by a steep, rocky ridge that seemed to lead up to a snowy crown.**

“Before daylight the next morning, Wednesday, August 17, 1870, we were up and had breakfasted, and at six o'clock we started to ascend Takhoma. Besides our Alpine staffs and creepers, we carried a long rope, an ice ax, a brass plate inscribed with our names, our flags, a large canteen and some luncheon.... Being satisfied from our late reconnaissance that we could reach the summit and return on the same day, we left behind our coats and blankets.”³²⁷

Stevens recalled, **“In three hours of fast walking we reached the highest point of the preceding day's trip and commenced the ascent by the steep, rocky ridge... reaching up to the snowy dome. We found it to be a very narrow, steep irregular backbone, composed of crumbling basaltic conglomerate, the top only being solid rock, while the sides were composed of loose broken rocks and debris. Up this ridge, keeping upon the spine when possible, and sometimes forced to pick our way over the loose and broken rocks at the sides, around columnar masses which we could not directly climb over, we toiled for five hundred yards, ascending at an angle of nearly forty-five degrees.”³²⁸**

³²⁵ W. Storrs Lee, *Washington State*, P. 323.

³²⁶ W. Storrs Lee, *Washington State*, P. 324.

³²⁷ W. Storrs Lee, *Washington State*, P. 326.

³²⁸ W. Storrs Lee, *Washington State*, P. 326-327.

Hazard Stevens noted, **“The junction of rock and ice afforded our only line of ascent. It was an almost perpendicular gutter, but here our ice ax came into play, and by cutting steps in the ice and availing ourselves of every crevice or projecting point of the rock, we slowly worked our way up two hundred yards higher. Falling stones were continually coming down, Mr. Van Trump was hit by a small one, and another struck his staff from his hands. Abandoning the rock, then, at the earliest practical point, we ascended directly up the ice, cutting steps for a short distance, until we reached ice so corrugated as to afford a foothold.”**³²⁹

Stevens reflected, **“Ascending diagonally towards the left, we continued our course. The snow was hard and firm under foot... intersected by a number of crevasses which we crossed at narrow places without difficulty. About half way up the slope we encountered one from eight to twenty feet wide and of profound depth. The most beautiful vivid emerald-green color seemed to fill the abyss. ...Throwing a bight of the rope around a protecting pinnacle on the upper side, we climbed up, hand over hand, and thus effected a crossing.**

“We were now obliged to travel slowly, with frequent rests. In that rare atmosphere, after taking seventy or eighty steps, our breath would be gone, our muscles grew tired and strained, and we experienced all the sensations of extreme fatigue. An instant’s pause, however, was sufficient to recover strength and breath, and we would start again. The wind, which we had not felt while climbing the steepest part of the mountain, now again blew furiously, and we began to suffer from the cold.”³³⁰

Triumphantly, Hazard Stevens stated, **“The wind blew so violently that we were obliged to brace ourselves with our Alpine staffs and use great caution to guard against being swept off the ridge. We threw ourselves behind the pinnacles or into the cracks every seventy steps, for rest and shelter against the bitter, piercing wind.**

“Hastening forward in this way along the dizzy, narrow and precarious ridge, we reached at length the highest point. Sheltered behind a pinnacle of ice we rested a moment, took our flags and fastened them upon the Alpine staffs, and then, standing erect in the furious blast, waved them in triumph with three cheers.”³³¹

They reached the summit at 14,410 feet -- August 17, 1870

almost immediately they began the return to Olympia where they were received as heroes

JOSEPH GASTON’S WEST SIDE OREGON CENTRAL RAILROAD COLLAPSES

In the face of defeat at the hands of financier Ben Holladay,

Joseph Gaston’s Oregon Central Railroad formally waived all claims
to the federal land grant -- July-August 1870

“West Siders” had not constructed any part of their proposed railroad

BEN HOLLADAY TAKES OVER JOSEPH GASTON’S “WEST SIDE” RAILROAD

Joseph Gaston’s “West Side” Oregon Central Railroad company faced utter humiliation

there was nothing left for Gaston to do but surrender to Ben Holladay -- August 1870

“West Siders” sold everything they had including the charter for the railroad to Astoria

³²⁹ W. Storrs Lee, *Washington State*, P. 327-328.

³³⁰ W. Storrs Lee, *Washington State*, P. 328.

³³¹ W. Storrs Lee, *Washington State*, P. 329.

Gaston, the once exuberant West Side leader, took a job from the victor as a traffic agent

BEN HOLLADAY RUNS INTO FINANCIAL DIFFICULTIES

Holladay's Oregon and California Railroad California Railroad ran into financial trouble
the 3.8 million acres of federal public land did not provide immediate working capital
financial problems multiplied as Holladay's financial empire expanded
Holladay, following the business practices of the day, established a dummy corporation
the European and Oregon Land Company in San Francisco
He conveyed the rights to the huge land grant to the European and Oregon Land Company
he promised to pay for the land [by 1889] at a rate of \$1.25 an acre as Congress specified
by selling real estate contracts to settlers and investors, if any, at \$2.50 per acre
on the strength of the land company's promise,
Holladay recklessly sold more railroad bonds using his San Francisco syndicate
to raise cash in a hurry, millions of dollars' worth of bonds were issued in Europe
primarily to Prussian (German) investors who purchased the bonds
at sixty to seventy-five per cent of par value
Ben Holladay floated bonds worth over \$10.5 million to Prussian investors alone
never mind that in the land grant act Congress specified
land could only be sold to settlers in 160-acre increments
Bold as the entire scheme was, Ben Holladay's race with time was a losing one
law suits and counter law suits dashed the careers of several local and national politicians
and provided ample time to float the necessary bonds in Europe

ELIZABETH (LIZZY) ORDWAY IS AN EDUCATIONAL LEADER

After teaching in Coupeville, Port Madison, Port Gamble and Port Blakely
Lizzy Ordway returned to Seattle --1870
Miss Ordway opened the first building constructed by the Seattle school district
a two-story wood framed school fronting Third Avenue
between Madison and Spring streets
Lizzy was hired as the only teacher at what was known as Central School
Seattle School District Number 1 opened -- August 1870
on the first day of school she rang the bell in the belfry -- she could not believe her eyes
more than a hundred twenty-five children came racing up the hill to attend classes
she explained that she would need to send the younger one's home "to ripen a little"
then convinced the school board to add a second teacher
who was hired the second week
Miss Ordway was known as a strict disciplinarian
who demanded perfection from her students
she received that commitment in return for her instructional efforts
(Miss Ordway taught at the Central School until she returned to Kitsap County)

LITERATURE IS IMPORTANT TO THE PEOPLE OF WASHINGTON TERRITORY

Historical writers featured life in the Pacific Northwest for
readers around the country and world

Elwood Evans, a self-taught historian, was a Washington lawyer and politician
he published a two-volume work -- *History of the Pacific Northwest* [1869]
which was mainly written by Evans who also edited the contributions of others
his work was well documented and objective
although pioneer Jessie Applegate wrote to Evans that his book
would “**do duty in the privy or light the kitchen fires**”³³²
Frances Fuller Victor was a poet and journalist who with her husband
wrote *The River of the West* --1870
this history of early Oregon Country centered around the career of pioneer Joe Meek
William H. Gray, former missionary, wrote *History of Oregon* ([1870]
he had several axes to grind
he blamed the Catholic Church for inciting the Indians
to murder Dr. Marcus and Narcissa Whitman
he was violently prejudiced against the Hudson’s Bay Company
he also contributed several other outrageous opinions full of person vindictiveness

WASHINGTON TERRITORIAL PRISON IS LOCATED ON McNEIL ISLAND

Brothers Ezra and Oliver Meekers’ former land claim on McNeil Island
came into the hands of Jay Emmons Smith³³³ -- 1870
he offered to donate twenty-seven acres of his land along the shoreline
to the Washington Territory penitentiary commission
Transfer of the land to the prison commissioners was completed -- September 11, 1870
Smith was given \$100 to “bind the deed”
(it proved to be a shrewd deal for Smith who went to work for the penitentiary
as a guard and the value of his adjacent property increased)

OREGON AND CALIFORNIA RAILROAD COMPANY BEGINS OPERATION

With funds secured, Ben Holladay sped up construction
on the Oregon and California Railroad (O&C) tracks
First train reached Salem, the capital of Oregon State, from Portland – September 27, 1870
it traveled on tracks along the east side of the Willamette River

FARMING CHANGES IN THE UNITED STATES AND WASHINGTON TERRITORY

Great herds of cattle and sheep fattened for eastern cities on Great Plains rangelands
but cattlemen and sheep herders were also drawn to the sagebrush and grasslands
of Eastern Washington as the market for meat shifted West -- 1870s and [1880s]
miners of Idaho and Nevada and coastal cities such as San Francisco
generated great demand for meat
Wheat farmers moved into Eastern and Central Washington -- 1870s
they found dry crops could be grown in the river valleys
and then discovered the bench lands behind the rivers

³³² Gordon B, Dodds, *The American Northwest*, P. 159.

³³³ Daryl C. McClary, Essay 5238, HistoryLink.org, April 17, 2003.

also could be successfully farmed
they finally discovered dry farming could be successful on the region's rolling hills
wheat was cheaper to ship than beef after railroads arrived in the Pacific Northwest
financial gains enjoyed by Washington wheat farmers
were at the expense of other farmers
increasing numbers of wheat farmers gave them political power
and vigilante strength to defeat the cattlemen

OREGON STEAMSHIP NAVIGATION COMPANY SERVES WASHINGTON FARMERS

Mining traffic on the Columbia River was replaced by shipments of wheat
that went through Portland before continuing to distant markets in Europe and Asia
steamboats were the mainstay of farmers along the Columbia and lower Snake rivers
sternwheelers picked up wheat at many landings such as Wallula, Riparia, Penawawa,
Almots, Asotin and Wawawai

SHIPPING COMPANIES CHARGE FARMERS DEARLY TO DELIVER FARM PRODUCTS

There were shipping monopolies on both the Columbia and Willamette rivers
steamship companies and grain elevator (storage) companies charged exorbitant prices
Farmers grew increasingly agitated by the costs of shipping their grain on steamship lines
and the charges for storing grain in elevators

NATIONAL GRANGE MOVEMENT EXPANDS ITS MISSION

Grange movement had begun as a social club and was strongest in the Middle West
grange members saw themselves as protectors of the spirit of rural people
Grange was not intended to be a political party, but political involvement was inevitable
Grange promoted building rural America through grassroots activities
this organization granted each member a voice within his or her local unit
and subsequently the opportunity to impact national policy-making
An aggressive and self-conscious effort on the part of Grange members was begun
nation's farmers began to define their problems in economic terms
and to address those problems through economic and political action
Grangers worked to pass pro-farmer legislation and instituted the cooperative movement
to allow farmers to pool their capital and purchase machinery, supplies, and insurance
Grange had grown to become an accumulation of interests and shared visions
aimed at empowering and improving opportunities for agricultural people by offering
formal support to address agricultural concerns and to strengthen family values

SMALL RESERVATION BOARDING SCHOOLS ARE ESTABLISHED IN WASHINGTON

Bureau of Indian Affairs fulfilled its promise to educate Puyallup Indian children
\$4000 was provided for construction of an industrial and agricultural school
on the Puyallup reservation -- fall 1870

(Throughout the next twenty years funding would continue from the federal government
for the purpose of educating the Indians of the Northwest
there were small reservation boarding schools established on the Chehalis, Skokomish

and Makah Reservations -- 1870s and [1880s]
these institutions, which had fewer than fifty students, were all closed by [1896]
and were replaced by day schools)

MODOC INDIANS ARE MISTREATED ON THE RESERVATION

Shortly after Captain Jack (Keintepoos) and his band
started building permanent homes at Modoc Point on Clear Lake [1869]
their longtime rivals, the Klamath Indians, began to mistreat them
Modoc were forced to move to another part of the reservation
Oregon Superintendent of Indian Affairs Alfred Meacham
realized there was bad blood between the Modoc and the Klamath Indians
Meacham recommended to the Commissioner of Indian Affairs in Washington, D.C.
that Captain Jack and his band be given a separate reservation
pending action on his recommendation Meacham instructed Captain Jack and his band
to remain at Clear Lake
Several attempts were made to find a safe location
as the Klamaths continued to harass the band
finally, Captain Jack and his followers left the reservation
and returned to Lost River -- 1870

MODOC INDIANS RETURN TO THEIR LOST RIVER HOMELAND

While the Modoc Indians had been on the reservation several settlers had taken up their land
in the Lost River region
Modoc Indians under their resourceful leader, Captain Jack (Keintepoos)
had defied efforts to keep them on the reservation
now the band roamed the countryside harassing the settlers who had taken their land
Once again settlers' anxieties were elevated throughout the whole Pacific Northwest

SEARCH FOR A TERMINUS ON PUGET SOUND

Party of Northern Pacific Railway men came to Puget Sound to select a terminus -- fall 1870
they had such names as Ogden, Billings, Canfield, Wright and Wisdom
they journeyed back and forth along the shores of Puget Sound
on the steamer *North Pacific* as they viewed potential railroad terminal locations
in Olympia, Steilacoom, Mukilteo, Tacoma and Seattle
conditions in these various tiny villages were examined,
as well as the surrounding geography and tidal conditions
they were entertained at each little village with terminal ambitions
but they returned east without making an announcement
Coincidentally, Tacoma's name first appeared on a map issued by Hazard Stevens -- 1870

SUFFRAGISTS AGAIN TEST THEIR VOTING RIGHTS IN WASHINGTON TERRITORY

Having been unsuccessful in their effort to vote at White River [1869]
fifteen women successfully voted in Thurston County -- November 1870
at Grand Mound precinct, Mrs. Brown's sister, Mrs. Charlotte O. French

and several other women were permitted to vote
but in Olympia Mrs. Mary Olney Brown attempted to vote (as she had in [1869])
again her ballot was refused
several other precinct election officers in other parts of the territory
interpreted the law the same way as the Grand Mound officials
and permitted women to vote

AMERICAN FINANCING FACES SERIOUS DIFFCULTIES

As a result of the Civil War credit throughout the United States had been overstrained
interest rates were fantastically high
Bond speculators, land speculators, construction speculators and others reaped huge profits
railroad bonds were offered everywhere to everyone or anyone with cash
these bonds were secured by land grants but the acreage was so vast
it would be impossible to bring it into cultivation or even sell all of it for decades
Europe, once an inexhaustible market for American bonds, turned resistant
unhappy experiences with fraudulent offerings quickly dampened enthusiasm
also the Franco-Prussian War, between France and Prussia [Germany 1870-1871]
raged for almost half a year -- resulting in the creation of the state of Germany
cost of this effort and the ravages of war dried up European capital

WALLA WALLA AND COLUMBIA RIVER RAILROAD BECOMES A POSSIBILITY

Eastern Washington wheat ranchers wanted a railroad to link them with the Columbia River
large rivers were the chief highways in the territory and these were hard to reach
shipping rates were extremely high and cut into farmers' profit margins
Dr. Dorsey Syng Baker decided to build the first railroad
in the interior of Washington Territory
he wanted to connect wheat growing region around Walla Walla and the Columbia Basin
with the Columbia River
He conducted a survey of a proposed thirty-two-mile-long route from Walla Walla
to the Oregon Steam Navigation Company boat landing at Wallula
on the Columbia River -- 1871
lacking proper survey instruments the surveyor used as a level whiskey bottle
half filled with water which was held horizontally for sightings
after completing his route survey, Dr. Dorsey Baker built a sawmill north of Wallula
to cut railroad ties for the project
Construction of a railroad from Walla Walla to Wallula began
with several gangs of Chinese laborers grading the line -- 1871

WASHINGTON TERRITORY BUSINESS REMAINS PRIMARILY STAGNANT

With its limited domestic timber market, Western Washington had to remain content
with the lumber export trade
however, Washington shipyards did build nine vessels totaling 1,377 tons – 1871
Seattle Coal and Transportation Company was bought out by San Francisco investors – 1871
new money increased production capacity and developed a large San Francisco market

Yakima Valley's energetic and hopeful settler John W. Beck planted an orchard of 100 trees

WASHINGTON, D.C. BECOMES THE NATION'S CAPITAL

(Congress established a new federal district with the *Residence Act of 1790* [July 16, 1790]

Maryland and Virginia donated land for a federal district

this land held two large settlements: Georgetown, Maryland and Alexandria, Virginia
a new capital city named in honor of President George Washington was founded
Washington City was located east of Georgetown [1791])

(Congress organized the federal district that became known as the District of Columbia
with passage of the *Organic Act of 1801* [February 27, 1801]

cities of Washington City and Georgetown kept their municipal governments
City of Alexandria also maintained its own local government

but was returned by Congress to the state of Virginia [July 9, 1846]
remainder of the unincorporated territory within the federal district
formed the new "County of Washington")

(Population of the federal district grew to nearly 132,000 residents [1870]

local governments in the District of Columbia could not handle the population growth
living conditions were poor as dirt roads and lack of basic sanitation was the standard
this situation was so bad that some Congressmen suggested moving the capital west
President Lincoln had named Port Angeles, Washington Territory [March 3, 1862]
as an emergency capital city if the South won the Civil War)

President Ulysses S. Grant refused to consider moving the national capital)

Congress passed the Organic Act of 1871 -- February 21, 1871

this law revoked the individual charters of Washington City and Georgetown, Maryland
Organic Act of 1871 established a new municipal government for the federal district
Washington, D.C. was created as the nation's capital

(Today the name "Washington" usually refers to the entire District of Columbia

but the law continues to recognize the Washington, D.C. of the Organic Act of [1871]
to avoid confusion people in Washington State refer to the national capital as "D.C.")

YET ANOTHER WASHINGTON TERRITORY EFFORT IS MADE TO BECOME A STATE

Once again Washington Territory voters were asked to support statehood – 1871
on this occasion only a few voters responded in favor

RAILROAD LAND GRANTS COME TO AN END

Between [1850] and [1870] over 129 million acres,
seven percent of the continental United States,

had been ceded to eighty railroad companies
most of that land was west of the Mississippi River

Because of growing objections to such large free gifts of the public domain
being given to companies and the shortage of property available to settlers
resulted in a steady increase in the value of land

Congressional land grant policy was condemned as inconsistent with the free homestead idea
Congress passed the Pacific Railroad Act ending land grants -- March 3, 1871

NORTHERN PACIFIC RAILWAY COMPLETES FINANCING ARRANGEMENTS

It took seven years to put together enough financing to begin construction on the western portion of the Northern Pacific Railway
Northern Pacific Railway financier Jay Cooke was the purchaser -- 1871
at a price of five million dollars -- half in cash and half in Northern Pacific bonds
at a set price of 90¢ on the dollar
Eastern financier Jay Cooke then sold another \$100 million in bonds
to finance the construction of the Northern Pacific Railway

OREGON STEAM NAVIGATION (OSN) DIRECTORS SELL MOST OF THEIR COMPANY

Oregon Steam Navigation Company (OSN) had an almost complete monopoly of water-based transportation on the Columbia, Snake and Willamette rivers and on Puget Sound
for a year OSN directors watched the giant westerly strides of the Northern Pacific Railway (NPRY)
OSN directors decided it was time to reap a profit of their own -- March 1871
they sold 75% of their stock and their railway rights-of-way, portage roads, and controlling interest in their steamboats which would be useful for transporting construction materials for the Northern Pacific Railway
Oregon Steam Navigation Company (OSN) was to serve as the transportation link between the Pacific Division of the Northern Pacific Railway (NPRY) transcontinental line in eastern Washington and the Willamette Valley in Oregon, and Kalama and Puget Sound.

NORTHERN PACIFIC RAILWAY PREPARES TO BUILD A BRANCH LINE

From the stake driven to by General John W. Sprague [March 1870]
to mark the location of Kalama,
Oregon Steam Navigation (OSN) Company President Captain J.C. Ainsworth hired 700 Chinese laborers contracted from San Francisco and Portland
they were on site when construction started in Kalama
they were joined by 250 men from Scotland, Ireland, Sweden and Germany
unskilled white workers were paid \$2 per day
Chinese workers were paid \$1 per day
mechanics made \$3 and gang foremen were paid \$70 per month
Chinese lived apart from white workers in a Chinatown known as China Garden
(little remains of the Chinese presence in Kalama except the name of the road there)

CONSTRUCTION BEGINS ON THE NORTHRN PACIFIC RAILWAY PACIFIC DIVISION

Track laying from what eventually grew into Kalama, Washington Territory began -- March 19, 1871
first twenty-five miles was completed northward (by fall)
assuring the promised federal land grant
construction crews overcame many serious challenges including a huge landslide

near Pumphrey (eight miles north of Castle Rock, Washington)
track reached sixty-five miles to Tenino, Washington Territory (November)
considering the remote and rough wilderness, this was admirable progress
However, a decision on the exact location of a terminus on Puget Sound
had not yet been made
Olympia was a good possible choice but there were no obvious large cities on the sound
so any small community was just as good as any other

CHINESE WORKERS ARE EMPLOYED BY LUMBER MILLS ON PUGET SOUND

Lumber mills on Puget Sound amassed a fortune providing lumber to the region
and to San Francisco which received about two-thirds of the local output
Australia, Chile, China, Japan, Hawaii and the British Isles
also received lumber shipments
There were a number of smaller sawmills on Puget Sound
Port Madison on the northwest part of Bainbridge Island
was one that employed Chinese laborers
as did lumber mills in Whatcom and Skagit Counties
Chinese people not only worked in the sawmills they also were employed as cooks, servants
and “wash” people for white settlers and other businesses in the mill towns
Racial tensions became apparent early in the mill towns of Puget Sound
newspaper accounts described the arson of Chinese property and reported
Chinese being burglarized, robbed, beaten, vandalized and even murdered
Port Madison saw two Chinese employees who were intending to leave for Seattle
murdered at the lumber mill -- 1871

OWNERSHIP OF THE SAN JUAN ISLANDS REMAIN IN DISPUTE

Poorly worded Treaty of Oregon was signed [June 12, 1846]
this established the U.S.-Canadian boundary along the 49th parallel, from the Rocky Mountains
“to the middle of the channel which separates the continent from Vancouver's Island”
then south through the channel to the Strait of Juan de Fuca and west to the Pacific Ocean.
actually, there are two main channels: Haro Strait and Rosario Strait
between them are the San Juan Islands
Killing of American Lyman Cutler's pig by British subject Charles griffin drew international attention
although tensions had been generated by a pig, the crisis was created by humans
if the incident was ridiculous, the anxiety it provoked was real -- both sides wanted the islands
United States General William Harney and British Royal Governor Sir James Douglas
both were suited to frontier-style decision-making
but they were not suited to sensitive negotiations
great distances from both national capitols and slow communications added to the confusion
Canada's first Prime Minister, the Right Honorable Sir John A. MacDonald,
was stationed in Washington, D.C. for two months
as a member of a Joint High Commission
to discuss issues of concern between Great Britain and the United States
ownership of the archipelago off Washington Territory and British Columbia

could not be resolved
negotiations resulted in the Washington Treaty – May 8, 1871
as noted in the title this was a: **Treaty between Her Majesty and the United States of America for the Amicable Settlement of all Causes of Difference Between the Two Countries Claims; Fisheries; Claims of Corporations, Companies or Private Individuals; Navigation of Rivers and Lakes; San Juan Water Boundary; and Rules Defining Duties of a Neutral Government during War**

regarding the San Juan dispute, it was determined a neutral third party
chosen by both Great Britain and the United States would arbitrate the final decision
no appeal was allowed

HUDSON'S BAY COMPANY LEAVES WASHINGTON TERRITORY

With the completion of the Washington Treaty,
Hudson's Bay Company completely withdrew from Washington Territory -- June 1, 1871
Chief Trader Angus MacDonald moved the company's goods from Colville to Kamloops

BRITISH COLUMBIA JOINS THE CONFEDERATION OF CANADA

America's intentions toward British Columbia alarmed political leaders in Canada
an offer was presented to British Columbia's leadership
if she would join the Canadian confederation:
•all of the colony's debts would be paid,
•essential services would be maintained by the federal government,
•an annual subsidy would be paid,
•but most importantly a Canadian railroad would be constructed
across the Rocky Mountains
British Columbia agreed to these terms -- July 20, 1871

CONSTRUCTION BEGINS ON THE WASHINGTON TERRITORIAL PRISON

Contract to build the first cell house, according to plans submitted by the Attorney General,
was given to Isaac C. Ellis of Olympia and construction began -- 1871
This cell house was a large brick and stone shell with back-to-back cells³³⁴
interior cellblock held forty-eight double cells, three tiers high
each cell measured six by eight feet, with a seven-and-a-half-foot ceiling
none were located against an outer wall to assure against escapes
There was, however, astonishing omissions in the construction plans
the prison had no auxiliary facilities; no kitchen, bathrooms, offices,
or accommodations for the guards
and there was no provision for water or heat

OLD CHIEF JOSEPH PASSES AWAY

Old Joseph (*Tu-eka-kas*) summoned to his deathbed his eldest son
thirty-one-year-old Young Joseph (*Hin-mah-too-yah-lat-kek*)

³³⁴ Daryl C. McClary, *McNeil Island and the Federal Penitentiary*, Essay 5238, Link.org, April 17, 2003.

Old Joseph told his son: **“When I am gone, think of your country. You are the chief of these people. They look to you to guide them. Always remember that your father never sold the country. You must stop your ears whenever you are asked to sign a treaty selling your home. A few years more, and the white man will be all around you. They have their eyes on this land. My son, never forget my dying words. Never sell the bones of your father and mother.”**³³⁵

Father of Young Chief Joseph, died -- August 1871

in a camp at the fork of the Wallowa and Lostine rivers

Young Joseph later said of that camp, **“I buried him in that beautiful valley of winding waters. I love that land more than all the rest of the world. A man who would not love his father’s grave is worse than a wild animal.”**³³⁶

NEW HOSPITAL FOR THE MENTALLY ILL OPENS AT FORT STEILACOOM

Identified as the Insane Asylum of Washington Territory the facility opened

on the grounds of the former Fort Steilacoom -- August 19, 1871

Fifteen men and six women patients transferred in from Monticello, Washington Territory

old barracks served as patient and staff housing

(military buildings and grounds of the hospital are still in use today

along with many additional improvements)

Period between 1871 and [1875] was very difficult for the new hospital

one local businessman had contracted with the legislature

to look after the daily needs of the patients

at the same time, a resident physician was hired

to provide psychiatric treatment and medical care

unfortunately, patient neglect became so abusive at the hands

of the businessman contractor that the Medical Society of the Washington Territory

had to intervene

Medical Society was instrumental in influencing the legislature

to abandon the dual-management system and to place total care of the patients

with a medical superintendent, Dr. Stacey Hemenway

PACIFIC NORTHWEST HAS A WOMEN’S RIGHTS LEADER

Abigail Jane Scott was born [1834] to a pioneer family in Illinois

she participated in the Westward Movement migrating to Oregon [1852]

shortly after arriving, she married rancher Benjamin C. Duniway

she assumed the tasks of frontier wife and mother

Abigail Jane Scott Duniway was an author living in Oregon

who published her first book, *Captain Gray’s Company* [1859]

this was the first novel to be written in the Pacific Northwest

and was an account of a fictional crossing of the plains to Oregon

after her husband was injured in a runaway team wagon accident

Abigail took up the millinery business in Albany, Oregon

³³⁵ *National Geographic*, March, 1977, P. 410.

³³⁶ *National Geographic*, March, 1977, P. 410.

Duniway's growing resentment over women's legal limitations eventually prompted her to move her family to Portland where she established *The New Northwest* a sprightly and profitable weekly newspaper which for the next sixteen years offered general news, literature, editorials and articles devoted to the cause of woman's suffrage -- 1871-[1887] she managed a Northwest speaking tour by Susan B. Anthony and accompanied her -- 1871

Abigail Jane Scott Duniway traveled all over the Pacific Northwest speaking about equal rights she became an outspoken leader for the women's rights movement (she was the first woman to address the Oregon legislature [1872] she lectured extensively for many decades in the Pacific Northwest and eastern states and was a compelling speaker Mrs. Duniway told her own story in her book, *Path Breaking* [1914])

ELIZABETH (LIZZY) ORDWAY IS AN ACTIVE FEMINIST

Lizzy Ordway believed in women's rights and was very involved in the suffrage movement she was one of the first active feminists in the region and was described by a friend as **“admired for her charm and wit, a clever and interesting conversationalist who loved a good argument, and Washington's first career woman.”**³³⁷

Lizzy Ordway appeared with Susan B. Anthony at Seattle's Brown Church afterward the two formed a Female Suffrage Society that frequently lobbied in Olympia Lizzy became an active Suffragette crusading for women's right to vote and hold public office Miss Ordway served as secretary of the Washington Women's Suffrage Organization Washington's suffrage bill, for which Lizzie Ordway lobbied, was heartily defeated -- 1871 however, the territorial legislature passed an act which provided that women had a right to vote in school elections opening the door to women's suffrage in Washington Territory (later Lizzie Ordway was elected the first School Superintendent of Kitsap County she served in that position as a successful and strict disciplinarian for eight years) (Lizzy Ordway died in Seattle on [September 11, 1897] at age 69, she is remembered by a description she applied to herself: **“The Mercer Girl who reserved her affections for her students.”**³³⁸

BEN HOLLADAY BUYS THE PEOPLE'S TRANSPORTATION COMPANY

Ben Holladay was generating funding in the United States and Europe through the sale of Oregon and California Railroad (O&C) construction bonds People's Transportation Company threatened his steamboat business on the Willamette River

³³⁷ James R. Warren, *Seattle at 150: Ordway, the unwed 'Mercer Girl' was still well-loved*. Seattle P.I.com, Tuesday, October 16, 2001.

³³⁸ James R. Warren, *Seattle at 150: Ordway, the unwed 'Mercer Girl' was still well-loved*. Seattle P.I.com, Tuesday, October 16, 2001.

to eliminate this competition on the Willamette River Holladay bought out
People's Transportation Company and nine of their steamers
for \$200,000 -- September 9, 1871
these vessels were incorporated into his coastal routes
which was restructured as the Oregon Steamship Company (OSN)

BEN HOLLADAY'S OREGON STEAMSHIP COMPANY BEGINS OPERATION

Using the potential earnings his new Oregon Steamship Company (OSN) provided
Holladay issued still more stocks and bonds
However, development of a profitable freight business along the Willamette River
failed to materialize
bond sales of Holladay's Oregon Steamship Company slackened

HOLLADAY'S OREGON AND CALIFORNIA RAILROAD (O&C) IS TIED UP IN COURT

One of the involved lawsuits between Holladay and his former partner Simon G. Elliott
was scheduled to be heard in the United States District Court
presiding judges were Matthew Deady of Oregon
and United States Supreme Court Associate Justice Stephen Field
it was charged that U.S. Supreme Court Associate Justice Stephen Field
revived four hundred shares of stock in the European and Oregon Land Company
Holladay Ben Holladay -- September 1871

Such gifts to public men were by no means rare during this era

Supreme Court Chief Justice Salmon P. Chase was accepting favors from Jay Cooke
still, this gift was more obvious than most:

- if Simon G. Elliott won the suit, the value of the stock would depreciate;
- if Ben Holladay won, the stock would certainly rise in value

Justice Field sent a hundred shares of this stock to his colleague District Court Judge Deady

Deady returned it -- thus announcing himself as Holladay's enemy

(Before cross suits and appeals were finished neither Holladay nor Elliott received any profit
their only satisfaction was personal)

BEN HOLLADAY CONTROLS OREGON POLITICS

Holladay's Oregon Senator, George Williams, had failed to be reelected -- November 1871
but, being a loyal political party man, he was appointed by President U.S. Grant
to the position of United States Attorney General
an office Williams filled with singular incompetence

An Attorney General was a useful tool to have, of course,

but Holladay wanted a senator even more

to get one, he needed to dominate the Oregon legislature
which in those days elected United States senators

DR. DORSEY SYNG BAKER PURCHASES TWO LOCOMOTIVES

Dr. Baker traveled to Pittsburg, Pennsylvania to look at railroads -- December 1871
he studied narrow gauge (rails are three feet apart) railroad construction

especially those that used wooden rails
in Pittsburg he purchased two tiny 7½ ton locomotives at \$4,400 a piece
each was topped with a conspicuous smoke stack and spark catcher
there were named the *Walla Wallla* and the *Wallula*
he shipped the engines around Cape Horn to Portland and then upriver to Wallula
to be used on his yet-to-be-built Walla Walla and Columbia River Railroad
He also imported iron wheels and railroad car frames
on which local carpenters constructed homemade flatcars
Dr. Baker's money ran out before the any rails could be laid

TURN OF THE YEAR BRINGS MORE PROGRESS TO THE PACIFIC NORTHWEST

On the Willamette River a canal was planned -- early 1872
along with a series of locks around the forty-foot rocky horseshoe-shaped waterfall
this would allow boat traffic on the Willamette to navigate beyond Willamette Falls
Construction commenced on the Willamette River -- 1872
locks were located twenty-six miles up the Willamette River from the Columbia River
this project consisted of four inter-connected lift lock chambers, a canal basin
and a guard lock to protect the canal from high water in the upper river
each lock chamber provided a lift of ten feet

PORTLAND -- THE LEADING CITY OF THE PACIFIC NORTHWEST

Wealth came from transportation, banking, merchandising and real estate
grain from Eastern Oregon and Eastern Washington Territory arrived in Portland
steamboats tied the economy of the interior closely to Portland
Portland influenced politics, society, and economics
it was an island of wealth and prosperity in an ocean of jealousy and discontent
which pervaded the hinterland
Portland was a homey town -- not overly friendly but amiable
it was cautious, conservative and contented with itself
rich citizens supported culture, philanthropies and churches
and they voted Republican as a rule
Population of Portland was somewhat diversified
Irish were the largest foreign-born group in Portland
between 300 and 400 Chinese immigrated to Portland to build the railroad
they arrived on each ship coming from the Orient
Churches were a mainstay of cultural life in Portland
Jews were the first to organize
they built their first synagogue in the Northwest [1858]
no churches were built in Portland until Trinity Episcopal Church was constructed [1865]
Unitarians molded public opinion toward social reform [1866]
when they began the Boys and Girls Aid Society
which utilized foster homes rather than orphanages
(fourteen Protestant churches existed in Portland by [1876])
Schools were notably ignored by adults and potential pupils alike

financial resources were limited

school land funds were stolen or abused on more than one occasion
first school in Portland was opened -- [1856]

teacher John Outhouse (Othus) conducted classes
five elementary and one high school had come into existence by 1872
sixty-five students were enrolled in the high school
citizens depended a great deal on private schools to educate their children
Episcopal Saint Helen's Hall educated upper class young ladies
Portland Academy and Female Seminary served 250 students
other educational opportunities were provided by

three Catholic academies, two Hebrew schools and one German school

Colleges also had their roots in Church schools

Willamette University began as Methodist Oregon Institute

Pacific University began as Mother Tabitha Brown's orphanage

Presbyterian Corvallis College became Oregon Agricultural College

EARLY PACIFIC NORTHWEST LITERATURE

Poet and journalist Mrs. Frances Fuller Victor who had compiled many historical articles
and a book about pioneer Joe Meek, *The River of the West* [1870],

published a second book entitled *Washington and Oregon* --1872

Historian Hubert Howe Bancroft compiled a thirty-nine-volume
historical work begun in 1872

in addition, he published the two-volume *History of the Northwest Coast* [1884]

followed by *History of Oregon* [1887], *History of British Columbia* [1887]
and *History of Washington, Idaho, and Montana* [1890]

Frances Fuller Victor joined Historian Hubert Howe Bancroft's staff of historians -- 1872
who was beginning his great work *History of the Pacific Coast*

she wrote two volumes on Oregon, one on Washington, Idaho, and Montana
one on Nevada, Colorado and Wyoming

and she probably wrote portions of four others

Frances Fuller Victor's books were based on careful research of original documents
they were clearly written and generally objective

although her treatment of missionaries is considered by some to be unfair
and others believe she was unsympathetic toward the Indians

BEN HOLLADAY ACQUIRES A NEW NATIONAL SENATOR FROM OREGON

Holladay dominated Oregon's legislature by seeing to it

hand-picked candidates were sent to Salem

some of the legislators were assured their seats by outright purchase of votes

others were elected by multiple votes being cast by one person -- 1872

Grateful state senators returned the favor to Holladay

by choosing as their national senator John Hipple Mitchell -- 1872-[1879]

according to his opponents Mitchell announced his political philosophy: **“Whatever is Ben Holladay’s politics is my politics; and whatever, Ben Holladay wants, I want.”**³³⁹

Senator Mitchell’s detractors made other accusations:

- his real name they said was John Mitchell Hipple
 - in Oregon he had assumed his mother’s surname of Mitchell
- he had deserted his wife and two children in Pennsylvania [1860]
- he remarried without benefit of divorce, fathered six more children and built up a profitable law practice
- his imposing stature and rolling oratory both were useful political assets but his use of bribery was even more effective

OREGON AND CALIFORNIA RAILROAD (O&C) REORGANIZES ONCE AGAIN

Ben Holladay’s Oregon railroad reorganized once again under his control

Railroad construction was extended down the East side of the Willamette River

tracks had connected Portland past Salem and on to Eugene City

track laying progressed in the direction of Roseburg, Oregon -- 1872

but the railroad line remained uncompleted to Sacramento for the next eleven years

Earnings for the railroad remained low

FINANCIAL AND POLITICAL SCANDLES DESTROY PUBLIC CONFIDENCE

Credit Mobilier scandal involved the Union Pacific Railroad

which formed a construction company of its own -- Credit Mobilier of America

in a deliberate attempt to defraud the Federal Government and the general public

Credit Mobilier submitted inflated construction bills to the railroad

which paid without question

these were forwarded to Congress for reimbursement

excess profits were pocketed by the directors of the construction company

and the railroad

to assure the continued cooperation of Congress in supporting the funding scheme

Credit Mobilier gave deeply discounted shares of its stock to Congressional members

it was a very sophisticated corporate scam and was largely not illegal at the time

- Tammany Hall was a corrupt New York City political machine

run by William Marcy “Boss” Tweed

Boss Tweed, former Democratic New York Congressman, state senator, business tycoon

and New York City land baron was elected a New York commissioner

of public works

from that position he led a crime ring that controlled New York City’s government

Tweed’s Ring made no great effort to avoid detection -- it was not necessary

Tweed was in control of the courts

and most of the attorneys in the New York bar association

city Controller Richard B. Connolly was in charge of the books

and refused to show them

³³⁹ David Lavender, *Land of Giants*, P. 361.

city contractors were told to multiply their bill by five, or ten, or a hundred
with Mayor Abraham Oakey Hall's approval and Connolly's endorsement
it was paid
intermediaries cashed the check, settled the original bill
and divided the rest with members of the Ring
City Sheriff James O'Brien was an inconsistent supporter of Boss Tweed -- 1872
he gave *The New York Times* evidence of the embezzlements
newspaper was reportedly offered \$5 million to not publish the reports
Boss Tweed was convicted for stealing between \$40 million and \$200 million from the city

PEACE TALKS ARE ONCE AGAIN HELD WITH THE MODOC INDIANS

Oregon Superintendent of Indian Affairs Alfred Meacham waited two years
for a response from the Commissioner of Indian Affairs in Washington, D.C.
regarding where to place the Modoc Indians who were living along the Lost River
near the Oregon-California boarder
in the meantime, settlers in the Lost River region petitioned Superintendent Meacham
to remove the Modoc back to the Klamath Reservation
so they could farm the land that formerly belonged to the Modocs
Oregon Superintendent of Indian Affairs Alfred Meacham received settlers' petition
he requested General Edward S. Canby, Commanding General of Columbia District,
who was stationed at Portland where he commanded of the army
remove Captain Jack and his band of Modoc to back to the Klamath Reservation
General Canby was a distinguished veteran of the Civil War
he had received the surrender of the last two Confederate armies in the field
General Canby forwarded Meacham's request
to Commanding General of the Pacific John Schofield suggesting
that before using force to get Captain Jack back to the reservation
another peaceful effort should be made
Captain Jack (American name for Modoc Chief Keintepoos) had for some time boasted
that in the event of war he and his band could successfully defend themselves
in lava beds on the south shore of Tule Lake in northern California
these lava beds with a labyrinth of ridges covered an area eight by four miles in extent
Indians were able to slip out of their strongholds and make raids
while their foe entering the lava beds were frequently stopped
by impassable crevices and deep pits
Major Elmer Otis held a council with Captain Jack at Lost River Gap
(near what is now Olone, Oregon) -- April 3, 1872
Captain Jack and the important men of his band were distinctly hostile during the meeting
nothing was accomplished toward relocating the band to the same reservation
where they had been harassed by Klamath Indians

PEACE TALKS WITH THE MODOC INDIANS AMOUNTS TO NOTHING

Bureau of Indian Affairs in Washington, D.C. finally responded to the Modoc problem
they ignored Oregon Superintendent of Indian Affairs Alfred Meacham

Washington Territory Superintendent of Indian Affairs T. B. Odeneal was ordered to move Captain Jack and his Modoc people to the reservation if that was practical and to see they were not maltreated by the Klamath Indians
Odeneal carrying out his instructions sent Ivan D. Applegate and L. S. Dyer -- April 14, 1872 to arrange for a council with Captain Jack which the Modoc chief refused
(New orders would be issued to Washington Territory Superintendent Odeneal [July 6, 1872]
Odeneal was to move Captain Jack and his band to the Klamath Reservation using force if necessary)

WASHINGTON TERRITORIAL APPOINTMENT AND ELECTION IN 1872

Republican President Ulysses S. Grant appointed Elisha P. Ferry to replace Governor Edward Salomon as Washington Territory Governor -- April 1872
Elisha Ferry had been appointed surveyor-general of Washington Territory by Grant [1869]
Ferry held the office of Territorial Governor through two full terms of four years each (Ferry was re-appointed Washington Territory governor by President Grant [1876-1880] making him the longest serving territorial governor of Washington he would also serve as Washington's first state governor [1889-1893])

TERRITORIAL GOVERNOR ELISHA P. FERRY TAKES OFFICE

From the day of Elisha Ferry's arrival in the territory [1869] he has been one of the foremost men in all of Washington Territory
he was always contributing to the development of the country, and assisting those who needed aid in the securing of their homes and farms
he was the kind of man who is one of the people -- and was always very approachable
he was a man who unconsciously made warm friends of those he came into contact
he enjoyed a host of friends in all walks of life:
day laborers, farmers, merchants, bankers, professional men
friendships were created almost unconsciously -- without any effort or attempt
Governor Ferry inspired confidence and an unmistakable spontaneous fondness which formed a lasting impression
Governor Elisha P. Ferry possessed all the requirements and natural qualities that make a good executive
he was a good lawyer and businessman
prudent, tactful, painstaking in his thinking as well as in his actions
he possessed high principals, good judgment and great strength of character
Territorial Governor Ferry was, perhaps, the greatest of all the territorial governors with the possible exception of Washington's first governor, Isaac Ingalls Stevens
Elisha P. Ferry did not surround himself with any of the ceremony or pomp of office, nor was he as governor any less approachable than he had been as a private citizen

GOVERNOR FERRY'S FIRST TERM

When his first term in office began the nation was generally prosperous
development in Washington Territory was progressing slowly,
but the settlers were hopeful

it seemed probable that progress would soon advance more rapidly
long anticipated railroad building had begun
spur line from the Columbia River to Puget Sound was nearing completion
there was no apparent reason why it should not continue until the Sound
was connected with the older settled regions of the Eastern United States
Governor Elisha Ferry found the financial affairs of the territory in some confusion
laws for the assessment and collection of taxes were still crude and imperfect
several counties were negligent in paying their share of taxes due the territory
some had been delinquent for several years
resulting in an aggregate amount due of nearly \$13,000
because of this delinquency counties that were not in default
were compelled to pay for part of the interest accruing
on warrants issued in anticipation of this delinquent balance
this was wrong and unjust
Governor Ferry immediately applied himself to making needed corrections
he urged the legislature to give the matter attention at once
so the injustices could be corrected
all counties would be compelled to contribute equitably
to the support of the territorial government
But the legislature did not immediately give equalizing taxes the attention it deserved
(thus the governor was compelled to refer to this problem
in several subsequent messages)

COLVILLE INDIAN RESERVATION IS CREATED BY PRESIDENT USLYSSIS S. GRANT

President Grant issued an Executive Order -- April 9, 1872
to create an Indian Reservation consisting of several million acres of land
containing rivers, streams, timbered forests, grass lands, minerals, plants and animals
people from eleven tribes, including the Colville, Nespelem, San Poil, Lakes, Palouse,
Wenatchi., Chelan, Entiat, Methow, southern Okanogan, and Chief Moses
were "designated" to live on the newly created Colville Nez Perce Indian Reservation

PRESIDENT ULYSSES S. GRANT IS NOMINATED FOR A SECOND TERM

Republican nominating convention was held in Philadelphia -- June 5, 1872
Grant was selected by the Radical Republicans for a second term
Liberal Republicans nominated Horace Greeley as their candidate
his candidacy was also supported by the Democrats
(After the popular election but before the Electoral College had cast its vote, Greeley died
electors previously committed to Greeley voted for four different candidates for President
and eight different candidates for Vice President
Greeley himself received three posthumous electoral votes,
but these votes were disallowed by Congress)

CREDIT MOBILIER SCANDAL IS REVEALED

New York Sun reported to the public the story of illegal manipulation of contracts

by the Central Pacific Railroad and Credit Mobilier construction company
newspapers also revealed the bribing of Congressmen with deeply discounted stocks
Congress investigated and reported the company had given stocks
to more than thirty representatives of both political parties
thirteen congressmen and Schuyler Colfax, the sitting Vice President,
and his vice-presidential successor Henry Wilson were investigated
(along with future President James A. Garfield)
two congressmen, Oakes Ames and James Brooks, were censured
several other political figures had their careers damaged -- at least theoretically
It was claimed that \$72 million in contracts had been given to Credit Mobilier
for laying track only worth \$53 million
(in the end the Union Pacific and other investors were left nearly bankrupt)

CHINESE LABORERS FIND WORK IN THE SALMON CANNING INDUSTRY

Robert Hume was the first to employ Chinese workers in American canneries
he placed Chinese laborers from China in his fish canneries on the lower Columbia River
to keep his production costs low -- 1872
Robert Hume used only Chinese laborers -- only the superintendent was a white man
Hume preferred Chinese workers because they were reliable, efficient and hard-working
they would accept low pay and were not prone to join labor unions

CANADIAN PACIFIC RAILWAY IS OFF TO A DIFFICULT START

Part of the bargain struck by Conservative Canadian Prime Minister Sir John A. McDonald
to bring British Columbia into the Confederation of Canada
was the promise of a transcontinental railroad within ten years
this was an enormous expenditure for a nation of only three and a half million people
to ensure financing the Canadian government offered huge incentives
including vast land grants in the Canadian West
In addition to financing the construction effort there were at least three additional problems:

- first obstacle to its construction was political
logical route went through the American Midwest and the city of Chicago, Illinois;
- completing the project would require crossing 990 miles of rugged terrain
across the barren Canadian Shield and muskeg of Northern Ontario;
- there was also the problem of building a railroad
through the Canadian Rocky Mountains

TWO COMPANIES STRIVE TO BUILD CANADA'S TRANSCONTINENTAL RAILROAD

Two syndicates vied for the construction contract which already had been secretly promised
to Canada's most flamboyant railway entrepreneur Sir Hugh Allan who had bribed
Canadian Prime Minister Sir John A. Macdonald
during the closely contested 1872 election
Sanford Fleming was an engineer with the Intercolonial Railway of Canada (IRC)
who organized a transcontinental expedition to determine a route across Canada
for the new rail line to the Pacific coast -- 1872

at Fort Edmonton, Fleming went south through Yellowhead Pass to Kamloops,
then southwest to the Fraser River and then west to New Westminster
other members of his expedition went north along the Peace River
and then to Fort St. James and the Pacific Ocean
Fleming's route was not used by the Intercolonial Railway of Canada (IRC),
(but later would be used by the Canadian Northern Railway
now the Canadian National)

NORTHERN PACIFIC RAILWAY IS POORLY MANAGED

Construction on the Western end of the transcontinental railroad was in full swing
with a full crew of 800 men and two locomotives -- laborers were paid \$2.25 per day
But within the Northern Pacific Railway there was inefficiency and corruption
(this did not extend to Jay Cooke's financial office)
Rumors of scandal leaked out into the already shaky bond market
sales lagged and prices dropped
in a frantic effort to shore up the crumbling structure
Jay Cooke poured more and more of his own money into the doomed project

MEMBERS OF THE GRANGE MOVEMENT FIGHT RAILROAD SHIPPING RATES

Grange movement in the Midwest opposed the Northern Pacific Railway shipping monopoly
Grangers demanded federal regulation of shipping rates affecting farmers and consumers
Grange members launched a furious attack on all railroads' shipping rates
they lobbied state legislatures in Illinois, Minnesota, Iowa, and Wisconsin
to regulate railroad produce shipping rates -- when that failed they sued

SEATTLE COAL AND TRANSPORTATION COMPANY DEVELOPED NEWCASTLE

This company built twenty-five company houses in Newcastle, Washington Territory -- 1872
company operated a steam train from Lake Union to the Pike Street Bunkers

PRESIDENT GRANT REDUCES THE SIZE OF THE COLVILLE RESERVATION

An Executive Order moved the Colville Indian Reservation
west of the Columbia River -- July 2, 1872
this reduced the size from several million to 2,852,000 acres
ironically, the tribes' native lands in the Colville and Methow valleys
and other large areas of the Columbia Okanogan, and Pend d' Oreille rivers
were excluded from the reservation

ANOTHER EFFORT TO CREATE WASHINGTON STATE ENDS IN FAILURE

Proponents of statehood tried once again to convince Washington Territory voters
to seek statehood but the voters of Washington showed little interest-- 1872
(Gold strikes in Idaho Territory before the Civil War had resulted in rushes
to the gold fields that made Eastern Washington more populous than Western Washington
Walla Walla speculators had political ambitions -- they wanted their city to be the capital
when the state of Washington was admitted to the Union)

but the loss of the Idaho mines to Idaho Territory had doomed their hopes
next Walla Walla businessmen and politicians proposed
that all of Eastern Washington and Eastern Oregon be joined to make a new territory
but since Oregon was already a state Congress had no power to remove
half of its territory to satisfy the ambitions of a few Walla Walla citizens)
this latest effort to achieve statehood ended in voters again displaying
no interest in becoming a state -- Eastern Washington was still particularly opposed
although more voters participated this time the opposition defeated the measure
by a vote of more than two to one

NORTHERN PACIFIC RAILWAY (NPRY) IS REORGANIZED

Northern Pacific Railway (NPRY) transcontinental route remained incomplete
in the West, Portland lacked an eastern connection
in the East the Northern Pacific Railway reached no farther East of St. Paul, Minnesota
than Bismarck, Dakota Territory
if the railroad was not in operation on Puget Sound by [3:00 p.m., December 17, 1873]
the charter for the Northern Pacific Railway would default
and forty million acres of land grant would be lost
NPRY had delayed taking title to its land grants to avoid paying property taxes
thus hoarding the land away from homesteaders without cost to the railroad
Settlers were embittered toward the railroad for this and other reasons
since railroad construction had not been completed as required
some people thought the United States government
should take back the railroad land grants
NPRY filed a new right-of-way map with a new route
new railroad lands were ordered withheld by the federal government
to replace old land grants
many settlers suffered financial devastation
as they had purchased land along the old route
many other settlers along the new route were now forced to give their claims
to the railroad
popular sentiment rose against the railroad
until they were viewed as an archenemy of the public
Congress passed remedial legislation to protect settlers
it permitted the railroad to substitute undeveloped timber land for settled farm land
Northern Pacific Railway select timber sites
which were more valuable than the settlers' land
in the land swap the railroad came out way ahead

NORTHERN PACIFIC RAILWAY STARTS NEW CONSTRUCTION

Northern Pacific Railway Board of Directors member Charles Wright traveled
to the Pacific coast to select a location for a western terminal on Puget Sound -- 1872
he undertook the task of pushing the Northern Pacific Railway to completion
Work resumed on the section of the Northern Pacific Railway which ran north from Kalama

with the exception of a delay to build a bridge crossing the Cowlitz River,
tracks moved rapidly northward fifty miles reaching the small community
(to be named Tenino, Washington Territory) -- October 1872
(regular service began [November] over the 65-mile line between Kalama and Tenino)

IMMIGRANT FREDERICK WEYERHAEUSER BECOMES WEALTHY

Friedrich Weyerhaeuser [pronounced Frederick Warehouse] was one of eleven children
his family owned a dairy farm and vineyard in (today's Germany)
at the age of twelve when his father died, Frederick had to give up most of his studies
to help on the farm
Frederick left (Germany) and immigrated to America at age seventeen
when he arrived in the United States [1852] Frederick Weyerhaeuser was penniless
he moved to Pennsylvania and went to work for his brother-in-law in a brewery
after two years he abandoned the brewing business
because he felt a brewer often became his own best customer
he hired out as a farmhand for a year at \$13 a month and board
during his free time, he established an important relationship
with a local German family headed by blacksmith John Philip Bloedel
Frederick turned twenty-one and claimed his inheritance from the sale of the family farm
he moved to Rock Island, Illinois where he worked construction
for the nearly completed Rock Island & Peoria Railway
soon after he took a better position as night fireman
at the Mead, Smith and Marsh sawmill
quickly Weyerhaeuser moved up to tallyman and then yard manager and salesman
he married John Philip Bloedel's youngest daughter Sarah Elizabeth [October 11, 1857]
Frederick and his bride were sent to nearby Coal Valley
where he manage a new Mead, Smith and Marsh lumber yard
while his yard prospered the firm got into financial difficulties
Frederick and his brother-in-law F. C. A. Denkmann bought the company
they began buying pine forests doing business as Weyerhaeuser & Denkmann
at the time, entire state of Minnesota was covered with white pine forests
which attracted Weyerhaeuser's attention
Frederick Weyerhaeuser became a successful lumber entrepreneur
great milling plants were established in Wisconsin and Minnesota by 1872
but he needed more trees to harvest and looked to the Southern and Western states
he and his associates secured large tracts of yellow pine lands in Louisiana,
Arkansas and Mississippi

CENTERVILLE (CENTRALIA, WASHINGTON) IS PLATTED BY ITS LEADING CITIZEN

As the Northern Pacific Railway extended its track northward to Puget Sound
it chose a route passing near black pioneer George Washington's land
Washington decided to found a town with the help of his wife and stepson
George Washington platted the town of Centerville, Washington Territory -- 1872

GERMANY'S KAISER WILHELM SETTLES THE SAN JUAN ISLANDS DISPUTE

Newly elevated (from the title German King) German Emperor Kaiser Wilhelm (William I),
was selected to arbitrate the international dispute
Kaiser Wilhelm referred the question to three judges
George Bancroft, Minister at Berlin, argued the case for America
two of the three judges ruled in favor of the American claim
Kaiser Wilhelm used the report of his three judges and their maps of the area
to make his decision on the location of the U.S.-Canadian boundary
he determined Canal de Haro, the Eastern-most channel, was the boundary
San Juan Islands below 49° north permanently became a part of the United States
Great Britain received all of the Gulf Islands north of 49°
and all of Vancouver Island even though it extended below 49° North
Even after so many years of heated ownership dispute
both sides quietly accepted the Kaiser's ruling and parted as friends -- October 21, 1872
at least on an international level
Thus ended the threat of the [1859] Pig War -- an event which never happened as no shot was fired

REPUBLICANS ENJOY GREAT SUCCESS IN THE NATIONAL ELECTION

Republicans having thoroughly defeated the Democrats -- November 5, 1872
now attacked themselves in Washington Territory
they condemned Washington Territorial Delegate Democrat Selucius Garfielde
for building a political machine
Republicans opposed to Selucius Garfielde the political attack broke away from their party
to form an Independent Republican Party
they cooperated with the Democrats to give the Democrats and Independents combined
twenty-two of thirty seats in the territorial legislature
and elect Democrat Territorial Delegate to Congress Obadiah B. McFadden
he replaced two term Territorial Delegate to Congress Selucius Garfielde

SUSAN B. ANTHONY ATTEMPTS TO VOTE IN THE NATIONAL ELECTION

Suffragette Susan B. Anthony could list many accomplishments during her active life
she claimed the United States Constitution permitted women to vote
Susan B. Anthony cast a test vote in Rochester, New York
during the presidential election -- November 5, 1872
she was arrested and put on trial for voting (the first person to suffer that indignation)
unable to speak in her own defense during her trial
(women did not yet have that right)
she was found guilty – but she swore to **“never pay a dollar of your unjust penalty.”**³⁴⁰

RESOLUTION OF THE SAN JUAN DISPUTE CAUSES NEW PROBLEMS

Governor Elisha P. Ferry had been in office scarcely more than half a year -- November 1872
when news was received that the San Juan boundary question had been settled

³⁴⁰ Ann D. Gordon, *The Trial of Susan B. Anthony*. P. 7.

As quickly as possible the British marines were withdrawn from San Juan Island
they had been stationed there since General-In-Chief of the Army Winfield Scott
had visited the island [1859]

When the marines left British Camp they cut down the flag pole
which had flown the British colors for more than dozen years
each member of the company, or most of them anyway,
carried away a piece of it as a souvenir

This led to some unfavorable comments among the American settlers
they fancied the flagpole was destroyed solely so the stars and stripes
could not be flown from it
in time, territorial newspapers encouraged the ill feeling
and added to the hostility by publishing remarks that were less than well founded

ELIZABETH "LIZZIE" ORDWAY LEAVES WASHINGTON

After the defeat of the women's suffrage bill in Washington Territory
Suffragette and former Mercer Girls Lizzy Ordway beaten in spirit
left Washington -- 1872
she accepted a job at a private girl's school in San Francisco
but climate there was not to her liking
so Miss Lizzie returned to her hometown of Lowell, Massachusetts
After a few months, she returned to the Kitsap Peninsula
to teach in Port Madison and Port Blakely

DREAMER RELIGION SPREADS TO TRIBES BEYOND THE COLUMBIA PLATEAU

Prophet Smohalla's followers numbered almost 2,000 natives
primarily among the Wanapum Indians on both ends of Priest Rapids
on the Columbia River
his apostles went among other tribes to spread the word of their religion

RESOLUTION OF THE SAN JUAN DISPUTE CAUSES NEW PROBLEMS

Governor Elisha P. Ferry had been in office scarcely more than half a year -- November 1872
when news was received that the San Juan boundary question had been settled
British Royal Marines had been stationed at English Camp
since General-In-Chief of the Army Winfield Scott's visit [1859]
they withdrew -- November 25, 1872
when the marines left they cut down the flag pole
which had flown the British colors for more than dozen years
each member of the company, or most of them anyway,
carried away a piece of it as a souvenir
This led to some unfavorable comments among the American settlers
they fancied the flagpole was destroyed solely so the stars and stripes
could not be flown from it
territorial newspapers encouraged the ill feeling and added to the hostility
by publishing remarks that were less than well founded

MODOC CHIEF CAPTAIN JACK FIGHTS THE BATTLE OF LOST RIVER

Indians under their resourceful leader, Captain Jack,
defied efforts to return them to the reservation
Since peace appeared impossible Washington Territory Superintendent T. B. Odeneal
requested Major John Green, commanding officer at Fort Klamath,
furnish sufficient troops to compel Captain Jack to move to the Klamath reservation
Captain James Jackson, commanding forty soldiers, left Fort Klamath
bound for Captain Jack's camp on Lost River -- November 28, 1872
These troops, reinforced by Linkville (now Klamath Falls, Oregon) citizens
arrived at Jack's camp about a mile above Emigrant Crossing
(now Stone Bridge, Oregon) -- November 29
Captain Jack agreed to return to the reservation,
but the situation became tense when Captain Jackson demanded the chief disarm himself
Captain Jack was incensed but finally agreed to put down his weapons
as the rest of the Modoc were following his lead
Modoc warrior Scarfaced Charley got into a verbal argument
with Lieutenant Frazier Boutelle, Company B, First Cavalry
they pulled their revolvers and shot at each other -- both missing
Modoc Indians scrambled to regain their recently cast aside weapons
they fought the short Battle of Lost River before fleeing toward the California border
casualties included one soldier killed and seven wounded,
while two Modoc Indians were killed and three were wounded
After the skirmish Captain Jackson ordered his troops to retreat to await reinforcements
Captain Jack led his Modoc people to the lava beds south of Tule Lake
en route the Indians killed thirteen (or eighteen) settlers (depending on the source)

MODOC INDIANS HAVE A STRONGHOLD READY TO PROTECT THEM

Captain Jack's Modocs entrenched themselves in the Tule Lake lava beds
these lava beds covered an area eight by four miles in extent
it was a maze of ridges and caves
that soon became famous as "Captain Jack's Stronghold"
In selecting the place to defend themselves, the Modoc took advantage of the lava ridges,
cracks, depressions, and caves
all such natural features being ideal from the standpoint of defense
when the Modoc occupied the Stronghold,
Tule Lake to the north served as a source of water
Modoc Indians were able to slip out of the Stronghold and conduct raids on nearby settlers
one such raid resulted in the capture of an Army ammunition wagon at Land's Ranch
foes who attempted to enter the lava beds to retaliate against the natives
frequently were stopped by impassable crevices and deep pits

DR. DORSEY SYNG BAKER BUILDS A SAWMILL TO CUT RAILS AND CROSS TIES

Dr. Dorsey Baker could not afford iron rails for his narrow gauge railroad

he chose to use the raw materials close at hand
rails made of fir logs spiked to mortised (notched) cross ties were to be substituted
Dr. Baker himself scouted for timber

Logs were floated down the Yakima River into the Columbia River
where they were formed into log-booms at the Yakima's mouth
before they were rafted to a spot about ½-mile above Wallula on the Columbia River
there Dr. Baker set up a sawmill to cut wooden rails and crossties
rails were 4-inch by 6-inch fir poles which were 16-feet long
these "stringers" were cut with mortise joints (slots)
and were spiked to slotted cross ties

DR. DORSEY RAILROAD BECOMES KNOWN AS THE RAWHIDE RAILROAD

Actual laying of wooden track for the Walla Walla and Columbia River Railroad
began -- late 1872

Dr. Baker hovered anxiously over his construction gang
and insisted on rigorous economy

two locomotives, the *Walla Walla* and the *Wallula* pulled flatcars
along the three-foot wide narrow gauge wooden track

Before ten miles of track had been built, the wooden rails often gave out on the curves
as the weight of the tiny locomotives and construction cars cut through the rails
causing the train to fall off the track

crew and passengers would work together to put the train back on the track

Wooden rails were surfaced with 2-inch wide strap-iron strips on the curves
at each end the iron strips were turned under the wooden rail and bolted down
then they were spiked into place along the top of the rail

one local joke said the strap-iron was tied down with wet rawhide strips
which shrank as hard as iron as it dried but during rain storms it stretched out again
and grew too slippery for traction

another tale adds that one winter starving timber wolves put the road out of commission
by eating up the rawhide sheathing over the iron strips

in fact, the iron strips did work loose, turned up at the ends and sprung into the air
these became known as "snake heads" -- engineers traveled very slowly over the rails

Riding on Dr. Baker's Walla Walla and Columbia River Railroad was an adventure

Dr. Baker's rolling stock was of the crudest type
one or two flat cars, depending on need, carried the wheat

passengers rode on the open flatcars sitting on sacks of wheat

Dr. Baker's railroad did not operate at night as this was too dangerous

when the strap iron nailed on top of the rail worked loose
it wound around the train's wheels then sprung into the air

and became a "snakehead" which came through the floor of the cars

this stopped the train cold until the snakehead could be nailed down again

soon a passenger car with long benches on both sides with narrow window was added

this car became known locally as "the hearse"

many ticket holding passengers chose to ride on the roof of the hearse

to avoid their ankles being attacked by iron “snakeheads”
tearing up through the floorboards

Dr. Baker’s train traveled at speeds up to ten miles an hour
however, two miles per hour was far more usual -- the train once lost a race to an ox cart
Scotch, a collie dog, sat on the cow catcher where he prepared to chase cattle off the track
after which he sat down and waited for train to come up

Dr. Baker’s Walla Walla and Columbia River Railway
became known as the “Rawhide Railway”
rawhide had several meanings -- because it was used to patch and fix so many things
it came to mean makeshift or cheap or improvised
“Rawhide Railway” was the laughing stock of Walla Walla and far beyond

GOVERNOR ELISHA FERRY VISITS SAN JUAN ISLAND

Soon after receiving official notice that the boundary question had been decided,
Governor Ferry visited San Juan Island -- December 23, 1872
to reestablished civil authority in a place where divided military authority had ruled
he learned from the deputy inspector of customs stationed on the island
that some of the British residents were alarmed
they feared the claims on which most of them had made valuable improvements
would be taken from them
Governor Ferry did what he could to reassure these people
he informed them that all who had taken claims filed before [1846], if there were any,
were fully protected by the Washington Treaty
others would, under the law, be required to become American citizens
or their claims might be contested by those who were citizens
most of the British subjects already understood the need to become U.S. citizens
they had sent a request to the clerk of the district court asking he visit the island
to receive their declarations of intentions to become American citizens
Some British subjects living on San Juan Island refused to be placated regarding claims
perhaps they were alarmed by the writings of local newspapers
and a few American citizens who commented about the flag pole incident
and escalated the event beyond all reason
at any rate, the authorities in Victoria were notified
Governor Ferry decided the British subjects would be forced
to take the oath of allegiance to the United States or lose their claims
British concerns were referred to the British minister in Washington, D.C.
who contacted the American secretary of state

WILLAMETTE FALLS LOCKS BEGINS OPERATION IN OREGON

Willamette Falls four inter-connected ten-foot lift lock chambers, canal basin and guard lock
built by Willamette Falls Canal and Lock Company at a cost of \$560,000,
this was the first multi-lift navigation locks in the United States
Willamette Falls Locks, located twenty-six miles up the Willamette River
rom the Columbia River, opened -- January 1, 1873

Maria Wilkins, a steamship, was the first vessel to use the locks
This new means of overcoming the rocky horseshoe-shaped forty-foot drop of the waterfall
resulted in cutting freight rates by 50%
farmers, lumbermen and everyone else who used the river for transportation benefited

NORTHERN PACIFIC RAILWAY ANNOUNCES A NORTHERN TERMINAL

General John W. Sprague, agent for the Northern Pacific Railway, announced Olympia
was to be the location of the terminus on Puget Sound -- January 1, 1873
with the news land speculation in Olympia went wild

CAPTAIN JACK FIGHTS THE FIRST BATTLE OF THE STRONGHOLD

U. S. Army had 400 troops in the field near the Tule Lake Lava Beds
Colonel Frank Wheaton was in command of all troops
including regular army as well as California and Oregon volunteer companies
greatest concentration of troops was at Van Bromer's ranch
twelve miles west of the Stronghold
additional troops were stationed at Lani's ranch ten miles east of the Stronghold
troops under Colonel E. C. Mason stationed at Land's ranch
skirmished with the Modoc near Hospital Rock -- January 16, 1873

Next morning troops advanced on the Stronghold
hindered by fog, not a single Modoc was seen by the soldiers
edges of the rocks were sharp as knives
in one day's exertions, soldier's shoes and clothing were shredded
warriors held up in defensive positions where they remained unseen
repulsed the troops advancing from the west and east
Retreat by the troops was ordered at the end of the day -- January 17, 1873
U. S. Army lost thirty-five men killed
an additional five officers and twenty enlisted men were wounded
Modocs suffered no casualties in the fighting
Chief Captain Jack had under his command approximately 150 Modoc people
which included women and children -- only fifty-three were warriors
when the Indians were forced out of their lava caves
they simply slipped away to another part of the lava beds
General Edward Canby, Commanding General of Columbia District, sent in a request
to the War Department in Washington, D.C. for a thousand more men

PEACE COMMISSION IS APPOINTED TO DEAL WITH THE MODOC INDIANS

U.S. Secretary of the Interior Columbus Delano
appointed a Peace Commission -- January 25, 1873
to deal with Captain Jack, pacify the Modocs and return them to the reservation
Peace Commission consisted of:
•Oregon Superintendent of Indian Affairs Alfred B. Meacham who served as chairman
•respected pioneers Jesse Applegate and Samuel Case
•General Edward Canby was appointed to serve the Commission as counselor

This new government plan to talk with the Modoc was reported to Captain Jack early on weeks of unsuccessful negotiation were conducted
the army was reluctant to risk more casualties
Captain Jack stalled until (spring) so he could more easily maneuver in the mountains

ANOTHER POTENTIAL INTERNATIONAL PROBLEM ARISES ON SAN JUAN ISLAND

When notice of British concerns regarding British citizens living on San Juan Island reached the American secretary of state
Washington Territorial Governor Elisha P. Ferry was contacted by telegraph
explanation of his statements was demanded
Governor Ferry wrote a letter to the United States secretary of state -- January 25, 1873
reporting exactly what he had communicated unofficially to anxious British claim holders
he added he had subsequently remembered a question might arise
regarding the claims of the Northern Pacific Railway
which also claimed some of the British claimants' land
Northern Pacific Railway land had been withheld from settlement
by the United States secretary of the interior [October 1872]
therefore, Ferry had written to the inspector of customs on the island
suggesting he give this information to all who might be interested
so they might protect themselves
Ferry's actions resulted in removing some British land from entry or sale
adjustments of all legal claims on the part of British claimants
willing to comply with the law were resolved to their satisfaction

WASHINGTON TERRITORIAL LEGISLATURE CONVENES

Under Governor Elisha Ferry's direction, the first railroad law enacted in the territory passed
this provided that shipping rates generally should be reasonable
one client should not be charged more than another for a similar service rendered
An act to encourage the construction of railroads was also passed
this provided no railroad should be taxed until at least fifteen miles of track
was completed and in operation
tracks under construction would not be taxed
this was evidently intended to be helpful for future railroad construction projects
in Olympia, Seattle and Walla Walla where projects were about to begin
This legislature also passed a law to encourage irrigation in Yakima County
it provided a means by which rights-of-way for irrigation ditches could be acquired
and rights to river water could be secured
in addition, laws were established for the settlement of all controversies that might arise
regarding both irrigation ditch rights-of-way and the acquisition of water rights

GOVERNOR ELISHA P. FERRY ATTEMPTS TO EQUALIZE PROPERTY TAXES

Up to this time there had been no arrangements for equalizing assessments between counties
Governor Ferry called the attention of the legislature to this matter
Territorial law provided that property should be assess at its full value

some counties obeyed it in a reasonable way
others counties made their assessments much lower
and thus avoided payment of their fair proportion of territorial revenue
(However, it was not until the governor had reminded the legislature a second time [1874]
that a board of equalization was finally provided)

WASHINGTON CONSTITUTIONAL CONVENTION QUESTION COMES UP AGAIN

Legislators again submitted the issue of a Constitutional Convention to the voters -- 1873
total vote again was less than a fourth of the number of votes for Delegate to Congress
this measure was again defeated showing a distinct lack of interest by the electorate

HALL BROTHERS OPEN A SHIPYARD AT PORT LUDLOW

Isaac and Winslow Hall established the Hall Brothers Shipyard
on the Olympic Peninsula at Port Ludlow -- 1873
Both brothers had grown up in the shipping and boating world of the East Coast
(because of their early success they invited brother Henry Knox Ludlow
to join them [1874])
Hall brothers quickly established themselves as respected, quality ship designers and builders
they built thirty-one vessels at their Port Ludlow shipyard [before 1879]
many were sugar transporting schooners for the plantations of Hawaii
Winslow Hall, the primary architect for the company, moved to San Francisco
where he could oversee the installation of steam engines in Hall Brother vessels
that had been towed south from their shipyard -- Winslow Hall died [1879]

WA CHONG COMPANY OF SEATTLE CONTRACTS CHINESE LABORERS TO WORK

Chun Ching Hock and his partner Chun Wa operated their Wa Chong Company
general store located on Seattle's central waterfront
They expanded their company by recruiting and contracting out Chinese laborers
to work at construction jobs, in mining operations, at logging camps and sawmills,
working in Chinese railroad gangs (and later in fishing and canneries)
Wa Chong Company laborers worked in manual labor, as skilled workers, in laundries,
as domestic servants and as cooks and waiters as well as other necessary jobs
Chinese workers built many of Seattle's streets
Wa Chong Company received a commission for each worker placed
if the employers could not pay in cash, they often paid in real estate
Chun Ching Hock's company soon owned building lots
and even entire city blocks in Seattle
Chun Ching Hock's original partner in the Wa Chong Company Chun Wa died -- 1873
Chin Gee Hee became a junior partner
he worked at the Port Gamble lumber mill
before he entered into the labor contracting business
When their Chinese laborers complained of racial antagonism and poor management
at the Port Blakely Mill Company
Wa Chong Company threatened to remove their men

FREE SILVER MOVEMENT WANTS MORE MONEY IN CIRCULATION

During the Civil War both gold and silver were minted into coins
and were used to back federal government paper bank notes
Leaders of the new German Empire stopped minting silver coins [1871]
this caused a drop-in demand and downward pressure on the value of silver
Price paid for silver by the U.S. government had been established
by Secretary of Treasury Alexander Hamilton
under President George Washington [1789]
by the 1870s the market value of silver had risen above the value set by government
consequently, little silver was used for making coins as it was too expensive
New silver mines had been discovered in the Rocky Mountains
of Idaho and Montana territories
silver production from these Western mines doubled between [1870]-1873
yet silver was still considered by the United States government
to be a relatively scarce metal
financial leaders feared that if silver was again used to back money and produce coins
inflation would rise and perhaps race out of control

COINAGE ACT IS PASSED BY CONGRESS

Coinage Act was passed by Congress -- February 12, 1873
before the Coinage Act the United States had backed its currency
with both gold and silver -- both gold and silver coins were minted
after the Coinage Act the United States moved to the “gold standard”
silver was no longer purchased at a fixed price and silver coins were no longer minted
(although silver “trade dollars” for export to other countries were still minted)
this made gold the sole monetary standard for the United States
thus based on the gold reserve the amount of gold mined
limited the amount of new money put into circulation
cutting back the money supply available to spend prevented runaway inflation
limited how much paper money could be printed

WASHINGTON TERRITORIAL PRISON IS BUILT ON McNEIL ISLAND

While the original McNeil Island cell house was finished on time -- 1873
it was virtually unusable due to lack of facilities, heat, water and furnishings³⁴¹
Edward S. Kearney, the U.S. Marshal in charge of the prison,
asked the U.S. Attorney General for an additional appropriation
to build a structure for the guards and for furnishings for the cells and guardhouse
when the request was approved Benjamin Harned of Olympia received the contract
Construction of a wood frame building one-and-a-half stories high began
it enclosed the only exterior exit to the penitentiary
and turned the fireproof stone structure into a firetrap with no exit

³⁴¹ Daryl C. McClary, *McNeil Island and the Federal Penitentiary*, Essay 5238, Link.org, April 17, 2003.

(New guardhouse was built [1898] using bricks made by the prisoners)

FREEBAND OF NEZ PERCE INDIANS AGREE TO A REDUCED RESERVATION

President Ulysses S. Grant knew that Chief Joseph's Band of Nez Perce Indians

had never relinquished title to the beautiful Wallowa region

he issued an Executive Order

which gave them exclusive use of part of the Wallowa Valley

he set the area aside as a hunting ground for "roaming Nez Perce" -- 1873

Thirty-three-year-old Chief Joseph (Hin-mah-too-yah-lat-kek) was disappointed

no paper had been signed allowing this to happen or to provide assurance into the future

but even so part of the valley was better than none

Joseph agreed to share the remaining portion of the Wallowa Valley with the whites

INDIAN RESERVATIONS HAD BEEN ESTABLISHED IN THE PACIFIC NORTHWEST

Largest reservations in the region were the:

- Columbia and Colville reservations on the upper Columbia River south of the Canadian border,
- Yakima and Coeur d'Alene reservations were in central Washington,
- Klamath Reservation was in southern Oregon,
- Lapwai Reservation located in west-central Idaho

Numerous other small reservations were scattered throughout Washington and Oregon

dating back to treaties written by Washington Territorial Governor Isaac Stevens [1854]

PEACE COMMISSION MEETS WITH THE CHIEF CAPTAIN JACK

First meeting with the Modoc leader was at Fairchild's ranch

west of the lava beds -- February 19, 1873

a messenger was sent Captain Jack to arrange a meeting

Captain Jack agreed that if the commission sent two settlers,

John Fairchild and Bob Whittle, to the edge of the lava beds the chief would talk

When Fairchild and Whittle went to the lava beds, Captain Jack told them

he would talk with the commission if they would come to the lava beds

and bring Judge Elijah Steele of Yreka, California with them

Judge Steele had been friendly to Captain Jack

Judge Elijah Steele went alone into the Stronghold to meet with Captain Jack

after a night in the Stronghold, Steele returned to Fairchild's ranch

he informed the Peace Commission that the Modocs were planning treachery

indeed, all efforts by the Commission would be useless

Superintendent Meacham wired the Secretary of the Interior,

to inform him of Steele's discovery

Secretary of the Interior instructed Meacham to continue negotiations for peace

Members of the Peace Commission were replaced

Jesse Applegate and Samuel Case resigned from the Commission and were replaced by

Reverend Eleazer Thomas -- a Methodist minister from California

L. S. Dyer -- Indian Agent for Klamath Indians

Judge A. M. Roseborough also was added to the commission

TIMBER CULTURE ACT IS PASSED BY CONGRESS

Timber Culture Act amended the Homestead Act -- March 3, 1873
to provide for an additional 160 acres in land claims
if trees were planted on one-fourth of the new acreage

WASHINGTON TERRITORY SENATORS ELECT A NEW DELEGATE TO CONGRESS

Former Washington Territory Supreme Court Associate Justice and Chief Justice
Obadiah Benton McFadden had been elected by the territorial senators
to serve as the territory's representative in congress
Territorial Delegate to Congress McFadden took his seat
in the U.S. House of Representatives as a non-voting member -- March 4, 1873

ANOTHER MILITARY UNIT SETS UP NEAR THE MODOC STRONGHOLD

Colonel Alvan C. Gillem established a military camp
at the edge of the lava beds -- April 1, 1873
Gillem's Camp was located two and one-half miles west of the Stronghold
Colonel Gillem took command of all troops
including those at Hospital Rock who had been commanded by Colonel E. C. Mason

NEW PEACE COMMISSION MEETS WITH CAPTAIN JACK

New commission members and Captain Jack met in the lava beds at a place
about midway between the Stronghold and Colonel Gillem's Camp -- April 2, 1873

Captain Jack made three demands at this meeting:

- complete pardon of all of the Modocs,
- withdrawal of all troops,
- Modoc Indians would have the right to select their own reservation

Peace Commission replied with two proposals:

- Captain Jack and his band would go to a reservation selected by the government,
- all Modoc guilty of killing the settlers must be surrendered and tried for murder

After much discussion the meeting broke up with nothing being accomplished

Captain Jack maneuvered and delayed

in the face of General Edward Canby's 1,000 armed troops
he led the women and children away from the army
through the lava beds stretching into Klamath Country

MODOC TRIBAL MEMBERS ARE BECOMING IMPATIENT

Members of the Modoc tribe began to turn on Captain Jack who desired a peaceful solution
led by John Schonchin and Hooker Jim they pressured their chief
to kill the peace commission
they felt the death of these leaders would force the Army to leave
they shamed Captain Jack for his continuing negotiations
they dressed him in women's clothing during council meetings

Rather than lose his position as chief of the Indian band,
Captain Jack agreed to attack the peace commission if no progress was made

CAPTAIN JACK PLANS A BIT OF TREACHERY

Captain Jack led his women and children through Lava Beds section of Klamath Country where they prepared to escape into Shoshone Country
Captain Jack returned to the council site and requested a meeting in the open with Superintendent Abraham B. Meacham -- April 5, 1873
at a flat area one mile east of Gillem's Camp -- all parties to be unarmed
Peace Commission members reacted to the proposed meeting
Oregon Superintendent of Indian Affairs Alfred B. Meacham who served as chairman and Indian Agent for Klamath Indians L.S. Dyer sent farewell messages to their wives
Rev. Eleazer Thomas, Methodist minister from California, spent many hours in prayer as he made preparations for an uncertain immediate future
Frank Riddle, a white settler, and his Modoc wife Toby "Winema" served as interpreters they protested all would be killed
only Judge A. M. Roseborough appeared to have no reservations about the proposed meeting

YET ANOTHER ROUND OF TALKS IS HELD WITH THE MODOCS

Indian Superintendent-Meacham accompanied by John Fairchild and Judge Roseborough, and interpreters Frank Riddle and his Modoc wife Toby met Captain Jack at the peace tent still located on a flat area one mile east of Gillem's Camp
This meeting lasted several hours
Captain Jack requested that the lava beds be given to them as a reservation again the meeting ended with no agreement
After Superintendent Meacham returned to camp a message was sent to Captain Jack asking that he again meet with the commission at the peace tent on April 8 while delivering this message, Toby Riddle learned of a plan to kill the commissioners

MODOC AMBUSH IS NOT SUCCESSFUL

Just as the commissioners were starting for the peace tent -- April 8, 1873 a message was received from the signal tower on the bluff above Colonel Alvan C. Gillem's Camp it indicated the lookout on the tower had seen five Modocs at the peace tent and about twenty armed Modoc warriors hiding among the rocks nearby commissioners realized the Modoc were planning an attack and agreed to remain in camp
In spite of warnings of planned attack by the warriors,
Rev. Thomas insisted on arranging a date for yet another meeting with Captain Jack he had spent many hours praying over the meeting he was sure God would protect them
(Two days later [April 10] a message was sent asking that Captain Jack meet the commissioners at the peace tent on the following morning)

MURDER TAKES PLACE AT THE PEACE TENT

Commissioners General Canby, Alfred B. Meacham, Rev. Eleazer Thomas, and L. S. Dyer accompanied by Frank and Toby Riddle as interpreters met with Captain Jack,

Boston Charley, Bogus Charley, John Schonchin, Black Jim and Hooker Jim
After some talk it became evident that the Modoc were armed -- April 11, 1873

General Canby informed Captain Jack that the commission could not meet his terms until orders came from Washington, D.C.

in an angry mood John Schonchin demanded the region around Hot Creek for a reservation

Captain Jack got up and walked away a few steps
two Modocs, Brancho (Barncho) and Slolux, armed with rifles
ran from where they had been hiding among the rocks

Captain Jack turned and gave the signal to fire
first shot from Captain Jack's revolver killed General Edward R.S. Canby
(Canby thus became the only army general to die in the Indian wars)

Reverend Eleazer Thomas fell mortally wounded
Superintendent Alfred B. Meacham received five bullets and was partially scalped
had not Toby Riddle cried out, "**The soldiers are coming!**"
he would have been killed

L. S. Dyer bolted to safety

Frank Riddle reclined on the ground to get out of line of fire

Captain Jack was incorrectly convinced the army would leave with the death of their leader
bodies of the dead were stripped
(today a cross marks where General Canby and Reverend Thomas
fell victims to the Modoc)

This tragedy was witnessed by an observer posted above the military camp
troops were sent forward but the Indians fled to the lava caves

All efforts for peace now ended

as the U. S. Army made preparations to attack the Stronghold

Modoc War would be conducted in the lava beds of Eastern Oregon
caves and passageways provide shelter and protection for white soldiers and Indians alike
but the Indians had the advantage of familiarity

SECOND BATTLE OF THE STRONGHOLD TAKES PLACE

Troops under Colonel Alvan C. Gillem advanced from Gillem's camp
located two and a half miles west of the Stronghold

Captain Jack, clad in General Canby's uniform, attacked -- April 15, 1873
unexpectedly, reinforcement led by Colonel E. C. Mason arrived at Hospital Rock
fighting moved to the shore of Tule Lake

MODOC WARRIORS CONTINUE THE FIGHT AT TULE LAKE

Fighting continued along the shoreline of Tule Lake

Through the afternoon and into the night -- April 16, 1873

each advance made by the troops was met with heavy fire from Modoc positions
Modocs defending the Stronghold realized that their water supply had been cut off
by the troops commanding the shoreline

PREPARATIONS FOR A FINAL ATTACK BY TROOPS ON THE STRONGHOLD

Everything was in readiness for the final assault on the Stronghold
by the morning -- April 17, 1873

When the order was given to advance the troops charged into the Stronghold
but the Modoc had escaped through a crevice left unguarded
during a movement of troops from one position to another
when water drew short Captain Jack simply moved to the south

In the fight at Tule Lake [April 15-17, 1873]

troops suffered one officer and six enlisted men killed and thirteen enlisted men wounded
only Modoc casualty was a boy who was reportedly killed
when a cannon ball he was attempting to open with an axe, exploded
several Modoc women were reported to have died from sickness

MODOC INDIANS CARRY OUT A MASSACRE

Captain Evan Thomas commanding five officers, sixty-six troops
and fourteen Warm Spring scouts left Colonel Alvan C. Gillem's camp
on a reconnaissance of the lava beds to locate the Modocs

Eating lunch at the base of Sand Butte (now Hadin Butte) in a flat area surrounded by ridges
Captain Thomas and his soldiers were trapped

twenty-two Modoc led by Scarfaced Charley attacked-- April 26, 1873
some of the troops fled in disorder

those who remained to fight were either killed or wounded
casualties included four officers killed and two wounded,
one dying within a few days,
thirteen enlisted men killed and sixteen wounded

After the battle a report was received by soldiers that the Indians had left the lava beds
by this time the Modoc leaders had a force that varied from forty-nine men
to never more than eighty- nine

yet they successfully held off more than a thousand army regulars,
plus volunteers and their Indian allies

U.S. ARMY CHANGES LEADERS IN THE MODOC WAR

Following the massacre of Captain Evan Thomas' command
many called for Colonel Gillem to be removed

Brigadier General Jefferson C. Davis, another distinguished Civil War veteran,
relieved Colonel Alvan C. Gillem of command -- May 2, 1873

Brigadier Davis became the new commander of the Department of the Columbia
assumed control of the army in the field and marched back to Fort Vancouver

MODOC WARRIORS FIGHT THE BATTLE OF DRY LAKE

Captain Jack attempted to ambush an army unit at Sorass Lake
on the Oregon-California border
Modoc warriors attacked an Army encampment at Dry Lake at first light -- May 10, 1873
soldiers charged and routed the Modoc braves
casualties among the soldiers included five men killed,
two of whom were Warm Spring scouts, and twelve men wounded
this was the first defeat of the Modoc warriors in battle
they lost twenty-four pack animals along with most of their ammunition
Modocs suffered five warriors killed
among them was Ellen's Man, a prominent Modoc
death of Ellen's Man caused dissension among the warriors
who began to split apart
several Indians eventually ran out of ammunition and surrendered
Hooker Jim led a band to Fairchild Ranch (he knew and trusted the rancher) and surrendered
they agreed to help capture Captain Jack in return for amnesty
for the murder of the settlers at Tule Lake and the murder of the peace commission
warriors who had urged a more aggressive policy for the Modoc leader
now served as guides for the army in its pursuit of the renegade Indians

PUBLIC OUTCRY PUTS THE FEDERAL FINANCIAL POLICIES IN DOUBT

Coinage Act reduced the domestic money supply which raised interest rates
hurting farmers and anyone else who normally carried heavy debt loads
Many farmers and working people were overwhelmed by debts
they were joined by silver mining interests to form a powerful political force
calling for restoration of free coinage of silver
to increase the money supply and to ease the burden of private debt
they demanded the government again coin all of the silver brought to the U.S. mint
Serious doubts were raised regarding the federal government's financial policy
many wondered how long the new policy implemented by the Coinage Act could last
this perception of instability in United States monetary policy caused investors
to shy away from long-term obligations -- particularly long-term bonds
while the railroad boom was funded by millions of dollars in long-term bonds

FARMERS' GRANGE INCREASES IN POPULARITY AND POLITICAL STRENGTH

Growth of the movement was fantastic in the American South and West
Farmers' Grange swept into the Pacific Northwest -- 1873
first in Oregon, but it quickly expanded into four counties in Washington Territory
Grange movement now focused on three purposes to improve the lives of rural people:

- to improve the economic lot of the farming classes,
- to further education,
- to improve and enhance the social opportunities of agrarian people

Grange members worked together to:

- implement direct purchase of farm implements from manufacturers,
- open Grange stores,

- open Grange halls for social functions
picnics, box socials, singing, general oratory and debates were all popular events

MODOC WAR COMES TO AN END

At Big Sand Butte Captain Jack led his band, now numbering only thirty-three,
out of an army trap set by more than 300 soldiers -- June 1, 1873
Even so, one by one the Modoc warriors surrendered with a guarantee
that they would be treated as prisoners of war

MODOC WARRIOR CAPTAIN JACK IS CAPTURED

Captain Jack Keintepoos laid down his rifle
and was captured in Langell's Valley -- June 4, 1873
(later Captain Jack said his legs gave out)
General Jefferson C. Davis made preparations to execute the leaders of Jack's band
however, this execution was prevented by orders from the War Department
that stated the Indians would be held for trial
Captain Jack and his band arrived at Fort Klamath as prisoners of war -- July 4, 1873
although the Indians were accused of killing civilians

CORRUPTION IN THE OREGON GOVERNMENT RUNS DEEP

As a result of Ben Holladay's election rigging,
United States district attorney in Oregon, A.C. Gibbs,
ordered an investigation of the election of the Oregon legislators
An impaneled grand jury refused to return any indictments
jury members had been selected by a Holladay sheriff
U.S. District Attorney A.C Gibbs asked Judge Matthew Deady
to dismiss the panel -- which he did
a second grand jury was impaneled
Senator Mitchell (or Hipple) became alarmed
he asked former Oregon senator and now U.S. Attorney General George Williams
to replace Gibbs with a more accommodating prosecutor

CORRUPTION IN THE U.S. GRANT ADMINISTRATION REACHES DEEP

U.S. Attorney General George Williams had just been nominated by President U.S. Grant
to succeed recently deceased Chief Justice of the Supreme Court Salmon Chase -- 1873
but there were doubts about his confirmation to the court
part of the U.S. Senate's opposition stemmed from William's incompetence
and part from the antics of his wife, Kate
Kate Williams, then in her mid-thirties, was a handsome, bold intensely ambitious woman
presuming that her husband was as good as seated on the U.S. Supreme Court
she began lording it over the wives of mere U.S. Senators -- June 1873
senators' wives announced their displeasure with this treatment to their husbands
thus inspired, some of the U.S. Senators began questioning a transgression
which, in the free-wheeling Grant era, they might otherwise have overlooked

Kate Williams, with her husband's participation, had bought a carriage and livery for her servants out of the contingent fund of the Department of Justice

U.S. Attorney General George Williams needed Oregon's U.S. Senator John Hipple Mitchell's vote to be confirmed as Chief Justice of the United States Supreme Court however, during the 1873 Oregon legislative session U.S. Senator Mitchell broke with Republican leaders to challenge incumbent U.S. Senator Henry W. Corbett for his seat Mitchell was successful, gathering a majority of the legislators' support

U.S. District Attorney A.C Gibbs in Portland began investigating charges that railroad tycoon Ben Holladay had bribed state legislators to vote for Mitchell

U.S. Attorney General George Williams replaced U.S. District Attorney A.C Gibbs with another attorney who did not prosecute any bribery brought charges against Oregon legislators

this blatant maneuvering caused such an uproar of protest throughout the country that U.S. Attorney General Williams' nomination to the U.S. Supreme Court was withdrawn

Congress' righteousness apparently now was exhausted

Oregon Senator John Hipple Mitchell was seated without even a token investigation of his election or of charges that he changed his name (reversing his middle and last names) when he moved to Oregon [1860] after he abandoned his first wife, Sarah Hoon, and fled Pennsylvania with his mistress Mattie Price and money stolen from his clients it was further alleged he had not divorced Hoon before marrying his second wife, Mattie Price [1862] -- he subsequently abandoned his mistress in California (these charges he all but admitted by divorcing his first wife and legally changing his name back to John Mitchell Hipple [1874])

SISTERS OF PROVIDENCE BUILDS NEW QUARTERS

Mother Joseph supervised construction (and did much of the work herself) on a new building in Vancouver, Washington Territory -- 1873 (this school closed permanently due to a lack of students [1966])

PROMISED CANADIAN TRANSCONTINENTAL RAILROAD REMAINS A MYTH

Canadian Pacific Railway was formed to physically unite Canada and Canadians from coast to coast this railroad's early construction was filled with controversy 25,000,000 acres from the government of Canada was offered in land grants

Canada's Conservative government of Prime Minister Sir John A. Macdonald was toppled in the political storm -- 1873 when it was revealed that construction contract winner Sir Hugh Allan was largely backed by American promoters and that he had put \$350,000 into the Conservative campaign

Liberal Party member Alexander Mackenzie took over as Prime Minister

(Prime Minister Mackenzie is not to be confused with the North West Company explorer)

MODOC INDIANS ARE BANISHED TO INDIAN TERRITORY (OKLAHOMA)

United States government refused to turn over the Modoc Indians to the Oregon government although they were accused of killing civilians

this federal government action reflected its belief that settlers were to blame for the war

Captain Jack, John Schonchin, Black Jim, Boston Charley, Brancho (Barncho) and Slolux were put on trial by a military commission

for the murder of members of the Peace Commission

all six were found guilty and were sentenced to die -- July 8, 1873

President Ulysses S. Grant approved the death sentence

for Captain Jack, John Schonchin, Black Jim and Boston Charley

Brancho and Slolux were committed to life imprisonment at Alcatraz federal prison

President Grant also ordered that the remainder of Captain Jack's band be

held as prisoners of war

thirty-nine men, sixty-four women, and sixty children were sent to

Quapay Agency reservation in Indian Territory

(Oklahoma where they remained [until 1909])

they were eventually allowed to return to the Klamath Reservation if they so desired

(Modoc War had cost over half a million dollars, the lives of some eighty-three whites and a total of seventeen Indians)

Modoc War leaders Captain Jack, John Schonchin, Black Jim and Boston Charley were hanged [October 3, 1873]

NORTHERN PACIFIC RAILWAY SELECTS TACOMA FOR ITS TERMINUS

Obvious choice of Olympia as the Northern Pacific Railway's Pacific Division

Puget Sound terminus was not selected -- in fact, Olympia was bypassed altogether

blame was placed on a greedy real estate company (a subsidiary of the Northern Pacific) as speculators drove land prices skyward

besides the town was too well developed to gain the support

of the railroad's financial officers who were looking for quick and easy profits from the sale of land

there was also the fact that Olympia had a shallow-water harbor

Seattle and Tacoma immediately went into competition for the transcontinental terminal

Seattle offered both land and cash as an incentive for the railroad

Northern Pacific Railway Company headquarters in New York announced their choice

an insignificant collection of cabins and sawmills known as New Tacoma

would be the salt water terminus on Commencement Bay -- July 14, 1873

there a company-controlled real estate development was located

that offered better possibilities for land speculation

cheap level land surrounded by the splendid harbor of Commencement Bay

also the railroad was interested in the forests and mineral deposits

in the surrounding hills

Residents of Seattle were very upset

SPOKANE FALLS REGION BEGINS TO ATTRACT INTEREST

James Nettle Glover and J.N. Matheny were each riding their Cayuse ponies when they arrived at Spokane Falls -- 1873
there they found several squatters who had staked out claims along the Spokane River
J.J. Downing, and S.R. Scranton had set up a small water powered sawmill
J.J. Downing offered to sell out his stake in the sawmill
Glover had \$2,000 and bought him out
S.R. Scranton later ran afoul of the law and was anxious to sell out also
Downing used the earnings from the sale of his portion of the sawmill to become sole owner of **“what is now the business center of Spokane plus valuable river frontage”**³⁴²

Glover and Matheny formed a partnership and added Cyrus F. Yeaton as a partner
this partnership and its new large sawmill attracted interest to Spokane

GOLD IS FOUND IN THE SWAUK DISTRICT OF EASTERN WASHINGTON

Gold seekers had investigated Swauk Creek located in the Swauk District north of the Kittitas Valley (Ellensburg) several times
always with minute or no success
in jest the location was named “Discovery Bar”
There are stories of the events leading up to the actual discovery of gold on a gravel bar (located a few hundred feet north of today’s Liberty Road turnoff from Highway 97 one of the most colorful appeared in the *Valley of The Strong*, a KIT Publication, Yakima)
Tom Goodwin and his deaf and mute brother Benton, George Mycock, D.Y. Borden, H.R. Beck and several others had been unsuccessfully searching for gold in the Stuart Range of Mountains (near today’s Leavenworth)
discouraged and filthy from their efforts as they traveled homeward they decided to stop to have lunch, wash their clothes and do a little panning in Swauk Creek -- 1873
deaf and mute Ben Goodwin took a pair of buckets to the creek to get water for washing
when he dipped one of the buckets into the cold creek water he loosened a rock muddy water swirled but when it cleared he saw something glistening in the water
Ben Goodwin reached in a pulled out a handful of gravel -- and a small gold nugget he put the gold in his mouth picked up the buckets and raced uphill to the others he arrived in such an excited state the others thought he was chased by a bear several grabbed their rifles
Ben Goodwin showed his finding to his brother and the others
within an hour the men had \$5 worth of coarse gold and a nugget worth more than \$100

³⁴² Cecil Dryden, *History of Washington*, P. 314.

after a few days they had found more than \$600 in gold
Discovery Bar had lived up to its name
when supplies ran out the prospectors were forced to go for more
promises were exchanged to keep the location of the gold field secret
they didn't
Effect of the gold rush resulted in one of the earliest communities in Kittitas County
most importantly, it did not develop into a rip-roaring mining camp
but instead became a place for families complete with post office, school, stage lines,
stores and a community center which was famous for its Saturday night dances³⁴³

MAJOR COAL DISCOVERY IS MADE IN RENTON

Seattle Coal and Transportation Company operated the Newcastle coal mines
with financial backing from successful businessman and rumpel bear of a man
Captain William Renton
a new mine was opened and designated the Renton Coal Company -- 1873
Renton Coal Company's operation was several miles closer to Seattle
than the Newcastle mines
with money and strong management, the mines boomed
workers picked and blasted tunnels into the rock, erected hoists,
and constructed huge bunkers to hold the coal

WORLD-WIDE ECONOMY IS IN A FRAGILE CONDITION

First symptoms of the crisis were financial failures in the Austro-Hungarian capital of Vienna
that spread to most of Europe and North America by 1873
Panic of 1873 lasted until [1879] and even longer in some countries
This economic depression had several underlying causes
(historians debate their relative importance)

- American Post-Civil War inflation had swept the nation,
- rampant speculative investments in railroads made ready cash available,
- large trade deficit resulted in a great deal of import activity while exports languished,
- ripples from economic dislocation in Europe
resulted from the Franco-Prussian War [1870–1871],
socialists, anarchists and revolutionaries fled from Paris to the United States
to escape Old World thinking
- property losses in the [1871] Chicago fire and [1872] Boston fire
devastated the local economies,
- there was a massive strain on bank reserves that plummeted from \$50 million
to \$17 million in New York City alone [September and October 1873]

JAY COOKE AND COMPANY GOES BROKE

Financial office of Jay Cooke and Company in Philadelphia was the leading financial firm

³⁴³ Wesley C. Engstrom, *Swauk Basin History: Gold Created A Community*, February 2006.

involved with the building of the Northern Pacific Railway line
Sale of Northern Pacific Railway land grants did not generate enough income
to cover the cost of outstanding bonds
partners in Jay Cooke and Company revolted and filed for bankruptcy
Northern Pacific Railway empire collapsed
Jay Cooke and Company closed its doors -- September 18, 1873
setting off a financial crash that threw the whole country into financial depression
high interest rates imposed by the Coinage Act intensified the financial crisis
some members of Congress argued the railroad's land grants must be forfeited

FALL OF JAY COOKE AND COMPANY SETS OFF WAVES OF FINANCIAL PANIC

Northern Pacific Railway was starved for operating cash and entangled in a race
to save the company's the charter before the [December 1873] timeline ran out
to retain its land grants and to build across even more ground
to add more land grant land
Waves of financial panic immediately followed the closure of Jay Cooke and Company
New York stock exchange shut its doors for two weeks beginning September 20, 1873
suspended trading paralyzed the economy of the United States
immediately an estimated 100 or more railroad companies suffered bankruptcy
Financial Panic of 1873 halted railroad construction and the Northern Pacific Railway
immediately tens of thousands of railroad construction workers were laid off
In the East, considerable blame was heaped upon the Northern Pacific Railway Company
because of the wild scheme to "build a railroad through the wilderness to nowhere...."
In the Midwest construction running west from St. Paul, Minnesota
stopped at Bismarck, North Dakota Territory
In the West, Portland lacked an eastern transcontinental connection
Washington Territory's nearest railroad station to the East was at Kelton, Utah
on the northwest edge of the Great Salt Lake
and this could be reached only by stagecoach
Washington Territory residents suffered less than those in other parts of the country
but the dream of population growth they had happily anticipated had to be postponed
However, Northern the Pacific Railway survived thanks to austerity measures
put in place by company President General George Washington Cass

BEN HOLLADAY FACES FINANCIAL DISASTER

Same depression that broke Jay Cooke
drove the value of Ben Holladay's far less substantial bonds lower and lower
his Oregon and California Railroad Company linking Portland and Sacramento
did not generate nearly enough income to pay the cost of his bonds
construction stopped
Portland would not have even a spur line to connect the Pacific Northwest to the East

NORTHERN PACIFIC RAILWAY FALLS INTO BANCROPTCY

Railroad construction in America had boomed following the Civil War

33,000 miles of new track were laid across the United States (between]1868] and [1873])
much of the craze in railroad investment was driven by federal land grants
and government subsidies to the railroads
railroad industry was the nation's largest employer outside of agriculture
railroads building required vast amounts of money and large risks
an incredible amount of cash from speculators was available which caused
overbuilding of docks, factories and ancillary facilities
in addition to laying thousands of miles of railroad tracks
much of the money invested did not provide an immediate or early return to investors

OREGON STEAM NAVIGATION COMPANY BECOMES A LOCAL BUSINESS AGAIN

Northern Pacific Railway faced a financial crisis
cash was needed just to keep the company alive
In a desperate attempt to meet its financial obligations, the Northern Pacific
dumped on the market Oregon Steam Navigation Company stock
which it had bought at a price of 40¢ per share
quietly the Oregon Steam Navigation Company leadership quartet,
Captain John C. Ainsworth, R.R. Thompson, William S. Ladd and Simeon Reed
bought back their stock at a price of 12¢ on the dollar
for the time being at least, their empire was once again secure in their hands
business was conducted as usual

FINANCIAL PANIC OF 1873 SEALS BEN HOLLADAY'S FINANCIAL FATE

Ben Holladay had been born in and lived a third of his life in a log cabin
at age fifty he owned mansions in Washington, D.C., on the Hudson River
and in Portland as well as an elaborate cottage at Seaside, Oregon
Holladay and his associates' financial empire collapsed and they faced bankruptcy -- 1873
Holladay's corporate funds were exhausted
although his personal wealth remained untouched

UNITED STATES SUFFERS DURING THE FINANCIAL DEPRESSION

Over the next five years 1873-[1878] more than 5,000 businesses
that had invested in the railroad construction in the United States
were forced to close their doors
railroad employees were laid off by the tens of thousands
Across the nation more than 20,000 businesses failed as a result of over-trading,
over-production, over-speculation and over-issues of paper money
that resulted in inflated prices
when farmers' mortgage payments could not be met
bankers and merchants bought farmland at depressed prices
However, the most frightening aspect of the panic was the rapid increase in unemployment
(by the end of the decade, roughly 14% of American workers were out of work)

GERMAN BOND HOLDERS BECOME CONCERNED ABOUT THEIR INVESTMENTS

After the financial crash of 1873

many companies defaulted in the payment of interest on their bonds
Ben Holladay failed to meet the interest payment on his construction bonds
the bulk of Holladay's bonds had been sold in Germany

When interest payments failed to materialize, German holders of railroad securities
became increasingly concerned about the financial crisis
German bond holders sent Henry Villard to Oregon
to investigate the condition of their investments

GERMAN IMMIGRANT HENRY VILLARD FIRST COMES TO AMERICA

In baptism he was given the name Ferdinand Heinrich Gustav Hilgard
during the German Revolution [1848] which unified Germany's thirty-nine states
Ferdinand's sympathies lay with his uncles and against his father
who supported the old loose confederation of states and opposed unity

Thus estranged from his father Ferdinand fled to the United States at age eighteen [1853]
there he changed his name to Henry Villard

in his memoirs he remarked: **"I was utterly destitute of money, had but a limited supply of wearing apparel, and that not suited to the approaching cold season, and I literally did not know a single person in New York or elsewhere in the Eastern States to whom I could apply for help and counsel. To crown it all, I could not speak a word of English."**³⁴⁴

but by age eighteen Henry Villard had received through education
his early experiences in his adopted country were in teaching

Henry Villard tried a number of other occupations: farming, the study of law, and others
but he became a newspaper correspondent and journalist

he covered the Lincoln-Douglas Debates for a German language newspaper
he became a friend of Abraham Lincoln as they shared anti-slavery sentiments

When the Civil War erupted Villard became a correspondent accompanying the Union Army
for newspapers in Washington, D.C. and New York -- his stories made him famous

Villard married Fanny Garrison, the daughter of abolitionist leader William Lloyd Garrison

His health began to fail and he left the U.S. for Heidelberg, Germany
to rest and visit relatives [1871]

his health continued to decline when he suffered a stroke in Germany [1872]
before he regained his strength and he returned to his vibrant life

HENRY VILLARD BECOMES ACTIVE IN RAILROAD FINANCING

During his convalescence in Heidelberg, Villard was approached by an acquaintance

"regarding an unfortunate investment he had made in American railroad bonds"³⁴⁵
in Ben Holladay's Oregon and California Railroad (O&C)

He came into contact with a protective committee for O&C Railroad bondholders
his influence in Germany expanded as additional concerned bond owners

³⁴⁴ Oscar Osburn Winther, *The Great Northwest*, P. 262.

³⁴⁵ Oscar Osburn Winther, *The Great Northwest*, P. 262.-263.

requested his services
he joined several committees of German bond-holders
and undertook the major part of their effort to keep their holdings valuable
Henry Villard agreed to return to the United States to represent German stockholders
of Ben Holladay's Oregon and California Railroad
and his Oregon Steam Navigation Company spur line to Tacoma

CONSTRUCTION ON TACOMA'S SPUR RAILROAD FROM KALAMA BEGINS AGAIN

Captain John C. Ainsworth's Oregon Steam Navigation Company (OSN)
took up construction of the spur line from Kalama, Washington
toward the Commencement Bay town of New Tacoma
for the Northern Pacific Railway
Former Cariboo District miners and Chinese laborers went to work
survey crews and work crews pushed tracks to Yelm, Washington Territory -- fall 1873
and across the prairies and Nisqually River delta
Nisqually River crossing was finished [late September]
work proceeded across the prairie (to where Roy, Washington is now located)

CONSTRUCTION ON THE TACOMA-KALAMA BRANCH LINE HALTS ONCE AGAIN

Oregon Steam Navigation construction crews building the Pacific Division spur line
were left unpaid
Construction was halted twenty miles short of New Tacoma
one thousand construction workers made up largely of Chinese laborers
and tough ex-miners from the British Columbia Cariboo gold fields
refused to work until they received their back pay
unemployed Chinese railroad workers congregated in Portland
where they found work as laundry workers, chefs and gardeners for the rich
angry crewmen set up barricades at the Skookumville (Clover Creek) station
and started to tear up the rail before they could be calmed
settlers on Puget Sound were only a little ahead of where they had been
before the railroad construction project began

CONSTRUCTION ON THE TACOMA-KALAMA SPUR LINE BEGINS AGAIN

Engineer E.S. "Skookum" Smith convinced Tacoma Spur Line construction crews
the remaining twenty miles of track must reach the western terminus before the time limit
set by the United States government [3:00 p.m., December 17, 1873] ran out
it could well be that the future of the Puget Sound region rested with the construction
Oregon Steam Navigation Company survey crews and work crews pushed tracks
beside the lakes above Steilacoom and on to (today's Lakeview and South Tacoma area)
where construction was delayed four miles southwest of Tacoma -- October 1873
due to a shortage of iron and money

SAN JUAN COUNTY IS CREATED BY THE TERRITORIAL LEGISLATURE

Smallest of all of the Washington counties was carved out of Whatcom County -- October 31, 1873

(previously ownership of the 172 islands of the new county had been under dispute with England final resolution had been offered by arbitrator Kaiser Wilhelm of Germany [October 1872] during this dispute the area had been considered part of Island County [1852-1854] and Whatcom County [1854-1873])

(Today most of the population lives on the four largest islands listed from largest to smallest: Orcas Island, San Juan Island, Lopez Island and Shaw Island) Friday Harbor on San Juan Island was named the county seat San Juan County was attached to Jefferson County for judicial purposes because of the sparse population

RACE TO FINISH THE NORTHERN PACIFIC RAILWAY SPUR LINE

Northern Pacific Railway (NPRY) managed to raise needed capital to buy rails to complete the last four miles of track in an effort to complete the line to New Tacoma before the railroad's charter ran out [at 3:00 p.m., December 17, 1873] and forty million acres of land grant would be lost Oregon Steam Navigation Company's construction company crews once again began construction on the Northern Pacific Railway's branch line to Portland Construction followed down the streambed (of today's Nalley Valley) workers knew the last steep drop to saltwater would have to be cut diagonally across the hillside overlooking Commencement Bay Chinese labors put down wood ties and iron rails that followed the most precise descent even so, the first working locomotive toppled over on the beach at the sandy shoreline NPRY brought the most powerful and advance steam locomotive available to descend the steep grade downhill in as direct a line as possible to the edge of Commencement Bay

NORTHERN PACIFIC RAILWAY OPENS ITS "PRAIRIE LINE"

Official last spike was driven in the rain at New Tacoma -- 3:00 p.m., December 16, 1873 Northern Pacific Railway (NPRY) branch line tracks from Kalama through Tenino was completed by Oregon Steam Navigation Company's construction crew that same day the first train arrived at the pre-arranged ceremonial point in New Tacoma just 24 hours before the expiration of the Northern Pacific Railway's Charter (Tacoma's spur railroad line to Kalama became known as the Prairie Line Prairie Line at one time referred to the track laid across the "burnt prairie" east of the Nisqually River delta Prairie Line is now associated with the original route through downtown Tacoma) Tacoma 's Prairie Line spur left a lot to be desired since there was no turntable in New Tacoma trains had to back down the track on the return trip to Kalama at Kalama a large steam ferryboat to carry train cars to Portland and back

SEATTLE GAS AND LIGHT COMPANY BEGINS SERVICE

Gas lamps lit in forty-two private homes and on five public streets -- New Year's Eve 1873 Seattle Gas and Light Company founded by Seattle's first banker, Dexter Horton,

one of the towns founders, Arthur Denny, and city mayor, John Collins
were responsible for this historic moment
gas for the region's first private utility was manufactured from coal
and distributed to the company's limited customers through hollowed-out fir logs

PACIFIC DIVISION'S PRAIRIE SPUR LINE BEGINS OPERATION

New Tacoma's first passenger station sat on the west side of the track
just above Pacific Avenue

(it was physically moved to the site of today's Union Station [1892]
and then replaced with the Reed & Stem designed landmark building
that remains there today [1911])

Scheduled train service from Kalama to New Tacoma began -- January 5, 1874
first leg of the trip from Portland used the steam ferryboat *Tacoma* from Portland
along the lower Columbia River to Kalama

(trains were transported across the Columbia River until [1884])

rails started at Kalama and ran north through Washington Territory
toward New Tacoma being built around the Northern Pacific Railway depot
on Commencement Bay

stations were located at (in order from South to North): Tenino, McIntosh, Rainier,
Yelm, Roy, Hillhurst, Lakeview, South Tacoma and Tacoma

fare was \$6 with \$1 more for the ferry ride across the Columbia River to or from Portland

NEW PRAIRIE LINE SPUR BRINGS PROSPERITY TO NEW TACOMA

Tacoma-Kalama Prairie line railroad spur resulted in a local economic boom
for New Tacoma on Puget Sound

New Tacoma bragged of more wholesale dry goods, hardware and grocery stores than Seattle
ox drivers mingled on the streets with dudes and agents selling everything imaginable

Construction in New Tacoma was rapid and incomplete:

- new streets ended in fifteen-foot drop-offs into bramble bushes,
- huge stumps stood at the very door of the best hotels in town,
- telegraph (and later light wires) clung precariously to tottering poles

New industries provide a strong economic foundation -- even during the financial crisis
sawmills, machine shops, a flour mill and a salmon cannery all opened in Tacoma
smell of fresh sawdust was everywhere

Tacoma had more lumber-working plants than anywhere else on the Pacific coast
constantly changing spider web of rail spurs and sidings served the brick warehouses,
loading docks and freight yards

St. Paul and Tacoma Land Company was composed of investors
some of whom were railroad officers

the company built wharfs in New Tacoma
to service Puget Sound steamboats and ocean-going shipping

Money could be readily made in real estate

one visiting actress was paid \$1,000 in advance for nine days of work at the opera house
when she arrived she invested her earnings with a Tacoma real estate agent

who purchased land for her
she doubled her money when she left town fourteen days later
New Tacoma's future was bright indeed
Northern Pacific Railway planned to build mechanic shops for repair of their equipment
huge grain elevators were to be constructed in Tacoma
which would soon rival Portland in the grain trade
an ore smelter to process the product of Rocky Mountain mines
was soon to be completed
Northern Pacific spur line also caused Vancouver, Washington to grow and prosper

NOT ALL PUGET SOUND SETTLERS WERE HAPPY WITH THEIR SPUR LINE

Business was not booming in the early years on the Pacific Division's Prairie Line
one mixed passenger and freight train per day each direction was scheduled
between Kalama and Tacoma from [1873 to 1877]
Northwest pioneers' hope for a direct railroad connection with Portland
remained only a dream
Some Puget Sound settlers thought they were at the mercy of the Tacoma-Kalama Spur line
which still was owned and operated by the Northern Pacific Railway
Tacoma demanded that in addition to the Tacoma-Kalama Prairie line
Northern Pacific Railway should build a Cascade Branch railroad line
to provide a direct route from the junction of the Snake and Columbia rivers
up the Yakima Valley and across Cascade Mountains
thus avoiding the Portland connection
Seattle in particular saw an opportunity to become the major city on Puget Sound
if they could arrange for the terminus to move there rather than remain in Tacoma
Oregon Steam Navigation Company (OSN) resisted this plan
as they would lose their shipping monopoly
Northern Pacific Railway delayed undertaking construction of the Cascade Branch

CAPTAIN WILLIAM RENTON ACQUIRES A FINANCIAL REPUTATION FOR SUCCESS

Renton's success and reputation allowed him to act as consultant and entrepreneur
for other businesses
he was major investor in coal mining at Mox LaPush
near the south end of Lake Washington,
(this coal town grew up to be named Renton in his honor)

PORT BLAKELY SAWMILL AVOIDS THE FINANCIAL CRISIS

Although business fell off during the financial Panic of [1873]
need for lumber was unabated as San Francisco grew to 200,000 people
Port Blakely Mill Company had sales of \$1.5 million -- 1874
Captain William Renton re-organized his Port Blakely Mill Company:
•he brought in new partners,
•he built a new seventy-five room accommodation, the Bainbridge Hotel,
•he established a daily stagecoach between Port Blakely and Port Madison,

- he experimented with ways to improve heating and lighting at the mill
dogfish oil lamps were the traditional source of light
(electric lights were installed in [1882])

Thriving town of Port Blakely bragged of all of the accretions of civilization
there was a post office, company store, livery stable, Bainbridge Hotel, a jail
there was a board sidewalk which led to the nearby resort of Pleasant Beach
recreation centered on boxing matches, dances, tent meetings, a May Day festival,
and an annual operetta that drew boatloads of Seattleites to Port Blakely

WASHINGTON RESIDENTS FACE PROBLEMS WITH TERRITORIAL STATUS

Territorial Administration was a kind of Colonialism

territorial government was not representative of the settlers
important appointments were made in Washington, D.C.
Governor, Secretary, Judges, U.S. Marshall

There were many practical problems:

- congress could veto any legislation passed by the territorial legislature,
- school lands were not fully available for development
until admission as a state was achieved,
- ownership of tidelands was uncertain,
- neither population growth nor investment capital from government or public sources
could not be expected until the federal government showed enthusiasm for the region,
- territorial boundaries were not secure
Washington Territory once had been part of Oregon Territory
(Idaho, Wyoming and Montana were currently part of Washington Territory),
- settlers had little control over their own destiny

Citizens chafed at the lack of population

that condemned them to a subordinate form of government

STATEHOOD FOR WASHINGTON TERRITORY TAKES A STEP BACKWARD

The great issue of the Territorial era was statehood

this current inferior status was especially galling to residents in 1874
when Congress passed a statute that unified the laws applying to territories
this demonstrated to Washington Territory residents
how vulnerable they were to Congressional actions

Territorial citizens also continued to resent their lack of voting representation
in the United States Congress or to vote for the President of the United States

SISTERS OF PROVIDENCE MOVE INTO THEIR NEW CONVENT IN VANCOUVER

Mother Joseph moved the sisters, the boarders and the orphans into the House of Providence
located on Tenth and Reserve Streets in Vancouver, Washington Territory -- 1874
people of Washington Territory were amazed at the enormity of the convent
but the nuns were \$20,000 in debt

Once again Mother Joseph set out on a begging tour
this time to the Fraser River country of Canada

where she raised ten thousand dollars in just three weeks

OLYMPIA ATTEMPTS TO BUILD A RAILROAD OF ITS OWN

New Tacoma's selection as the port city on Puget Sound frustrated other potential port towns
Olympia, led by Governor Elisha Ferry, tried to build a railroad of its own
a private corporation, the Thurston County Railroad Company, was established
to build an eighteen-mile narrow gauge railroad to Tenino, Washington Territory
where the spur line would connect with the Northern Pacific Railway's track
running to New Tacoma
an Easter holiday crowd of Olympia residents
began shoveling out a grade for the tracks -- April 7, 1874
enthusiasm quickly ran out
some forty Chinese laborers were hired to clear and grade land for the small railroad line
(work was completed on the Olympia and Tenino Railroad [1878]
it then expanded to become the Olympia and Chehalis Valley Railroad [1881]
and finally the Port Townsend Southern Railroad [1887])
Olympia maintained its only railroad connection
until the Northern Pacific Railway built a spur to Olympia [1891])

HENRY VILLARD RETURNS TO AMERICA

Henry Villard sailed with his family from Germany to New York along with Richard Koehler
to meet Ben Holladay -- April 1874
Villard was the representative of a large collection of German constituents
who had invested in Ben Holladay's Oregon and California Railroad
he was to investigate and recommend the future policy to be employed by bondholders
Panic of 1873 had greatly weakened Ben Holladay "America's Stagecoach King"
Villard was less than impressed by Ben Holladay -- in fact, his antipathy was immediate
Henry Villard was a fastidious man frail from two years of illness and a stroke
Holladay, shiny with diamonds and a heavy watch chain
was, to use Villard's description:
"illiterate, coarse, pretentious, boastful, false and cunning"³⁴⁶

SEATTLE ATTEMPTS TO BUILD A PRIVATE RAILROAD OF ITS OWN

Seattle community leaders were very disturbed
by the selection of New Tacoma the port on Puget Sound
instead of a spur line to the Northern Pacific Railway,
Seattleites proposed to have a railroad of their own
Seattle and Walla Walla Railroad was proposed to haul coal from mines to steam ships,
the company had grand aspirations of completing the line all the way to Walla Walla.
Seattle and Walla Walla Railroad was to run around the south end of Lake Washington,
across the Cascades over Snoqualmie Pass to the Inland Empire grain fields

³⁴⁶ David Lavender, *Land of Giants*, P. 363.

and perhaps on to a transcontinental connection
in the eastern part of Washington Territory in an effort to compete with Tacoma
City of Seattle, in a breath-taking display of community pride
(and lack of any grasp of reality),
quickly passed an ordinance granting the tideflats south of King Street
to a new railway company
Seattle's first mayor and leading businessman Henry Yesler
pledged to underwrite the cost of two miles of track
Chinese businessmen and community leader Chin Gee Hee and his Wa Chong Company
gave their support to the newly proposed railroad with the promise of providing
Chinese laborers for the project
Coal operator Captain William Renton became a board member
of the Seattle and Walla Walla Railroad
he promised \$1,000 and "10 Chinamen for a month"

CONSTRUCTION BEGINS ON THE SEATTLE AND WALLA WALLA RAILROAD

Seattle citizens turned out to start building the Seattle and Walla Walla Railroad
steam whistles blew, a cannon was fired and the construction project got under way
men, women and children began to dig at Steele's Landing (in today's Georgetown)
three miles south of Seattle near the mouth of the Duwamish River -- May 1, 1874
their short-term objective was to construct a railroad line to the Green River,
then eastward to Captain William Renton's coal mine
and from there to the Cedar River and on to Snoqualmie Pass

HENRY VILLARD ARRIVES IN OREGON

After his talks with Ben Holladay in New York Villard visited Oregon
where he was very favorably impressed with the natural wealth of the region -- 1874
he wrote: "**What I saw of Oregon on that trip to Portland filled me with the greatest
enthusiasm.**"³⁴⁷

Villard found Ben Holladay's businesses were in tatters
construction on the Oregon and California Railroad (O&C) stopped at Roseburg, Oregon
his Oregon Central Railroad from Portland was less than halfway to Astoria
both distances were shorter than Holladay's reports had indicated
it was obvious that land grants held by the dummy European and Oregon Land Company
were not being used for the benefit of Holladay's railroads
Henry Villard perceived that the Columbia River was the key to boundless opportunity
he decided to eliminate Ben Holladay from the Oregon and California Railroad Company
Villard developed a plan for gaining control of Oregon's few transportation routes
a true financial genius, he was daring, far-sighted, persistent and self-reliant
Villard proposed to undertake three quick, decisive moves:
•incorporate the Northern Pacific Railway Tacoma-Kalama Spur line,

³⁴⁷ Oscar Osburn Winther, *The Great Northwest*, P. 263.

- acquire the Oregon Steam Navigation Company,
- acquire controlling interest in the Northern Pacific Railway Company
by forming a “blind pool”

(investors have no knowledge of what their investments are buying)

Henry Villard contacted his German clients who were large creditors of Ben Holladay
they approved his schemes

FISH CANNERIES BECOME DEPENDENT ON CHINESE LABOR

As the Columbia River gold mines played out, the Chinese took up other pursuits
there were twelve salmon canneries in business between Astoria and Portland by 1874
fish canneries operated with cheap Chinese laborers

(who arrived in [April] -- left in [August])

most of the fishing for the canneries was done by local Indians

Chinese were not allowed to fish

Chinese soon established a dominate presence in the canning industry in Oregon
and the lower Columbia River region

so much so that one writer noted that at thirty canneries along the Columbia River

Chinese did all the work

“cutters” cleaned up to 1,600 fish per day

there were obvious reasons that workers seldom returned for a second season

SALMON FISHING IS DEPENDENT ON RETURNING SALMON

Salmon are at their very best at the time they reach the coast

salmon stop eating when they begin their fresh water swim to the spawning grounds
and then gradually become flabby and begin to disintegrate

by the time they reach their spawning beds and have laid and fertilized their eggs

they have become completely exhausted and soon thereafter die

Eggs, usually laid in the riverbeds, hatch in about two months

young salmon often linger many months in fresh water

before taking off for the two-to-seven-year ocean cycle depending on the salmon type

Finns and Scandinavians did much of the commercial fishing in Washington Territory

but Indians, Chinese, Japanese, Filipinos, Mexicans, Negroes and Puerto Ricans

also were employed

pay was on a per-fish basis

SEVERAL VARIETIES OF SALMON POLULATE THE PACIFIC COAST AND RIVERS

As in the days when ancient Indians fished with spears and nets

salmon is the most valuable fish caught along the Washington coast

Several species are present although the flavor is very similar for all varieties

Chinook salmon (*O. tshawytscha*) is the most sought after and valuable type

often called king, spring, or tyee salmon, they are up to five feet in length

they weigh forty to sixty pounds and often weigh in excess of twenty-five pounds

(largest recorded Chinook salmon was 125 pounds)

Chinook are considered the finest variety because of its deep, rich, red color

peak season is May through September
Sockeye (blueback or red) salmon (*O. nerka*) is the next most valuable species
average six pounds with a maximum at about fifteen pounds
peak season is from May to August
Silver or coho salmon (*O. kisutch*) follows in value
these average eight to fifteen pounds with a maximum of about thirty pounds
peak season from June through September
Humpback or pink salmon (*O. gorbuscha*) is a small salmon averaging about four pounds
with a maximum of about fourteen pounds
peak season is July through September
Chum or keta salmon (*O. keta*) is the least sought after
they run from eight to fifteen pounds, but can reach up to thirty pounds
peak season from June through September
Steelhead (*O. mykiss*) is the same species as the rainbow trout -- not a salmon at all
except the steelhead spends part of their life in salt water
before returning to fresh water to spawn
adults average three to nine pounds with record fish weighing more than forty pounds
peak season is from (December) through (February)

NEW MILITARY COMMANDER OF THE DEPARTMENT OF THE COLUMBIA NAMED

Civil War General Oliver Otis Howard was placed in command
of the Department of the Columbia

He was a devout member of Congregationalist Church
who studied his Bible late into the night
he became known as “the Christian soldier”

(General Howard had temporarily commanded a brigade
at the First Battle of Bull Run [July 21, 1861]

he had lost his right arm leading a Union brigade in the Battle of Fair Oaks [June 1, 1862]
during the Battle of Antietam (also known as Sharpsburg) [September 17, 1862]

he was promoted to II Corps Division Commander
questionable leadership decisions at Battle of Chancellorsville [May 2, 1863]
and Gettysburg [July 1, 1863] clouded his reputation

although he had many who defended him
his actions at the Battles for Chattanooga [October-November 1863]
reestablished his reputation

he was placed in command of the Army of the Tennessee and led the right wing of
General William Sherman’s famous March to the Sea [November-December 1864]
after the Civil War General Howard was placed in charge of the “Freedmen’s Bureau”
which attempted to change society in the former Confederacy
during the Reconstruction era)

General William Tecumseh Sherman gave Howard
command of the Department of the Columbia

General Howard traveled west to Washington Territory’s Fort Vancouver -- July 1874

AMERICAN MILITARY ABANDONS SAN JUAN ISLAND

American Camp on San Juan Island was decommissioned -- July 17, 1874
eight regular army companies from four regiments
under the command of fifteen different officers had manned the post
through some of the most tumultuous years of American history
soldiers at American Camp endured isolation, bad food, worse quarters
and crushing boredom
some soldiers had been willing to risk company punishment
such as carrying a forty-pound log around the post all day
to numb themselves with the rot-gut whisky available in old San Juan Town
some had taken "French leave" (deserted) and some had committed suicide
most had endured and contributed to the legacy of peace
at the terminus of the longest unguarded international boarder in the world

SISTERS OF PROVIDENCE PLAN TO BUILD A HOSPITAL IN PORTLAND

(Most Reverend Francis Blanchet, Archbishop of the Diocese of Oregon City, had invited
Mother Joseph and the Sisters of Providence to establish a hospital in Portland [1858]
this project had long been delayed due to lack of finances)
After a great deal of prayer and discussion, one day a letter was received
from the local St. Vincent de Paul Society, a Catholic charitable organization, offering
land in northwest Portland bounded by Twelfth, Marshall and Northrup streets
this letter was received -- July 19, 1874
the day was then celebrated in the Catholic Church with the Feast of St. Vincent
Mother Joseph and her Sisters of Providence began designing Oregon's first hospital
there was little question that the hospital would be called St. Vincent

SEATTLE AND WALLA WALLA RAILROAD IS FACED WITH A RACIAL CRISIS

but their presence was not welcomed
Chinese laborers were run off the grade by whites – August 1874
King County Sheriff Louis V. Wyckoff had to intervene to protect the Chinese
so that work could continue

SEATTLE AND WALLA WALLA RAILROAD RECEIVES A SMALL BOOST

Interest and money for construction of the proposed private rail route
linking Seattle with Walla Walla were both waning -- fall 1874
Private capital to carry on was stimulated by a fortunate discovery of coal at Newcastle
by the owners of the Seattle Coal and Transportation Company
James Colman (of Colman dock fame) hired workers to extend the line to Newcastle
construction was enthusiastically begun anew by Seattle citizens
near the Duwamish River's mouth
track reached out twelve miles and stopped at Newcastle
there a steam train carried coal over the track to Lake Washington
(about twenty-four miles of track were completed
linking South King County mines and Elliot Bay piers [in 1877])

This small coal field did not generate enough money to push the railroad over the Cascades
additional financing might be acquired through a land grant
but a decade of flagrant land grant abuses had led Congress to abandon that subsidy
Looking for an alternant source of funding, Western promoters jumped on the fact
that the Northern Pacific Railway (NPRY) had laid no new rails
since Jay Cooke's financial failure [1873]
promoters argued Congress would be justified in declaring the company's grant forfeited
then the reclaimed acreage could be distributed to local companies
that could guarantee construction in their respective areas

GRANGE MOVEMENT BECOMES ACTIVE IN WASHINGTON TERRITORY

By the time the Washington Territory legislature met -- December 1874
Washington Territory farmers had become very interested in the grange organization
Washington Territory's legislature passed an act providing for the incorporation of farmers
these corporate bodies were authorized to engage in almost every business
as well as farming
farmers of that day were hoping they might in time control every aspect of business
which was not being conducted to their satisfaction

DR. DORSEY BAKER'S RAWHIDE RAILROAD IS FORCED TO STOP CONSTRUCTION

Sixteen miles of Walla Walla and Columbia River track had been laid
Dr. Baker's Rawhide Railway reached Touchet, Washington Territory [March 1874]
Construction continued until Dr. Baker's money was exhausted at Whitman's Station
ten miles west of Walla Walla at the site of the old Whitman Mission -- end of 1874
Dr. Baker announced his railroad would stop here
(by the end of 1874 Touchet farmers shipped 4,000 tons of wheat
and received 1,100 tons of merchandise)

WASHINGTON LEGISLATURE EQUALIZES PROPERTY ASSESSMENTS IN COUNTIES

Some counties evaded their share of the territorial tax burden
by keeping property assessments low
comparing [1873] tax assessments with 1875 tax assessments demonstrated the problem
fourteen counties showed a decline in value of \$896,335
eight counties showed an increase of \$1,283,739
it was apparent to legislators that property
was not decreasing in value in the proportion represented by the fourteen counties,
and was not increasing at the rate shown by the assessment in eight other counties
grave injustice was being done everywhere in the territory
and the only means of correcting this was through a board of tax equalizers
which was appointed by the governor

WASHINGTON'S TERRITORIAL LEGISLATURE ENACTS OTHER LEGISLATION

Washington Territory Legislature passed an act -- 1875
to aid with the construction of the Seattle and Walla Walla Railroad

slowly crawling out of Seattle
this legislation allowed counties to provide financial support for construction of the route:

- King and Walla Walla counties could provide up to \$100,000,
- Whitman County could endow up to \$80,000,
- Columbia County award up to \$75,000,
- Yakima County could give up to \$50,000,
- Klickitat and Stevens

(which included Spokane and the north eastern part of the territory)
both could contribute up to \$20,000,

- Kitsap County could grant up to \$10,000

Other legislation was signed into law by the territorial governor -- 1875

an act was passed to encourage the cultivation of oysters

an act also was passed to prevent and punish gambling

yet another law regulated fishing

WASHINGTON TERRITORY GOVERNOR FERRY CALLS FOR LEGISLATORS TO ACT

Territorial Governor Elijah P. Ferry in a message to the legislators

addressed the issue of slow population growth in Washington Territory

He emphasized the desirability of creating a board of immigration

to especially charged with advertising in the eastern states and Europe

This board, using only very moderate funds, could make it known to the world at large

the abundant resources of our soil, the wealth of our forests, our limitless deposits of coal,

the advantages of our commerce, and the attractiveness of our climate

and the board would procure, so far as possible, cheap transportation

for all who would move here

Legislators failed to take action on the governor's grand proposal

SUFFRAGETTE ABIGAIL SCOTT DUNIWAY CONTINUES HER EFFORTS

Abigail Scott Duniway published a volume of poems, *My Musings* -- 1875

(*David and Anna Matson*, a long poem, appeared [in 1876])

(Throughout the following years, Duniway traveled and lectured

on the subject of woman suffrage

she lobbied the Oregon state legislature on several occasions

Despite her efforts, Duniway's main goal, equal suffrage for women in Oregon, eluded her)

HUDSON'S BAY COMPANY SELLS THE STEAMER *BEAVER*

Beaver's usefulness to Hudson's Bay Company dwindled

she was sold to a businessman in Victoria, British Columbia -- middle 1870s

for another fourteen years the steamer *Beaver* was used to tow log booms, ships and such

FISH CANNERIES EXPAND THEIR AREA OF OPERATION

First canneries along Puget Sound were established in Kitsap County during the mid-1870s

Chinese immigrants took up the fishing end of the business in the Port Madison area

(which is bounded on the north by [Indianola] on the west, by [Squamish]

and on the south by Bainbridge Island)
some forty Chinese worked catching, drying and salting mostly perch and flounder
these fish were soaked in a weak brine for two or three days
then they were dried on racks in the open air
these fish were sold locally as well as being shipped to San Francisco and China
Chinese fishermen at Port Madison owned their own junks (boats)
which were a little larger than row boats
they also bought large quantities of fish from the Indians
according to government reports both the Chinese and the Indians fished with nets
and threw back fish under six inches in length

ANTI-CHINESE SENTIMENT RISES IN WASHINGTON TERRITORY

Lumber mills began eliminating Chinese laborers as anti-Chinese sentiment grew -- 1875
Chinese workers at Port Madison were discharge and replaced by whites
under tremendous public pressure, within ten years virtually every lumber mill
in Western Washington had replaced its Chinese workers
as if the loss of jobs was not enough the treatment of the Chinese in these lumber towns
was sometimes worse
Hing Kee was murdered in his bed and the house he lived in burned
stories of men and even boys harassing, beating and stealing from the Chinese
were commonplace
cases where the Chinese fought back were also reported
there were few Chinese residents left in the mill towns
which once relied on them for labor

Some Indians saw the Chinese as intruders
and were brutal in their dealings with the immigrants
on one occasion Indians attacked the Chinese camped along the Methow River
killing several
these same Indians next went to Chelan Falls to continue their killings
but discovered the Chinese had left
they moved down the Columbia River where they pursued and murdered
an unknown number of Chinese
other Chinese were harassed and murdered during this same time
Brutality and ruthlessness so terrorized the Chinese
that they did not return to Chelan [until 1881]

NEW TERRITORIAL DELEGATE TO CONGRESS ELECTED

Members of the Washington Territory Senate
replaced former Territorial Delegate to Congress Democrat Obadiah Benton McFadden
they elected Republican Orange Jacobs to the position
(he will serve almost five years -- [1874-1879])
In congress, Territorial Delegate Jacobs requested an enabling act
that would allow Washington to become a state
as soon as a state constitution was drafted and ratified by the voters

PRESIDENT GRANT REDUCES THE SIZE OF THE NEZ PERCE RESERVATION

President Grant acted to correct what he perceived as a mistake when he enlarged the Nez Perce Reservation

- outraged white settlers had clarified his thinking regarding the Wallowa Valley
- President Grant revoked his previous [July 2, 1873] Executive Order -- 1875

It was only a matter of time before "Free-bands" of Nez Perce Indians would be forced from the Wallowa Valley and onto a reservation

- Free-bands of Nez Perce Indians remained off the reservation
- they adopted policy of passive resistance
- many of Joseph's people turned to the Dreamer religion
- Indians and whites lived as reluctant neighbors

Commander of the Department of the Columbia General Oliver O. Howard was ordered to occupy the Wallowa Valley with troops

- Nez Perce Indians prepared to defend themselves
- General Howard asked for a commission to settle the controversy with the Nez Perce

PRESIDENT U.S. GRANT SENDS A COMMISSION TO THE NEZ PERCE INDIANS

President Grant sent a five-man Commission

- to investigate the situation in the Wallowa Valley

Commissioners ruled a majority of chiefs had signed the [1863] Treaty

- Chief Joseph and his people ought to be compelled to go on the reservation
- and the entire Wallowa Valley was to be reopened to white settlement

in the meantime, twenty to thirty Indians had been murdered by whites

- but the Nez Perce did not retaliate

BELLINGHAM COAL COMPANY EXPANDS IT MINING OPEARATION

Bellingham Bay Coal Company had been run by manager Michael Padden [since 1863]

- who had a background in mining in Pennsylvania and the Seattle area
- (Padden eventually homesteaded in Happy Valley -- Lake Padden, was named after him)

Bellingham Bay Coal Company underwent an expansion of the Sehome mine -- March 1875

- a new mine shaft was opened and ran northeast under Railroad Avenue
- (this shaft reached a depth of 500 feet and extend at least 500 feet out under the bay)

TACOMA SERVES AS A COAL SHIPPING PORT

Coal had been discovered along South Prairie Creek [1868]

John Flett, an important Indian interpreter for the Government, came to South Prairie to farm

- his sons David, William and John are noted as the discoverers of rich coal veins
- in the Wilkeson and Burnett area -- 1875
- mines were opened which drew attention to area
- and brought good returns to the small South Prairie settlement

Tacoma became a coal port and rapidly developed as an important coaling station on the Pacific Coast

HENRY VILLARD GAINS CONTROL OF BEN HOLLADAY'S RAILROADS

With the approval of his German clients who held outstanding bonds sold by Ben Holladay Henry Villard became active in railroad financing
Blustering six-foot frontiersman Ben Holladay met his match in Villard, the frail little German -- 1875
Villard ordered the American to liquidate the European and Oregon Land Company and to return the original land grant back to the Oregon and California Railroad squirming and unhappy, Ben Holladay also agreed to remit all future railroad receipts to the representative of the German bondholders -- Henry Villard

PRISONERS ARE BROUGHT TO THE WASHINGTON TERRITORIAL PRISON

Washington Territorial Penitentiary officially began operation on McNeil Island -- May 28, 1875
U.S. Marshal Edward S. Kearney arrived with three prisoners³⁴⁸
Abraham Gervais, age 28, sentenced to twenty months for selling whisky to Indians,
Frank Lafontaisis, age 27, sentenced to eighteen months for the same offense,
John W. Hand, 28, sentenced to twelve months for robbing a store at Fort Walla Walla
When the prisoners arrived, they were logged into the daily journal
this was the only admission procedure
they were issued black and white striped prison clothes
and were promptly put to work cleaning up and grading the prison yard³⁴⁹
Marshal Kearney required prisoners to work all day six days a week with Sunday off
prisoners were provided with only the basics -- necessary work clothes and food
to make money for extras, like tobacco, soap, and matches,
prisoners were allowed to make cedar shingles that were sold in Steilacoom
their earnings went into a fund for each inmate
When the prison first opened the staff was composed of three guards
appointed by the U. S. Marshal
they were paid \$75 a month to live at the penitentiary
they were on duty twenty-four hours a day, seven days a week
each guard was allowed two-and-a-half days off each month
to visit his family on the mainland
although no charge was made for the bed,
guards were expected to supply and prepare their own food³⁵⁰
Steamboats transported prisoners among Seattle, Tacoma, Olympia, and Port Townsend
but most of the trips to and from McNeil Island were by rowboat
it was a slow, uncomfortable and sometimes dangerous trip

³⁴⁸ Daryl C. McClary, *McNeil Island and the Federal Penitentiary, 1841-1981*, Essay 5238, HistoryLink.org, April 17, 2003.

³⁴⁹ Daryl C. McClary, *McNeil Island and the Federal Penitentiary, 1841-1981*, Essay 5238, HistoryLink.org, April 17, 2003.

³⁵⁰ Daryl C. McClary, *McNeil Island and the Federal Penitentiary, 1841-1981*, Essay 5238, HistoryLink.org, April 17, 2003.

GRANGE MOVEMENT IS VERY POPULAR IN THE PACIFIC NORTHWEST

Growth of the Grange movement in the Pacific Northwest

was as fantastic as it was in the South and Mid-West

Peak year in the Northwest was 1875 when there were 10,885 Grange members

in 181 locals in Oregon, 61 in Washington Territory and 17 in Idaho Territory

Grange movement in the Northwest had a three-fold purpose:

1) to improve the economic lot of the farming classes:

- committees were formed to assist in the direct purchase of farm implements,
- direct shipment of grain “in bulk” was desired,
- establishment of Grange stores was begun

2) to further education better public schools were sought;

3) to improve the social life of agrarian people:

- Grange halls were constructed,
- picnics, socials, singing, general oratory and debates were all popular events

LEGENDARY PIONEER JOSEPH LAFAYETTE “JOE” MEEK PASSES AWAY

Well-known and respected pioneer Joe Meek married the daughter of Sub-Chief Kowesota of the White Bird band of the Nez Perce Indian tribes in Idaho [1838]

her true name was never recorded but Joe called her “Virginia” after his home state

Mrs. Frances Fuller Victor interviewed Joe Meek many times

for a book on early Oregon history

by the time her manuscript got to Connecticut to be published, it had become: *The River of the West: Life and Adventures in the Rocky Mountains and Oregon, embracing events in the life-time of a Mountain-Man and Pioneer with the Early History of the North-Western Slope*

it was essentially, the life and times of Joseph Lafayette Meek

by all accounts, Joe greatly enjoyed traveling and giving speeches

to promote the book in the early 1870s

Joseph Meek died at age 65 -- June 20, 1875

at his home on the Donation Land Claim just north of Hillsboro

Virginia survived her husband by almost twenty-five years,

(she passed away [March 3, 1900] in the home of her youngest son, Stephen A. D. Meek

she was buried next to her husband near the beautiful Tualatin Plains

beside the Presbyterian “Old Scotch” Church north of Hillsboro

CHARLES B. WRIGHT BECOMES NORTHERN PACIFIC RAILWAY PRESIDENT

Charles Wright was elected president of the Board of Directors -- June 30, 1875

Northern Pacific Railway was at its lowest ebb financially

bankruptcy proceedings had begun

more than once he used his personal wealth and credit

to protect the railroad from serious embarrassment

NORTHERN PACIFIC RAILWAY’S BANKRUPTCY PROCEEDINGS ENDS

Charles Wright’s Northern Pacific Railway was wholly without credit

its bonded debt had been wiped out by converting bonds into preferred stock

but the railroad could not borrow money to continue laying track worse still, there was a debt of \$5.5 million hanging over the railroad Charles Wright faced a seemingly impossible task:

- resolve the debt,
- persuade creditors not to sue the company,
- make the most out of the assets the company owned,
- manage five hundred miles of railroad that ran through little more than a wilderness

Charles Wright was well-suited to these tasks -- he was prudent, cautious and economical while at the same time being active and enterprising and always hopeful even under the most discouraging of circumstances he established a rigid economic policy forcing the company to pay its expenses

SISTERS OF PROVIDENCE OPEN SAINT VINCENT HOSPITAL IN PORTLAND

There were many delays during construction from the time the Sisters of Providence had received their very generous contribution from the St. Vincent de Paul Society [1874]

but the *Oregonian* reported the building “... presents a handsome exterior, and the interior arrangements are such that for comfort and accommodation, they will be equal to any hospital on the coast.”³⁵¹

Mother Joseph saw the arrival of Mother Mary Theresa and Sister Joseph of Arimathea when they moved into the almost finished hospital

they arrived “**with only bread and butter for their first meal and confidence in Divine Providence for their second.**”³⁵²

Sister Peter Claver, a trained nurse and pharmacist sent from Montreal, arrived she was followed by Sisters Mary Sabina, Mary Perpetua and Marie de Bon Secours George Allen, a 22-year-old desperately ill plumber from Yamhill, Oregon appeared on the doorstep of Saint Vincent Hospital [June 24] although the hospital rooms were not ready he was taken in a nursed back to health grateful for the care he received he stayed for more than a year and helped with various projects

Allen’s early admission had an added benefit

he and the next six patients all were not Catholic this helped to calm concerns the community that the sisters would restrict their care to only members of their own faith

St. Vincent Hospital was dedicated at two o’clock in the afternoon -- July 19, 1875

members of local Catholic organizations gathered near the Cathedral of the Immaculate Conception to process through the main streets to the hospital

as the *Catholic Sentinel* reported: “**The inspiring strains of music, the beautiful banners and the pretty appearance of the schoolchildren gave the city quite a gala-day aspect and many an**

³⁵¹ *Oregonian* April 1875

³⁵² Chronicles of St. Vincent Hospital, Portland, Oregon, May 10, 1875

inquiry was made relative to the cause that called forth such a demonstration on a day not known hitherto in Portland on the calendar of festivals.”³⁵³

hundreds of Portland residents met the procession at the hospital
Archbishop Francis Blanchet and clergy from throughout the Northwest
also were on hand

The Reverend J.F. Fierens, vicar general of the archdiocese of Oregon City,
gave the dedication: “[St. Vincent Hospital] is one of those institutions which bring the
**greatest blessing to whatever society or community is favored with it, and with which a benign
Providence has now blessed the city of Portland. This auspicious occasion is then of the greatest
interest to this community, and I dare say to all of us. I think we may feel proud of our St. Vincent
Hospital, this future home of the sick, as it is the first in the state and one in which not only
Catholics, but every citizen is interested, as it admits all religionists. True charity knows no creed
nor country.”³⁵⁴**

following the speech, a tour of the hospital and its grounds was provided
along with refreshments and music
as the crowds began to disperse at about seven-thirty in the evening
a Chinese man known as Joe was delivered in a horse-drawn ambulance
his arm had been badly mangled by machinery and had to be amputated,
Dr. Alfred Kinney performed the first surgery at St. Vincent’s
(During the first year, 320 patients, mostly men, were treated
for everything from gunshot wounds to fractures to typhoid to toothache
hospital records show that charges for board, room, and medical attendance
averaged one dollar per day which was paid by cash, work, or barter
with some accounts marked simply “charity care”³⁵⁵

DR.BAKER’ RAILROAD CONNECTS WHITMAN’S STATION WITH WALLULA

Dr. Dorsey Syng Baker’s Walla Walla and Columbia River Railway
hauled freight between Whitman’s Station (Whitman’s Mission)
and Wallula on the Columbia River as the railhead slowly advanced
toward Walla Walla and the Inland Empire wheat fields -- 1875
the locomotives *Walla Walla* and *Wallula* were joined by the *Columbia* [1874],
Dr. Baker needed help to save the company from financial ruin
as his strap-iron was wearing out and he had just ordered
sixty-five thousand dollars’ worth of rails from Wales
Because they feared a rival town might grow up at Whitman’s Station
Walla Walla’s citizens raised \$25,000 to subsidize completion of the last ten miles
of Dr. Dorsey Syng Baker’s railroad

WALLA WALLA AND COLUMBIA RIVER RAILROAD IS COMPLETED

It took Dr. Dorsey Syng Baker three years to complete

³⁵³ Catholic Sentinel Portland, Oregon, July (?)1875

³⁵⁴ Catholic Sentinel Portland, Oregon, July (?)1875

³⁵⁵ Patient and Account Ledgers, St. Vincent Hospital, 1875-1876, Providence Archives

his Walla Walla and Columbia River Railroad (Rawhide Railway)
narrow gauge track ran thirty-two miles

between the Eastern Washington town of Walla Walla
and the steamboat docks at Wallula on the Columbia River
construction project at a cost \$250,000 -- 1875

Dr. Baker's celebration train left the Walla Walla station -- October 23, 1875
on that memorable day Dr. Baker offered anyone who wanted a free round trip
it took two and a half hours each way to make the trip to and from Wallula
because "the hearse" was completely full, additional flatcars were added
Dr. Baker went from car to car escorting ladies to their seats
and making sure everyone was comfortably situated
when the train reached Wallula about noon, picnic hampers awaited
adding to the festivities Oregon Steam Navigation Company's *Colonel Wright* arrived
to load a shipment of wheat

RAWHIDE RAILWAY IS DESCRIBED BY A VISITOR

Randall, V. Mills, professor of English at the University of Oregon described the scene:

"...The little engines on the strap rail did not turn in a spectacular performance. Hitched to a string of homemade flat or boxcars, they huffed and wheezed their way back and forth, now and then tearing along at four or five miles an hour, for ten miles an hour was their best speed -- downgrade and running light...."

"The strap iron had a nasty habit of working loose under the train and rising up until it poked its way through the floor of the car, forming the familiar snakehead.... Then the train stopped -- it had to, for the snakehead simply pinned the whole outfit to the track -- and the crew went for the blockade with sledge hammers and cold chisels.

"...[On one occasion at Wallula the] conductor came by and told the engineer to go ahead, that the conductor had some business at hand but would catch up with them before too long. The little engine gasped, clattered and shuddered; the whistle bleated in pain, and the trip started. Within a short time the whole shebang was rocketing along at a steady two miles an hour, swaying and jolting on the uncertain track 'like a canoe in a cross sea,' a plaintive pling-pling-pling coming from the strap iron under the wheels..."

"Within an hour the conductor came sauntering up the track, passed his laboring train and nodded to the engineer."³⁵⁶

"One day a freight train to Walla Walla jumped the track, as it frequently did -- when Dr. Baker was along. While the crew was at work chivvying the cars back on to the rails, a pedestrian sauntered up, saw what was happening, and amiably skinned off his coat to help. When the train was ready to go again, the Doctor thanked the stranger for his aid and invited him aboard to ride the rest of the way. The stranger was polite, 'No thank you, Doctor, he said, I'm in a hurry.'"

...If a farmer had freight to load, the train stopped at his farm and loaded it. If someone wanted to ride the train, he stood by the track, and the train stopped for him. If he happened already to be aboard and wanted to get off, he yelled at the engineer, who stopped the train -- and waited...."

³⁵⁶ W. Storrs Lee, *Washington State*, P. 349.

“At the end of the train rambled the passenger equipment, either coach, or both of them, though usually one was quite enough... Inside were wooded seats running lengthwise of the car, so that passengers were ranged along the sides, facing each other.... Mainly women and children rode the coaches, the men preferred airy perches on the flatcars or the roofs of the boxcars....”³⁵⁷

PEOPLE STOPPED LAUGHING AT THE RAWHIDE RAILWAY

Dr. Dorsey Syng Baker’s Walla Walla and Columbia River Railroad made money
5,000 tons of freight was carried the first year
then thirty miles of iron rails in odd lengths (12’ to 20’ long)
was brought in from Wales

Dr. Dorsey Syng Baker began to replace the wooden-capped “stringers” with iron rails
first in the curves and then on the straight-aways

With the improved rails in place an astonishing amount of business was conducted
shipping rates for the thirty-two miles ranged from \$4.50 to \$6.00 a ton
staggering profits were made from the enterprise
three new locomotives *Blue Mountain* and *Mountain Queen* [1875] and *J.W. Ladd* [1878]
joined the *Walla Walla*, *Wallula* and *Columbia* as business grew

Dr. Baker’s railroad opened the fertile southeastern part of Washington Territory
thousands of acres were plowed and planted in wheat
other thousands of acres were turned into cattle and sheep ranches
when the narrow-gauge railroad connected farms and ranches to the Columbia River
and opened access to eastern markets

(Dr. Baker’s business made a fortune for its builder
he sold his railway to the Oregon Steam Navigation Company for \$1 million [1879]
he sold his remaining stock to Henry Villard [1780]
Villard extended the line southeast into Oregon
and west from Wallula to Umatilla, Oregon
he converted the line to standard gauge to meet the new Northern Pacific line
being built east from Portland [1881])

CENTERVILLE BECOMES CENTRALIA, WASHINGTON TERRITORY

Black pioneer George Washington had platted his town of Centerville [1872]
he changed the name to Centralia -- 1875

George Washington divided up his property into \$10 lots
he offered them to anyone who would live on the land
but he refused to sell to land speculators

Washington was a generous and well-liked landlord:

- he donated land for a park, a church and a cemetery,
- he helped many people in Centralia buy land or start businesses by loaning them money,
- he helped to build many of the first structures in town
naturally, he owned some of them and charged reasonable rents to attract tenants,

³⁵⁷ W. Storrs Lee, *Washington State*, P. 350.

- he did not permit saloons or other disreputable businesses to become established on his property,
- during hard times, he forgave overdue rents and sometimes even fed and cared for sick tenants

(George's first wife, Mary Jane, died [1889])

he remarried the following year and at the age of 73 he had a son -- [1891]

Washington later separated from his second wife but kept custody of his son he died at the age of 87 following a buggy accident [1905])

LUMBER INDUSTRY EXPANDS IN WASHINGTON TERRITORY

Washington Territory's lumber industry was financed by California capitalists --1875
 thirty-seven sawmills in the territory produced 130,421, 927 board feet of sawn lumber
 Port Gamble and Seattle were chief export towns for dressed (finished)
 twelve mills on Puget Sound cut 117,000,000 board feet
 almost 90% of the lumber exported
 eighteen lumber ships carried 3,984 tons of dressed lumber
 to South America and Australia
 \$759,000 in exported goods were shipped to British Columbia alone

WASHINGTON STATEHOOD MOVEMENT GAINS MOMENTUM

Session after session of the Washington Territory legislature continued to memorialize Congress requesting statehood
 Prosperous, civilized Walla Walla provided the issue which became the prime mover for the statehood movement
 with its grain shipping connection down the Columbia River to Portland,
 Walla Walla announced it desired to be annexed to Oregon State
 along with its wheat farming hinterland

Washington Territorial Legislature passed an Act **“to provide for the calling of a convention to frame a state constitution, and to do all other acts proper and necessary to give effect to the popular will.”**³⁵⁸ -- November 9, 1875

submitting the question of holding a constitutional convention to the voters
 this proposal directed the legislature which was to be elected at the time of statehood was **“to provide for the calling of a convention to frame a State constitution, and to do all other acts, proper and necessary to give effect to the popular will.”**³⁵⁹

WASHINGTON LEGISLATURE SUCCESSFULLY PASSES OTHER MEASURES

City of Tacoma was incorporated by the legislature -- November 12, 1875
 Legislators also passed a general diking law providing for the development and protection of farm land in the low lying marshes along Puget Sound

³⁵⁸ Evans, Elwood and Edmond Meany editors, *The State of Washington: A Brief History of the Discovery, Settlement and Organization of Washington The Evergreen State*, P. 61.

³⁵⁹ Evans, Elwood and Edmond Meany editors, *The State of Washington: A Brief History of the Discovery, Settlement and Organization of Washington The Evergreen State*, P. 61.

Legislature also passed a curious act providing that any person who wished to do so might sell his property by the platted lot provided he paid ten per cent of the sum received into the road fund to be used to aid in building a road through the Snoqualmie Pass

A BILL TO CREATE A NEW STATE IS INTRODUCED IN THE U.S. SENATE

Oregon State's U.S. Senator James Kelly of introduced a bill into Congress to create a new state in the Pacific Northwest -- December 1875
Western Washington rallied to the cause of statehood in an effort to head off the threat of Walla Walla and her environs from leaving the territory

NORTHERN PACIFIC RAILWAY REORGANIZES

Northern Pacific Railway faced increased financial stress as economic depression kept a tight grip on the nation
Northern Pacific Railway was reorganized by company officials to escape as much of the debt as possible
Oregon Steam Navigation Company was lost in the reorganization but six hundred miles of track and ten million acres of land grant property was retained by the railroad
In spite of the economic stress, the Northern Pacific Railway began construction on a thirty-mile branch line linking Tacoma with Pierce County coal mines near Puyallup giving the railroad access to a local fuel supply -- 1876

HENRY VILLARD RETURNS AGAIN TO OREGON

Ben Holladay had failed to keep his promises to remit all future railroad receipts to Henry Villard who represented the interests of European bond-holders
Henry Villard stripped Holladay of Oregon and California Railroad along the East Side of the Willamette River -- February 29, 1876
Henry Villard, a wise and progressive leader, took over management of the railroad line along the Willamette River that linked the fortunes of the Oregon and California Railroad to the Northern Pacific Railway and America's growing transcontinental rail system
Henry Villard now controlled Ben Holladay's shattered empire
Ben Holladay withdrew as an active leader in Pacific Northwest transportation

ECONOMIC DEPRESSION STILL GRIPS WASHINGTON TERRITORY

New settlers arrived in the Pacific Northwest only slowly
it was not until Territorial Governor Elisha P. Ferry entered his second term that business returned to something like normal
prosperity began to make a diminutive appearance -- March 4, 1876
In the vicinity of Dry Flat Creek and Missouri Flat Creek, on the bank of the Palouse River Bolin Farr had set up a camp [1871]
within a year was joined by Dan McKenzie and William Ellsworth who staked claims on the adjoining land of the rolling hills of the Palouse

and blue-black Moscow Mountains
(other cattlemen and farmers filed homestead claims in the area
when the U.S. Post Office was established in the small settlement there
it was named Three Forks, Washington Territory -- later changed to Pullman)

HENRY VILLARD MANAGES BEN HOLLADAY'S FORMER COMPANIES

Henry Villard persuaded Holladay's numerous and not very compatible creditors
to install Villard as the new manager of Ben Holladay's former businesses
the Oregon and California Railroad (the former West Side Oregon Central)
and the Oregon Steamship Company -- April 1876
executive officer Villard quickly saw the limitations of his newly acquired companies
and of the golden opportunities they could potentially provide
Villard believed that development of his transportation firms must go hand in hand
with development of the Pacific Northwest would be guaranteed by a flood of immigrants
he set up immigration bureaus in Boston, a major European port of entry,
and in England and in northern Europe
to divert settlers from California, he established other bureaus in Topeka and Omaha,
the beginning point of the Union Pacific Railroad to Sacramento, California
to compete with shipping companies on the Pacific coast
and to recapture San Francisco-Portland trade for Oregon Steamship Company,
he spent a lot of money repairing Holladay's old, decrepit fleet of steamboats
Railroad creditors were not pleased with money being diverted from laying tracks
across the perilous mountains of southern Oregon,
so that title to still more land could be gained
Villard, who was feeling in control of transportation in the Pacific Northwest,
was unmoved by their complaints
Villard became the head of a profitable business that united him with Oregon capitalists
he began to amass a considerable fortune of his own
Villard entertained lavishly
and spent huge sums trying unsuccessfully to get himself elected to the U.S. Senate

ANACORTES IS FOUNDED BY AMOS BOWMAN

Amos Bowman asked his wife Anne (or Annie) to find a place in the San Juan Archipelago
where she would consider building their home
she selected a location on the northeast corner of Fidalgo Island
(in today's Skagit County)
Amos Bowman purchased a quarter section of land and platted a town -- 1876
hope was high that the Northern Pacific Railway would select this location for a terminus
Governor Isaac Stevens' son, Hazard Stevens, added to the positive feelings
when he secured extensive land holdings while working for the railroad
two stores, two blacksmith shops, a wheelwright shop, and good public school
demonstrated the permanence of the town [by the early 1870s]
settlers were served by semi-weekly steamboat service
that linked them to the outside world

When Tacoma was actually selected to serve as the port city on Puget Sound,
dreams of becoming a major port were dashed
Hazard Stevens sold his property to Anne Curtis Bowman,
the wife of founder Amos Bowman -- 1876
(when a post office was established Bowman named the town Anacortes
a corruption of his wife's maiden name: Anne Curtis [1879])
Anacortes survived in spite of the loss of the railroad terminal, economic depression,
and repeated raids by both fish pirates and log pirates

ANOTHER ATTEMPT TO HOLD A CONSTITUTIONAL CONVENTION IS MADE

Eastern Washington and Western Washington Territory competed for political leadership
Seattle newspapers accused Portland's Oregon Steam Navigation Company
of trying to ruin the future for Puget Sound towns
for the benefit of lower Columbia River ports
Eastern Washington continued its antagonism toward Puget Sound Republicans
like Territorial Governor Elisha P. Ferry
this made it difficult to achieve cooperation on almost anything
Eastern Washington had a larger population than Western Washington
Eastern Washington leaders, especially those in Walla Walla,
wanted the capitol of Washington State to be located there
only the adjournment of Congress before southeast Washington was annexed
to Oregon State prevented Walla Walla, the most populous town in the territory,
from becoming part of Oregon
Frightened by the prospect of Congress consenting to the proposed boundary changes
and losing Walla Walla and north Idaho to Oregon, Puget Sound opponents of statehood
switched sides on the issue of statehood and proposed a state be admitted
as soon as possible maintaining the current boundaries
to court support for a constitutional convention in Eastern Washington measure
Western Washington leaders proposed Walla Walla be the site of the convention
Western Washington's feverish pro-statehood campaign was successful
for the first time a majority of 7,000 voters in Washington Territory
favored framing a constitution
voters all around Puget Sound shifted from indifference or opposition
to support for statehood
Seattle and King counties voted 1,399 to 22 to call a constitutional convention
Port Townsend and surrounding communities supported the idea 357 to 7
Kitsap County voted 272 to 4 in favor
opponents of immediate statehood won a majority of voters
only in the river counties south of the Snake and north of the Columbia
did they still vote to be a part of Oregon

OWEN BUSH IS VERY SUCCESSFUL IN HIS OWN RIGHT

Oldest son of George and Isabele Bush, Owen Bush bettered even his father's farming ability
he exhibited produce at the Philadelphia Exposition

this Centennial Celebration of America's founding was held beginning May 10, 1876
on a 285-acre tract of Fairmount Park overlooking the Schuylkill River

SEATTLE COAL AND TRANSPORTATION COMPANY SUFFERS A CRISIS

Seattle Coal and Transportation Company's main mine gangway
was extended $2\frac{3}{4}$ miles underground east from Newcastle -- 1876
one hundred company houses with at least 500 residents were located in Newcastle
three hundred men were employed in the mine
Forty Chinese mineworkers were driven from their Newcastle jobs
by other coalminers -- June 3, 1876

UNIVERSITY OF WASHINGTON GRADUATES ITS FIRST COLLEGE STUDENT

Territorial University, as it was then known, was located in downtown Seattle
at the southeast corner of 4th Avenue and University Street
during the early years it served as a primary and secondary school as well as a college
Eighteen-year-old Clara Antoinette McCarty [1858-1929]
was the first person to graduate from the University of Washington
she received a Bachelor of Science degree -- June 1876
fifteen years after the University had opened
(it was another four years before the second person graduated
twenty-five years after the school opened only twenty-five students had graduated [1886])
Clara McCarty became a teacher
Miss McCarty is listed as one of two teachers at South School [September 1876]
South school was one of the three public schools in Seattle
(Clara McCarty married John H. Wilt
she was elected the first superintendent
of the Pierce County School System [November 2, 1880]
she was the first woman to hold office in the Washington Territory
University of Washington student dormitory McCarty Hall was named in her honor)

ARMY RIFLE MODEL [1873] COMES ON THE SCENE

Additional improvements were made to the old Model 1866 Rifle
problems, however, still plagued the Model 73 weapon:
•this rifle was too heavy and too hard to handle to be of much practical use;
•when used in the sun, the barrel would burn the soldier's hands;
•when used in the cold, the barrel would peel away the soldier's skin
This single shot "Trap Door" rifle was very slow to load -- to speed up the loading process
soldiers piled ammunition on the ground within easy reach
when ordered to move, most of the ammunition was left behind -- most was wasted
because of amount of ammunition necessary the rifle became known as inaccurate
In the Battle of the Rosebud (Creek), Montana Territory -- June 17, 1876
General George Cook's men had enough ammunition to kill every Sioux in America
about 25,000 rounds were fired -- thirteen Native Americans were killed
2,000 rounds were fired for each Sioux warrior killed

one company commander ordered repeated volley fire at one Indian
who was walking in front of the troops
Better rifles were available for use but the Army ignored them -- the Indians did not
infantrymen began to be replaced by cavalrymen
As soldiers-on-horseback replaced infantry soldiers
shorter, lighter and more easily operated weapons were required
few were sad to see the replacement of the Model 73 Rifle

WALLOWA VALLEY SETTLERS CONFRONT A FREE BAND OF NEZ PERCE INDIANS

For generations the Wallowa Valley had been the Nez Perce homeland
but the arrival of white settlers in the region led to violence
settlers killed as many as thirty Nez Perce during the [1860s] and 1870s
yet few of the accused ever stood trial -- and those who did were acquitted
Alexander B. Findley, one of the valley's first settlers, noticed five of his horses missing
he spent several days searching for his animals
he came across a camp of Free Band Nez Perce Indians living off the reservation
as they were entitled to do -- June 22, 1876
Findley decided these Indians had stolen his horses
Findley returned home and got help from twenty-one-year-old Wells McNall
who was a known Indian-hater and troublemaker
no horses could be seen but when the two whites returned to the Indian camp
they followed the tracks of horses to a hunting camp containing a cache of venison
both Findley and McNall returned home to get more help

ALEXANDER B. FINDLEY AND WELLS McNALL RETURN TO THE INDIAN CAMP

Alexander B. Findley and Wells McNall rode back to the Nez Perce camp alone and watched
after about ninety minutes a Nez Perce Indian
approached them from the woods -- June 23, 1876
both white men rode forward and reached the camp where three more Indians waited
one of the Indians was Wilhautyah, a close friend of Chief Joseph
of the Wallowa Nez Perce
Although the events that followed remain a matter of debate,
Wilhautyah, who was accused of stealing Findley's horses, was killed

SETTLERS REPORT THE INCIDENT THAT RESULTED IN WILHAUTYAH'S MURDER

Wells McNall rode to the Idaho Territory county seat at Union
to report the incident to County Judge E.C. Brainard -- June 24, 1876
Unsure of how to proceed, Brainard wrote a letter to Fort Walla Walla commander
Colonel Elmer Otis stressing that Wallowa Valley settlers had become alarmed
(to make matters worse three days after the killing Alexander B. Findley
found his missing horses grazing near his home -- Wilhautyah was an innocent man)

LITTLE BIG HORN BATTLE TAKES PLACES DURING AMERICA'S CENTENNIAL

Lieutenant-Colonel George Armstrong Custer and 264 men of the U.S. Seventh Cavalry

spotted a Sioux village about fifteen miles away
along the Little Bighorn River -- June 25, 1876

Custer also found a second group of about forty warriors nearby
Ignoring orders to wait, Custer decided to attack before the main party could be alerted
he did not realize the warriors in the village numbered three times his own strength
Custer hoped to strike the Indian encampment simultaneously from two ends
however, he made this decision without knowing what type of terrain
he would have to cross before making his assault on the village
Custer divided his forces into three groups:

- troops under Captain Frederick Benteen were to prevent the Indians
from escaping through the upper valley of the Little Bighorn River;
- Major Marcus Reno was to cross the river and charge the Indian village
in a coordinated effort with the remaining troops under Custer's command;
- Custer, himself, would attack the village from the opposite end
too late, he discovered that he would have to negotiate a maze of bluffs and ravines
leading to the point of attack

In Montana Territory, Colonel Custer and his whole command were annihilated
by Sioux warriors under chiefs Sitting Bull and Crazy Horse -- June 25, 1876

NEZ PERCE TELL THEIR SIDE OF THE STORY OF THE KILLING OF WILHAUTYAH

John Monteith, the Indian agent at the Lapwai Reservation, met with Chief Joseph
to hear the Nez Perce version of the story
he told Joseph to let white law determine justice

After hearing from Joseph, Monteith wrote to the U.S. Army's Department of the Columbia
General Oliver Otis Howard who had jurisdiction over Wallowa Country

Monteith's letter called the killing of Wilhautyah "**willful, deliberate murder**"³⁶⁰
he asked General Howard to send troops to protect the Indians

General Howard sent Major Henry Clay Wood, his assistant adjutant general, to Lapwai
as a lawyer, Wood studied the Nez Perce case and concluded that '**The non-treaty Nez Percés
cannot in law be regarded as bound by the treaty of 1863**'³⁶¹

FREE BAND OF NEZ PERCE INDIANS MEET WITH WHITE LEADERS

At the request of Major Henry Clay Wood forty Nez Perce Indians rode from Wallowa
to Lapwai to attend a council with white leaders -- July 22-23, 1876

Chief Joseph spoke during the meetings and explained that among Indians
chiefs were responsible for controlling their young men
and preventing them from doing "wicked things"

if the chiefs did not restrain or punish unruly Indians, the chiefs were held accountable
to Joseph, white authorities were responsible
for the killing of a respected member of his tribe

³⁶⁰ Alvin M. Josephy, *The Nez Perce Indians and the Opening of the Northwest*, P. 473.

³⁶¹ Alvin M. Josephy, *The Nez Perce Indians and the Opening of the Northwest*, P. 473.

Joseph said he wanted all of the whites to be removed from the valley
Major Wood told the Nez Perce that General Oliver Otis Howard had proposed
that the United States Government appoint a commission to settle once and for all
the ownership of the Wallowa country
he asked that Joseph and his brother Olokott let white law
deal with Alexander B. Findley and Wells McNall
both Indians agreed to this, and the Nez Perce returned home
afterward, General Howard wrote to Judge Brainard to insist
that Alexander B. Findley and Wells McNall be tried for murder
but Findley and McNall remained free

TENSIONS GROW IN THE WALLOWA VALLEY

Wallowa Valley settlers grew increasingly concerned
some were sure the Nez Perce were preparing for war
warriors spent their days shooting arrows at targets set up near Alexander B. Findley's home
war dances were held and the sound of drums could be heard into the night
some white settlers continued to harass the Indians by stealing their animals
against Chief Joseph's advice a few Nez Perce retaliated in kind
Indian councils were held at Indian Town located on at confluence of the Snake and Clearwater rivers
where the Free Band of Nez Perce were camped for the summer
Joseph and the older chiefs advised against doing anything that would give whites
an excuse to force them onto a reservation
young men, however, had lost patience with white justice -- the time had come for retribution
but they agreed to move slowly and avoid force for as long as possible

NEZ PERCE WARRIORS DEMAND A MEETING WITH THE WALLOWA VALLEY SETTLERS

Nez Perce riders traveled through the Wallowa Valley, stopping at every settler's cabin
to deliver the message that all whites including Alexander B. Findley and Wells McNall
were to attend a council the next day at Indian Town -- September 1, 1876
Seventeen settlers showed up for the meeting but Findley and McNall stayed home -- September 2
at the meeting the Nez Perce insisted that whites leave the valley
and turn over Findley and McNall
when the settlers refused, the meeting ended with an angry agreement to meet the next day
at the McNall cabin
Sixty Nez Perce warriors rode to the McNall cabin -- September 3
there a number of settlers waited with the Findley and McNall families
Nez Perce repeated their demand the whites turn over Findley and McNall and leave the valley
when settlers again refused, Chief Joseph warned that if they did not turn over the two men
and leave t in one week the Nez Perce would drive them out and burn their houses
Nez Perce rode away and the clock started ticking

CONFLICTING FORCES CONVERGE ON THE WALLOWA VALLEY

After dark, a few settlers rode through the valley to warn others of the impending Nez Perce attack
Ephraim McNall, Wells' father, traveled to Fort Walla Walla to plead

with Lieutenant Albert Gallatin Forse to send troops to Wallowa -- Lieutenant Forse refused denied military assistance, McNall headed back toward the Wallowa Valley as he traveled he stopped to recruit armed volunteers

When Lieutenant Forse learned of this new development he changed his mind about sending troops and led forty-eight cavalymen out of Fort Walla Walla to protect the Nez Perce and prevent war -- September 7, 1876

After riding all night twenty-two armed volunteers from the Grande Ronde Valley reached Ephraim McNall's cabin -- September 9 there they joined with the Wallowa settlers to form a force of forty-three men

Nez Perce had moved their main camp close to Wallowa Lake for the beginning of the salmon run fifteen armed white men rode that way to help the settlers there

LIEUTENANT FORSE MEETS WITH CHIEF JOSEPH

Lieutenant Albert Gallatin Forse's troops arrived at a ranch in the Wallowa Valley where many settlers had agreed to gather -- 1:00 a.m., Sunday, September 10, 1876 this was the day of Chief Joseph's deadline

Lieutenant Forse found about fifty armed men and several families who sought protection there soon even more families arrived

fifteen more armed white men from Ephraim McNall's cabin arrived at the ranch that morning

Lieutenant Forse left some of the armed settlers to protect the cabin and its inhabitants he moved his men and most of the volunteers up the Wallowa Valley to Thomas H. Veasey's home

Veasey was friendly with the Nez Perce and spoke their language

Forse and Veasey then continued on alone to meet with Chief Joseph at his camp seven miles away they found Joseph on the summit of a hill near his camp leading 100 painted warriors they were in a line mounted on their best war horses well-armed and prepared for battle all were decorated with war paint and presented a formidable appearance

Lieutenant Forse was looking for a solution -- not a fight he recognized that Joseph could kill all of the settlers and destroyed their property

Chief Joseph rode out and dismounted

Lieutenant Forse later wrote: **'I thought he was the finest looking Indian I had ever seen, not only physically, but intelligently. He was about six feet in height, powerfully built, and strength of character [was] written on every feature.'**³⁶²

Veasey translated as Forse asked the chief if he would be satisfied if McNall and Findley were tried by civilian authorities -- Joseph said he would

Veasey requested that Joseph and his people stay away from the settlers it was suggested the Nez Perce remain on the Wallowa Lake side of Hurricane Creek again Joseph agreed -- to show their good faith the Indians fired their guns into the air

NEZ PERCE INDIANS RECEIVE NO JUSTICE FROM THE CIVIL COURT

Lieutenant Albert Gallatin Forse sent word to Alexander B. Findley and Wells McNall

³⁶² Peter Cozzens, *Eyewitness to the Indian Wars, 1865-1890: The wars for the Pacific Northwest*, P. 332.

advising them to go to Union, Idaho and surrender themselves -- McNall did
Judge E.C. Brainard released Wells McNall after ruling
he acted in self-defense -- September 14, 1876
Judge Brainard issued a warrant for Findley's arrest charging him with manslaughter
Findley turned himself in and was arrested -- Findley was released on \$250 bail
On the day Findley was released on bail Lieutenant Forse met with Chief Joseph
to persuade him to send two Nez Perce witnesses to testify at Findley's trial
the lieutenant offered to send one of his noncommissioned officers as an escort
although Joseph agreed he was fearful the whites would harm the native witnesses
Joseph may have also realized sending the witness would accomplish nothing
Lieutenant Forse sent a corporal to escort the Nez Perce witnesses
less than a week later Judge Brainard dismissed the charges against Findley
both Nez Perce witnesses had refused to testify
perhaps they feared reprisal or felt their cause was doomed to failure
(Findley requested his case be continued and he faced a grand jury ([October 1876]
once again the charges were dismissed)

GENERAL HOWARD REQUESTS A COMMISSION TO INVESTIGATE WALLOWA EVENTS

Nez Perce Indians were angered by settlers and miners living in the Wallowa Valley
who mistreated them with impunity
Settlers reported a steady stream of complaints about a growing number of Indian clashes with whites
it was noted however that twenty to thirty Indians had been murdered by pioneers
and the Nez Perce had not retaliated
General Oliver Otis Howard asked for a five-member commission
to settle the controversy with the Free Band of Nez Perce and get them onto a reservation
Secretary of the Interior appointed General Howard, Major Henry Clay Wood and three easterners,
David H. Jerome of Michigan, A.C. Barstow of Rhode Island
and William Stickney of Washington, D.C. to the commission -- October 3, 1876
according to the wife of Lapwai Indian Agent John Monteith the three men from the east were all
excellent businessmen but they had absolutely no Indian sense, experience or knowledge

ELECTION OF 1876 RESULTS IN NO PRESIDENT BEING ELECTED

Advocates of statehood for Washington, primarily Democrats, had a new problem
Colorado was admitted to the Union [August 1, 1876] generating three Republican electoral votes
in the race for the presidency
suddenly an almost certain Democrat victory for Samuel Tilden was in doubt
Corruption in the U.S. Grant Administration eliminated the possibility of a third term
sudden death of Vice-President Henry Wilson [November 22, 1875] seemed to end
any remaining desire that Republican President Grant had to hold onto his office
Democrat Presidential nominee Samuel J. Tilden
received a slight majority of the popular vote -- 50.9% -- November 7, 1876
this gave Tilden 184 electoral votes -- 185 were needed to be elected
disputed election results in several states added to the confusion
Congress, which was controlled by a Republican Party majority created an electoral commission

to resolve all of the disputed election results in several states
Democrats in Washington Territory lost the majority in the territorial legislature -- November 7
(Republicans will maintain their majority in both houses until statehood [1889])

PEACE COMMISSION MEETS WITH THE NEZ PERCE INDIANS

Chief Joseph was summoned to confer with the five-member Commission at Lapwai --
he explained the Nez Perce had lived in the Wallowa Valley for generations

they had been granted the right to live off the reservation as “Free Bands” of Nez Perce
Joseph stated, **“Suppose a white man should come to me and say, ‘Joseph, I like your horses, and I want to buy them.’ I say to him, ‘No, my horses suit me, I will not sell them.’ Then he goes to my neighbor, and says to him: ‘Joseph has some good horses. I will sell you Joseph’s horses.’ The white man returns to me and says, ‘Joseph, I have bought your horses, and you must let me have them.’ If we sold our lands to the Government, this is the way they were bought.”**³⁶³

Commission members listened to Joseph’s dignified oratory -- November 1876

they then ruled a majority of Nez Perce chiefs had signed the [1863] Treaty

Chief Joseph and his Free Bands (those who had not signed the 1863 Treaty)

would be settled on the reservation within a reasonable time

peacefully if possible, but by force if necessary

non-treaty Indians were almost all members of Smohalla’s cult -- the Dreamer religion

Smohalla, the Indian prophet living at Priest Rapids, had between 300 and 1,000 followers

he preached that if the Indians kept their traditions the settlers would be overthrown

and the land returned to the rightful owners

Commissioners also said that all Dreamer preachers

could have no further contact with roving bands of Nez Perce Indians

old Chief Toohoolhoolzote was a Dreamer spokesman

he was removed from the council meeting by General Oliver Otis Howard

Chief Joseph responded, **“Say to us if you can say it, that you were sent by the Creative Power to talk to us. Perhaps you think the Creator sent you here to dispose of us as you see fit. If I thought you were sent by the Creator, I might be induced to think you had a right to dispose of me. Do not misunderstand me, but understand me fully with reference to my affection for the land. I never said the land was mine to do with it as I chose. The one who has the right to dispose of it is the one who has created it. I claim a right to live on my land, and accord you the privilege to live on yours.”**³⁶⁴

Nez Perce chiefs Joseph, Looking Glass and White bird agreed to view the lands offered to them

they traveled with General Howard to visit the reservation

afterwards, when Howard returned to Portland, he had no reason to doubt

that the Freed Bands of non-treaty Indians would go on the reservation

NEZ PERCE HOLD OF THEIR OWN COUNCIL

Free Band of Nez Perce Indians met for ten days in a council of their own

old Chief Toohoolhoolzote fanned the flames of the war spirit

³⁶³ *National Geographic*. March, 1977, P. 418-19.

³⁶⁴ *National Geographic*. March, 1977, P. 410.

Chief Joseph was facing a choice of three alternatives:

- to flee with his warriors, leaving women, children and wounded behind;
- to surrender;
- to fight from cleverly prepared positions -- Joseph chose to fight it out

BOX HOUSES PROVIDED A VARIETY OF ENTERTAINMENT

At first, most dancing and singing performances on the frontier took place in saloons
proprietors provided entertainment to sell more liquor

Washington Territory's first theater was the Theater Comique in Seattle -- 1876

this served a variety of acts and talent in the basement of a saloon on Washington Street

Box theaters provided more scandalous entertainment

box theaters consisted of an auditorium furnished with tables

the floor of the room was sprinkled with sawdust

a small, crude stage was placed at front of the room

traveling performers and entertainers strutted their stuff for the appreciative crowd

Box house owners employed a number of young women as dancers and barmaids

girls circulated among the tables on the main floor

and every so often assembled on the stage for song-and-dance routines

along both sides of the auditorium were small cubicles or boxes

these were connected with the bar at the back of the room

sometimes these boxes were elevated to a gallery above the auditorium

each cubicle possessed a door in the rear through which refreshments could be passed

at the front was a screen which enabled the occupants to watch the main floor and the stage

without being seen themselves

to promote the sale of drinks young ladies hired by the establishment "hustled" the boxes

they lured miners and loggers into the curtained-off boxes

where they would entice their customers, using various age-old methods,

into buying expensive rounds of drinks and other indulgences at inflated prices

Box houses were, in short, a cross between a saloon, a variety theater, and a brothel

decent people scorned this form of entertainment

Competition for business forced some theaters to move into the better part of town

much to the alarm of the respectable citizens of Seattle

Grand opera, as distinguished from box houses, came to Washington Territory

when the first performance was held at Yesler's Hall in Seattle -- December 1876

BELLINGHAM COAL COMPANY IS NOT A SUCCESS

Flooding and accumulating gas from coal were a constant problem for the Sehome mine

major flooding occurred in the mine's lower levels -- 1876

deeper tunnels were then abandoned in favor of digging coal at about the 350-foot level

increasing expenses of dealing with fire, gas and flooding

dramatically reduced the profitability of the Sehome mine

AMERICA FACES IT MOST CONTENTIOUS AND CONTROVERSIAL ELECTION TO DATE

Neither Democratic Presidential candidate Samuel J. Tilden

nor Republican nominee Rutherford. B. Hayes received enough electoral votes to win
Democrat Tilden had collected 184 electoral votes -- January 20, 1877
185 were needed for election

Democrat Samuel Tilden won the election by thirty-seven electoral votes

but the popular votes in Louisiana, South Carolina and Florida were challenged by Congress
these states totaled nineteen electoral votes -- a swing of thirty-eight electoral votes

Congress was divided between the two political parties:

- U.S. House of Representatives had a Democratic majority
Democratic majority in the U.S. House of Representatives was interested
in ending the Reconstruction of the South and its division into military districts);
- U.S. Senate was controlled by the Republicans with a one vote majority
U.S. Senators created a special commission to resolve the electoral vote dispute

TOWN OF PUYALLUP IS PLATTED BY EZRA MEEKER

Settlement of Franklin (today's Sumner) was already located east of the Puyallup River

Ezra Meeker had taken out a land claim west of the Puyallup River

Meeker sold part of his claim to A.S. Farquharson
who built a stave (wooden slats) mill on his land

Franklin mail route was divided into two unequal parts

a new town was platted on Meeker's claim

Farquharson said he proposed the name of the town should be Meekerville

Meeker suggested it should be named after Farquharson

(perhaps mercifully) Farquharson suggested the name Puyallup

Ezra Meeker filed the plat for the town using the name Puyallup -- February 1877

this plat included twenty acres of Meeker property (between Main and Pioneer streets)

J.P. Stewart made three additions of twenty acres each north of Main

and increased the town site to eighty acres in size

(other additions by Allen J. Miller, Arthur Miller, William Shuman, E.C. Merrill

and more additions by Meeker doubled the size of the town [1888])

Meeker became the unofficial spokesman of the town and the area

(later he took responsibility for giving the town such a difficult name to pronounce)

WILKESON BECOMES KNOWN FOR ITS COAL PRODUCTION

Northern Pacific Railway (NPRY) began construction on a spur line from Tacoma through Puyallup
to new coal mines that gave the railroad access to its own local fuel supply -- 1877

Village of Wilkeson, named after the Samuel Wilkeson and early surveyor of the region

who became Secretary of the Northern Pacific Railway,

became well known for its coal coking ovens as well as the natural sandstone formations

(that became the source of material for facing the new capitol in Olympia [1923-1928])

at one time the town of Wilkeson had a population of about 3,000

When the coal line branch line was completed from Wilkeson to Tacoma --1877

construction was begun by the NPRY on 100 coal hoppers (train cars) for use on the line

WA CHONG COMPANY BECOMES THE LARGEST LABOR CONTRACTOR IN WASHINGTON

Chun Ching Hock and Chin Gee Hee's Wa Chong Company provided contracted laborers to industry
Seabeck sawmill in Kitsap County was the second largest mill in the region

Chinese labor was hired at the mill beginning in 1877

Wa Chong Company was asked to provide laborers to run the lath machines
at a wage of \$30 a month and other workers as well

Wa Chong Company workers required housing
as the company prospered it constructed buildings
that included lodging at their various work sites

Wa Chong Company purchased a Duwamish farm -- 1877
this became the site for a large company house, a hospital and a Chinese temple

Wa Chong Company became the largest labor contractor in Washington Territory
however, the partnership between Chun Ching Hock and Chin Gee Hee was an uneasy one
both were good businessmen, but Chin Gee Hee's major interests
were developing the labor-contracting side of the business
and building an import/export trade with China

CHINESE LABOR DOMINATES THE FISH CANNING INDUSTRY

There were thirty fish canneries operated along the lower Columbia River -- 1877

Chinese did all of the work

they gutted the fish, prepared them for the cans, and made the cans by hand
by hammering them into shape over iron cylinders

Chinese workers also wove seine nets used to catch the fish
seasonal character of fish canning was especially suited to the Chinese "boss system"
where contract labor companies provided a sufficient and reliable supply of labor as needed
without any responsibility on the part of the canning operator for providing board

MUKILTEO, WASHINGTON TERRITORY HAS A FISH CANNERY OF ITS OWN

Jackson, Meyers and Company opened a fish cannery at Mukilteo, Washington Territory -- 1877

(they had begun operation eleven years earlier on the Columbia River
but found competition for fish there to be intense)

Mukilteo, close to the Snohomish River, became their new base of operation
however, storms sweeping down Puget Sound battered their exposed location
(after a couple of years Mukilteo was abandoned and the business was relocated to Seattle)

OREGON STEAM NAVIGATION COMPANY BUILDS A HUGE NEW STEAMSHIP

Wide West, a 1,200-ton, 218-foot long sternwheeler was constructed at Portland -- 1877
she was placed on the run from Portland to the Cascades of the Columbia,
which at that time was the head of navigation

This beautiful wooden steamboat lacked nothing in safety or comfort
from sturdy-built hull to velvet-draped floral carpeted salon

GRANGE MOVEMENT IMPROVES THE LIVES OF FARMERS

In an important court case reviewing a Grange-sponsored law -- 1877
U.S. Supreme Court ruled in *Munn v. Illinois*, that state legislatures

had a right to regulate railroad rates -- even over commerce crossing state lines
U.S. Supreme Court noted that states have the power to regulate business
when that business involves a “public interest”

Grange brought both the Northern and Southern states together into one national organization
they fought for rural parcel delivery services and mail services
they admitted women to Grange membership and fought for women’s suffrage

SISTERS OF PROVIDENCE OPEN PROVIDENCE HOSPITAL IN SEATTLE -- 1877

Mother Joseph and her Sisters of Providence founded Providence Hospital in Seattle -- 1877
their effort was not well received by the local citizens
as the rough, muddy, sparsely populated town was suspicious of the French speaking nuns
and of Catholics in general
(undeterred, the Sisters of Providence continued their good work by opening
•St. Mary Hospital in Walla Walla [1880],
•Sacred Heart Hospital [now Sacred Heart Medical Center in Spokane, 1886],
•St. Peter Hospital in Olympia [1887],
•St. Elizabeth Hospital [now Providence Yakima Medical Center]
and St. Ignatius Hospital [now Whitman Community Hospital] in [1893])

ELECTION OF [1876] IMPACTS WASHINGTON TERRITORY

Members of the Republican-controlled U.S. Senate had appointed an Electoral Commission
that investigated voting irregularities in Louisiana, South Carolina and Florida
Commission gave every vote in question to Republican Rutherford B. Hayes of Ohio
therefore, Hayes won the disputed election by one electoral vote
President Rutherford B. Hayes was sworn into office -- March 3, 1877 as March 4 was a Sunday
Democrats in Congress howled in protest that the election had been stolen
in what became known as the “Compromise of 1877”
some Democratic Party leaders stated that it would be a long, long time
before they voted to admit another Republican state
in the face of this, Republican Washington had little chance of being admitted
if any Democratic votes were necessary

CONGRESS PASSES THE DESERT LAND ACT

Homestead Act was amended to become a new law -- March 3, 1877
now homesteaders could claim the arid lands of the nation and open them to farming
full section of land (640 acres) could be purchased for \$1.25 an acre
if the farmer provided irrigation to some part of the land within three years
this was an attempt to put more farmland into production
to feed the rapidly growing population of the United States
wealthy cattle and sheep ranchers who gained title to grazing lands
also were helped by this legislation
To meet the need for water, Eastern Washington farmers formed collective corporations
to construct small dams and canals to bring more water from the streams
to push back the desert fringe

more conservative of these companies earned their profits by selling water rights and furnishing maintenance service on the canals
however, the prospect of digging irrigation canals across the Eastern Washington desert was too expensive for any individual farmer or farmers' collective to attempt
Quickly a more dazzling scheme was begun by the incorporators of an irrigation firm to buy up great amounts of dry sagebrush land at cheap prices, water the land and cash in by selling the ground it at greatly enhanced prices
Desert Land Act allowed a settler 640 acres (as opposed to the normal homestead allotment of 160) if he undertook to irrigate eighty of his acres
Desert Land Act proved to be a colossal failure so far as land reclamation was concerned only a handful of impractical water wheels, wooden pipes, flumes and ditches emerged any project capable of watering 80 acres was far beyond the resources of the average farmer
Congress instituted a series of amendments limiting the acreage and increasing the cost per acre
Desert Land Act was used primarily as one more fraud for concentrating land in the hands of a few ambitious "land barons"

WASHINGTON STATEHOOD MOVEMENTS GO NOWHERE

Most significant reason for protracted delay of Washington's admission to the Union as a state was based on national politics
(Following the disputed Tilden-Hayes election
Republicans might then have looked with favor on admitting new states to the union to increase their strength in Congress by admitting Washington which would doubtlessly be a G.O.P. state
however, Democrats who maintained control of the U.S. House of Representatives refused to admit Republican-led Washington Territory and blocked each effort)

UTOPIAN MOVEMENT TAKES ROOT IN WASHINGTON TERRITORY

Many people were unhappy with conditions in the United States
most were still suffering from the devastation of the Civil War
and the corruption of the Ulysses S. Grant and following administrations
and the only recently ended Reconstruction of the South
Complete political reform was demanded by many
farmers addressed their concerns by forming granges to press their issues
however, other Americans in addition to farmers were not happy
Barring complete political reform
some people sought to bring change by withdrawing from society
several groups of people wished to develop "heaven on earth" or utopia
Washington Territory provided the two requirements for this movement:
isolation and good farm land
First effort to establish a socialist cooperative colony along Puget Sound was in Port Angeles -- 1877
these Socialists advocated group living with no private property
rather collective ownership and administration of production and distribution
of their goods and products would replace profit-motive capitalism
George Venable Smith led several expatriates into the area

they purchased farmland which they would own collectively
from sale of their produce, each person was guaranteed a good wage, free land, free lights,
free libraries, and no rent
in addition to farming, this socialist colony successfully operated stores, factories, a hotel,
and a newspaper: *The Commonwealth*
(Smith's colony lasted for two years before the leaders accused one another of fraud
thus ending the effort)

FRANCIS HENRY WRITES "THE SONG OF THE OLD SETTLER"

Francis Henry had studied law in Illinois, served in the U.S. Army in Mexico,
mined for gold in Washington Territory and was a Wisconsin deputy U.S. Marshall
he put his experiences to song -- April 11, 1877 (revised slightly [September 26, 1893])
*The Song of The Old Settler*³⁶⁵

Chorus:

No longer a slave of ambition,
I laugh at the world and its shams,
As I think of my pleasant condition
surrounded by acres of clams.

Verse:

I'd wandered all over the country,
prospecting and digging for gold --
I'd tunneled, hydraulicked and cradled
and I have been frequently sold.

Chorus

Verse:

For one who gets riches by mining
perceiving that hundreds grow poor,
I made up my mind to try farming--
the only pursuit that is sure.

Chorus

Verse:

So rolling my grub in my blankets,
I left all my tools on the ground,
And started one morning to shank it
for a country they call Puget Sound

Chorus

Verse:

Arriving flat broke in mid-winter,
I found it enveloped in fog.
And covered all over with timber
thick as hair on the back of a dog.

³⁶⁵ From the *Washington Standard*, Olympia, April 11, 1877, with minor revisions given in the *Olympia-Tribune*, September 26, 1893.

Chorus

Verse:

As I looked on a prospect so gloomy,
the tears trickled over my face,
For I thought my travels had brought me
to the edge of the jumping-off place.

Chorus

Verse:

I took up a claim in the forest
and sat myself down to hard toil;
For two years I chopped and I sweated,
but I never got down to the soil.

Chorus

Verse:

I tried to get out of the country,
but poverty forced me to stay;
Until I became an old settler,
then nothing could drive me away.

Chorus

Verse:

And now that I'm used to the climate,
I think that if man ever found
A spot to live easy and happy,
that Eden is on Puget Sound.

Chorus

CATHOLIC MISSIONS REMAIN ACTIVE IN THE PACIFIC NORTHWEST

Several Catholic missions remained active in 1877:

- Cataldo Mission located among the Coeur d'Alene Indians
was moved to De Smet, Idaho Territory (where it remains today)
- St. Paul's Mission at Kettle Falls, Washington Territory
- St. Mary's Mission at Omak, Washington Territory
- St. Francis Xavier Mission in the Willamette Valley, Oregon
- two missions among the Yakima Indians in Washington Territory:
 - Catholics at St. Joseph's Mission at Ahtanum used primitive methods to irrigate the land
 - White Swan Mission developed a Catholic home for children
who were educated in Christianity and farming at the Mission

MOTHER JOSEPH CONTINUES HER GOOD WORK

Mother Joseph made a monumental contribution to health care, education and social work
throughout the Pacific Northwest

she constructed the Poor House Country Hospital in Georgetown (Seattle) -- 1877
(which later became Providence Hospital)

GENERAL OLIVER OTIS HOWARD AGREES MEETS WITH NEZ PERCE FREE BAND LEADERS

General Howard agreed to meet with Lapwai Indian Agent John B. Monteith and representatives of the nontreaty Nez Perce Indians at Fort Lapwai Howard, undoubtedly to intimidate the Free Bands of Nez Perce, posed cavalry at Lewiston, Idaho and near the junction of the Grande Ronde River with the Snake River more troops assembled in other places to be brought forward if needed Alarmed by the Fort Walla Walla meeting [April 20, 1877] about fifty Wallowa Nez Perce appeared -- May 3, 1877 they were led by Joseph and Ollokot, who requested that the proceedings be delayed until White Bird and Lamatta Free Band could arrive Howard was adamant that the council begin he warned Joseph and Ollokot that he was prepared to listen to them only if they agreed to comply with the U.S. government's demand they move onto the Nez Perce reservation Howard told them that hunting and fishing privileges in the Wallowa Valley would be granted once they settled on the reservation he warned that further delay would cause troops to be sent after them

FREE BANDS OF NEZ PERCE INDIANS MEET IN COUNCIL

Free Bands of Nez Perce Indians reconvened with some of White Bird's band in attendance along with members of other treaty and nontreaty bands -- May 4, 1877 During this meeting a confrontation flared between General Howard and old Chief Toohoolhoolzote who was a spokesman for the followers of the Dreamer religion Toohoolhoolzote tried to explain to Howard the Nez Perce concept of land and fanned the flames of the war spirit Howard, with Joseph's concurrence, ordered the meeting adjourned General Howard noted that at this meeting the Indians clearly did not intend to comply with the orders from the United States government

GENERAL HOWARD MEETS WITH THE FREE BANDS OF NEZ PERCE AT FORT LAPWAI

United States Government wanted to reduce size of Nez Perce Reservation to accommodate gold seekers and pioneers who wanted to settle on Nez Perce land Leaders of the non-treaty (Free Bands) of Nez Perce Indians were summoned to Lapwai to attend another council -- May 7, 1877 they were to confer with Commander of the Department of the Columbia General Howard who had taken over negotiations with the Indians Free Bands were represented by Looking Glass, Toohoolhoolzote, White Bird, Moses and Ollokot Commander of the Department of the Columbia General Oliver Otis Howard led the U.S. Army stationed in Washington Territory General Howard had lost his right arm during the Civil War Battle of Four Oaks devoutly religious, he promoted prayer meetings, morality and temperance and often studied his Bible until late at night General Howard had orders to occupy the Wallowa Valley with his troops

he announced all Nez Perce, including the Free Bands, must move onto reservation
and directed two companies of cavalry to march from Fort Walla Walla
they bivouac at the western end of the Wallowa Valley
where they remained ready to push the Indians northeast toward the reservation
Ollokot, Joseph's handsome and intelligent younger brother, represented one of the Free Bands
he objected to being forced to move onto the Nez Perce reservation
in an effort to explain the Nez Perces' deep connection with their homeland

Joseph (Hinmahtooyahlatkekht -- Thunder Rolling in the Mountains) told the General Howard: **"The earth and myself are of one mind. The one who has the right to dispose of it is the one who had created it.... In it are riches given me by my ancestors, and from that time up to the present I have loved the land, was thankful it had been given me.... The right to the land was ours before the whites came among us."**³⁶⁶

GENERAL HOWARD AND NEZ PERCE LEADERS INSPECT THE NEZ PERCE RESERVATION

Joseph, Looking Glass and White Bird rode up the Lapwai Valley with General Howard
to observe the farms of Nez Perce Indians who had signed the [1855] and [1868] treaties
with the U.S. government -- May 8, 1877

General Howard, Looking Glass and White Bird rode to the Clearwater Valley
where their bands were assigned to settle to view numerous Nez Perce farms on both sides
of the Clearwater River and Creek -- May 9-10, 1877

GENERAL OLIVER OTIS HOWARD CONVENES A COUNCIL AT FORT LAPWAI

General Howard's council resumed with more of the nontreaty people in attendance -- May 14, 1877
Toohoolhoolzote took the lead as he harangued General Howard

and Lapwai Indian Agent John B. Monteith regarding Nez Perce beliefs regarding their lands
Howard recounted: **"[Toohoolhoolzote] repeats what he had said at the other council about chieftainship—chieftainship of the earth. ... I answer, 'I don't want to offend your religion, but you must talk about practicable things; twenty times over I hear that the earth is your mother and about chieftainship from the earth. I want to hear it no more, but come to business at once.'**
The old man then began to speak about the land and became more impudent than ever, and said, . . . 'You white people get together and measure the earth and then divide it, so I want you to talk directly what you mean.' . . . The old man, in a surly way, asked, 'What person pretended to divide the land and put me on it?' I answered, with emphasis, 'I am that man. I stand here for the President, and there is no spirit, good or bad, that will hinder me. My orders are plain, and will be executed'."³⁶⁷

General Howard concluded both Looking Glass and White Bird agreed with Toohoolhoolzote
he reminded the Nez Perce leaders that, for him, the only question that needed answering was
would the Indians comply peacefully or would it be necessary to put them there by force
General Howard informed the Nez Perce leaders that a majority of Nez Perce people
had agreed to the treaty terms and to the United States government the "majority rules"

³⁶⁶ Jerome A Greene, *Nez Perce Summer 1877*, P. 17-18.

³⁶⁷ General Howard "Supplementary Report: Non-Treaty Nez Perce Campaign." December 26, 1877. P. 594.

Free Bands of non-treaty Nez Perce must move onto the reservation
Toohoolhoolzote persisted in his argument -- Howard peremptorily ordered him arrested,
led from the assembly and jailed (he was released several days later)
Howard's action violated council protocol and infuriated the Nez Perce
but Joseph counseled patience as he knew Howard could easily be killed
and the Nez Perce would be blamed for escalating the dispute
With Toohoolhoolzote removed the Nez Perce leaders, despite evident misgivings,
agreed to inspect the reservation lands

FORT LAPWAI COUNCIL COMES TO AN END

General Oliver Otis Howard concluded the Fort Lapwai Council -- May 15, 1877
troops from Lewiston had arrived by then -- this was, in effect, a show of force
Howard reported the Nez Perce agreed to come on the Nez Perce Reservation:

- Joseph's Wallowa Free Band White Bird's Lamatta Free Band
would settle on the upper Middle Clearwater;
- Husis Kute and his Palouse Indians, relatives of the Nez Perce,
would also go to the Clearwater River;
- Hasotin's Nez Perce people would move to the area of the Sweetwater River
on a tributary of Lapwai Creek

General Howard gave the Nez Perce thirty days to gather their livestock
and relocate to the reservation

threat of additional troops and only thirty days to evacuate the Wallowa Valley
and move onto the reservation caused the non-treaty Nez Perce great resentment
Chief Joseph was particularly shocked as he had the largest herds to round up
and longest distance to travel

White Bird indicated he could not always control his people who got liquor from the whites
so they might not come on the reservation

Howard assured him that his soldiers would be ready to assist in bringing them in
General Oliver Otis Howard, now satisfied he had carried out his orders returned to Fort Vancouver
confident that trouble had been averted

FREE BANDS OF NEZ PERCE INDIANS FACE AN IMPOSSIBLE ORDER

Nez Perce started for their homes to gather their livestock and prepare to move to the reservation
Joseph and Ollokot crossed the Snake River at Lewiston and ascended the Grande Ronde River
to their camp near the mouth of Joseph Creek in the Wallowa Valley
White Bird and Toohoolhoolzote led their bands south to the Salmon River
Looking Glass with his Free Band of Alpowais Nez Perce Indians
headed east to his home on the Middle Clearwater River
within the Nez Perce reservation boundary

For Chief Joseph and his Wallowa Band of non-treaty Indians, it was an impossible ultimatum
their herds were scattered far and wide through the Wallowa Mountains
streams they would have to cross were swollen with spring floods
but troops were nearing their country
rather than risk a clash, Joseph persuaded his followers to try to comply

For last time the men, women and children of the Wallowa Band rode through the Wallawas searching for their horses and cattle -- they only had time to collect a fragment of their herds many animals escaped the roundup and were later captured by white settlers

JOSEPH AND HIS FREE BAND OF WALLOWA NEZ PERCE LEAVE THEIR ANCESTRAL HOME

Chief Joseph's Wallowa Band of Nez Perce Indians spent much of the time allotted to them packing their possessions and corralling hundreds of free-grazing horses and cattle Joseph led his people moved along White Bird Canyon to Slate Creek where camp was made

Joseph afterward said: **"I saw that the war could not then be prevented.... I knew that we were too weak to fight the United States. We had many grievances, but I knew that war would bring more.... We hoped the white settlers would not join the soldiers. Before the war commenced, we had discussed this matter, and many of my people were in favor of warning them that if they took no part against us, they should not be molested in the event of war being begun by General Howard. This plan was voted down in the war council."**³⁶⁸

LOOKING GLASS'S BAND OF NEZ PERCE CONTINUES TO LIVE OFF THE RESERVATION

Nez Perce Chief Looking Glass was the son of a treaty signer and was determined to live in peace he had told Joseph and White Bird, **"You have acted like fools murdering white men. I will**

have no part in these things and have nothing to do with such men.... I want to live in peace."³⁶⁹

Looking Glass and his people had already agreed to withdrawn onto the reduced reservation

however, some of his braves planned to join the war effort -- although none as yet had done so

Looking Glass and his Free Band of Alpowais Nez Perce were peacefully camped in his own territory four miles from the town of Kooskia, Idaho Territory and northeast of Mount Idaho on the banks of Clear Creek, a tributary of the Clearwater, where his people lived and had their gardens planted

JOSEPH'S WALLOWA NEZ PERCE TRAVEL TOWARD THE NEZ PERCE RESERVATION

Nez Perce and all of their animals had to cross the raging, freezing waters of the Snake River swollen from the spring runoff

the crossing was made at Dug Bar near the mouth of the Imnaha River -- May 31, 1877 many of their animals were swept away and drowned

Wallowa Nez Perce then traveled east for ten miles before fording the Salmon River and moved north through the mountain pass known as Rocky Canyon they left their cattle below the Salmon River intending to return for them before the deadline.

THREE FREE BANDS OF INDIANS HOLD A COUNCIL

Three of the non-treaty bands leaders converged at Tolo Lake -- June 3, 1877

Looking Glass led his Free Band of Alpowais Nez Perce which included forty men

Toohoolhoolzote arrived with his Pikunans Nez Perce of whom thirty were men

Husis Kute and his Palouse Indians (relatives of the Nez Perce) included sixteen men

These three Free Bands of Indians met in council for ten days

³⁶⁸ James E. Seelye, Steven A. Littleton editors, *Voices of the American Indian Experience*, Volume 1, P. 338.

³⁶⁹ Jerome A Greene, *Nez Perce Summer 1877*, P. 53.

as the leaders offered their suggestions as to what to do
discussions demonstrated the division within the Free Bands
each band and each individual in the band was free to follow their leader's advice or not

JOSEPH AND WHITE BIRD MOVE THEIR FREE BANDS TO THE TOLO LAKE COUNCIL

Angered at being forced to leave their ancestral homes and move onto the reservation
Joseph with his younger brother Ollokot led their Wallowa Band which included fifty-five men
White Bird's Lamtamas Band with fifty men traveled with Joseph and Ollokot
they stopped to rest and to hold talks with the other three leaders of Free Bands
of non-treaty Indians -- June 12, 1877
it was only a day or two until General Howard's deadline was to be enforced

FIVE BANDS OF NON-TREATY INDIANS MEET IN COUNCIL

All five non-treaty bands led by Looking Glass, Toohoolhoolzote, White Bird, Joseph and Husis Kute
camped at Tolo Lake on Camas Prairie beyond the Salmon River
just south of the reservation (not far east of today's Grangeville, Idaho)
here the Nez Perce had gathered camas root for centuries
Leaders of the five Free Bands met in council
war leadership evolved based on a warrior's record
and his ability to attract and maintain followers
Joseph, a civil leader and descendant of a popular Wallowa chief, was not regarded as a warrior
even so, he was an influential member of the multi-band councils;
Ollokot, Joseph's younger brother, was highly regarded in military matters;
White Bird, chief of the Lamtamas, was in his mid-fifties and was well past warrior age
but he possessed considerable knowledge and was viewed as a senior adviser;
Chuslum Moxmox (Yellow Bull), also of the Lamtamas, was a war leader;
Looking Glass, the Alpowai, chief was fortyish and well respected for his war prowess
he emerged as perhaps the dominant military leader;
Toohoolhoolzote, chief of the Pikunans and prophet of the Dreamer Religion, was seventy;
Koolkool Snehee (Red Owl), was an Alpowai headman and war leader
Much of their talk was about the reservation deadline -- but opinions on what to do were divided
they had only a day or two remaining until General Howard's deadline
younger braves talked openly of war -- but most chiefs would have none of it
there were only about 191 men in all -- just about half of these were warriors
as the others were either too young or old for that designation
there were about 400 women and children in the five bands

BLOOD IS SHED BY THE NEZ PERCE INDIANS

Wahlitits from White Bird's Band of Free Nez Perce had a score to settle
three years earlier settler Larry Ott had killed Wahlitits' father in a dispute over land
Three warriors took matters into their own hands
Wahlitits, his cousin Wetyetmas Wahyakt (Swan Necklace)
and seventeen-year-old Sarpsis Ippilp (Red Moccasin Tops) left camp -- June 13, 1877
they went in search of Larry Ott but they could not find the man they wanted

prompted by captured whiskey they approached the Carver Creek cabin
of elderly Richard Divine that evening
he had killed Nez Perce and frequently sicked his vicious dogs on them
Divine was killed

MORE YOUNG WARRIORS JOIN IN AN ATTACK ON NEARBY SETTLERS

Sixteen more young braves joined the war party
and raided settlers' stores -- they found more whiskey
young warriors went on a killing, raping, plundering rampage before returning to camp
three other well-known Indian haters, Henry Elfers, Henry Beckrode
and Robert Bland, were ambushed at John Day Creek
at the settlement of Grangeville, Idaho Territory
Sarpis Ilppilp shot Samuel Benedict in the legs but Benedict managed to escape

FEAR SWEEPS THROUGH THE NEZ PERCE CAMP

When word of the bloodshed reached the Indians' camp,
Joseph and the other chiefs were across the Salmon River butchering beef -- June 13, 1877
all of the chiefs knew the soldiers would arrive to punish the entire tribe
perhaps they should split up and travel in different directions,
maybe they should go on the reservation as scheduled,
possibly they could journey south of the Salmon River away from the whites,
it might be they could reach Crow Indian country in Montana or even go to Canada
Some of the Nez Perce, frightened by the prospects of retribution, tried to disassociate themselves
from the outbreak by fleeing to the Indian Agency at Lapwai
Joseph and his younger brother, Ollokot, agreed to stay with their people

JOSEPH EXERTS HIS LEADERSHIP SKILLS

Thirty-seven-year-old Joseph, who possessed great dignity and was wise beyond his years,
took charge of 200 warriors and 600 women and children of the Free Bands of non-treaty Indians
Chief Joseph and his people faced a choice of three alternatives:
•to flee with his warriors, leaving women, children and wounded behind,
•to surrender,
•to fight General Oliver Otis Howard's soldiers as best they could
Joseph was not a great warrior but he along with Ollokot saw no course but to bow to the inevitable
in confusion and fear the three Free Bands of Nez Perce moved south to White Bird Canyon
to prepare for the soldiers they knew would follow

GENERAL OLIVER OTIS HOWARD RETURNS TO FORT LAPWAI

General Howard returned to Fort Lapwai to witness the Free Bands of non-treaty Nez Perce Indians'
arrival at the Nez Perce reservation in compliance with U.S. government orders -- June 14, 1877
soldiers of the U.S. First Cavalry had arrived from Fort Walla Walla
General Howard received a letter from a Mount Idaho, Idaho Territory resident
stating the community was becoming increasingly suspicious of the Nez Perce gathered nearby
General Howard busily mobilized reinforcements from throughout his department

and wired a telegram to his superior, General Irvin McDowell
Commander of the Division of the Pacific, to send soldiers and supplies
from California to Lewiston, Idaho
besides four companies of cavalry and three companies of infantry already available
at Fort Lapwai and Lewiston, Howard could expect auxiliaries in the form of
six companies of cavalry, five batteries of artillery (intended to function as infantry)
and three companies of infantry -- for a total of about 960 men
Howard's message to General McDowell concluded: "**Think we shall make short work of it**"³⁷⁰

COTTONWOOD RANCH BECOMES A SCENE OF BLOODSHED

When the three Freed Bands of Nez Perce gathered at Cottonwood Creek to discuss their options
two families of settlers, the Norton and Chamberlain families left their Cottonwood Ranch
situated on a high and easily defended prairie between wooded foothills
astride the road connecting Lewiston and Mount Idaho
they set out for the safety of the town of Mount Idaho
their wagons were attacked about 9:00 p.m., June 14, 1877
John Chamberlain, his three-year-old daughter Hattie, and Benjamin Norton were killed
later than night, Lew Day and Joe Moore also were fatally wounded
During this time a raiding party of seventeen warriors went a rampage
settlers' homes were burned and their livestock was taken
James Baker, Samuel Benedict, and August Bacon were killed in White Bird
as were Harry Mason, William Osborne and Francois Chodoze at Cooper Bar
Jack Manuel and his six-year-old daughter, Maggie, were wounded
Jeanette Manuel was injured in a fall from her horse

GENERAL HOWARD SENDS TROOPS TO MOUNT IDAHO, IDAHO TERRITORY

General Howard ordered Captain David L. Perry then stationed at Fort Lapwai
to lead the ninety-nine horse soldiers of the First Cavalry Company F to Mount Idaho
accompanied by eleven volunteers to investigate the Nez Perce
camping just off the edge of the reservation -- June 15, 1887

WHITE SETTLEMENTS ARE GRIPPED WITH STARK TERROR

During a period of four days [June 13] to June 16, 1877
eighteen settlers, including one woman and two children, were killed
two additional women and two girls were wounded and three women were raped
several buildings in Grangeville were plundered, ranch building and hay were burned,
portable property was stolen and livestock was run off
Manuel family home was burned by angry Nez Perce
Jeanette Manuel and her baby were inside -- June 16
Lewiston and the Pullman-Moscow area feared an Indian attack
settler James W. Poe, influenced by the hysteria, wrote the Idaho governor:

³⁷⁰ Jerome A Greene, *Nez Perce Summer 1877*, P. 34.

“two or three hundred Indians” were continuing their bloody raids
J.P. Villmar of Lewiston informed the mayor of Portland: **“They have massacred 30 or 40 men, women and children; for humanity’s sake...send arms and ammunition.”**³⁷¹

Edward McConville became the colonel of a volunteer group he organized in Lewiston

CAPTAIN PERRY LEADING THE FIRST CAVALRY MAKES CONTACT WITH THE NEZ PERCE

After two days of hard riding from Fort Lapwai Captain David Perry
with ninety-nine soldiers of the First Cavalry Company F accompanied by eleven volunteers
reached White Bird Canyon where camp was made at Horseshoe Bend -- June 17, 1877

Captain Perry’s advancing columns discovered a white woman and her child
hiding in sparse underbrush

her husband had been killed by Indians three days before
they gave her food and water before they passed on

Captain Perry’s volunteers were anxious to fight
they believed the Indians would run when the troops arrived
in fact, Captain Perry’s command was outnumbered

Nez Perce knew that Captain Perry was coming and how many men were under his command
many braves wanted action -- but the chiefs still hoped to avoid a fight
about sixty-five braves, half with Winchester repeating rifles

and the remainder armed with muzzle-loading guns or bows and arrows
rode a mile north of their Slate Creek camp

warriors entrenched themselves among the stony buttes

Two Moons led thirty braves on the East flank

Olokokot, Joseph’s brother, led twenty-nine braves on the West flank

six Nez Perce Indians rode out under a white flag to meet with the troops

Captain David Perry’s scouts rode over the crest of a knoll

they came to a halt when they saw the Indians under a white flag

word was sent back word that the Nez Perce had been located

volunteer interpreter Arthur Chapman was with the advance party,

Joseph considered Chapman to be a friend although he had boasted
that he could **“whip the cowardly Injuns”** himself³⁷²

Chapman fired a shot at the slowly moving peace envoys -- Sunday June 17, 1877

Otstotpoo, who was stationed with Two Moons, fired a lucky shot

Captain Perry’s bugler fell from his saddle and the battle was underway

BATTLE OF WHITE BIRD CANYON IS QUICK AND BRUTAL

Nez Perce leaders Otstotpoo and Two Moons set up a vicious crossfire -- Sunday June 17, 1877

Captain David Perry dismounted one of his columns as the other swung abreast on his right

Almost immediately a handful of Two Moon’s warriors broke onto a rocky butte

where six volunteers anchored Perry’s left flank

two civilians were killed as the others scramble away

³⁷¹ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

³⁷² Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

soldiers, many in battle for the first time, fired ineffectively at clouds of smoke
Nez Perce calmly shot at dusty blue targets
as wounded soldiers slumped to the ground panic began to spread
A large group of Nez Perce horsemen swept up the ravine
they had no single leader but each Indian was an experienced warrior
many Indians clung to the side of their ponies as they slashed through Perry's position
volunteers were the first to leave the fight
Captain Perry's right flank collapsed as soldiers began running

Yellow Wolf, one of finest warriors from Joseph's Band later related: **"I ran to strike one soldier with my bow. I leaped and struck him as he put a cartridge to his gun. I grabbed the gun and shoved hard. The soldier went over backward but was not hurt. I wrenched the gun away from him. At the same time a warrior back of me killed him.**

"I now jumped down a bank where there was another soldier. My feet slipped and I slid in front of him. He was on one knee, pointing his rifle. The bullet passed over my shoulder. I grabbed the barrel of his gun. While we wrestled, a Nez Perce fired from the bank, and the soldier fell dead..."³⁷³

White Bird's braves succeeded in flanking the troops
Captain Perry's First Cavalry Company F was shattered and retreated back up the ravine
pursued closely by Nez Perce warriors
Captain Perry's retreat followed two general routes
Lieutenant Edward Theller led two squads in an attempt to retrace their approach
toward the army's White Bird Canyon camp
Lieutenant Theller gathered an eighteen-man rear guard
they fought with great courage until they became trapped in a blind ravine
and ran out of ammunition
Theller and his seven men were killed by the Nez Perce
Captain Perry and Captain J.G. Trimble fled to the northwest up steep ridges
at the top of the ridge line they reached Camas Prairie
where they were able to regroup at Henry C. Johnson's Ranch
within minutes, Nez Perce warriors pressed the attack
surviving troops continued their retreat for several miles toward Mt. Idaho
where they were rescued by fresh volunteers

NEZ PERCE HARASS THE MAULED TROOPERS FOR SEVERAL MORE HOURS

Battle of White Bird Canyon had lasted ten to fifteen minutes
Nez Perce who were involved in the fight got a chance to improve their arsenal
by collecting abandoned rifles
they also added to their ammunition supply and stripped clothing from thirty-three bodies
fully one-third of Captain David Perry's First Cavalry Company F
as was the Nez Perce custom, no enemy's bodies were mutilated
After a running fight of ten miles the warriors gave up the pursuit

³⁷³ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

Nez Perce had suffered two slightly wounded casualties -- not a single Nez Perce had been killed
Joseph described the event, **“We moved over to White Bird...the soldiers attacked us and the first battle was fought. We numbered in that battle sixty men, and the soldiers a hundred. The fight lasted but a few minutes, when the soldiers retreated before us.... They lost thirty-three killed, and had seven wounded...”**³⁷⁴

GENERAL OLIVER OTIS HOWARD LEARNS OF CAPTAIN PERRY’S DEFEAT

General Howard had learned of Captain David L. Perry’s debacle -- afternoon June 17, 1877
one of the first reports came from two Company F soldiers, Corporal Charles W. Fuller
and Private John White who had fled at the opening of the battle who raced their horses
all the way back to Fort Lapwai with the earliest, although erroneous, news of the defeat
more accurate reports arrived soon after
General Howard directed that Major John W. Green’s troops at Fort Boise march north
to watch the area of the Weiser Valley and keep Nez Perce in that region out of the fight
General Howard, with divisional approval, arranged for troops to be sent from the East Coast

NEZ PERCES’ TRIUMPH LEADS TO INDECISION

Indian camp was soon filled with indecision, but it was obvious war now could not be avoided
Nez Perce had not considered what to do next
fortunately, Five Wounds and Rainbow, two Nez Perce Indians who had been hunting buffalo,
arrived the day after the battle -- June 18, 1877
they suggest the Free Bands of Nez Perce Indians cross the Salmon River
if the soldiers did not cross, the Indians would be safe
if the soldiers followed, the Indians could re-cross
and cut across General Howard’s supply line

NEZ PERCE CROSS THE SALMON RIVER

Nez Perce crossed the Salmon River to the south -- June 19, 1877
they made bull boats (buffalo hides stitched across green willow poles)
these were loaded with women, children, dogs and supplies
bull boats were towed across the swollen river by braves on horses
next, more than a thousand head of horses were swum across the Salmon River
this passage was accomplished easily -- Indians were old hands at this activity

CAPTAIN DAVID L. PERRY REGROUPS HIS FIRST CAVALRY COMPANY F

Three days after the debacle in White Bird Canyon, Captain Perry and his command,
accompanied by a contingent of citizens, reconnoitered out of Grangeville, Idaho Territory
toward the White Bird Canyon Battlefield -- but went only as far as the head of the canyon
no Indians were seen -- June 20, 1877
Captain Perry rested his troops at Henry C. Johnson’s Ranch,
where they had stopped on their retreat on the seventeenth, then returned to Grangeville

³⁷⁴ *National Geographic*, March, 1977, P. 420.

that evening the first medical personnel arrived from Fort Lapwai

BATTLE OF WHITE BIRD CANYON INFLUENCES BOTH SIDES OF THE BATTLE

Defeat of Captain David L. Perry First Cavalry Company F was a powerful incentive for Nez Perce leaders to fight General Howard's soldiers perhaps, if they fought well enough they would be allowed to return to their ancestral homes For the U.S. Army, the battle produced a healthy respect for the fighting abilities of the Nez Perce who could, and would, fight to protect their interests they had proven they could deliver a blow swiftly and with stunning accuracy soldiers learned that the warriors were better riders than themselves and were expertly adept marksmen capable of inflicting severe casualties in the ranks Nez Perce used their ammunition economically they did not foolishly attempt to fire from horseback -- as had the soldiers well-trained Indian horses stood calmly during the fighting while the army mounts panicked General Howard had to be content with the knowledge that more soldiers at hand and the army's resources were renewable -- whereas the Indians' were not

GENERAL OLIVER OTIS HOWARD TAKES THE FIELD

News of the Nez Perce atrocities and Captain David Perry's defeat at White Bird Canyon reached all the way to the United States which was still stunned by Colonel George Armstrong Custer's Seventh Cavalry annihilation a year before at the hands of Lakota Sioux, Northern Cheyenne and Arapaho in Montana Territory reports of the tragedies resulted in the mobilization of military units from all points of the compass and groups of civilian volunteers who gathered to join in the fight Additional reinforcements could not be expected to arrive for a few more days but virtually every fort in the Northwest sent troops heading toward Lewiston other companies were coming from California, Arizona and as far away as Georgia General Oliver Otis Howard marched out of Fort Lapwai with 227 soldiers -- June 22, 1877

- First Cavalry Companies E and L,
- Twenty-first Infantry Companies B, D, E, I and H,
- Fourth Artillery Battery E outfitted as infantrymen with two small howitzers (cannons) and a Gatling gun (crank-operated ten-barreled rapid-fire machine guns of .45 caliber, drawn by three horses -- along with a detail of probably four men to operate them)
- and civilian Captain Thomas P. Paige twenty volunteers from Walla Walla led by civilian Captain Thomas P. Paige (other troops were to follow two days later)

GENERAL HOWARD MARCHES TOWARD SLATE CREEK IN WHITE BIRD CANYON

Howard's command reached Benjamin Norton's and John Chamberlain's homestead on Camas Prairie known locally as Cottonwood Ranch -- 1:30 p.m., June 23, 1877 Cottonwood Ranch had been pillaged by marauding Nez Perce and now lay in shambles

Howard noted the rampant destruction at the place: **“There is the clothing cut and torn and strewn about—the broken chairs, the open drawers, the mixing of flour, sugar, salt and rubbish—the evidences of riot run mad.”**³⁷⁵

GENERAL OLIVER OTIS HOWARD REMAINS IN HIS HEADQUARTERS

General Howard remained in camp at Cottonwood Ranch -- June 24, 1877

newspaper reporters accompanied him because the nation was interested in watching events unfold

they represented the Portland *Oregonian*, San Francisco *Chronicle*, Portland *Standard* and Idaho *Tri-Weekly Statesmen* out of Boise

they accused the devout Howard of halting to preach to his men and distribute Bibles

actually, he was awaiting the scout's report to determine the exact location of the Nez Perce

and he was also waiting for volunteer reinforcements from Lewiston to arrive

General Howard dispatched Captain J.G. Trimble and First Cavalry Company H at Grangeville to proceed to Slate Creek to protect the barricaded settlers there

Howard hoped Company H would stop the Indians by occupying their attention

and thus prevent further massacres in the vicinity

this would also give Howard's main force time to move directly on the hostiles

GENERAL OLIVER OTIS HOWARD VISITS NEARBY COMMUNITIES

General Howard and his cavalry visited Grangeville and Mount Idaho -- June 25, 1877

he greeted wounded soldiers hospitalized in the hotel and met with citizens

he inspected their makeshift barricades before moving on to Henry C. Johnson's Ranch

where the infantry troops had preceded him

citizens of Mount Idaho, three miles distant from Grangeville, demanded action

Howard grimly promised plenty of it as soon as he could find the enemy

GENERAL OLIVER OTIS HOWARD RESUMES THE MARCH

Sitting in his Cottonwood Ranch camp while the fleeing Nez Perce

melted into the Seven Devils country or escaped back toward the Wallowa Hills

was unthinkable for General Howard

General Howard ordered a pursuit before the Nez Perce could escape

after leaving a few of his soldiers at Cottonwood Ranch to protect the settlers,

Howard moved his command from Cottonwood Ranch -- early morning June 26, 1877

Howard's troops followed the Salmon River south about four miles

toward the crossing a mile and a half above where White Bird Creek

empties into the Salmon River

As soldiers and civilians approached the mouth of White Bird Creek,

Indian snipers rushed down from the ridges on the other bank and taunted them to give chase

warriors tried to pick off any troops who ventured within rifle range

however, when Howard's command opened fire with long-range rifles

³⁷⁵ Howard, *Nez Perces Campaign of 1877*, July 18, 1878.

Indians scrambled for the cover under trees and on the heights beyond
One sergeant and several of Captain Thomas P. Paige's Walla Walla volunteers
managed to swim the river and crawled to the top of the bluffs
but to their amazement not an Indian could be seen
General Howard made camp at Horseshoe Bend along the north side of the Salmon River

GENERAL HOWARD INVESTIGATES THE WHITE BIRD CANYON BATTLEFIELD

Howard cautiously began a reconnaissance of the battlefield with skirmishers advanced
Howard's soldiers found the bodies of their comrades -- June 26, 1877
many, stripped of clothing, had grown disfigured and decomposed nine days after the fight
however, the corpses had not been mutilated as most victorious Indians would have done
horrible sight of their fallen comrades aroused the soldier
they swore vengeance against the hostile Nez Perce
Lieutenant Theller's remains were found in the afternoon during a driving thunderstorm
where he and his small force had been entrapped
Theller's body was wrapped and carefully interred where it lay
While the burials were taking place, General Howard, Captain Perry and Captain Paige
reconnoitering the fleeing Nez Perce Free Bands
civilian Captain Thomas P. Paige and twenty volunteers from Walla Walla,
who had accompanied General Howard from Fort Lapwai,
scouted along the crest of a ridge to the right of White Bird Canyon
until they could find a view of the country across the Salmon River
they saw a large force of Indians far ahead had crossed at Horseshoe Bend
and established their camp on Deer Creek
Paige and his civilians hurried back to report to General Howard
General Howard believed that the Nez Perce families intended to keep his troops
from following across the Salmon River
he planned to station a hundred sharpshooters on a ridge
across from the mouth of Canyon Creek while his other troops
engaged the warriors from the front
to implement his plan Howard sent a note to Captain J.G. Trimble and First Cavalry Company H
at Slate Creek: **"Be prepared to follow up a success from us by intercepting and
obstructing trails toward Little Salmon."**³⁷⁶

GENERAL HOWARD ATTEMPTS TO CROSS THE SALMON RIVER

General Howard raised the American flag over his headquarters
Nez Perce responded by raising a red blanket and called for the troops to cross the river and fight
Unsuspecting of Chief Joseph's plans, Howard decided to ferry his command to the south
troops began to cross the Salmon River in pursuit of Joseph and his people bank -- June 27, 1877
ineffective gunfire had been exchanged with Nez Perce sharpshooters as Howard's soldiers
prepared to cross the raging Salmon River one-and-a-half miles above White Bird Creek

³⁷⁶ Howard to Trimble, June 26, 1877, entry 897, box 1, part 3, 1877, U.S. Army Continental Commands.

Soldiers tried to get a rope across the river to begin themselves across
but they were not old hands at crossing a river as large as the Salmon
which was running high, carrying a full flood of water from snows melting in the mountains
warriors continued waving blankets and taunting
Howard's troops camped near White Bird Crossing and waited for morning

GENERAL HOWARD BEGINS HIS CROSSING OF THE SALMON RIVER

After careful mathematical calculations, Lieutenant H.G. Otis an engineer of the Fourth Artillery,
declared that a rope made of the cavalrymen's lariats would be strong enough to hold a raft
against the current of seven miles an hour -- June 28, 1877
a rough-hewn raft made of twelve-inch logs thirty or forty feet long was constructed
when the raft was launched it was discovered there had been a miscalculation
as the craft broke the rope and disappeared down the Salmon River
after losing several rafts, General Howard's engineers fastened a cable across the Salmon River
two boats were attached using ropes and rings

GENERAL OLIVER OTIS HOWARD RECEIVES REINFORCEMENTS

After a delay that General Howard considered unwarranted, still more reinforcements
arrived at his Salmon River campsite -- June 28, 1877
Fourth Artillery (serving as infantrymen) batteries A, D, G and M
and Twenty-first Infantry Company C brought Howard's total to about four hundred men

CHIEF JOSEPH AND WHITE BIRD AND THEIR NEZ PERCE RE-CROSS THE SALMON RIVER

As General Oliver Otis Howard and his command labored across the Salmon River to the south bank
Chief Joseph and his Nez Perce Indians re-crossed the Salmon River fifteen miles downstream
at Craig's Ferry -- June 28, 1877
Having made the decision to flee into the Bitterroot Mountains
Joseph turned north and moved leisurely across Camas Prairie
toward the south fork of the Clearwater River
Joseph's Nez Perce Free Bands made camp in the timber of Craig's Mountain

GENERAL HOWARD'S CROSSING OF THE SALMON RIVER TAKES TWO DAYS

Transporting infantry, cavalry, pack mules, foodstuffs, munitions and mountain howitzers
across boiling Salmon River was complex
General Howard's crossing consumed two days -- June 28-June 29, 1877

GENERAL HOWARD DISCOVERS THE NEZ PERCE INDIANS HAVE ELUDED HIM

Once across the Salmon River General Oliver Otis Howard discovered the fleeing Nez Perce
had re-crossed the Salmon River and had withdrawn into the highlands
leaving the army to follow their trail and try to divine their intentions -- June 29, 1877
they had temporarily put the soldiers on opposite side of the Salmon River
from Fort Lapwai and Howard's supply lines
Howard and his men rested before he took up the pursuit once again

GENERAL HOWARD LEARNS CHIEF LOOKING GLASS HAS JOINED IN THE CONFLICT

General Howard ordered his train back to Fort Lapwai for supplies -- June 28, 1877

Captain David L. Perry's First Cavalry Company F provided an escort

along with civilian Captain Thomas P. Paige and twenty Walla Walla volunteers

Two additional volunteer units arrived at General Howard's headquarters:

civilian Colonel Edward McConville's Lewiston volunteers

civilian Captain George Hunter's volunteers from Dayton, Washington Territory

both civilian companies were sent forward to Slate Creek to support

Captain J.G. Trimble and his First Cavalry Company H

GENERAL HOWARD BECOMES CONCERNED ABOUT CHIEF LOOKING GLASS

General Howard received word that Looking Glass,

who so far had refrained from openly supporting the people with Joseph and White Bird,

was now threatening to join in the conflict -- June 28, 1877

To prevent this from happening, Howard sent Captain Stephen G. Whipple

with four officers and sixty-two men of the First Cavalry, Companies E and L,

twenty Idaho volunteers under civilian Captain Darius B. Randall and two Gatling guns

to surprise and capture the chief and his followers

Captain Whipple's officers were from diverse backgrounds

Whipple commanded the First Cavalry Company L

he had led a unit of California volunteers during the Civil War

and later served in Arizona Territory

Whipple's first lieutenant was Edwin H. Shelton, a West Point graduate

Whipple's second lieutenant was Sevier M. Rains, also a West Point graduate

Captain William H. Winters commanded Company E as had enlisted in the Civil War as a private

but had risen to corporal, sergeant and first sergeant before he received a commission

Winters' first lieutenant was Albert G. Forse, a West Point graduate

with ten years' experience in the Northwest

Winters' second lieutenant was William H. Miller, a West Point graduate

he had Indian campaign experience from the (1872-1873 Oregon Modoc War

CAPTAIN STEPHEN G. WHIPPLE ARRIVES AT MOUNT IDAHO, IDAHO TERRITORY

Captain Whipple reached Mount Idaho with the sixty-six men of First Cavalry, Companies E and L

twenty Idaho volunteers -- June 30, 1877

After resting his troops, he left his two Gatling guns and with a detail of men to operate them

he set out with eighty-seven men including twenty civilians under Captain Darius B. Randall

to capture Chief Looking Glass who was camped twenty-five away

Captain Whipple's men rode through the night

he planned to strike the village at dawn while the people slept

LEWISTON VOLUNTEERS RETURN TO GENERAL HOWARD'S COMMAND

Civilian Colonel Edward McConville's Lewiston volunteers had been sent

to assist Captain J.G. Trimble and First Cavalry Company H at Slate Creek

McConville and his men scouted the region searching for the fleeing Nez Perce
trailing the fugitives McConville crossed the Salmon River at Horseshoe Bend
and made connections with the general's main command -- June 30, 1877

GENERAL OLIVER OTIS HOWARD TAKES UP HIS PURSUIT OF THE FLEEING NEZ PERCE

Fear that the whole of the Nez Perce people might enter the war
was rampant in both the army camp and among the settlers -- July 1, 1877
After fording the Salmon River, General Howard and his soldiers marched for the Snake River
General Howard marched across the high plateau between the deep gorges of the Snake River
and Salmon River south of where the Salmon turns westward toward the Snake
this high plateau dissected by steep, rugged canyons featured varying amounts of foliage
depending on the elevation

CAPTAIN WHIPPLE CONDUCTS A MORNING RAID ON LOOKING GLASS'S CAMP

Captain Stephen G. Whipple led his First Cavalry Companies E and L, twenty Idaho volunteers
in search of Chief Looking Glass in the hope they could capture the chief
before he could join with Chief Joseph and the other Free Bands of Nez Perce Indians
Whipple had planned an attack on the village at dawn, but the approach was across hilly terrain
through some calculating error the camp lay ten miles farther than supposed
Captain's Whipple's troops came down a hillside opposite Looking Glass's village on Clear Creek
by its junction with the Clearwater River (near today's Kooskia, Idaho) -- Sunday July 1, 1877
well within the Nez Perce reservation
Looking Glass, who had maintained neutrality to this point, sent Peopeo Tholekt
to tell the soldiers Looking Glass insisted he had had no part in the troubles
further, since he was already on the reservation his people should not be harassed
after treating Peopeo Tholekt roughly, Captain Whipple sent him back
with the demand that Looking Glass come to talk himself
Looking Glass refused and sent Peopeo and Red Heart, another Nez Perce, back to try to talk again
as the two Indians talked with Lieutenant Sevier M. Rains, Washington Holmes,
a half-breed volunteer, fired his rifle across the river and Red Heart fell wounded
this single shot ignited a powder keg
Soldiers opened fire on the village with Gatling guns and charged across Clear Creek
spraying the forty families in the village with gunfire -- Nez Perce fled into the woods
one Indian was killed and four were wounded
one woman and her infant were drowned as they tried to cross the swift Clearwater River
neutral Looking glass was now a hostile leader

CHIEF LOOKING GLASS AND HIS NON-TREATY NEZ PERCE ESCAPE

Looking Glass's Alpowais Free Band, friendly to whites, fled eastward to the mountains
and the safety of Nez Perce Chief Red Owl's camp on the South Fork of the Clearwater River
Apparently frustrated by not being able to capture Chief White Bird
Captain Stephen G. Whipple destroyed the village and captured the band's twelve hundred horses
these were driven to Mount Idaho, Idaho Territory -- July 1, 1877

CAPTAIN STEPHEN G. WHIPPLE ENTERS MOUNT IDAHO

After attacking the Free Band of Nez Perce Indians under Chief Looking Glass
Captain Whipple's First Cavalry, Companies E and L and twenty Idaho volunteers
reached the town of Mount Idaho
Whipple received word from General Howard that Captain David Perry
would arrive at Cottonwood Ranch with an ammunition train
Whipple was to hurry in that direction with his cavalry
and arrive before Joseph and White Bird could attack -- July 1, 1877

GENERAL OLIVER OTIS HOWARD ARRIVES AT GRANGEVILLE

General Howard reached Grangeville, Idaho Territory in the early hours of July 1, 1877
where he was reunited with the remains of Captain David Perry's First Cavalry Company F
in Grangeville, Howard learned from friendly Indians that some young men
of Looking Glass's Free Band had slipped away to join the hostile bands
General Howard was a man with many problems
more than a dozen Idaho Territory settlements demanded his small army protect them
military leaders in the War Department suggested decisive action would be appropriate
Nez Perce he was facing were a powerful and determined foe as proven by the fight
at White Bird Canyon where their courage and marksmanship shattered two of his companies
now they had slipped away and were moving casually across central Idaho
Howard had adequate reason to believe that Chief Joseph was a military genius

CAPTAIN WHIPPLE RIDES OUT TO MEET CAPTAIN PERRY

Spending the night Captain Stephen G. Whipple and First Cavalry, Company L left Mount Idaho
they reached Norton's and Chamberlain's Cottonwood Ranch on Camas Prairie -- July 2, 1877
Captain Whipple sent two citizen volunteer scouts, William Foster and young Charles Blewett,
to reconnoiter the vicinity of Craig's Ferry where the Nez Perce had crossed the Salmon River
in order to determine the exact location and strength of the fleeing Nez Perce

GENERAL OLIVER OTIS HOWARD MAKES SLOW PROGRESS IN CATCHING THE NEZ PERCE

General Howard's army pushed toward the summit of Brown's Mountain -- July 2, 1877
they followed the trail of the fleeing Nez Perce which was well marked Indian trail, well-marked
by the passage of their fifteen hundred ponies
rugged terrain kept Howard's progress to an average of ten or twelve miles per day
several pack mules lost their footing on the slippery grades
and plunged into canyons hundreds of feet below
artillerymen, unused to campaigning, complained bitterly as they tried to keep up
Captain J.G. Trimble and First Cavalry Company H joined Howard on the march
Heavy sleet and rain pummeled General Howard's Brown's Mountain camp

CAPTAIN WHIPPLE'S SCOUT RETURNS WITH INFORMATION ABOUT LOOKING GLASS

Scout William Foster returned to Whipple's camp on a lathered horse -- toward evening July 2, 1877
he said he had found the Indians about twelve miles away heading for nearby Craig Mountain
he been fired at and young Charles Blewett had probably been killed in the attack

they had become separated and he had not seen the other scout since

SKIRMISH NEAR COTTONWOOD RANCH, IDAHO TERRITORY

Captain Stephen G. Whipple, realized Captain David Perry's ammunition train was in danger

Whipple's First Cavalry, Companies E and L and his remaining volunteers

began construction of a defensive position

rifle pits were dug near Norton's and Chamberlain's Cottonwood Ranch

Captain Whipple directed Second Lieutenant Sevier M. Rains with ten soldiers

accompanied by the scout William Foster and one other civilian to proceed at once

to provide assistance to the young scout Charles Blewett

and to ascertain the strength of the Looking Glass's band -- evening July 3, 1877

Warriors led by Five Wounds and Rainbow saw Lieutenant Rains and his men coming

Chief Looking Glass concealed a large force of warriors in a shallow ravine

along both sides of the road two miles north of Cottonwood Ranch

when Rains entered the shallow ravine

Indians sprung the trap pouring a hail of bullets on the volunteers

Yellow Wolf, who related several Nez Perce war stories, said Rains and his men

expected to be reinforced so they took cover behind boulders

Captain Stephen G. Whipple's troops heard gunfire as they were mounting their horses,

they charged forward at a gallop

after covering about two miles they saw the warriors in force

and well entrenched half a mile away

Whipple realized his few men would suffer a disastrous loss if he charged the Indians' position

so he stopped his First Cavalry and volunteers

Whipple witnessed the fearful sight of Second Lieutenant Sevier M. Rains

and his and ten doomed volunteers were picked off one by one

until all of the eleven men in Rains' detail were killed -- evening, July 3

CAPTAIN STEPHEN G. WHIPPLE FACES AN IMPOSSIBLE DECISION

Captain Whipple had lost both of his scouts and all of Rains' men -- he dared not risk more lives

yet, if he retreated to Mount Idaho he would expose Captain David Perry

to the same fate as Rains resulting in the loss of the ammunition supply train as well

Whipple decided to move forward a short distance from the massacre site

to a more defensible position on open ground on the east side of a ravine

he halted, dismounted and deployed his men in two long lines

he placed his Gatling guns between the two lines of soldiers

Five Wounds, Rainbow and Two Moon and their warriors were on the west side of the canyon

they were too far away for effective action -- dusk July 3, 1877

both sides, one thousand yards apart, continued to fire on each other for two hours

when the Indians withdrew, Captain Stephen Whipple made camp for the night

SECOND SKIRMISH NEAR COTTONWOOD RANCH

Captain Stephen G. Whipple's First Cavalry, Companies E and L and his remaining volunteers

started out again to find Captain David Perry and the supply train -- morning July 4, 1877

after several miles Whipple established a defensive position
Captain David Perry, coming from Fort Lapwai with the pack train, was unaware of any danger
riding over the brow of a hill he looked down in amazement to see Whipple's troops
several miles from Cottonwood Ranch stretched out in battle formation
Perry rushed his pack train and detail of twenty men forward
they reached Whipple without being fired on
Captain Perry, as senior officer, assumed command
his united force marched back to Whipple's former position at Cottonwood Ranch
here Perry received instructions from General Howard to wait for further orders from him

GENERAL HOWARD LEARNS OF THE ATTACK ON CAPTAIN STEPHEN G. WHIPPLE

General Oliver Otis Howard was in his camp located in Rocky Canyon
when he received word that Nez Perce warriors had struck
Captain Stephen G. Whipple's command sent to capture Chief Looking Glass
at Cottonwood Ranch on Camas Prairie -- July 4, 1877
Howard incorrectly believed this was a Nez Perce raiding party
he thought Chief Joseph would again re-cross the Salmon to meet Looking Glass
instead Joseph moved north of Cottonwood Ranch
and thus placed his warriors between General Howard and Captain Perry
General Howard dispatched civilian Colonel Edward McConville's Lewiston volunteers
and civilian Captain George Hunter's volunteers from Dayton to ford the Salmon River
and go in support to Cottonwood Ranch
this was, in fact, the entire body of fleeing Nez Perce who had re-crossed the Salmon River

COTTONWOOD RANCH IS AGAIN ATTACKED BY THE NEZ PERCE

Captain David Perry's First Cavalry Company F and supply train
and Captain Stephen G. Whipple First Cavalry, Companies E and L
were camped at Cottonwood Ranch on Camas Prairie -- July 4, 1877
facing Chief Looking Glass's warriors
Joseph and his Free Bands of Nez Perce were camped only three miles to the west
Nez Perce Indians gathered in force and completely surrounded the soldiers' camp
at Norton's and Chamberlain's Cottonwood Ranch
an attack was made in an effort to dislodge the troops
this continued until the Indians withdrew to their camp -- sundown, Wednesday, July 4

CAPTAIN DAVID PERRY'S COMMAND REMAINS CAMPED AT COTTONWOOD RANCH

Nez Perce Indians appeared at Norton's and Chamberlain's Cottonwood Ranch once again
Captain David Perry sent two messengers to General Oliver Otis Howard
to inform him of the dire situation faced by Perry's troops -- morning July 5, 1877
Perry's command waited for hours for an attack as they watched the Indians increase in number
Captain Stephen G. Whipple's men were occupied
with construction of defenses just east of Cottonwood Ranch
suddenly two mounted men, pursued by warriors, galloped madly toward the command post
both safely reached the soldiers' lines

they were the messengers who had been sent to General Howard
other couriers dared not leave the fortifications

Captain Perry believed his troops were outnumbered by nearly three to one
he wisely refrained from making any sorties

NEZ PERCE ATTACK CAPTAIN DAVID PERRY'S POSITION AT COTTONWOOD RANCH

Expected attack by Looking Glass's Nez Perce Indians began about noon July 5, 1877
Alpovais warriors charged all of the soldiers' exposed positions at the same time
braves crawled through tall grass until they were discovered within fifty feet of the soldiers
from their elevated position the troops repulsed every charge
until the main body of Indians finally withdrew -- however, firing continued for some time

CONCERN FOR THE SOLDIERS IS HIGH IN MOUNT IDAHO, IDAHO TERRITORY

Citizens of Mount Idaho had not heard from Captain Stephen Whipple for two days
volunteer Captain Darius B. Randall received word that the Indians were gathered in force
at Cottonwood Ranch
where they had attacked Whipple's and Perry's commands -- afternoon July 5, 1877
Citizens from the town organized a volunteer company under Captain Randall
they were dubbed the "The Brave Seventeen" and set out immediately to relieve Perry's troops

VOLUNTEER CAPTAIN RANDALL'S MOUNT IDAHO MEN COME UNDER ATTACK

Within two miles of Captain David Perry's position "The Brave Seventeen" were attacked
by an estimated at 125 of Chief Looking Glass's Alpovais warriors who had left the main body
which was then engaged in driving their herds of animals across the prairie
Volunteer Captain Darius B. Randall ordered a charge through the Indians' lines
apparently hoping it would carry his force through to the troops
They had almost gained their objective when Randall and B.F. Evans fell mortally wounded
volunteers dismounted and hoped to hold their position until help could come from the regulars

VOLUNTEERS' FIGHT IS OBSERVED BY CAPTAIN PERRY AND HIS TROOPS

Captain Stephen G. Whipple was standing on the hill where defense works were being constructed
he noticed a commotion on a nearby summit where a few volunteers were located
Captain David Perry came walking toward Whipple and asked the cause of the excitement
Perry was informed that volunteers apparently from Mount Idaho were under attack
Whipple insisted, although he was outranked, that support be sent to their aid
Perry delayed sending help to the volunteers because he feared that if he left his barricade
his ammunition train would fall into the hands of the Indians
and, if he divided his force of one hundred, neither division could resist an attack
by what he believed to be 250-300 warriors -- let alone save the citizens from massacre
(more probably his delay was prompted by caution)
Whipple pleaded with his superior to risk the ammunition and save the civilians' lives
as the two officers debated, about twenty-five soldiers without orders
led by Sergeant Bernard Simpson dashed from their safe location to join in the fight
their daring act caused Captain Perry, at last, to move

he sent out a cavalry detachment under Captain Whipple
in the face of Whipple's attack, the Looking Glass's Indians withdrew -- evening, July 5, 1877
civilians had withstood their engagement for a full hour but the Indians had shot their horses
two volunteers were killed, another was mortally wounded and several more were injured

CAPTAIN PERRY WITHDRAWS BACK TO COTTONWOOD RANCH

Before a counterattack could be launched by the Indians, Perry's united force of soldiers and citizens
regrouped at Norton's and Chamberlain's Cottonwood Ranch with the ammunition wagons
sporadic firing kept the Captain David Perry's men occupied
Captain Perry's camp was reinforced when volunteer Colonel Edward McConville arrived
with seventy-five Lewiston, Idaho Territory men -- evening July 5
but they were too late to be of any assistance to ill-fated volunteer Captain Darius B. Randall
Nez Perce warriors engaged the attention of the troops at Cottonwood Ranch with sporadic gunfire
while the main body of Looking Glass's Alpowais Free Band prepared their families and animals
for a dash from the timbered slopes of Craig Mountain

FREE BANDS OF NEZ PERCE CONTINUE THEIR ESCAPE

Joseph, Ollokot, White Bird and Toohoolhoolzote bypassed the soldiers at Cottonwood Ranch
they crossed Camas Prairie to the South Fork of the Clearwater River -- July 6, 1877
warriors from their bands raided abandoned farms and ranches on the prairie
ten miles from Mount Idaho, Henry Croasdaile's house was gutted
all furniture, bedding and groceries were stolen or destroyed
James C. Cearley lost his barn
John Flynn and John Healey both had their houses, barns clothing and provisions burned
as was the home of D. H. Howser who had died of his wounds at Cottonwood Ranch
farmer J. C. Harris reported that sixteen acres of wheat and timothy had been ruined
but the most damage was done to homesteads along the South Fork of the Clearwater
as Nez Perce raiders burned houses and barns and destroyed fences and crops
belonging to George Dempster, D. M. Jones, William Grotts, James T. Silverwood,
Thelbert Wall and Arthur Williams
Free Bands of Nez Perce Indians traveled diagonally between Cottonwood Ranch and Grangeville
as they followed the narrowing canyon of Cottonwood Creek to its mouth

GENERAL HOWARD REMAINS IN HIS ROCKY CANYON CAMP

General Howard attempted to re-cross the raging Salmon River but failed -- morning July 6, 1877
Howard sent word to Captain Stephen G. Whipple that his raft had been swept away
General Howard ordered twenty horses left behind by the Nez Perce shot

CAPTAIN DAVID PERRY LEARNS OF THE ESCAPE OF THE NEZ PERCE FREE BANDS

Gunfire forced soldiers and scouts to remain inside the Cottonwood Ranch defenses
this prevented the troops assigned to stop the Nez Perce from crossing Camas Prairie
from learning of the Nez Perce escape
Captain David Perry and his men saw herds of horses and cattle six or eight miles away
as Indians raced from the woods and galloped over the prairie toward the Clearwater River

accompanied by the women and children -- afternoon July 6, 1877
Perry and Whipple were outnumbered and pursuit would leave the ammunition wagons exposed
therefore, the troops sat and watched the flight of Joseph, Toohoolhoolzote, and White Bird
volunteer Colonel Edward McConville decided to return to Mount Idaho
to reorganize and acquire supplies

FLEEING NEZ PERCE FREE BANDS CAMP ON THE SOUTH FORK OF THE CLEARWATER

Joseph, Ollokot, White Bird and Toohoolhoolzote chose a place to camp
they set up their temporary village on both sides of the South Fork of the Clearwater River
on the South Fork of the Clearwater River -- evening July 6, 1877
where they waited to see what General Oliver Otis Howard would do next

GENERAL OLIVER OTIS HOWARD IS UNABLE TO RE-CROSS THE SALMON RIVER

General Howard had no nearby means of crossing the Salmon River -- most of his men were on foot
part of the day was spent trying to swim the Cavalry and their horses across
but this was a failure -- July 7, 1877
when a raft was tried this also failed
(how the whole tribe of Indians with horses, women, papooses, etc., got across was a mystery
and remains so today)
General Howard ordered a two-day march back to White Bird Crossing -- July 7

CHIEF LOOKING GLASS JOINS THE FLEEING FREE BANDS OF NEZ PERCE

Refugees from Chief Looking Glass's destroyed village left Craig Mountain camp -- July 7, 1877
they journeyed east-southeast to the bank of the South Fork of the Clearwater River
Joseph, White Bird and Toohoolhoolzote were camped along the Clearwater River
where they were overtaken by Chief Looking Glass and his followers -- most traveling on foot
now the Nez Perce camp was composed of about 740 natives
of which 545 were women and children
only 195 braves were in camp and they were expected to protect and defend
five hundred Indian women and children
some were too old to fight while others were disabled or faint-hearted
also it was necessary for some men to watch over and drive the herds

Looking Glass was asked by the fleeing Free Bands of Nez Perce to serve as war chief:

- sixty warriors were from Joseph's band,
- fifty braves were led by the mild, elderly White Bird,
- forty fighters were contributed by the agile Looking Glass,
- thirty were headed by the aging but still remarkably powerful Toohoolhoolzote,
- fifteen others were Palouse Indians led by Hahtalekin Palos

FLEEING FREE BANDS OF NEZ PERCE INDIANS ARE AGAIN ON THE MOVE

Joseph, White Bird and Toohoolhoolzote, now Looking Glass proposed to move east
across the Bitterroot Mountains into the country of their friends the Crow Indians
they forded many of their animals to the north side of the Middle Clearwater -- July 8, 1877
at about the same time, many people in the camp rode to Kamiah, Idaho Territory

there they crossed the Middle Fork of the Clearwater River to attend a Dreamer service

VOLUNTER COLONEL EDWARD McCONVILLE SEARCHES FOR THE FLEEING NEZ PERCE

Colonel Edward McConville left Mount Idaho with his seventy-five Lewiston men -- July 8, 1877

after receiving ammunition from Howard's command at the mouth of White Bird Creek

McConville's command crossed to Cottonwood Creek then followed that stream until dark

camp was established by the volunteers on a hill above the Salmon River

at the intersection of Canoe Encampment Trail and Rocky Canyon Trail

they had no idea how close the fleeing Nez Perce were to them

McConville sent ten of his Lewiston volunteers to a high hill about a half-mile away

he gave orders to hold the hill at all costs and to give the alarm if the Indians approached

During the night pickets informed McConville the Nez Perce village less than a mile away

McConville dispatched a rider, John McPherson, to notify General Howard of the discovery

Colonel McConville sent ten men to a high hill about one-half mile away

soon two more volunteers, George Riggins and P. C. Malin, rode to Mount Idaho to find Howard

GENERAL OLIVER OTIS HOWARD LEARNS THE FIGHT AT COTTONWOOD RANCH

Colonel McConville's messenger, John McPherson, arrived in Howard's camp -- night July 8, 1877

he informed the general of the Nez Perce trail discovered by the Lewiston volunteers

An hour later Captain David Perry's and Captain Stephen Whipple's First Cavalry

arrived in Howard's camp

Howard was informed of the attack on Whipple and Perry

and the massacre of Lieutenant Rains' detachment

and of the location of the fleeing Nez Perce Indians

COLONEL EDWARD McCONVILLE LEARNS DETAILS OF THE NEZ PERCE VILLAGE

Two of civilian Colonel Edward McConville's men, Lieutenants Luther P. Wilmot

and James Cearley, approached to within one-half mile of the village -- July 9, 1877

they counted seventy-two tepees and over 150 horses at difference places around the camp

they watched the sun come up and the village come to life --then rode back to report

After some discussion, civilian Colonel McConville decided to stay put

and send word to General Howard (after dark)

GENERAL HOWARD MARCHES FROM WHITE BIRD CROSSING ON THE SALMON RIVER

General Howard, now reinforced by Captain Perry and Captain Whipple's troops,

started north in the hope of catching the fleeing Free Bands of Nez Perce Indians -- July 9, 1877

After a full day's march Howard went into camp on the east side of the South Fork of the Clearwater

General Howard's exhausted artillerymen and infantrymen had fallen far behind the cavalry

Howard awaited the arrival of his infantry who had to be transported from the Salmon River

in wagons sent from Grangeville

exhausted infantrymen reached camp about 8:00 p.m.

(Howard remained in camp the next day awaiting the arrival of his artillerymen)

COLONEL EDWARD McCONVILLE REMAINS IN CAMP NEAR THE SALMON RIVER

Civilian Colonel McConville remained in his camp on a hill above the Salmon River about a mile from the temporary village of the fleeing Nez Perce families. One of McConville's men inadvertently fired his rifle which forced a change in plans when the warriors responded. McConville's volunteers filled kettles and canteens with water then began constructing a defensive position behind the rocks on the hill. Nez Perce warriors surrounded Colonel McConville's isolated position on the hill which became known alternately as "Misery Hill," "Mount Misery," or "Fort Misery." Climbing a nearby hill, the Indians taunted the Lewiston volunteers to fight. Suddenly the air was filled with unearthly yells, screeches and wild bird screams, wolf barks and panther screams -- about midnight.

NEZ PERCE WARRIORS ATTACK COLONEL EDWARD McCONVILLE'S POSITION

Nez Perce sharpshooters opened fire on the Lewiston volunteers -- 1:00 a.m., July 10, 1877. They kept this up until dawn during the night the forty-three of the volunteers' horses were captured and the others stampeded. Indians began to once again mock the volunteers -- 7:00 a.m. as warriors formed in preparation for an attack -- but no attack came. Suddenly the Nez Perce pulled back and returned to the South Fork of the Clearwater River. Colonel McConville's men waited on the hill until late in the afternoon when they saw thirty warriors move upstream to attack a small party of volunteers arriving from Mount Idaho under Major George Shearera. McConville directed Lew Wilmot and twenty men forward and they headed off the warriors. One Nez Perce Indian was shot and an Indian horse was killed. Indians pulled back allowing Shearer's party to reach Misery Hill. Colonel Edward McConville learned from Shearer that General Howard had crossed to the east side of the Clearwater River's South Fork.

CIVILIAN COLONEL EDWARD McCONVILLE LEAVES "MISERY HILL"

Colonel McConville and his Lewiston volunteers low on provisions, slipped out of Fort Misery to return to Mount Idaho on foot -- morning July 11, 1877. They halted for the night at James C. Cearley's ravaged property.

GENERAL OLIVER OTIS HOWARD IS ON THE MOVE AGAIN

General Howard broke his hill camp along the South Fork of the Clearwater River -- July 11, 1877. He marched along a broad ridge between the forks of the Clearwater River. His left flank faced toward the South Fork. In the lead were four companies of the Company F commanded by Captain David Perry. Captain Trimble's Company H had the honor of leading the advance guard with six mounted troopers at the very front. They were followed by five companies of the Twenty-First Infantry under Captain Evan Miles. Following the cavalry came five batteries (companies) of Fourth Artillery acting as infantry led by Captain Marcus P. Miller. Next came two howitzers and their crews under Second Lieutenant Harrison G. Otis and two Gatling guns and their Fourth Artillery crews.

at the rear were the civilian volunteers
Nez Perce Indians had already named Howard “General Day After Tomorrow”
because he was always two days behind them

BATTLE AT THE CLEARWATER RIVER BEGINS

Blistering heat of the noon-day sun parched the soldier, volunteers, horses and rye grass
General Oliver Otis Howard’s army, drenched with sweat,
followed the crest of Clearwater Canyon
General Howard’s aide, Lieutenant R.H. Fletcher, led a slow-moving column toward the river
he suddenly discovered a handful of natives
he raced back to General Howard with the message: **“The Indians are down there sir, I’m sure
it’s the Nez Perce. Plenty of ponies grazing.”**³⁷⁷

Nez Perce also had discovered Howard’s army and were quickly moving their livestock upstream
General Howard determined the Nez Perce were not on the reservation

he ordered a howitzer brought forward and placed on the bluff above the Indian camp
his cannon began to fire across the river from too great a distance to be effective
shells exploded harmlessly overhead -- Wednesday afternoon July 11, 1877

After ten minutes of ineffective fire, the Gatling guns and both howitzers
were moved to a bluff nearer the Indians

Nez Perce were struck hard by Howard’s artillery
confusion swept through the Nez Perce camp -- an all-out attack was expected immediately
braves hurriedly began to drive cattle and ponies down the Clearwater Canyon

Parties of warriors, about sixty in each, set out to defend the village

Rainbow moved north of the camp and entered a ravine that led directly to the soldier’s position
mounted warriors burst from the ravine’s head to attack Howard’s entire command

Ollokot moved his warriors to the south where there was bluff between the ravine and the village
Nez Perce sharpshooters fired on Howard’s men

BATTLE OF THE CLEARWATER RIVER SETTLES DOWN TO TRENCH WARFARE

General Howard was a capable soldier but he became overly cautious

he halted his troops and deployed them in a twisting semi-circle two miles long
soldiers dug in with trowel bayonets

amazingly, no more than twenty-five warriors had stopped 500 soldiers -- July 11, 1877

Encouraged by Howard’s defensive posture, the Nez Perce scramble up the slope

Toohoolhoolzote led twenty-four warriors across the Clearwater River and up the embankment
determined to slow Howard’s advance, they dismounted and fired from behind rocks
they nearly surrounded one of the howitzers and one of the Gatling guns
swarms of bullets hummed through the air

when not in battle soldiers were seldom issued ammunition

they were provided only two rounds a month -- their marksmanship was incredibly poor
one warrior rode the length of the battle line, within easy range of the troops

³⁷⁷ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

he earned himself the name Kipkip Owyee (Wounded Breast)
other Nez Perce, yelling and firing, closed in on Howard's pack train at the rear of his column
two packers and several loaded mules went down
as warriors came within fifty yards of seven mules carrying most of Howard's ammunition
cavalry troops arrived just in time and the warriors were forced to turn away
Nez Perce warriors piled up rocks for cover
Indian sharpshooters picked off the artillery crew

Yellow Wolf said: **"I looked for an officer. I fired. He did not get up."**

however, because the Nez Perce who are firing uphill they usually tend to aim too high
Nez Perce fighters held the only source of water, a spring

Indian marksmen kept the soldiers from refilling their canteens during the hot afternoon
Soldiers made two charges which resulted in their fighting in the open for almost half an hour
most of the troops' casualties occurred during this effort to push the Nez Perce off the bluff top
Captain David Perry's actions during the fight were brought into question

(Perry was twice tried before a court-martial

he was accused of making no effort to save the civilian party at Cottonwood Ranch
and for his actions at the Battle at the Clearwater River
after considering the captain's reasons for not acting promptly
both courts exonerated him [1877 and 1878])

Thick smoke drifted across the battlefield

moving behind rocks and scrub pines the warriors gradually forced Howard's flanks
until his line was almost a complete circle with 300 mules and horses in the center
stacks of sheltering saddles protected Howard's command post

Fortunately for Howard's troops, a supply train from Fort Lapwai signaled by dust cloud
could be seen in the distance

Captain Marcus P. Miller's artillerymen, being used as infantrymen,
broke through the Indian lines to escort the train

At dusk the firing slackened

many of the warriors stayed in camp because they believed their families to be safe
but the army remained cut off from water
that night the soldiers went without water, food or fires

BATTLE OF THE CLEARWATER CONTINUES FOR A SECOND DAY

General Howard was determined to bring water within his lines -- Thursday July 12, 1877

Captain Marcus P. Miller led a party of the Fourth Artillery

that stormed the enemy position about 9:00 a.m.

they broke through the Indians' line and captured the spring near the Indian camp
with the arrival of water cooks made coffee and bread

these were issued to the troops as they remained at their posts

Nez Perce leaders were surprised that General Howard did not charge or surround their camp
most braves disapproved of the idea of attacking soldiers in entrenchments

some braves sat in front of their tepees smoking which disgusted the others who felt less safe

NEZ PERCE INDIANS PREPARE TO MOVE THEIR CAMP

Realizing they could not hold off the army indefinitely,
Chief Joseph, 200 warriors and 350 women, children and elderly opted to flee
they began a remarkable 1,300-mile, three-month-long journey
Chief Joseph ordered the camp be packed up and moved -- mid-afternoon July 12, 1877
Joseph had fought on the line the day before as he had done at White Bird Canyon
but he knew the end of this battle was near
his primary task now was to safeguard the women and children and the horse herd
as soon as the village began to move warriors left the battle and joined those who were fleeing
Captain James Jackson was seen to be bringing the pack train forward
Captain Marcus P. Miller's Fourth Artillery acting as infantrymen
was sent to escort it within the battle lines
as Captain Miller passed by the General Howard's front
he quickly and unexpectedly charged the Indians
after a few moments of furious fighting the Nez Perce gave way and fled in confusion
they were quickly pursued by the whole army
Chief Joseph led the Indian people out of sight up a flanking ravine moving toward Kamiah Ferry
and the trail leading to buffalo country by the Lolo Fork of the Clearwater River

INDIAN CAMP ON THE SOUTH FORK OF THE CLEARWATER IS CAPTURED

General Oliver Otis Howard attacked an empty Indian camp -- July 12, 1877
a few members of the native rear guard slowed the army's advance
until the last of the women and children disappeared over a rise
General Howard found food still cooking -- they occupied what was left of the village
soon General Howard's coffee was boiling in the abandoned Indian camp
soldiers' spirits picked up with their success

COLONEL EDWARD McCONVILLE AGAIN PURSUES THE FLEEING NEZ PERCE

Colonel McConville received word from General Howard that the fleeing Nez Perce
were withdrawing toward Kamiah, Idaho Territory -- July 12, 1877
Lewiston volunteers, now mounted on horses obtained from Mount Idaho citizens,
rode away from James C. Cearley's farm to rejoin General Howard's command
with his withdrawal from Misery Hill McConville lost all chance of coordinating
with General Howard in an attack on the Nez Perce camp

GENERAL OLIVER OTIS HOWARD PURSUES THE FLEEING NEZ PERCE INDIANS

General Howard chased the fleeing Nez Perce Free Bands from their Clearwater camp
to where he saw the Nez Perce crossing the Clearwater River about twelve miles north
of the village of Kamiah, Idaho Territory -- July 13, 1877
Howard rushed his forces forward, but he was too late
one of his cavalymen was wounded in a skirmish with the natives
General Howard found he could not ford the South Fork of the Clearwater River
so he did not pursue the fleeing natives and thus perhaps lost a good chance to end his mission

GENERAL HOWARD RETURNS TO THE VILLAGE OF KAMIAH, IDAHO TERRITORY

General Oliver Otis Howard marched his troops twelve miles to Kamiah to wait for reinforcements and prepare for a long chase -- July 13, 1877

while in the village, the general received stinging reprimands from the press

because of his delay in pursuing the fleeing Nez Perce Indians

Howard counted his losses: thirteen killed and twenty-seven wounded

Indian casualties were reported as four dead and six wounded

Nez Perce had fought five-to-one odds against them to a standstill until the army lost its incentive

General Howard said: **“I do not think that I had to exercise more thorough generalship during the Civil War than I did in that march to the battlefield and in the ensuing battle with Joseph and his Indians on the banks of the Clearwater.”**³⁷⁸

“General Day After Tomorrow” was content to report a victory at the Clearwater River

Idaho settlers could now relax as the Nez Perce departed from the Department of the Columbia

GENERAL HOWARD ORGANIZES HIS CAMPAIGN AGAINST THE FLEEING NEZ PERCE

General Oliver Otis Howard planned to proceed with three columns:

- right column, personally commanded by Howard, would keep on the non-treaties’ trail

it would consist of:

- Captain Marcus P. Miller who led the Fourth Artillery battalion

Companies A, C, D, E, G, L and M;

- Captain Evan Miles led an infantry battalion made up of Eighth Infantry Company H, and Twelfth Infantry Company C

(both recently arrived from Fort Yuma, Arizona Territory)

and Twenty-First Infantry Companies C, D, E, H, and I

- Major George B. Sanford led a third battalion of First Cavalry Companies B, C, I and K all were cavalry companies not previously extensively involved in the campaign

this command consisted of forty-seven officers, 540 enlisted men,

seventy-four civilians and Indian scouts and approximately seventy packers

- left column was under Colonel Frank Wheaton who was stationed in Atlanta, Georgia

Wheaton, a veteran of Captain Jack’s Modoc campaign (1873)

was ordered lead ten companies of the Second Infantry

and First Cavalry Companies F commanded by Captain David Perry

and Company H led by Captain J.G. Trimble

thirty-six officers and 440 enlisted men departed from Atlanta -- July 13, 1877

they traveled by train to Oakland, California where they caught a steamer to Portland

- Howard’s reserve column led by Major Jerome A. Greene would remain

at Henry Croasdaile’s ranch on Cottonwood Creek ten miles from Mount Idaho

and sixteen miles from Kamiah

Major Greene’s command consisted of First Cavalry Companies D, E, G, and L

Twelfth Infantry Companies B and F

Greene’s force numbered twenty-two officers, 245 enlisted men

and thirty-five Warm Springs Indian scouts

³⁷⁸ George W. Fuller, *A History of the Pacific Northwest*, P. 267.

Green would oversee an army subdepot at Kamiah, Idaho Territory
with an artillery detachment and two pieces stationed there
and man an outpost at Mount Idaho for the local volunteers
Green's command also would make frequent patrols of the crossings of the Salmon River,
the South Fork of the Clearwater and the country between the Salmon and Snake rivers
with instructions to bring in people or families associated with nontreaty Nez Perce

GENERAL HOWARD DOES NOT WANT LOCAL MILITIA FIGHTING THE INDIANS

Howard would have been disgusted had he learned of Montana Territory Governor Benjamin F. Potts
had called for volunteers to go with him "to the front"

Ranchers in the Bitterroot Valley followed the news regarding the fleeing Nez Perce
as they rushed to prepare defenses

some locals patched up the old trading post of Fort Owen (Stevensville, Montana)
to the south (along today's highway 93) Corvallis, Montana residents built a sod stockade
which was divided into rooms by wagon boxes
even further south (near today's Grantsdale) ranchers took their wives and children to stay
in the valley's settlements, stocked up on ammunition, and prepared to defend themselves

TELEGRAPH WIRES ARE BROUGHT INTO PLAY BY GENERAL OLIVER OTIS HOWARD

General Howard believed the Nez Perce must move into Montana Territory

he sent a telegram to Lieutenant General Philip H. Sheridan
commander of the Military Division of the Missouri headquartered in Chicago

General Sheridan headed the largest military district in the nation

Montana Territory lay within the Department of Dakota
commanded by Brigadier General Alfred H. Terry from St. Paul, Minnesota

Commander of the Missouri Military Division Colonel Samuel D. Sturgis
was stationed at Fort Abraham Lincoln, North Dakota

when the fleeing Nez Perce crossed the Bitterroot Mountains into Montana Territory
they entered the department's District of Western Montana

commanded by Colonel John Gibbon from Fort Shaw

Gibbon was the hero of South Mountain during the Civil War [September 14, 1862]

General Howard sent a message to Colonel John Gibbon requesting he intercept the hostiles

as the telegram stated: **"All reports seem to indicate the hostile Indians have escaped by the Lolo trail...If you simply keep them back until I can close in, their destruction or surrender will be sure."**³⁷⁹

COLONEL JOHN GIBBON ORDERED TROOPS TO INTERCEPT THE FLEEING NEZ PERCE

Colonel Gibbon immediately contacted Captain Charles C. Rawn

Captain had arrived in Montana Territory only a month earlier to build a military post
near the town of Missoula, Montana (later named Fort Missoula)
in Colonel John Gibbon's Western Montana District

³⁷⁹ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

Colonel Gibbon placed Captain Rawn in command of the Seventh Infantry, Company I
Captain Rawn was ordered to block the renegades at the mouth of Lolo Creek
until General Howard could arrive
he was to keep the peace and, if possible, convince the Nez Perce to surrender
Rawn obtained a promise from Flathead Indians they would not help their old allies
Captain Rawn took three officers, thirty-four soldiers and fifty volunteers six miles up the Lolo Trail

GENERAL OF THE ARMY WILLIAM TECUMSEH SHERMAN VISITS THE WEST

General Sherman, the highest ranking officer in the United States Army,
was on a tour of western forts -- summer 1877
he left Fort Ellis (near Billings, Montana) to visit Yellowstone Park as a tourist
accompanied by eleven people
two officers, his son, a packer-guide, three drivers and only four soldiers
Sherman and his party visited Mammoth Hot Springs, Mount Washburn,
the Lower Falls of the Yellowstone, the geyser basins and Old Faithful
both Yellowstone's beauty and geologic features impressed the tourists

CHIEF JOSEPH PROPOSES TO SURRENDER

Chief Joseph suggested talking peace but the more aggressive leaders refused to listen
General Oliver Otis Howard received the surprising message that Joseph and his Wallowa Band
wished to surrender -- July 15, 1877
while Looking Glass, White Bird and Toohoolhoolzote planned to continue eastward
(Joseph failed to appear the next day to surrender
but thirty-five Nez Perce, including fourteen men, did
this bolstered the Army's view that the Nez Perce were disintegrating as a fighting force)

FLEEING NEZ PERCE FREE BAND CHIEFS MEET IN COUNCIL NEAR WEIPPE, IDAHO

Fleeing Free Bands of Nez Perce had left behind plenty of scouts to watch General Howard
as yet no plan for battle or for escape had been developed by the Indians
few had the slightest conception they were fighting the United States government
they believed their enemy was General Oliver Otis Howard
Leaders of the five independent bands met to discuss their options twenty miles from Kamiah

- Chief Joseph and Ollokot wanted to follow the Lolo trail to the Bitterroot Valley
then turn south and return to the Salmon and Snake river country via the Elk City Road
or Southern Nez Perce Trail and Nez Perce Pass (southwest of present Darby, Montana)
to their homeland in southern Idaho;
- White Bird argued for traveling through Flathead Indian country to Canada
to join with Lakota (Sioux) Chief Sitting Bull who had fled after his [1876] victory
over Colonel George Armstrong Custer at the Battle of Little Bighorn;
- Chief Looking Glass proposed crossing the Lolo Trail from Idaho into Montana Territory;
- seventy-year-old Toohoolhoolzote believed as did other members of the Dreamer religion
that the spirit of the dead would rise up and help the Indians regain their homelands

FLEEING NEZ PERCE INDIANS DECIDE TO TRAVEL OVER LOLO PASS

Position offered by Looking Glass carried the day

but in the Nez Perce way, chiefs only suggested what people should do,
each band and each individual decided whether or not to follow the advice

Lolo trail was the major east-west link between north-central Idaho Territory
and the Bitterroot Valley in Montana Territory

from the area of Kamiah, Idaho the trail ran through densely forested land
in Idaho's Clearwater Mountains and Montana's Bitterroot range
there were myriads of landforms -- undulating ridges, swampy meadows
and mountain peaks rising to seven thousand feet
the lush beauty of the mountains was complicated by an inaccessible character
that made passage an arduous undertaking

Lolo Pass (now called Packer's Meadows) was a spacious, level hollow
about 5,200 feet in elevation at the divide between the Clearwater and Bitterroot mountains
this route had been used by Indians for generations before the arrival of white men
Lewis and Clark followed portions of the trail in their [1805-1806]
passage to and from the Pacific Ocean
traveling the Lolo trail was a wearing trek for those who tried it
heavy timber growth and large uprooted trees felled by windstorms and heavy snows
blocked the way
moreover, the trail alternately ascended and descended numerous mountains and saddles
rather than following one long ridge

Chief Joseph was bitterly disappointed -- the decision meant abandonment of his homeland forever
he later said, **"We intended to go peaceably to the buffalo country and leave the question
of returning to our country to be settled afterward."**³⁸⁰

FLEEING NEZ PERCE FAMILIES ESCAPE OVER THE LOLO TRAIL

Fleeing Free Bands of Nez Perce departed Weippe Prairie on the arduous 250-mile-long Lolo Trail
crossing of the Rocky Mountains through Lolo Pass -- July 16, 1877
scouts were left behind to watch the movements of the soldiers

Leadership of about 700 Nez Perce including warriors and their families
comprised of women, the very old and very young, the wounded and the lame
along with more than two thousand head of loose horses and hundreds of dogs
fell to Chief Looking Glass whose caravan all stretched out for several miles
what might have appeared a logistical ordeal occurred with precision and dispatch
generations of experience had ingrained the responsibility each family had
in organizing packing and completing the daily transporting its property
and maintaining harmony in the family and among tribal members

Nez Perce struggled over the route which was hardly a trail
thickets of lodgepole pines were blocked by jumbled windfalls of trees
horses were whipped over boulders and through stinging underbrush
they were driven up staggering mountain grades and left behind when they were injured

³⁸⁰ *National Geographic*. March, 1977, P. 420.

Indian women dug bitterroots and camas bulbs to keep the exiles alive
they boiled marshland shrubbery into tea
Indian men hunted deer and elk when they could
some nights the rain fell in sheets -- mornings saw horses slither in glistening mud
Fleeing Nez Perce believed that General Howard would not take his soldiers
outside of his jurisdiction -- the Military Department of the Columbia

GENERAL OLIVER OTIS HOWARD LOCATES THE FLEEING NEZ PERCE INDIANS

General Howard learned that the Nez Perce had moved their camp from Weippe Prairie
about fifteen miles away from Howard's position
Howard dispatched Major Edwin L. Mason with a strong force of soldiers and Nez Perce scouts
and volunteer Colonel Edward McConville and his civilian Lewiston men
to make sure the fleeing Indians followed the Lolo Trail
and to see if their next move could be anticipated
Major Mason stumbled into an ambush set up by the Nez Perce rear guard
two of Mason's men were killed and one was wounded -- July 17, 1877

FLEEING NEZ PERCE FAMILIES REACH LOLO HOT SPRINGS

Lolo Hot Springs had been a traditional camp site for generations
as families crossed the Rocky Mountains to hunt buffalo
Here they received information that some soldiers lay ahead on the trail watching for their arrival
this had not been anticipated as General Oliver Otis Howard was days behind them
Looking Glass stated he did not want to fight soldiers or settlers east of Lolo
because they had not taken part in the fighting in Idaho -- they were not part of the problem
Looking Glass directed his warriors to fight only in self-defense and not initiate trouble

ARMY WAITS FOR THE ARRIVAL OF THE NEZ PERCE AT THE END OF THE LOLO TRAIL

Captain Charles C. Rawn with three officers, thirty-four soldiers and fifty volunteers
had been assigned to stop the fleeing Nez Perce families
Captain Rawn had selected a defensive position
he and his men worked to construct a crude log barricade across the Lolo Trail
shallow rifle pits were dug to prevent the Nez Perce from passing

FLEEING NEZ PERCE REACH MONTANA TERRITORY

Nez Perce scouts searched the Lolo trail ahead of the families of the fleeing Indians
they were surprised to find soldiers constructing defensive works across the trail ahead
they knew General Howard was far behind
these could not be General Howard's soldiers
Nez Perce were unaware Commander of the Western Montana District Colonel John Gibbon
had entered the chase and his lead detachment was Charles C. Rawn's
Looking Glass decided to hold a parley with the soldiers and contact was made
Nez Perce sent their women, children and old people a safe distance away
they spent two nights at Grave Creek Meadows
As work progressed on Captain Charles C. Rawn's Seventh Infantry, Company I defensive outpost

an advance party of Nez Perce crossing Lolo Pass fired on them just once
in an effort to make their presence known -- July 25, 1877

GENERAL HOWARD COMPLETES PREPARATIONS TO PURSUE THE NEZ PERCE

General Howard marched his command out of Kamiah, Idaho Territory -- July 26, 1877
he spent three days crossing the Clearwater River in canvas boats
preparatory to marching east on the Lolo trail
Fourth Artillery Companies (Batteries) C and L arrived from San Francisco
to augment Captain Marcus P. Miller's Fourth Artillery battalion with nearly fifty more men

LOOKING GLASS AND WHITE BIRD MEET WITH CAPTAIN CHARLES C. RAWN

As his men continued to prepare their defensive position, Captain Charles C. Rawn
started up the Lolo Trail to meet with the Nez Perce leaders -- July 26, 1877
Looking Glass and White Bird received Charles Rawn cordially and listened to his proposal
Rawn said he could not give assurances that no one would be hanged for the Idaho offenses
because that was to be determined by a court of law
Looking Glass asked the soldiers and volunteers in Bitterroot Valley to permit his band to pass
he promised to do no harm to the whites
this sounded like an excellent proposition to the volunteers who began deserting
Captain Rawn demanded the Nez Perce surrender their arms, ammunition and horses -- they refused
both sides agreed to meet again the next day after the chiefs had held council

CHIEF LOOKING GLASS CALLED A COUNCIL MEETING THAT NIGHT

Looking Glass noted he had tried to surrender in Idaho
but instead his village was attacked by Captain Stephen G. Whipple
Looking Glass told the gathered council members
that he had discussed terms of peace with Captain Charles Rawn
but the captain's terms were unacceptable -- night July 26, 1877

NEZ PERCE BYPASS CAPTAIN RAWN'S DEFENSIVE WORKS

After three days of standoff and unsuccessful talks between Captain Rawn and Chief Looking Glass
Rawn's pickets reported the Nez Perce were packed and moving -- morning July 28, 1877
Rather than continue along the Lolo Trail toward Rawn's defensive works
Indians began to climb the steep ridge beside the ravine located a quarter mile west
women, children, elders and wounded reached the top of the ridge with their livestock
a screen of warriors appeared along the edge of the ravine
they taunted the soldiers below -- by now the Indians were out of range and out of reach
One of Captain Charles C. Rawn's officers prepared to attack the Indians' rear guard
Captain Rawn's frustrated detachment caught the defenders of the fleeing people
Nez Perce outnumbered Captain Rawn's force four-to-one

CAPTAIN CHARLES C. RAWN MARCHES BACK TOWARD MISSOULA

Captain Charles C. Rawn abandoned his defensive works and retired to the future Fort Missoula
on their return to the military post several volunteers stopped to visit the Nez Perce camp

Looking Glass received them in a friendly manner
Captain Rawn was left wondering what kind of a report he might write
to Colonel John Gibbon Commander of the Western Montana District
since the Indians had nonchalantly walked around his defensive works
Territorial newspapers were furious at Captain Rawn and his lack of courage
since he had not attacked (although he had no order to do so)
(members of the press later named Rawn's crude log barricade "Fort Fizzle")

GENERAL OLIVER OTIS HOWARD MAKES FINAL PREPARATIONS FOR LOLO PASS

Howard accompanied by volunteer Colonel Edward McConville and his civilian Lewiston men
investigated northeast to Weippe Prairie and returned without finding any Nez Perce
because the Free Bands of Nez Perce were no longer appeared to be in Idaho Territory
General Howard discharged his Washington volunteers -- July 28, 1877
General Howard brought up some of his reserve troops
Major George B. Sanford led the First Cavalry Companies C, I and K from Fort Boise
they arrived at Kamiah adding 140 more soldiers to Howard's army -- July 28, 1877
along with twenty-four Bannock (traditional enemies of the Nez Perce) scouts
who were dressed in uniforms with bright sashes of stars and stripes
Howard's force on the bank of the Clearwater River now numbered some 730 officers and men
he also had a mule train of 350 animals ready to haul supplies for the army
along while the artillery complement of two Gatling guns, two howitzers,
and a small Coehorn mortar that fired a short range time-fused shell
when these were dismantled they could be transported by mules

MOST OF THE NEZ PERCE ARE CONVINCED THEIR FIGHTING DAYS HAVE ENDED

Looking Glass believed General Oliver Otis Howard was far behind
he set a leisurely pace as they traveled only ten or eleven miles a day in the direction
of Yellowstone Park (which had been declared a national park five years before [1872])
Nez Perce zig-zagged up and down a series of lateral gulches
since they believed the fight was over, the Indians calmly traveled south
along the west bank of the Bitterroot River
they took few precautions for defense, not sending out scouts
or setting pickets to guard their camp
Nez Perce moved peacefully through Montana's Bitterroot Valley
they traded with whites in small villages along the way
they paid farmers for supplies
they committed no atrocities along the route of flight
all the while they outwitted the American military regulars attempting to pursue them

COLONEL FRANK WHEATON AND HIS ARMY ARRIVE AT HOWARD'S CAMP

Colonel Wheaton with ten companies of the Second Infantry and First Cavalry Companies F and H
had traveled by train and steamboat from Atlanta, Georgia to Portland, Oregon
where they were joined by two companies of mounted volunteers from Washington Territory
From Portland Colonel Wheaton; troop traveled by steamboat

up the Columbia River to Lewiston, Idaho Territory
They marched to General Howard's Clearwater River camp where they arrived -- July 29, 1877
Major George B. Sanford's First Cavalry Companies B, C, I and K
along with twenty-four Bannock scouts were assigned to Colonel Wheaton's command

LEEING NEZ PERCE MAKE CAMP IN MONTANA TERRITORY'S BITTERROOT VALLEY

Free Bands of Nez Perce Indians camped near Stevensville, Montana Territory -- July 29-30, 1877
for two days Nez Perce Free Bands visited Stevensville to shop at the Buck Brothers general store
some merchants raised their prices and one storekeeper locked his door
flour was in great demand as was ammunition and, for some, whiskey
Looking Glass and others policed the street as supplies worth \$1,200 were purchased
False rumors among the settlers of a bloody battle at Lolo Creek preceded the Indians
however, these were put to rest as volunteers reached their homes and told of their experiences
instead of attacking 250 people sheltered at Fort Owen as falsely reported
Nez Perce had camped three miles away

GENERAL OLIVER OTIS HOWARD PURSUES THE FLEEING NEZ PERCE

To General Howard the war was not over
he left his Clearwater River camp with 260 troops, supply wagons and a mule train
carrying twenty days' worth of supplies -- July 30, 1877
while the Nez Perce completed their shopping in Stevensville, Montana Territory
Howard was almost three weeks behind the fleeing Nez Perce when his army ascended the Lolo trail
under a driving rain that made the mountainous route slippery and difficult

FLEEING NEZ PERCE INDIANS HOLD ANOTHER COUNCIL

During yet another council -- July 31, 1877
White Bird, Toohoolhoolzote and others proposed they turn north through Flathead County
to reach Canada just in case it was necessary
Looking Glass insisted on a southerly route toward Wyoming Territory
and into the country of their longtime friends and allies, the Crow Indians
Joseph did not enter the discussion as he was not familiar with the country in either direction
his greatest desire was to return to the Wallowa Hills and his home
Looking Glass prevailed and the Nez Perce turned away from Canada

FLEEING FREE BANDS OF NEZ PERCE MOVE SOUTH ALONG BITTERROOT VALLEY

In the Bitterroot Valley the fleeing Indians met a band of Bitterroot Nez Perce
under Chief Lean Elk who was an undersized metis with a booming voice
who was also known as "Poker Joe" for his love of cards
Lean Elk added to the numbers of fleeing Nez Perce people -- August 1, 1877
Nez Perce traveled at a leisurely pace of ten or eleven miles a day
since they knew General Howard was a long distance behind
they passed the settlement of Fort Owen, Montana Territory

without harassing the frightened settlers -- August 1, 1877
Nez Perce were able to buy horses, guns and ammunition from settlers along the Lolo trail
they paid with gold

GENERAL OLIVER OTIS HOWARD REQUESTS ADDITIONAL REINFORCEMENTS

When General Oliver Otis Howard crossed into Montana Territory,
he left the Department of the Columbia, in General Irvin McDowell's Division of the Pacific
and entered the Department of Dakota
within General Phil Sheridan's Division of the Missouri

General Howard, then camped at Soldier Meadows, wrote a letter to Colonel Nelson A. Miles
at Tongue River Cantonment (later Fort Keogh) on the Yellowstone River -- August 1, 1877
although Miles was under General Sheridan's command, General Howard noted
there was a chance Miles could stop the Nez Perce along the Musselshell River

Tongue River Cantonment was constructed after the Battle of Little Big Horn
on the left bank of the Tongue River at that stream's confluence with the Yellowstone River
it was little more than a ramshackle group of mud-chinked cottonwood log huts
with earthen roofs

Unknown to the fleeing Nez Perce Indians, after receiving General Howard's letter,
Colonel Nelson Miles sent Lieutenant Gustavus C. Doane to the Musselshell River
Lieutenant Doane led the Seventh Cavalry, Company E and about sixty Crow Indians scouts
to watch for signs of the fleeing Nez Perce
maintaining the support of the Crow Indians was a major concern at this point
Lieutenant Doane had been instrumental in gaining their allegiance to the U.S. Army
during the Nez Peace campaign

COLONEL NELSON A MILES IS THE COMMANDER OF TONGUE RIVER CANTONMENT

Colonel Miles was not a West Point graduate but rather rose through the ranks during the Civil War
he organized a company of volunteers from his home state of Massachusetts
and led them in battle with bravery and clear judgement
Miles participated in the Civil War battles of Fair Oaks, Antietam, Fredericksburg,
Chancellorsville (for which service he received a Medal of Honor [1892] and Petersburg
wounded four times in combat, he was promoted to major general of volunteers
he married the niece of General of the Army William T. Sherman beginning a relationship
that the ambitious Miles exploited for personal gain in subsequent years

GENERAL HOWARD CONTINUES HIS SLOW MARCH AFTER THE FLEEING NEZ PERCE

General Howard led the First Cavalry, Twenty-first Infantry and Fourth Artillery
from Soldier Meadows camp -- August 1, 1877
they plodded to Weitas Meadows -- August 2
camp was then made at Bald Mountain -- August 3

FLEEING NEZ PERCE SEEK HELP FROM THEIR ALLIES

Looking Glass sent representatives ahead to enlist the aid of their traditional friends the Crows
but the Crows were unwilling to help

when Crow assistance did not materialize, the Nez Perce continued their flight
Nez Perce left the Bitterroot Valley at Rye Creek
they moved southeast into the Beaverhead Mountain range
before turning east into a wide, high-mountain valley known as Big Hole
While they traveled some Nez Perce young men raided a ranch
taking two hundred pounds of flour and thirty or pounds of coffee
Looking Glass made them leave horses as payment

GENERAL HOWARD RECEIVES REPORTS ON THE LOCATION OF THE FLEEING INDIANS

Howard Camp was established -- August 4, 1877
General Howard learned from messengers that the fleeing families had passed around
Captain Charles C. Rawn's "Fort Fizzle"
Howard also learned that Colonel John Gibbon's force
was approaching Missoula from Fort Shaw
this information at least ended fears the Nez Perce would double back to Camas Prairie

COLONEL JOHN GIBBON MARCHES ON THE FLEEING NEZ PERCE INDIANS

Commander of the Western Montana District Colonel John Gibbon at Fort Shaw on the Sun River
had assembled a force of 161 men and seventeen officers of the U.S. Second Infantry,
including Captain Charles C. Rawn's frustrated unit, a wagon train and one howitzer
Gibbon's troops, with his men riding in supply wagons when the roads permitted,
traveled thirty to thirty-five miles a day -- twice as fast as the fleeing Nez Perce
following the trail of the fleeing Nez Perce in the Bitterroot Valley
at Missoula thirty-six civilian volunteers were added to his command
nine more men were along the route
all of these volunteers were promised whatever Indian horses they could capture
they crossed the Bitterroot Mountains by way of Cadotte's Pass (near the Lolo trail)
but when they reached the summit he saw he has been beaten across the Continental Divide
Gibbon left his wagons at the summit and proceeded on foot
Gibbon and his soldiers, officers, volunteers and mule train arrived at Stevensville -- August 4, 1877
Gibbon was again on the march the next day

GENERAL HOWARD CONTINUES HIS PURSUIT OF THE FLEEING NEZ PERCE FREE BANDS

General Howard sent couriers back along the trail to report by telegraph to division headquarters
that he had learned that the tribesmen were camped near the community of Corvallis,
in Bitterroot Valley, and likely intended on moving toward the Big Hole Prairie
on the Elk City trail
Inspired by the news the Nez Perce families were not returning to their ancestral home
General Howard advanced with Sanford's cavalry and the artillery join
Colonel John Gibbon as quickly as possible -- August 5, 1877
Howard's command consisted of 192 cavalymen and thirteen officers, twenty Indian scouts
and two Howitzers and a small Coehorn mortar with fifteen men and one officer
to provide a faster pace, Howard left his infantry and most of the packs to follow behind
General Howard's troops made at Lolo Pass (now Packer's Meadows) -- August 5, 1877

GENERAL HOWARD COMMUNICATES WITH COLONEL JOHN GIBBON

General Howard left his Lolo Pass camp and pushed on to Lolo Hot Springs -- August 6, 1877
there a courier from Colonel John Gibbon notified him that the colonel had left Missoula
and was pressing down the Bitterroot Valley after the fleeing Nez Perce
Gibbon requested cavalry be sent to support his advance

Howard sent him word that he was hurrying with two hundred horsemen and stated: **“I shall join you in the shortest possible time. I would not advise you to wait for me before you get to the Indians, then if you can create delay by skirmishing, by parleying, or maneuvering in any way, so that they shall not get away from you, do so by all means if you think best till I can give you the necessary reinforcements. I think however that the Indians are very short of ammunition, and that you can smash them in pieces if you can get an engagement out of them. Your judgment on the spot will be better than mine. I will push forward with all my might.”**³⁸¹

From his camp at the hot springs, Howard also sent an aide to Missoula, Montana Territory
requesting that supplies and feed be forwarded to the mouth of Lolo Creek on the Bitterroot River

INDIANS CAMP ALONG THE BIG HOLE RIVER IN MONTANA TERRITORY

Fleeing Nez Perce families crossed the Continental Divide and camped in the Big Hole River Basin
Looking Glass wanted to spend several days resting and gathering (winter) supplies
they camped in the Big Hole River Basin, Montana Territory -- August 7, 1877
some warriors criticized the short distances and lack of scouting
“Death may now be following on our trail.”³⁸²

GENERAL OLIVER OTIS HOWARD LEAVES THE LOLO TRAIL

After marching from Lolo Hot Springs Howard’s troops
reached Captain Charles C. Rawn’s vacated barricade -- “Fort Fizzle” -- August 8, 1877
a local resident pointed out the Nez Perce route around the work on the heights on the north
General Howard’s command reached the mouth of Lolo Creek
because the Nez Perce had turned south after entering the Bitterroot Valley
and were being approached by both Howard’s force and that of Colonel Gibbon
Howard sent a directive north to Colonel Frank Wheaton of the left column
to shorten his marches and not enter Montana Territory until ordered to do so
General Howard reprovisioned his cavalry and artillery detachment with supplies from Missoula
with the Lolo trail now behind him, Howard set out following Colonel John Gibbon’s trail
up the Bitterroot Valley
(Howard and his cavalymen camped on Trail Creek -- night of August 7-8, 1877)

COLONEL JOHN GIBBON FINDS THE FLEEING NEZ PERCE FREE BANDS

Colonel Gibbon’s advance of party mounted men, under Lieutenant James H. Bradley,
found the fleeing Nez Perce Indians in camp at the mouth of Trail Creek -- August 8, 1877
Lieutenant Bradley and his men concealed themselves in the hills and waited for the arrival

³⁸¹ Howard to Gibbon, August 6, 1877 entry 897, box 1, part 3, 1877, U.S. Army Continental Commands

³⁸² Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

of Colonel Gibbon and the infantry
When informed of the location of the Nez Perce village Colonel John Gibbon pushed forward rapidly
leaving twenty men to guard his supply train
Gibbon reached Bradley's camp -- sundown August 8, 1877
his infantrymen had ninety rounds of ammunition per man, and one day's rations
General Gibbon advanced on the Indian camp -- about 10 30 p.m.
Indians, who outnumbered him three to one, were armed
with breech-loading and repeating rifles and had plenty of ammunition
Colonel Gibbon relied on the advantage of surprise to achieve success in his daring attack
and on the fact that his officers were nearly all Civil War veterans
with years of hard service on the frontier -- they had fought many an Indian campaign
Colonel John Gibbon reached a spot 150 yards away from the Indian camp
located on the south bank of Big Hole River -- 2 a.m., August 9
there he waited for daylight

BATTLE AT BIG HOLE CAMP IS A COMPLETE SURPRISE TO THE NEZ PERCE INDIANS

Dawn's arrival displayed nearly a hundred tepees -- Thursday, August 9, 1877
occasionally Indian women would emerge from their tepees to place fuel on a campfire
four or five hundred untended horses grazed nearby
Natalekin, an elderly Nez Perce, emerged from his tepee in the faint dawn twilight
he warmed his hands by a campfire and threw himself on a large iron-gray horse staked nearby
he rode toward the horse herd on the hillside
his eyes were failing and he leaned forward on his horse as he tried to see what was ahead
three volunteers a few ahead fire simultaneously and Natalekn falls to the ground
someone shouted "**Hit them hard!**"³⁸³
An ear-splitting volley of rifle fire crashed into the sleeping camp
yelling and shooting soldiers splashed across the river
clouds of bullets ripped through the tepees -- this barrage reminded Two Moon of a summer hail
Nez Perce camp had been caught completely by surprise -- many were killed in the initial attack
Indians seized their weapons and ran for cover along the river bank
in a few minutes the troops began to suffer from their exposed position close to the camp
Wahlitits, whose desire to avenge his father's murder sparked the war, shot a soldier
Captain William Logan fired -- Wahlitits rolled dead
Wahlitits' wife, already wounded, seized his rifle and killed Logan
only seconds later she was killed
Colonel John Gibbon's troops reached the center of the village
Indians gripped by fear plunged into willow thickets on the bank of the Big Hole River
Rainbow, Wahchumyus, Elotoht, and other experienced warriors begin shooting
Husis Owyee fired and a soldier fell -- in the next moment Owyee was hit in the head
he recovered to continue the fight but he was unaware his two-year old baby
has been shot through the hip
his wife snatched up the baby and was shot in the back

³⁸³ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

women and children waded hip-deep into the Big Hole River
then ducked under water when fighting exploded near them
Yellow Wolf related, **“Wounded children, screaming with pain; women and children crying, wailing for their...dead. The air was heavy with sorrow. I would not want to hear, I would not want to see again.”**³⁸⁴

Rainbow, one of the greatest of the Nez Perce warriors,
nearly collided with a soldier in the willows along the bank -- both threw up their guns
Rainbow was quicker but his gun clicked harmlessly
the soldier’s bullet splattered blood across Rainbow’s chest
Nez Perce, including a barefoot Chief Joseph, succeed in moving the herd outside of the battle area
twenty minutes had passed and Colonel Gibbon occupied nearly two-thirds of the village
soldiers attempt to set fire to the tepees
but the buffalo hides are too damp and burned only fitfully
Colonel John Gibbon had lost twenty-nine men in the attack

COLONEL JOHN GIBBON’S PLAN HAD, IN PART, GONE AWRY³⁸⁵

Usually when soldiers attacked an Indian camp at dawn, Indian resistance quickly collapsed
that is not the case at Big Hole camp
courage and superb fighting skills of the Nez Perce soon become apparent
Colonel Gibbon did not succeed in stampeding the horses as he had planned
his left wing, disorganized when it stumbled through the willows, lost heart
when Lieutenant James H. Bradley was killed the soldiers drifted toward the center
some Indians got into the hills and the soldiers were caught in a cross-fire

BATTLE AT BIG HOLE CAMP SETTLES INTO TRENCH WARFARE

Nez Perce developed a core of resistance in the lower part of the camp
Indians threw up rock defenses behind which to hide -- Thursday, August 9, 1877
battle-crazed men fired point-blank into each other’s bodies
combatants swung rifles to crush skulls
enemies rolled on the ground as they wrestled for throats
it was a measure of Chief Joseph’s leadership that in spite of crippling losses
the Nez Perce rallied without panic and drove Gibbon back with heavy casualties
Gibbon’s losses steadily mounted before the colonel decided to seek cover
troops abandoned the camp and withdrew to a gulch
Gibbon’s wagon train was brought to within five miles of the battlefield
and its position was fortified
wagons were successfully defended by twenty men who formed a guard
Gibbon’s army moved to higher ground
they struggled up the slope carrying their wounded into heavier timber and dug rifle pits
Gibbon’s troops were surrounded by warriors
Five Wounds wildly charged the embattled soldiers

³⁸⁴ *National Geographic*, March, 1977, P. 421.

³⁸⁵ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

his body was shattered by a half-dozen bullets
he had sworn to die on the same day as his now dead friend Rainbow
(coincidentally their fathers had carried out the same pledge before them)

COLONEL JOHN GIBBON SENDS OUT REQUESTS FOR HELP

Three messengers carried the appeals for help -- August 9, 1877
one was dispatched to the supply wagons and howitzer that remained at Trail Creek
Billy Edwards and another civilian bravely volunteered to try to sneak away
and deliver word of the disaster to Deer Lodge, Montana Territory -- the nearest village

NEZ PERCE REOCCUPY THEIR CAMP AFTER THE TROOPS HAVE WITHDRAWN

Battle of the Big Hole was the beginning of the end for the fleeing Free Bands of Nez Perce Indians
bodies of more than eighty dead Nez Perce were found -- Thursday August 9, 1877
about fifty women and children lay sprawled about
among them were the wives of Joseph and his brother Ollokot
After burying the dead in shallow graves the Indians packed most of their belongings on horses
women and children moved off downstream

COLONEL JOHN GIBBON BROUGHT UP HIS HOWITZER

Colonel Gibbon's howitzer, his only piece of artillery, was sent forward with six men
an Indian War party discovered the gun was lightly protected
about thirty Nez Perce charged the cannon and captured it before it could be fired
some of the soldiers escaped
none of the Indians could operate the cannon
but the raiders made off with six mules still in harness
and a seventh pack-mule carrying 2,000 rounds of .45 caliber ammunition
which had been brought along with the howitzer
Gibbon was forced to ration his troops' bullets because of the successful raid
All afternoon and into the night the Nez Perce fired sporadically at the soldiers
searing thirst added to the misery of the soldiers who were suffering with cold and fear
Indians set fire to the brush to drive the troops out
but the wind blew the flames back just before they reached Gibbon's position
Many warriors, their families now safe, left the battlefield

COLONEL JOHN GIBBON IS DEFEATED AT THE BATTLE OF THE BIG HOLE RIVER

Colonel Gibbon's command had lost a total of thirty-three killed and forty wounded
about half of his command was not dead or wounded
two officers were killed: Captain William Logan and Lieutenant James H. Bradley
one of five wounded officers, Lieutenant W.C. English, died a few days later
Gibbon, himself, was wounded in the thigh but he led the other wounded men to Deer Lodge

GENERAL OLIVER OTIS HOWARD MARCHES FROM STEVENSVILLE

General Howard, unaware of the Battle Hole Battle then in progress, marched his First Cavalry troops
along Trail Creek at a quick pace

for a second night camp was made bedside the creek -- August 9, 1877

NEZ PERCE CONTINUE ON THE MOVE

Nez Perce non-combatants fled to the south during the night -- August 9-10, 1877
before dawn only a handful of warriors under the leadership of Ollokot
were left at the Big Hole battleground to serve as a rear guard
Chief Joseph organized the surviving women, children, and elderly men
his role became that of camp chief was an enormous and important task
somewhere around 800 Nez Perce were on the move -- the majority women and children
they were accompanied by horses and pack animals estimated at 2,000
Joseph organized all of the camp logistics and made sure
all of the families were safe and accounted for
Joseph never pretended to be a master military strategist, as others later claimed,
yet he did play a key role in salvaging an important victory at Big Hole
Joseph's stature as a leader continued to rise due in part to the public exposure
that Chief Joseph and the Nez Perce were receiving in America's newspapers
Leadership passed from Looking Glass to Lean Elk (Poker Joe)
traveling south after the Battle at Big Hole they camped the first night
at the Montague and Winters Ranch on Horse Prairie -- August 9, 1877
Montague, Flynn, Smith, Farnsworth and Cooper were all killed
Poker Joe pushed the caravan along rapidly sometimes traveling from 2 a.m. until 10:00 at night
however, progress was slowed by the wounded dragged on travois
this drive was punctuated by savage attacks on several farmhouses and wagon trains

GENERAL OLIVER OTIS HOWARD MAKES CONTACT WITH COLONEL JOHN GIBBON

U.S. Army courier Nelse McGilliam arrived at the Big Hole River Battlefield -- August 10, 1877
when he rode up to the woods where the soldiers were dug in
soldiers jumped from their trenches to greet him
but Indian gunfire forced them to quickly return to their rifle pits
they did not know the only Nez Perce who remained were Ollokot's snipers
who pinned them down as others buried their dead, prepared the wounded for travel
and packed belongings
news delivered by McGilliam was hopeful
he had been sent by General Howard to find Colonel Gibbon
Howard was two days behind

GENERAL OLIVER OTIS HOWARD CONTINUES HIS MARCH FROM STEVENSVILLE

General Howard led his First Cavalry troops away from Trail Creek and moved to Rye Creek
where camp was made for the night -- August 10, 1877
his infantry and artillery remained in the village of Stevensville, Montana Territory

NEWS OF THE BATTLE AT BIG HOLE REACHES THE CITIZENS OF MONTANA TERRITORY

Civilian volunteer Billy Edwards had walked forty miles from the Big Hole River Battlefield
to the settlement of French Gulf where he acquired a horse and rode to Deer Lodge

Billy Edwards sent a telegram to the town of Helena which arrived -- 9:00 a.m., August 11, 1877 where the Catholic Sisters of Charity organized a relief party of twenty ambulances and wagons to be sent to Deer Lodge

 this caravan was equipped with five doctors, two Catholic sisters and a priest
 four gallons of brandy, two gallons of whiskey, two cases of surgical instruments
 fifty yards of bleached muslin for bandages, some lint, and \$75 worth of medicine
 also a case each of strawberries, peaches, oysters and sardines

GENERAL OLIVER OTIS HOWARD REACHES THE BIG HOLE RIVER CAMP

Two days after the Big Hole River Battle, General Howard and his cavalry arrived at the Big Hole River -- just after 10:00 a.m., August 11, 1877
General Howard, a devoutly religious man, was disgusted and disturbed by his Bannock scouts who dug up the Nez Perce bodies buried in shallow graves to scalp them
he was also annoyed but less vocal that Colonel Gibbon had let victory slip through his fingers
General Howard waited in camp for the arrival of his infantry and artillery from Stevensville

COLONEL JOHN GIBBON MOVES HIS COMMAND TO DEER LODGE, MONTANA

Colonel Gibbon moved his wounded troops to Deer Lodge where the wounded could be treated by the Catholic Sisters of Charity
and their caravan of hospital staff and supplies -- August 12, 1877

COLONEL NELSON A. MILES IS DETERMINED TO STOP THE FLEEING NEZ PERCE INDIANS

Commander of the Missouri Military Division Colonel Samuel D. Sturgis led 360 men of the Seventh Cavalry Companies F,G, H,I,L and M Fort Abraham Lincoln, North Dakota
Tongue River Cantonment on the Yellowstone River
Seventh Cavalry was George Armstrong Custer's old command that had been reorganized after the Little Big Horn Massacre [June 25-26, 1876]
Captain Frederick Benteen commanded companies G, H and M
(Captain Benteen had been with General Custer at the Battle of Little Bighorn, Montana)
Major Lewis Merrill led companies F, I and L
Captain Charles Bendire and fifty men of First Cavalry Company K were armed with two mule-drawn mounted howitzers
Lieutenant R.H. Fletcher led twenty-five scouts
At Tongue River Cantonment Colonel Nelson A. Miles dispatched Sturgis -- August 12, 1877 up the Yellowstone River to observe the country round the Judith Basin some 250 miles northwest of the Tongue River Cantonment as when Colonel Miles had deployed Lieutenant Gustavus C. Doane with the Seventh Cavalry Company E and sixty Crow Indians scouts
Sturgis' troops also were unknown to the fleeing Nez Perce

NEZ PERCE FEEL CONFIDENT ABOUT THEIR FLIGHT FROM THE U.S. ARMY

Colonel John Gibbon had moved to Deer Lodge, Montana Territory and would be no threat for some time
General Oliver Otis Howard still remained in camp on the Big Hole River

After traveling more than one hundred miles from the scene of battle
Nez Perce Free Bands stopped at midday near Leadore, Idaho Territory -- August 14, 1877

GENERAL OLIVER OTIS HOWARD TAKES UP THE PURSUIT OF THE NEZ PERCE

With the addition of fifty of Colonel John Gibbon's able-bodied men

General Howard's troops were strengthened to 310 men

they marched away from the Big Hole River battlefield -- August 15, 1877

General Howard followed the escaping Free Bands of Nez Perce Indians

Howard's command passed the town of Bannack, Montana Territory

Camp was made that night at the Barrett Ranch on Horse Prairie

as usual, General Howard was surrounded by problems:

- what if the Nez Perce doubled back into central Idaho Territory?

- messages were slow to be delivered and those received by Howard were increasingly caustic

Howard continued to express hope someone could block the Nez Perce as they retreated

and he could close in for a final battle

advice sent to the general was very pointed such as: **“General Sheridan in all kindness asks me to suggest to you to be less dependent on what others, at a distance, may or may not do, and rely more on your own force and your own plans.”**³⁸⁶

FLEEING NEZ PERCE CONTINUE ON THE MOVE

Under the leadership of Lean Elk the fleeing Nez Perce traveled south to Birch Creek

where Nez Perce warriors attacked a freight wagon train heavily loaded with merchandise

mostly whiskey -- August 15, 1877

Fueled by liquor a war dance was performed around the victims as drinking and feasting continued

a Chinese crewmember who attempted to escape was killed by a hatchet to the back of his head

soon the freighters lay dead except for Albert Lyons who managed to hide before he escaped

(a week later he reported the Birch Creek Massacre when he reached safety)

FLEEING NEZ PERCE CAMP FOR THE NIGHT IS LOCATED AT HOLE-IN-THE-ROCK

After the attack at Birch Creek (the evening before)

fleeing Nez Perce become fearful their location might be announced to the army

Hole-in-the-Rock, Idaho Territory was the locality of a stage station and telegraph line

Lean Elk led his people there -- August 16, 1877

all of the loose livestock was taken and all of the grain at the station was destroyed

use of the telegraph and all stage traffic was stopped for three days

GENERAL HOWARD RECEIVES REPORTS REGARDING THE FLEEING NEZ PERCE

General Howard spent the night at Red Rock stagecoach station -- August 16, 1877

reports from terrified settlers indicated the fleeing Nez Perce were headed for Thacher's Pass

(now the western entrance to Yellowstone National Park)

³⁸⁶ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

GENERAL HOWARD FORMS A COMPANY OF CIVILIAN SCOUTS

Chief civilian scout Stanton G Fisher was placed in command of about thirty-three volunteers, and fifty-five Bannock scouts and several friendly Nez Perce Indians
Fisher was provided the title “captain” -- August 16, 1877
Fisher’s scouts were designated Seventh Cavalry Company M

GENERAL OLIVER OTIS HOWARD DEVELOPS A PLAN

General Howard arrived at Williams Junction
about twenty-three miles south of Red Rock, Montana Territory -- August 17, 1877
here fifty-three Montana civilians under Volunteer Captain James Callaway arrived
these were sturdy-looking men who were well-mounted and well-armed
Williams Junction proved to be a poor camping location as firewood was three miles away
and alkali water limited grazing prospects
however, Junction Station was a lively place as a daily stage ran by
connecting Corinne, Utah Territory to Virginia City, Montana Territory
General Howard assigned Lieutenant George R. Bacon and forty hand-picked cavalymen
with several Bannock scouts to ride to Targhee Pass by way of Lower Red Rock Lake
they were to constantly probe the country to their right in an effort to find the Nez Perce
if he encountered them, Bacon was to somehow hinder their approach
and send the information back to Howard
Lieutenant Bacon rode out of Williams Junction -- 10:00 a.m., August 17, 1877
(they traveled through the day and well into the night searching for the fleeing Nez Perce
they did not stop until the shore of Lower Red Rock Lake
was reached [1:00 a.m., August 18, 1877])

LEAN ELK’S FREE BANDS OF NEZ PERCE REACH CAMAS MEADOW

Fleeing Nez Perce fear retribution for their recent attacks at Birch Creek
moving rapidly with all of their people and livestock they traveled from Hole-in-the-Rock
camp was made that night at Camas Meadow -- August 17, 1877

NEZ PERCE PLAN A STRATEGY TO SLOW GENERAL HOWARD

Black Hair, who had been wounded during the Big Hole Battle,
had a dream he saw warriors riding through the darkness -- early morning August 18, 1877
they came to a place of lush grass with two streams
cavalry horses were quietly grazing -- ready for stealing
Black Hair awoke and saw the location of his dream was right where the Nez Perce were camped
on Camas Meadow (near Parker, Idaho)
Nez Perce moved fifteen miles beyond Camas Meadow
where they devised a strategy based on Black Hair’s vision

LIEUTENANT BACON CONTINUES TO SEARCH FOR THE FLEEING NEZ PERCE

Lieutenant George R. Bacon with his forty handpicked cavalymen and Bannock Indian scouts
set out from Lower Red Rock Lake toward Targhee Pass to find Lean Elk’s fleeing Nez Perce
after they had covered fifty-five miles the exhausted men and horses could go no further

(camp was made near today's Lima, Montana)

GENERAL OLIVER OTIS HOWARD CONTINUES THE CHASE

General Howard, reinforced by Volunteer Captain James Callaway and fifty-three Montana civilians was joined by Captain Randolph Norwood and fifty cavalrymen of Second Cavalry Company L who had started from the Tongue River Cantonment on the lower Yellowstone River they had been assigned to escort General of the Army William Tecumseh Sherman who was visiting Yellowstone National Park
General William T. Sherman had sent Captain Norwood to aid General Howard
General Howard marched out of his Williams Junction camp with his slower moving infantry -- August 18, 1877
he made camp that night at Dry Creek Station near Spencer, Idaho Territory
there he learned the Nez Perce were seen camping at Camas Meadow (near Parker, Idaho) eighteen miles to the east

GENERAL OLIVER OTIS HOWARD MOVES HIS COMMAND TO CAMAS MEADOW

General Howard traveling with only his cavalry and a supply train made camp for the night with his cavalrymen in the grassy pasture -- August 19, 1877
this was a great relief from their usual blotchy green sagebrush and volcanic rock desert
Howard posted two circles of pickets around the camp and the grazing area set up for the 200 pack mules and the cavalry mounts

NEZ PERCE ATTACK GENERAL HOWARD'S CAMAS MEADOWS (IDAHO) CAMP

Ollokot led twenty-eight Nez Perce warriors in column-of-fours formation
as they crossed the fifteen miles separating General Howard's camp from their own these Indians argued whether the attack should be made on foot or horseback
army sentries who saw them thought they were returning cavalrymen and failed to respond
Ollokot's warriors attacked Howard's position about 3:30 a.m., Monday August 20, 1877
following the vision in Black Hair's dream, a few Indians quietly crawled toward the army's herd
other the warriors approached the herd on foot and some were on horseback
they cut the hobbles from cavalry horses
and took the bells from the lead pack mules' harnesses
an Indian fired too soon setting off a wild scramble of troops running for their clothing and guns
racing from their tents they fired at moving shadows
When the firing began the mule herd, free of its tethers, stampeded
frightened animals were directed in their flight by Indian riders ringing the stolen bells
Nez Perce raiders raced into the red volcanic rocks where found cover behind jagged lava ridges
in the early light they saw only a few horses had been taken
but nearly all of Howard's pack train was being driven away by other Indians
Finally, a very shaken General Howard was able to organize three companies of cavalry to pursue the natives
his lead cavalry company ran into the entire Indian force laying in ambush
two dismounted cavalry companies were forced to withdraw
this placed the third company faced a vicious cross-fire

more mules were lost to Indians
General Howard sent courier to his infantry and artillery located forty-six miles away
they immediately responded to the crisis -- men and wagons approached as rapidly as possible
but they were forced to exchange footmen for riders again and again which
infantry eventually arrived in support of cavalry
Raid at Camas Meadows settled into general fighting

GENERAL HOWARD SUFFERS DEFEAT IN THE RAID AT CAMAS MEADOWS

Indians withdrew in early afternoon -- Monday August 20, 1877
Howard's cavalry returned to camp -- his troops had suffered ten casualties (Nez Perce had none)
one soldier, Bernard A. Brooks First Cavalry, Company B was killed
he had served as Captain Jackson's orderly and bugler when he was shot out of the saddle
his horse returned to him and edged up beside him
Brooks tried to pull himself up by the stirrup strap and fell dead

GENERAL HOWARD RECEIVES MORE BAD NEWS

Lieutenant George R. Bacon with forty hand-picked cavalymen and several Bannock scouts
had traveled to Targhee Pass in an effort to cut off the Nez Perce escape route
they had scouted the area and found no Indians in the vicinity
impatient, Bacon and his men left their position and ridden back
to report to General Howard that they had seen no sign of the Indians -- August 20, 1877
When Bacon and his men arrived in camp, General Oliver Otis Howard became very frustrated
(in fact, soon after Bacon's departure the Nez Perce had crossed through Targhee Pass
into Yellowstone National Park)

A SHAKEN GENERAL HOWARD LEAVES THE SCENE OF THE CAMAS MEADOWS RAID

Nez Perce had stolen only a few horses
but had captured almost all of Howard's pack train of 170 mules
Howard, his command regrouped, packed his equipment on the recently arrived wagons
because he had only eighteen mules remaining his supply train was crippled
Howard was forced to reduce his baggage
General Howard abandoned his pursuit of the fleeing Nez Perce Indians
he marched slowly away from Camas Meadows -- August 20, 1877
wagon train and pack animals were placed in the center of the column
while another company of cavalry served as the rear guard
his command made only eighteen miles before they camped beside a small creek (Shotgun Creek)

FLEEING NEZ PERCE TRAVEL LATE INTO THE NIGHT

During the evening and night -- August 20, 1877
Lean Elk's fleeing Free Bands moved in the direction of Targhee Pass
only recently vacated by Lieutenant George R. Bacon and his cavalymen

COMMUNICATION IS SLOW FOR THE U.S. ARMY

Colonel Sam Sturgis' command proceeded west along the north side of the Yellowstone River

to Pompey's Pillar in central Montana, Territory
there Sturgis learned Lieutenant Gustavus C. Doane with the Seventh Cavalry, Company E
and about sixty Crow Indians scouts were on the Judith River
Sturgis moved west toward Lieutenant Doane's position on the Musselshell
Colonel Sturgis did not know where General Howard or the Nez Perce were
Lieutenant Gustavus C. Doane had led the Seventh Cavalry Company E
and sixty Crow Indians scouts to the Musselshell River
he then moved to Judith Gap in the Rocky Mountains
Lieutenant Doane received a copy of a dispatch sent by Colonel John Gibbon
to Colonel Sam Sturgis -- August 21, 1877
Colonel Sturgis was to travel at all speed to Fort Ellis to re-supply
then proceed to intercept the fleeing Free Bands of Nez Perce Indians
Lieutenant Doane set out for Fort Ellis
(Sturgis, after he received the dispatch, also proceeded to Fort Ellis)

GENERAL HOWARD MAKES CAMP AT HENRYS LAKE, MONTANA TO REST HIS MEN

For three days General Howard marched slowly north away from Camas Meadows
before they camped on Henrys Lake in Idaho Territory -- August 22, 1877
here his men benefited from an extended stay
his command had marched continuously for twenty-six days
averaging almost twenty miles a day
General Howard and two officers left camp -- 5:00 p.m., August 22, 1877
to ride in a light wagon to Virginia City, Montana Territory
to acquire animals and supplies and report to his superiors

AFTER CROSSING TARGHEE PASS NEZ PERCE ENTER YELLOWSTON NATIONAL PARK

Leaving Idaho Territory, the fleeing Nez Perce followed the Madison River south
and passed quickly through the southwest corner of Montana Territory
they entered Yellowstone Park in the vicinity of the present west entrance -- August 22, 1877
using one of the routes they had followed for centuries
when traveling to the grasslands of Montana in pursuit of buffalo
Nez Perce Indians were not familiar with the Yellowstone Park region in Wyoming Territory
main body of fleeing Nez Perce Indians shattered into separate Free Bands making their journey
through Yellowstone National Park difficult to follow for the army (and historians)
camps were made along the Madison and Firehole rivers inside the park
above the narrows in the vicinity of Old Faithful
their purpose now became to avoid nearby military troops
they relied on information from several scouting/raiding parties to keep them safe

GENERAL OF THE ARMY WILLIAM TECUMSEH SHERMAN TAKES COMMAND

As the fleeing Nez Perce Indians took refuge in Yellowstone National Park
General of the Army William Tecumseh Sherman began preparations to encircle them
General Sherman contacted his top commanders -- August 23, 1877
General Alfred H Terry, Commander of the Department of Dakota

and General George Crook commander of the Department of the Platte River
Terry was directed to cooperate with General Howard and, if necessary,
place any troops General Crook could spare under General Howard
Crook, at Camp Brown, Wyoming Territory, was alerted to the approaching Nez Perce
his men preparations for field duty
When General Howard expressed concern that the Indians might intend to join Sitting Bull's Sioux
somewhere below the Canadian line, Sheridan responded that **“such junction is preposterous”**
even so, Sheridan was directed by General Sherman to send troops to the Musselshell River
and Judith River Basin above Yellowstone National Park

ONE BAND OF FLEEING NEZ PERCE IS SPOTTED BY HOWARD'S CIVILIAN SCOUT

Stanton G. Fisher, a civilian scout for General Oliver Otis Howard, had set out
in pursuit of the fleeing Nez Perce Free Bands with sixty men, mostly volunteers,
and fifty-five Bannock scouts and several friendly Nez Perce Indians
after picking up the trail of the Nez Perce they followed the fleeing bands
to within ten miles to the Big Hole Basin
Fisher led his Seventh Cavalry Company M scouts through Targhee Pass
and into the Madison River Valley
Standing atop the Continental Divide, Fisher saw the Nez Perce camp along the Madison River
soon the trail left by the fleeing Nez Perce was found -- August 23, 1877
Reaching the South Fork of the Madison at sundown Fisher halted his scouts
he sent a few of his Bannock scouts ahead to investigate
when they returned they reported the Nez Perce camp was only a few miles away
it could easily be taken by the Bannocks
Fisher agreed to the attack and preparations were undertaken
(however, when the time came for the attack the Nez Perce camp was reported to be deserted
disgusted at losing their prize, fifteen Bannocks deserted o continue on their own pursuit
of the fleeing Nez Perce Indians)

NEZ PERCE TAKE A CAPTIVE IN YELLOWSTONE NATIONAL PARK

Fleeing Nez Perce Indians did not stay along the South Fork of the Madison River for long
soon after breaking camp Yellow Wolf and Otskai happened on fifty-two-year-old John Shively
a prospector who was crossing the park from the Black Hills gold country in Dakota Territory
he was taken to the Nez Perce camp -- August 23, 1877
he attended a council of the leaders in which he was asked to show Indians the best trail
leading out of the park toward the Wind River -- Shively agreed

GENERAL HOWARD ARRIVES IN VIRGINIA CITY AFTER AN ALL NIGHT WAGON RIDE

Howard and two of his officers reached the town -- about 10:00 a.m., August 24, 1877
General Oliver Otis Howard sent two telegrams
one to General Irvin McDowell, commanding the Military Division of the Pacific
stationed at San Francisco
and another to General of the Army William Tecumseh Sherman
at Fort Shaw, Montana Territory to remind the commanding general

that Howard's cavalry had been campaigning continuously for 1,100 miles in his telegram Howard stated: **"My command is so much worn by over fatigue and jaded animals that I cannot push it much further. If Miles, or Sturgis, is nearby... (and can head the hostiles off) ...I think I may stop near where I am, and in a few days' work my way back to Fort Boise slowly...."**

General Sherman, feeling pressure from the press and the public, replied: **"I don't want to give orders...but that force of yours should pursue the Nez Perces to the death, lead where they may. Miles is too far off, and I fear Sturgis is too slow. If you are tired, give your command to some young, energetic officer...."**³⁸⁷

Badly stung by Sherman's rebuke, General Oliver Otis Howard answered that he would begin the march and continue until the end of the campaign was reached

NEZ PERCE TAKE SEVERAL MORE CAPTIVES

(Unaware of the escaping Free Bands of Nez Perce Indians seven women and two men left Radersburg, Montana Territory they planned to fish and tour Yellowstone National Park for almost a month and were equipped with a two-horse wagon, a double-seated carriage and four saddle horses they averaged thirty miles that day in the hot, dry weather following the Madison River to the Lower Geyser Basin) Nez Perce Indians broke camp and followed Nez Perce Creek upstream across the central plateau of Yellowstone National Park near Lower Geyser Basin they saw the nine tourists cooking breakfast who were startled to see a painted war party of heavily-armed Indians War party captured the Radersburg tourists less than a half a mile from where John Shively was seized they joined the prospector in captivity -- August 24, 1877 while there was no intent to harm these prisoners, Nez Perce did not want them reporting the tribe's whereabouts to the pursuing army one of the tourists, thirty-five-year-old Civil War veteran George Cowan, attempted to escape during a shouting match with his captors, he was shot and left for dead (he survived and was later rescued) remainder of the tourists and prospector John Shively were forced to travel with the Nez Perce up the Mary Mountain trail

SOME OF THE RADERSBURG CAPTIVES MAKE AN ESCAPE

Members of the Nez Perce war party met other fleeing Indians -- August 24, 1877 this distraction provided an opportunity for A.J. Arnold and William Dinges to escape in the midst of the confusion Al Oldham was wounded Henry Meyers, Charles Mann and William H. Harmon manage to escape in the confusion, George Cowan's wife twenty-four-year-old Emma,

³⁸⁷ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

her twenty-seven-year-old brother, Frank Carpenter and sister Ida aged thirteen also escaped Nez Perce made camp that night at Highland Hot Springs on the edge of the Lower Geyser Basin campfires were built every twenty or thirty feet and a thousand or more horses grazed in the basin

FLEEING NEZ PERCE ARE AGAIN ON THE MOVE

Main body of Nez Perce moved east away from General Howard -- early morning August 25, 1877 they followed Trout Creek to the Yellowstone River as three scouting parties remain behind this splitting up of the main Nez Perce body resulted in a great deal of confusion regarding their location and route
James C. Irwin, a recently discharged soldier from Fort Ellis and still in uniform, was captured while backpacking in the park -- August 25

GENERAL OLIVER OTIS HOWARD GATHERS SUPPLIES IN VIRGINIA CITY

General Oliver Otis Howard remained in Virginia City, Montana Territory -- August 25, 1877 where he busied himself with purchases of additional supplies, horses and mules
Howard's main force remained in camp at Henrys Lake
three companies of Howard's command set out for Fort Ellis where they were to acquire supplies and communicate with Colonel Sam Sturgis they also were to await at or near the Crow Agency for further orders from Howard

CAPTAIN STANTON G. FISHER FINDS TWO ESCAPED NEZ PERCE CAPTIVES

Civilian scout Stanton G. Fisher, the number of his Bannock scouts now reduced to forty came across two of the escaped Radersburg tourists -- August 25, 1877
William H. Harmon and Charles Mann provided information that the Nez Perce were headed for the Crow Agency near the Yellowstone River and ultimately to the buffalo grounds above the Yellowstone
Fisher and his Seventh Cavalry Company M traveled about ten miles and camped on the south fork of the Madison River

NEZ PERCE TRAVEL FOUR MILES FROM THE YELLOWSTONE RIVER AND MAKE CAMP

Lean Elk (Poker Joe) led his fleeing band of Nez Perce people as they fled along the southern edge of the park's Hayden Valley
warriors captured James C. Irwin, a recently discharged soldier from Fort Ellis who was still in uniform
Lean Elk's people crossed the Yellowstone River and made an early camp at a pool on the east side they spent two days resting (at what later was named Indian Pond) -- August 25-26, 1877
fleeing Nez Perce were aware General Howard's location they believed the soldiers had been far outdistanced they stopped sending out a rear guard
Prospector John Shively, still held captive by the Indians, indicated the Absaroka Mountains ahead and noted they must pass across these to reach Crow County
a visiting Shoshone chief and a few Snake Indians indicated they had discovered the old trail used by the Shoshone Indians to reach the Stinking Water River (Shoshone River)
Fleeing Bands of Nez Perce Indians held a council

White Bird decided the Radersburg tourists Emma Cowan along with her brother Frank Carpenter and sister Ida would be released

they were given some of their own bedding, a waterproof tarp, bread and matches

thirteen-year-old Ida Carpenter was given a jacket

two worn out horses were brought to them

all three shook hands and bid farewell to prospector John Shively

before setting out on their own

they promised to deliver some messages to Shively's friends in Phillipsburg

should they survive

CARPENTER FAMILY CONTINUES THEIR ESCAPE FROM THE NEZ PERCE INDIANS

Emma Cowan, her brother Frank Carpenter and sister Ida traveled four or five miles

because the dresses worn by Emma and Ida had gotten wet swimming the Yellowstone River

they suffered from the cold as they walked

darkness overtook the three siblings and they climbed up into some timber

where they spent a cold, fearful night alone in the wilderness -- August 25-26, 1877

FREED HOSTAGES ARE DISCOVERED BY CIVILIAN SCOUT STANTON G. FISHER

Emma Cowan along with her brother Frank Carpenter and sister Ida

walked safely into civilian scout Stanton G. Fisher's camp the on south fork of the Madison River soon after breakfast -- August 26, 1877

there the frightened tourists also found William H. Harmon and Charles Mann

Fisher forwarded a report to General Howard indicating five hostages had been discovered

and the news regarding the general course the fleeing Nez Perce appeared to be taking

Fisher's Seventh Cavalry Company M set out to continue their pursuit

(they camped that night in the Lower Geyser Basin with its mud pots, geysers, pools, springs, volcanic dust and Great Fountain Geyser)

HELENA PARTY IS ATTACKED BY THE FLEEING NEZ PERCE

Andrew Weikert, Richard Dietrich, Frederic J. Pfister, Charles Kenck, John Stewart, Leslie N. Wilkie

Leander Duncan, Ben Stone, James McCartney and two youth, Jack Roberts, and August Foller

had set out from Helena, Montana Territory to see the wonders of the Northwest [August 13]

after seeing a party of Nez Perce Indians they decided to make camp

above the Upper Falls of Otter Creek

Captive discharged soldier James Irwin had told the fleeing Nez Perce of their presence

needing supplies, a Nez Perce scouting party raided the Otter Creek camp -- noon August 26

Charles Kenck was killed and John Stewart was wounded but escaped along with

Frederic Pfister, Ben Stone, Jack Roberts, Richard Dietrich and James McCartney

after giving chase, one warrior returned and demanded money from the wounded John Stewart,

he turned over \$263 and his silver watch

Helena tourists also were relieved of twelve horses, four shotguns, one Henry rifle, two revolvers,

seven saddles, clothing, clothing and camp gear -- almost everything else was burned

two other men, Andy Weikert and Leslie Wilkie were out scouting when their camp was attacked

they returned to find their camp in chaos but the Indians had gone

CIVILIAN SCOUT STANTON G. FISHER IS IN CLOSE PURSUIT OF THE NEZ PERCE

Breaking camp at Lower Geyser Basin just after dawn -- August 27, 1877

Fisher's scouts of Seventh Cavalry Company M trailed the Nez Perce
to cone-shaped Mud Volcano

several of his Bannock scouts found an old Indian woman left in camp
she had stayed behind to die so as to not hinder the progress of her people
she was killed and scalped before Captain Fisher could arrive on the scene

GENERAL OLIVER OTIS HOWARD'S ARMY REMAINS IN CAMP

General Howard's troops and animals continued resting at Henrys Lake

General Howard returned from Virginia City to his Henrys Lake camp -- about noon August 27
he brought with him necessary supplies, horses and mules purchased there

CIVILIAN SCOUT STANTON G. FISHER ATTEMPTS TO CATCH THE FLEEING NEZ PERCE

Captain Fisher's Seventh Cavalry Company M scouts were exhausted when they made camp
in the vicinity of Mud Volcano -- 3:00 a.m., August 28, 1877

After spending less than two of hours in camp, Fisher's scouts again set out-- dawn, August 28
they forded the Yellowstone River and moved toward Pelican Creek

ONE BAND OF FLEEING NEZ PERCE LEAVES THEIR INDIAN POND CAMP

After two days of rest, the Nez Perce continued their flight -- early morning August 28, 1877
captive prospector John Shively offered advice on the route the Nez Perce should follow
this was ignored and the fleeing Indians traveled up winding Pelican Creek to the northeast
(but then turned left toward the Yellowstone River and went around Pelican Cone
finally taking Shively's advice the Nez Perce turned west)

GENERAL OLIVER OTIS HOWARD'S ARMY RESUMES THEIR PURSUIT

General Howard deployed the several armies assisting him in closing in on the fleeing Nez Perce
he sent a dispatch to General Irvin McDowell explaining that the Nez Perce
might diverge southeast to avoid the troops from Fort Ellis

he sent a courier to Fort Ellis requesting that Colonel Sam Sturgis be informed the tribesmen
would probably go by way of Clarks Fork of the Yellowstone River

he sent Captain Randolph Norwood's company, with an artillery complement
under Captains Edward Field and Harry C. Cushing, to the Crow Agency
east of Fort Ellis on the Yellowstone River

he sent word to General Crook to watch for signs of the Nez Perce moving southeast

General Oliver Otis Howard also took this opportunity to prepare a field order
praising his men for their sacrifices and attempting to put a bright face on their campaign
although it had achieved only mixed success

he offered hollow assurances that their "**disciplined spirit**" would be rewarded

“in the conscientious performance of duty”³⁸⁸

General Howard finished preparations to resume the chase

Montana volunteers departed for home as did most of the wagons hired in Missoula
another wagon train was put together composed of three four-horse wagons,

five two-horse wagons and another two-horse team pulling a light spring wagon
Howard’s army left the camp on beautiful Henrys Lake -- 7:00 a.m., August 28, 1877
their route took them through Targhee Pass to the Madison River

Howard traveled the very route the Nez Perce had taken six days before

CIVILIAN SCOUT STANTON G. FISHER ENTERS A DESERTED NEZ PERCE CAMP

Captain Fisher and his Seventh Cavalry Company M scouts

moved in the direction of Pelican Creek -- morning August 28, 1877

Three of Fisher’s scouts reported an Indian camp at Indian Pond a mile away
as Captain Fisher and his Bannock scouts approached the camp he saw two Nez Perce leaving
they proved to be the last two in the camp

Fisher’s men discovered thirty pounds of bacon which they ate greedily
Fisher and his civilian scouts pursued the fleeing Indians up Pelican Creek about ten miles
Fisher stopped and climbed Pelican Cone

from the top he could see smoke from the Indians’ camp in the distance
Fisher was forced to return to his own camp -- arriving about midnight
there he had to spend two days recovering from a stomach ailment

NEZ PERCE MAKE CAMP DEEP INSIDE YELLOWSTONE NATIONAL PARK

They traveled three miles before leaving the East Fork of the Yellowstone (Lamar) River
they ascended a high ridge to the east into the Gallatin Range of mountains
on Mirror Plateau they found more meadows and springs and an abundance of elk

Deep Creek on Mirror Plateau provided fresh grass for their horses -- August 28, 1877
they were not aware of General Howard’s location

or of the additional military units that were in the pursuit

Reunited, the fleeing bands of Nez Perce build a defensive perimeter on Mirror Plateau
here they waited as four emissaries were sent to request aid from their friends the Crow Indians

GENERAL HOWARD AND HIS MEN ENTER YELLOWSTONE PARK

General Howard’s army pushed slowly up the Madison River and entered the park -- August 29, 1877
Howard’s command picked up Radersburg tourists (captured four days before)

Henry Meyers was unhurt but Al Oldham who had been shot in the face was famished
Howard camped that night on the Madison River inside Yellowstone National Park

General Howard received a telegram from General of the Army William Tecumseh Sherman
who authorized Howard’s command to be given to the Seventh Infantry’s
Lieutenant-Colonel Charles C. Gilbert if he arrived at Howard’s location

³⁸⁸ General Field Order No. 6.

U.S. ARMY BEGINS A NEW EFFORT TO LOCATE THE FLEEING NEZ PERCE INDIANS

Lieutenant Gustavus C. Doane was ordered by Colonel John Gibbon
to push up the Yellowstone River and search for the Nez Perce
Doane left Fort Ellis with the Seventh Cavalry Company E -- August 29, 1877

INDIVIDUAL BANDS OF FLEEING NEZ PERCE CONTINUE THEIR ESCAPE

When the four Nez Perce emissaries to the Crow Indians returned they delivered the sad news
that the Crow Indians had refused to help

Fleeing Nez Perce Indians held a council to determine their course of action -- August 30, 1877
it was decided they would try to reach the camp of Lakota (Sioux) Chief Sitting Bull
then in Canada where he had migrated after decisively defeating United States forces
in the Battle of the Little Bighorn River

Hostage John Shively told the Indians he could guide them to Clarks Fork of the Yellowstone River
for several days Shively guided the fleeing Indians
(until the night of [September 2] when he managed to escape)

GENERAL HOWARD ADVANCES DEEPER INTO YELLOWSTONE NATIONAL PARK

General Oliver Otis Howard found many impediments to his advance through the park
he traveled across river gorges and canyons walled by high cliffs,
through marshes and underbrush

Clarks Fork of the Yellowstone was so winding that in one day it had to be forded five times
Howard crossed the mouth of the Gibbon River and started up the Firehole River
camp was made about a mile above the East Fork of the Firehole -- August 30, 1877
while in camp many of its members took the opportunity to visit the geysers

they marveled at the **“puffing steam, squirting boiling water, lakes of clear blue hot water, holes full of boiling mud, chalk vats that made bubbles as large as your hat, bountiful formations of soda and magnesia, [and] needles of pure sulphur.”**³⁸⁹

During the night Civil War veteran George Cowan, who had been found the previous day
by civilian scout Stanton G. Fisher, was brought in for treatment by the surgeons

RAIDING PARTY OF NEZ PERCE INDIANS ATTACK HENDERSON BROTHER’S RANCH

Eight fleeing Indians attacked occupants of Henderson brother’s ranch -- morning August 31, 1877
(located south of Gardiner, Montana)
ranch house and property were burned

Lieutenant Gustavus C. Doane with Seventh Cavalry Company E and forty-two Crow scouts
was passing Cinnebar Mountain when he saw smoke from the burning ranch house -- August 31
Doane and ten of his men rode out to investigate

Henderson brother’s ranch became the scene of a two-hour long-range gun battle
during the fight the Indians made off with the ranch’s horses
afterward the raiders returned to Yellowstone National Park

Doane and his ten men were later joined by the rest of the Seventh Cavalry Company E

³⁸⁹ Jerome A. Greene, *Nez Perce Summer, 1877*, P. 196.

Doane now believed the Nez Perce were not far ahead

COLONEL SAM STURGIS MAKES PLANS FOR HIS CAMPAIGN AGAINST THE NEZ PERCE

Sam Sturgis waited at the Crow Agency for his scouts to arrive -- August 31, 1877

Sturgis was angered by Colonel John Gibbon's arrogance

in sending Lieutenant Gustavus C. Doane from Fort Ellis to find the fleeing Nez Perce

Colonel Sam Sturgis received notice from General Oliver Otis Howard

that, based on information from his (Howard's) scouts he believed the fleeing tribesmen

would will probably cross the Stinking Water (Shoshone) River

one hundred miles south east of Crow Agency

Colonel Sturgis developed a campaign strategy based on what the fleeing Nez Perce might do

if the Nez Perce moved up the East Fork of the Yellowstone (Lamar) River

Sturgis would move up Clarks Fork canyon all the way to Soda Butte Pass if necessary

otherwise Sturgis would make camp near Heart Mountain

where he could observe both the Clarks Fork River and Stinking Water (Shoshone) River

Colonel Sturgis dispatched two scouts, John J Goff and J.S. Leonard, to find the fleeing Nez Perce

in the Clarks Fork of the Yellowstone and Stinking Water (Shoshone) rivers area

he also hired a French guide named Rogue, a prospector named Seibert and six Crows

to make contact with General Howard

Colonel Sturgis informed Colonel Nelson Miles at Tongue River Cantonment of his plan

COLONEL SAM STURGIS RIDES OUT OF THE CROW AGENCY

Colonel Sturgis' scouts to the Clarks Fork of the Yellowstone-Stinking Water (Shoshone) rivers area,

John J Goff and J.S. Leonard, had not reported back

in fact, rather than finding the Nez Perce, the Indians found them

and, in an ambush, unhorsed them

John J. Groff was shot through the neck while J.S. Leonard was unharmed

Colonel Sam Sturgis, having heard no word from his scouts,

feared the Indians had passed east through Yellowstone National Park

Colonel Sam Sturgis led six companies of the Seventh Cavalry out of the Crow Agency

searching for the fleeing Nez Perce Indians -- August 31, 1877

he marched toward Clarks Fork in the Yellowstone-Stinking Water (Shoshone River) region

he positioned his troops at the mouth of Clarks Fork Canyon near Mammoth Hot Springs

NEZ PERCE RAIDING PARTY ATTACKS MAMMOTH HOT SPRINGS, WYOMING TERRITORY

Nez Perce raiding party moved from the Henderson brother's ranch

on to the town of Mammoth Hot Springs, Wyoming Territory

Helena party member Richard Dietrich had reached the safety of the town

as he was having something to eat at McCartney's Hotel in Mammoth Hot Springs

he heard the arrival of the Nez Perce reconnaissance party -- August 31, 1877

he rushed to the door to investigate

Richard Dietrich was killed in the hotel doorway

GENERAL OF THE ARMY SHERMAN SENDS A REPLACEMENT FOR GENERAL HOWARD

General of the Army William Tecumseh Sherman ordered Lieutenant-Colonel Charles C. Gilbert to take to the field and relieve General Oliver Otis Howard of his command
Lieutenant-Colonel Gilbert departed from Fort Ellis leading the Seventh Infantry, Company L in quest of General Howard -- August 31, 1877
(Gilbert was a West Point graduate [1846] who served in the Mexican and Civil wars he was wounded at Civil War Battle of Wilson's Creek [1861]
he was appointed a general ([1862] but his was impeded after the [1862] Battle of Perryville due to perceived command deficiencies -- he ended the war a major at a desk job)

GENERAL OLIVER OTIS HOWARD TRAVELS THE MARY MOUNTAIN TRAIL

Howard, unaware his replacement was attempting to find him, moved from the Madison River he led eleven wagons along the trail beside the East Fork of the Firehole River
he encountered one of the Radersburg party's wagons off to the right
base of Mary Mountain, the troops stopped for the night near Mary Lake -- August 31, 1877
General Howard's aide-de-camp issued a memorandum prohibiting the killing of Nez Perce that had been left behind
General Howard's scouts discovered an escaped tourist along Pelican Creek that evening

CAPTAIN STANTON G. FISHER AGAIN TAKES UP THE PURSUIT

Recovering from his illness Fisher continued his pursuit -- just after sunrise September 1, 1877
Captain Fisher and his eighteen Bannock scouts rode along a trail paralleling Pelican Creek (That evening Fisher's Seventh Cavalry Company M unexpectedly met discharged soldier James C. Irwin who told Fisher he had escaped that morning and had traveled about thirty miles from Joseph's camp)

LIEUTENANT DOANE CHASES AFTER THE NEZ PERCE RAIDERS

Lieutenant Gustavus C. Doane with Seventh Cavalry Company E and forty-two Crow scouts at the Henderson brother's Ranch directed Lieutenant Hugh L. Scott to take twenty men and scout down to Baronet's bridge across the Yellowstone River -- September 1, 1877
just above its confluence with the East Fork of the Yellowstone (Lamar) River
Scott was to determine if the Nez Perce had forded there
Scott was to set fire the grass on his return to frustrate their passage along the valley
Lieutenant Gustavus C. Doane's departure from the ranch to conduct a search of his own was preempted by the appearance of a courier
from Lieutenant-Colonel Charles C. Gilbert with instructions for him to await his arrival
Lieutenant Scott moved out paralleling a horse trail
that led from Blacktail Deer Creek to Baronet's bridge
Scott refused his Crow scouts' advice to stay on the trail for fear of an ambush
Lieutenant Doane assumed a defensive position in some dry irrigation ditches
and established a number of sentry posts around the bivouac

GENERAL HOWARD CONTINUES HIS SEARCH FOR THE NEZ PERCE INDIANS

General Howard left his Mary Lake camp and set out on a route that paralleled the north bank of the East Fork of the Firehole River -- September 1, 1877

about one-mile north of Mary's Lake the road turned east, then south,
tracing along the east side of Highland Hot Springs
Howard's route continued southeast for two miles before turning east for ten miles
across the south edge of Hayden Valley to the Mud Volcano and the Yellowstone River
Howard's advance was painfully slow as he faced difficult conditions
Captain W.F. Spurgin of the Twenty-first Infantry directed civilian volunteers
as they constructed a wagon route up and over Mary Mountain [September 1-2]
During the day Howard's Bannock Indian scouts began deserting the command
they tried to take about forty horses with them -- eight of the scouts were arrested
Howard made their release contingent on the return of the stolen animals -- which was done
remaining Bannocks (not counting those with Stanton G. Fisher) were released

LIEUTENANT HUGH SCOTT SEARCHES FOR THE FLEEING NEZ PERCE

Lieutenant Scott reached Baronett's bridge without sign of the Nez Perce
Scott's men set the grass on fire, but the rain shortly extinguished it -- September 1, 1877
Scott and his troops turned back to the Henderson Brother's ranch
on the way, they came upon two scouts, J. Groff and J. S. Leonard, sent by Colonel Sam Sturgis'
who troops were located east of Yellowstone Park
J. Groff and J. S. Leonard were trying to find General Howard
J. Groff and J. S. Leonard were sent ahead to the Henderson ranch
where Groff received treatment for his wound and rode in a wagon down to Fort Ellis
(later, on his way back to Colonel Sam Sturgis with dispatches from Fort Ellis,
Leonard was overtaken and killed by the Nez Perce on Clark's Fork)

CAPTAIN STANTON G. FISHER CROSSES OVER THE PELICAN CREEK DIVIDE

Fisher and his Bannock scouts spent the morning taking observations from Mary Mountain
they did not start out until late afternoon -- September 2, 1877
this trail proved to be very difficult as it was blocked by swamps and fallen timber
after traveling about six miles, Fisher's Seventh Cavalry Company M
crested Pelican Creek divide and reached the waters of upper Timothy Creek
food was scarce but one of the scouts managed to kill a deer -- their only nourishment that day

CAPTAIN STANTON G. FISHER CONTINUES HIS SEARCH FOR THE FLEEING NEZ PERCE

Fisher's Seventh Cavalry Company M now in the vicinity of Timothy Creek -- September 3, 1877
faced dead timbers and huge granite rocks had fallen onto the trail from the steep banks
many dead and crippled horses showed the Nez Perce had passed through not long before

LIEUTENANT-COLONEL CHARLES C. GILBERT CONTINUES HIS SEARCH FOR HOWARD

Lieutenant-Colonel Gilbert led the Seventh Infantry, Company L down the Yellowstone River
to the headwaters of the Gallatin River then on to the Lower Geyser Basin -- September 3, 1877
in search of General Howard to relieve him of command
Gilbert made contact with Lieutenant Gustavus C. Doane
and the Second Cavalry, Company E and forty-two Crow scouts
Doane, with years of Indian experience, firmly believed the fleeing Nez Perce

intended to move down an age-old trail that paralleled the Yellowstone River
(to where Livingston, Montana stands today) and then cross to the Musselshell River
and pass through Judith Gap to the buffalo hunting grounds
Doane begged Gilbert to push up the Yellowstone River in pursuit of the Nez Perce
however, Lieutenant-Colonel Gilbert stubbornly refused and took command of Doane's men
he said he was only interested in reaching General Howard to take command
he did not want to be delayed by a fight
(Gilbert will travel a circuitous 120 miles back to the Yellowstone River
only twenty-four miles from where he first met Lieutenant Doane
Howard had already moved beyond the Yellowstone River
Gilbert will return to Fort Ellis effectively taking himself out of the chase
and saving General Howard from losing his command)

GENERAL OLIVER OTIS HOWARD'S PROVISIONS CATCH UP WITH HIM

All of General Howard's eleven wagons reached Mary Lake by noon September 3, 1877
no longer slowed by his wagon train General Howard proceeded across Sulphur Mountain
down to Alum Creek and toward the Falls of the Yellowstone River
crossing a gentle plateau, they shortly approached a wooded ridge extending toward the river
Howard's Bannock scouts supplied information that the Nez Perce were headed
in the direction of Clarks Fork of the Yellowstone River
Howard sent this word back Fort Ellis in an attempt to coordinate
with Captain Harry C. Cushing's and Colonel Sam Sturgis' columns
J.W. Redington, a sometime newspaper reporter who was following the action with the Nez Perce,
was told by General Howard to take the two Bannock Indians and find Captain Fisher
Redington did not trust the loyalty of his companions
or their desire to reestablish contact with Captain Fisher
That afternoon Howard's troops marched to the Yellowstone River and along the left bank
about two miles above the Upper Yellowstone Falls north of Yellowstone Lake
there they stopped for the night

NEZ PERCE NOW LEAVE THE HIGH MOUNTAINS EAST OF YELLOWSTONE LAKE

Nez Perce had remained in the mountains for a week -- (August 28 to) September 4, 1877
To escape the pressure being applied by Captain Fisher Nez Perce bands split up
at least part of the Nez Perce moved easterly up the Lamar River canyon
these people continued east to a grassy summit near the headwaters
of Miller, Papoose, and Hoodoo creeks known as Hoodoo Basin
camp was made on a beautiful, grassy ridge between Hoodoo and Miller Creeks
they appeared to be headed toward Crandall Creek on Clarks Fork of the Yellowstone
another band was thought to have exited the park
ten to fifteen miles south of Cooke City, Montana

GENERAL OLIVER OTIS HOWARD DECIDES TO QUICKEN HIS PACE

General Howard received the distressing news the Nez Perce had sent emissaries to the Crow Indians
Howard set out from his camp at Upper Yellowstone Falls and traveled over Mount Washburn

passing through cold and rainy weather

his supply wagons stalled at Cascade Creek -- September 4, 1877

civilians cleared a roadway through the trees and built a pole bridge across the stream

as Howard's supply train made slow progress, Howard's troops camped at the ford

about six miles below Yellowstone Lake near Mud Volcano

there they found "plenty of wormy fish"

Because of the difficulty and delay in moving the wagons forward,

Howard decided leave them behind

General Howard loaded his supplies on pack mules

he directed Captain W.F. Spurgin to take the wagons out of the park to Fort Ellis -- September 4

CAPTAIN SPURGIN TAKES HOWARD'S SUPPLY WAGONS OUT OF YELLOWSTONE PARK

Captain W.F. Spurgin led General Howard's eleven supply wagon

back along the difficult Mary Mountain trail -- September 4, 1877

continuing on through Dunraven Pass and into Carnelian Creek valley,

then they slowly moved toward Tower Creek

and continued down that stream to its junction with the Yellowstone River

his men sighted Indians on a distant mountain and Spurgin broke out the ammunition

he established a defensive position and braced for an attack

however, the Indians proved to be some of Lieutenant Gustavus C. Doane's Crow scouts

teamsters and civilians detoured around Tower Fall and moved down the Yellowstone River

to strike Gardner River about one and one-half miles above its mouth

they constructed a bridge to cross the Gardner River

Sturgis continued down the Yellowstone River and exited Yellowstone National Park

CAPTAIN STANTON G. FISHER DISCOVER THE FLEEING NEZ PERCE INDIANS

Fisher and a white scout named A. K. Gird left the other members of Seventh Cavalry Company M

to climb into the mountains to search for the location of the fleeing Nez Perce Indian camp

seeing the camp, they approached to within a mile

as the Indians were breaking camp -- about noon September 4, 1877

when he returned to his camp Fisher's Bannock scouts told him the area was called the "trap"

as the fifteen-mile-long Lamar River Canyon was narrowly closed at both ends

Fisher and his men heard gunfire in the Lamar River Canyon that afternoon

they tried to descend to the bottom, but found the perpendicular canyon wall

was impossible to negotiate

(later, they learned that some of Fisher's Bannocks had accidentally run into a rearguard

of some forty Nez Perce Indians and had a brisk exchange of gunfire

one Nez Perce was reported killed)

GENERAL OLIVER OTIS HOWARD LEAVES YELLOWSTONE PARK

General Howard waited for the arrival of supply wagons from Fort Ellis

bearing rations and badly needed clothing

many had been wearing the same outfits for the past several weeks

General Howard and his weary men with their supplies now carried by the pack animals

plodded up Clarks Fork of the Yellowstone River pursuing the Nez Perce -- September 5, 1877
Howard reached the confluence of the Yellowstone with the Lamar River
to find that Baronett's bridge had just been burned

Howard quickly made repairs to the bridge using logs found in an abandoned house
General Howard learned about the Nez Perce attack on Henderson's ranch
and Mammoth Hot Springs from miners
he also heard that Lieutenant-Colonel Charles C. Gilbert
had moved rapidly in the wrong direction to find Howard
Howard forded the Lamar River and continued upriver to Soda Butte Canyon

GENERAL HOWARD CONTINUES TO SEARCH FOR THE FLEEING NEZ PERCE INDIANS

General Howard's soldiers started up Soda Butte Canyon -- September 6, 1877
this trail, frequently used for decades, was relatively good much of the way

CIVILIAN STANTON G. FISHER AND HIS BANNOCK SCOUTS FOLLOW A DIFFICULT TRAIL

Scout Stanton G. Fisher and his scouts continued for twelve miles along the rough trail
beside the Lamar River -- September 6, 1877
When a deer was killed, camp was made and a fire built at once -- food for one meal was devoured
then the march was begun again -- Soda Butte Creek was reached after a three-mile march
there signs of the passage of the Nez Perce were seen
after about two more miles the twelve men made camp in the dark
Fisher had about a dozen men left as more of the Bannocks departed his dwindling scouting force

COLONEL SAM STURGIS TURNS TOWARD THE STINKING WATER (SHOSHONE) RIVER

Colonel Sturgis with Seventh Cavalry did not know where General Howard or the Nez Perce were
every attempt to communicate with Sturgis was frustrated by the Nez Perce Indians
who methodically killed all whites they meet as they feared they were scouts or messengers
at least two of Colonel Sturgis' attempts at communication with Howard were severed
Sturgis learned nothing for sure until he came across a 100-yard trail
indicating the hostiles had slipped past him
Sturgis sent his wagons with twenty-five men back to the Crow Agency for additional provisions
his Crow Indians also departed for the agency
Sturgis sent his French-Canadian guide, Rogue, and a prospector named Sibert to warn the inhabitants
of a mining camp near Soda Butte of the possibility of nearby Nez Perce -- September 6, 1877
Colonel Sam Sturgis and the bulk of his force
marched away from Clarks Fork of the Yellowstone River Canyon
they moved closer to Heart Mountain (north of Cody, Wyoming)

COLONEL SAM STURGIS SEARCHES FOR THE FLEEING NEZ PERCE PEOPLE

At this time Colonel Sturgis was on the march toward Heart Mountain -- September 7, 1887
located fourteen miles to the southeast of his present position
Sturgis sent out two prospectors who served as couriers for his Seventh Cavalry
to find General Howard

NEZ PERCE REACH A DIVIDE LINKING THE STINKING WATER AND CLARKS FORK RIVERS

Yellow Wolf ran into Colonel Sam Sturgis' couriers, Rogue, Sibert and six Crow scots,
near Heart Mountain as they searched for General Howard
Seibert was killed but Rogue was only wounded and managed to escape -- September 7, 1877
Yellow Wolf was stunned by a bullet that glanced off his skull in the fight

GENERAL HOWARD CONTINUES ON TO THE FOOT OF CLARK'S MOUNTAIN

General Howard discovered signs of the Indians where Crandall Creek enters Papoose Creek
he continued down Crandall Creek where he found Sturgis' wounded courier,
French-Canadian Rogue, who alerted the general to Sturgis' position -- September 7, 1877
Sturgis had six companies of the Seventh Cavalry with him east of Yellowstone Park
near Clarks Fork of the Yellowstone River less than fifty miles away
Rogue was made as comfortable as possible in preparation to being sent
with several prospectors to the Crow Agency
General Howard had high hope the Indians were trapped between himself and Colonel Sam Sturgis
Howard quickly sent three couriers to Sturgis telling him of the Nez Perce presumed route
Howard urged a cooperative attack on the fleeing native (none of whom reached Sturgis)
Howard also dispatched orders to Captain Harry C. Cushing at Fort Ellis
to hurry supplies forward to Clark's Fork
Civilian scout Captain Stanton G. Fisher and his twelve remaining Bannock scouts
linked with General Howard near the Clark's Fork River
Fisher and his men had not eaten since the day before
Fisher was ordered to take the lead in an easterly direction to discover the trail of the Nez Perce

FLEEING NEZ PERCE INDIANS EXIT YELLOWSTONE NATIONAL PARK

As the Indians passed through and exited the park, the troops of several military commands
had begun converging on them hoping to close and compel their surrender -- September 8, 1877
Yellowstone National Park had proven to be a challenge for the fleeing Nez Perce people
their route had made reaching the buffalo hunting grounds and the Crow Indians very difficult
even as the Nez Perce approached their friends the Crows,
the Crows increasingly supported the leadership of the military hounding them
Nez Perce encounters with tourists demonstrated the hatred some of the Nez Perce maintained
and the compassion that some of the Indian leaders were willing to display

GENERAL HOWARD IS ON THE MOVE ONCE AGAIN

General Oliver Otis Howard left his Clark Fork of the Yellowstone River camp -- September 8, 1877
he descended to the mouth of Crandall Creek
where reports had indicated the Nez Perce were headed
Meanwhile, his scouts followed the trail of the fleeing Indians from the mouth of Soda Butte Canyon
probably up Cache Creek and its tributaries to Hoodoo Basin
location of the Indians' village of nearly 200 lodges was found
this demonstrated their strength had increased

COLONEL SAM STURGIS CONTINUES THE SEARCH

Rather than following the route of the fleeing Nez Perce to the Clarks Fork River
Sturgis chose to march cross-country to the outlet of Clarks Fork Canyon -- their anticipated route
to head the Indians off before they could reach the Stinking Water River -- September 8, 1877
Sturgis set out with pack animals up Pat O'Hara Creek bound for the Stinking Water
camp was made after fifteen miles -- probably on Skull Creek near the base of Heart Mountain

GENERAL OLIVER O. HOWARD'S COMMAND IS ON THE MOVE

Captain S.G. Fisher and his Bannock scouts traveled in advance of Howard's troops
camp was broken and the command set out in the rain and cold -- 7:00 a.m., September 9, 1877
they climbed a steep hill and then passed through a narrow cut at the top
fortunately, they discovered a good trail to follow
General Oliver Otis Howard reached Dead Indian Hill -- September 9
civilian scouts found where Joseph had camped the night before at the foot of the broad mountain
an old ailing warrior who had been left behind to die was also found -- he was killed and scalped

COLONEL SAM STURGIS LEAVES THE VICINITY OF HEART MOUNTAIN

Sturgis' command negotiated the rough terrain west and south of Heart Mountain
then forded the Stinking Water River about noon east of its canyon
Colonel Sam Sturgis' troops suffered from the sulfur fumes filling the air
(and giving the Stinking Water River its name)
Sturgis turns south and camped that night (near today's Cody, Wyoming) -- September 9, 1877

GENERAL HOWARD ATTEMPTS TO COMMUNICATE WITH COLONEL STURGIS

Howard was joined by a few Crow Indians who arrived from the Crow Agency
they found a wounded German who reported his two partners had been killed at Crandall Creek
Howard attempted to communicate with Colonel Sturgis to tell him the Nez Perce were ahead
and must be stopped before they reached the Clarks Fork of the Yellowstone River

J.W. REDINGTON AND TWO BANNOCK COMPANIONS ALSO SCOUT AHEAD OF HOWARD

Sometime newspaperman J.W. Redington traveling with two Bannock scouts
as instructed by General Howard continued their search for Captain Stanton G. Fisher
Redington and his men were three to five miles ahead of Howard's troops -- September 9, 1877
Contact was made with fifty well-counted Mountain Crow Indians along the Clarks Fork River
they were proud of the Spanish brands on their horses because they had been stolen in Mexico
they said stealing horses in Mexico was easy
difficult part was getting them past Indian tribes between Mexico and Montana

STANTON G. FISHER IS TOLD TO PREPARE FOR A BATTLE WITH THE FLEEING NEZ PERCE

Scout Stanton G. Fisher's camp was made near a small stream that entered the Clarks Fork River
one of Fisher's men killed a wounded Nez Perce discovered near the scout's camp
another scout scalped the dead tribesman -- evening September 9, 1877
when he approached to alert them of Sturgis' presence
the scouts' trophy was hidden from General Howard
Howard indicated to Fisher that a fight seemed imminent the next day

STANTON G. FISHER AND HIS BANNOCK SCOUTS DISCOVER THE NEZ PERCE TRAIL

Captain Fisher and his men found the Nez Perce' trail bearing southeast through the foothills separating the Clarks Fork and Stinking Water rivers -- September 10, 1877
Nez Perce appeared to be moving toward the Stinking Water River but instead of continuing in the direction they had been traveling and a crossing an open plain they turned off to the north, passed along the steep side of the mountain through the timber their trail was covered by the milling Indian horse herd
fleeing Nez Perce intended to turn their pursuers toward the Stinking Water River while they would turn in a new direction
Fisher scoured the area for signs of the Nez Perce
he then stumbled on the Nez Perce trail after they had turned north -- September 10, 1877
Captain Fisher followed through a very narrow and rocky canyon down to Clarks Fork River because their horses were exhausted camp was established about 5:00 p.m.

FLEEING NEZ PERCE INDIANS EVADE COLONEL SAMSTURGIS

Rather than pressing ahead to join their allies the Crow Indians on the buffalo grounds north of the Yellowstone as anticipated -- September 10, 1877
fleeing Nez Perce people doubled back
and descended into the Clarks Fork of the Yellowstone River Canyon
they had effectively circumvented Sturgis' troops and evaded Howard's military force

COLONEL SAM STURGIS DISCOVERS HE HAS BEEN TRICKED

Sturgis' Seventh Cavalry re-crossed the south fork then the north fork of the Stinking Water River
Sturgis turned up Rattlesnake Creek leading northwest from the north fork
they crossed the divide to Dead Indian Creek, a tributary of the Clarks Fork
where they found the trail of the Nez Perce -- September 10, 1877
Nez Perce trail indicated the Indians had turned back to descended to the Clarks Fork River effectively circumventing Colonel Sturgis' troops while evading General Howard
Sturgis had been misinformed regarding possible escape routes
Nez Perce by using the apparently impassable route through the narrow canyon
had avoided detection by Colonel Sam Sturgis
That night Sturgis camped at high altitude, probably at Dead Indian Pass -- September 10

GENERAL HOWARD EMERGES FROM THE ROCKY MOUNTAINS

With high hopes the Indians were trapped between him and Colonel Sturgis
General Howard led his column of troops up Dead Indian Hill -- dawn September 11, 1877
losing many weakened horses that fell blocking the way for others
pack mules slipped in the mud and fell headlong into the depths below
carrying supplies with them
Captain Stanton G. Fisher reported to General Howard
Howard was disappointed to learn that he was at least one day behind the fleeing Nez Perce
Fisher's scouts had found and buried the bodies of three prospectors killed by the warriors
to keep the natives' location from being reported to the surrounding military units

COLONEL SAM STURGIS AGAIN TAKES UP HIS PURSUIT

Colonel Sturgis broke his camp at Dead Indian Pass to continue the pursuit -- September 11, 1877
Sturgis paralleled Clarks Fork Canyon to reach the river below the mouth of the canyon
at Sunlight Basin directly on the trail of the Nez Perce
however, during the day no contact was made with the fleeing Indians
embarrassingly, when camp was set up that evening,
Strugis' men could see the campfires of Howard's troops only four miles behind them

HOWARD ENTERS CLARKS FORK OF THE YELLOWSTONE RIVER CANYON

General Howard discovered the place where the Nez Perce had milled his horses
before they started toward the Stinking Water River and entered the forest
to avoid Colonel Sam Sturgis
as he followed the route of the fleeing Nez Perce
Howard reached Clarks Fork of the Yellowstone River and moved down the right bank
General Howard descended into Clarks Fork Canyon
which was not more than twenty feet wide between high walls
Clarks Fork of the Yellowstone River was reached along its right bank
scouts found and buried the bodies of three prospectors killed by the Nez Perce
Howard continued down the right bank of the Clarks Fork of the Yellowstone River
two miles below the canyon the night's camp was made -- September 11, 1877

COLONEL SAM STURGIS RIDES TO GENERAL HOWARD'S CAMP

To Colonel Sam Sturgis embarrassment and General Oliver Otis Howard's amazement
Sturgis ruefully joined Howard at his camp at the same spot
where Colonel Sturgis had made camp three days before [September 8] on Skull Creek
near the base of Heart Mountain -- night September 11, 1877
fleeing Nez Perce people had escaped and were fifty miles ahead of the commanders
Howard and Sturgis agreed that Sturgis should press the Nez Perce with forced marches
accompanied by Major George Sanford who was ordered to saddle up three companies of cavalry
Carr's, Jackson's and Norwood's -- just arrived from Fort Ellis
they would pursue the Nez Perce at first light
also accompanying Sturgis was Howard's aid Lieutenant R.H. Fletcher and twenty-five scouts
and Second Lieutenant Harrison G. Otis
leading two mule-mounted Hotchkiss guns (howitzers)
General Howard would follow with the balance of the command as rapidly as possible
two companies of cavalry and fifty infantrymen were readied for the march
Howard sent two couriers to Colonel Nelson A. Miles at the Tongue River Cantonment (Fort Keogh)
to explain the situation and implore Miles, in the event Sturgis should fail, to make every effort
to prevent the Nez Perce escape -- or at least hold the fleeing Nez Perce for Howard
Miles received the message about 150 miles east of where the Nez Perce crossed the Clarks Fork
Miles understood he was to intercept the Nez Perce and prevent them from escaping

NEZ PERCE CROSS THE YELLOWSTONE RIVER

Nez Perce, with all their horses and belongings, had beaten both General Howard and Colonel Sturgis to the Yellowstone River

Nez Perce forded the Yellowstone -- September 12, 1877

this crossing was made below the mouth of the Clarks Fork of the Yellowstone River
(near today's Laurel, Montana)

Fleeing Nez Perce people moved downstream about three miles through a driving rain to the grassy flats bordering Canyon Creek above its mouth,
then turned up the creek for three more miles to camp for the night

Council was held to discuss their options

down Canyon Creek from their campsite the Yellowstone Valley narrowed to less than one mile the presence of the community of Coulson, Montana (near today's Billings) at that spot perhaps influenced the Nez Perce leaders to avoid an encounter with the settlers there by moving instead up Canyon Creek

fleeing Nez Perce leaders at last realized the futility of attempting a union with the Crows and the crossing Canadian border loomed as an inviting option

Yellowstone River area was strikingly different from the vicinity of Yellowstone National Park
Yellowstone's left bank reached northwest in a rolling fashion
to form a high series of yellow clay ridges and plateaus followed by a tableland carved with broad valleys and sandstone buttes carved and weathered by millions of years of erosion

COLONEL SAM STURGIS RESUMES THE CHASE

Sturgis' soldier scouts reported that the main body of Indians along with their horse herd was fleeing up Canyon Creek toward the wide open mouth of its canyon
if the Indians made their escape into the canyon before they could be captured the situation could become desperate

Sturgis knew he was facing an incredibly brave people that could be peaceful at one moment but at the chance of any threat to their families, the warriors would turn and face their enemy with great ferocity and tenacity

Sturgis led his own Seventh Cavalry plus fifty of General Howard's cavalry and Cheyenne scouts for a total of more than 400 soldiers plus two mountain howitzers (Hotchkiss guns) out of camp -- September 12, 1877

Sturgis drove his force at a trot down the Clarks Fork of the Yellowstone River through a mist that grew into a torrential rain in an effort to overtake the Nez Perce turning north, the soldiers located a ford (near where the present bridge crosses into Laurel) and, began swimming their horses across the Yellowstone River -- about 10:00 a.m.
his artillery had dropped far behind because of their exhausted animals
Sturgis covered thirty miles before their first halt was made -- 1:00 P.M.

On the march again, the men passed an abandoned Nez Perce camp site -- 4:00 p.m.

Sturgis continued his rapid pace until 11:00 p.m., September 12, 1877
camp was made about eight miles above Clark's Fork's confluence with the Yellowstone they had traveled more than sixty miles -- without seeing any sign of the Indians

Sturgis had discovered what General Howard already knew

Joseph and his followers were exceptionally fast, resolute, and resourceful

MAJOR GEORGE SANFORD LEADS THREE COMPANIES IN PURSUIT OF THE NEZ PERCE

Major George Sanford's three companies rode out -- September 12, 1877

Norwood's company was to follow the Indians' trail

other two companies detoured to the left and right presumably to outflank the Nez Perce

along the way about half of the army's stolen pack mules were recovered

after half an hour of riding Sanford's troops approached a ridge five miles from camp

an Indian rear guard ready to make a stand was discovered just on the other side

Norwood's men dismounted and took cover under a lava ridge where they returned fire

Norwood, in an exposed position, was dependent on the other two companies for protection

Major George Sanford ordered the withdrawal of all three companies

Norwood was unable or unwilling to carry out the order

almost immediately he found himself in a crossfire

eventually he withdrew his horses and men five hundred yards to the cover of a small woods

Indian rear guard, unable to dislodge Norwood's men withdrew -- September 12

they had provided enough time for the main Nez Perce band to flee to safety

GENERAL HOWARD LEADS THE REMAINDER OF HIS TROOPS

As Howard was eating breakfast, Major George Sanford's first messenger arrived in camp

he reported half of the stolen mules had been recovered

very shortly after a second courier rode in and announced the Indians had returned in a large force

making Sanford's position precarious

Howard moved out at a gallop with the reserve cavalry and artillery until he saw Sanford's line

when he learned Norwood's men had been left forward, he led the whole command to find them

by the time the general arrived, Norwood's battle was well over

Indians had retired taking booty with them

COLONEL NELSON A. MILES JOINS THE CHASE TO STOP THE FLEEING NEZ PERCE

Anticipating the Indians' goal of gaining the buffalo grounds north of the Yellowstone

or, perhaps, uniting with the Lakota (Sioux) Indians under Sitting Bull in Canada

Colonel Nelson A. Miles marched out of Fort Keogh to Judith Gap -- September 12, 1877

(this was a stretch of prairie land north of the Yellowstone River

between the Little Belt and Big Snowy mountain ranges)

logically, the fleeing Nez Perce might attempt to pass through this gap

Colonel Miles camped where Tongue River empties into the Yellowstone River

GENERAL OLIVER OTIS HOWARD MAKES CAMP FOR THE NIGHT

General Howard established camp for the night

on the directions of the officers, the packers let the mules graze to stop their braying

it was feared the noise would warn the Indians of the approach of the troops

most of the weary soldiers fell into a damp, restless sleep that did little to refresh them

Captain S.G. Fisher and his Bannock Scouts traveled ahead of General Howard's army

they also had suffered through the morning mist and afternoon's hard rain -- September 12, 1877

camp was made by the cold, wet, hungry scouts

on the Clarks Fork of the Yellowstone six miles above Rock Creek

FLEEING NEZ PERCE PEOPLE CAMP ON CANYON CREEK

Canyon Creek was a steep-bank stream that ran through grassy terrain
this area was dry except for infrequent alkali pools of water
here the Nez Perce made camp -- night September 12, 1877
Canyon Creek was dominated by towering yellow, red and gray colored walls
up to four hundred feet high
Canyon Creek ran southeast entering the northeasterly flowing Yellowstone River
Yellowstone Valley snaked its way south and east twelve miles
on either side the Yellowstone River spread through a broad, mostly treeless, valley
through a few tributaries led to the main river

NEZ PERCE RAIDERS STRIKE OUT AT THE SETTLERS

Nez Perce warriors who had roamed away from the main body of Indians
started down the Yellowstone Valley to forage for supplies
they encountered several newly established homes -- early morning September 13, 1877
near the mouth of Canyon Creek they alarmed settlers Elliott Rouse and H.H. Stone
who fled downstream to a neighboring ranch
stagecoach from Tongue River (Miles City) to Helena was stolen by six or seven Nez Perce
it was stopped as it approached the stage station on the east side of Canyon Creek
near the junction of Canyon Creek and the Yellowstone River -- September 13
half a dozen stage passengers made a run for a thick willow with bullets flying around them
(most of the passengers then struck out on foot up river and eventually reached safety)
Nez Perce raiders burned the buildings and haystacks at the stage station scattered the mail,
and tried to destroy a mowing machine
excited warriors drove the commandeered stagecoach through Canyon Creek
continuing downstream they found Bela B. Brockway's ranch and burned his barn and corral
as most of the surrounding settlers found refuge in the bushes
on the rich bottom land five miles below Canyon Creek,
two hunters, Clinton Dills and Milton Summer, were killed
Six warriors of a second raiding party rode farther down the Yellowstone River
they attacked Cochran's homestead and stole property from his ranch including clothing, utensils,
tools and ammunition -- September 13
Clinton Dills and Milton Summer two hunters who occupied a tent on the property were
killed next the Indians moved on to the settlement of Coulson (near Billings)
there they burned a saloon and shack and exchanged shots with residents
who were securely sheltered in hastily-dug rifle pits
raiders kept on (to near the present town of Huntley) before turning back to rejoin the main body
then moving up Canyon Creek

U.S. ARMY CLOSES THE DISTANCE ON THE NEZ PERCE

Captain Stanton G. Fisher and his Bannock scouts again got an early start -- September 13, 1877
they reached the Yellowstone River and crossed at a very deep ford

they stopped to dry their clothing
a Bannock scout came galloping into camp announcing that the Nez Perce
were moving up the river toward the scouts' camp
camp was abruptly broken and the Bannock scouts rapidly rode about five miles
over open country in search of the Nez Perce

COLONEL SAM STURGIS LEARNS THE LOCATION OF THE NEZ PERCE

Sturgis reacted with swift urgency moving his two battalions quickly downstream
then he turned north across country in the hope of cutting off the Indians' escape
Sturgis led two battalions, 400 cavalymen, Cheyenne scouts and was equipped with two howitzers
as they descended the Clarks Fork of the Yellowstone River
then crossed to a plateau lying between Clarks Fork and the Yellowstone River
Major Lewis Merrill's battalion, about 150 soldiers of companies F, I and L led the advance
Captain Frederick Benteen's company's G and M followed in reserve
his Company H served as rearguard
Major George Sanford's and Captain Charles Bendire's First Cavalry Company K
along with Second Lieutenant Harrison G. Otis and the artillery,
had dropped far behind because of their fatigued animals
turning north, Sturgis' command began swimming their horses
across the Yellowstone River -- about 10:00 a.m., September 13, 1877
(near where a bridge leads to Laurel, Montana today)
after gaining the north bank Sturgis seemed ready to halt his weary men
and possibly give up the chase
Sturgis' troops rested on the left bank of the Yellowstone River waiting for the artillery, pack mules
and rear guard to cross over (near the present town of Laurel, Montana)
while the primary force waited on the left bank of the Yellowstone River
Sturgis' scouts reported spotting the Nez Perce not far down river
since exiting Yellowstone National Park the Nez Perce
had successfully avoided both Miles and Sturgis until this morning

J.W. REDINGTON AND HIS TRAVELING COMPANIONS ARRIVE AT CLARKS FORK RIVER

Just above the mouth of Clarks Fork River the sometime newspaperman, two Bannock horse thieves
and fifty Crow Indians saw Nez Perce scouts watching them from a bluff of the north
Racing toward the bluff Redington and his companions drove the scouts to the other side of the bluff
following after they discovered the traveling Nez Perce below them
along the bottom of Canyon Creek
seeing nearly 2500 horses drove the fifty Crow Indians with them nearly crazy -- September 13
they charged one corner of the rear of the herd and cut out about 300 horses
which they stampeded over the hill and raced back to their reservation

STANTON G. FISHER AND HIS BANNOCK SCOUTS COME UNDER FIRE

After crossing five miles of open country Captain Fisher and his scouts
reached a rise of tableland bordering the Yellowstone Valley about 2:00 p.m., September 13
Indians opened fire on them from the hills

COLONEL SAM STURGIS COMPLETES THE CROSSING OF THE YELLOWSTONE RIVER

Major George Sanford's and Captain Charles Bendire's cavalrymen,
Second Lieutenant Harrison G. Otis and the artillery
along with the pack train and rear guard crossed finished their crossing
of the Yellowstone River -- about 4:30 or 5:00 p.m., September 13, 1877
Colonel Sam Sturgis was approached by Crow scout who rode up and announced
Scout Stanton G. Fisher saw a plume of smoke rising from buildings and haystacks
that had been ignited by warriors
soon another scout appeared and announced the Nez Perce Indians
were seen traveling northwesterly up Canyon Creek six miles away
Sturgis' command set out at a trot
two miles downstream, his troops received word from the scouts that the Nez Perce were headed
toward the canyon of Canyon Creek approximately ten miles north of the Yellowstone River
at this, Sturgis veered his men north away from the river
toward the bluffs rising sharply four miles north to try and head off the tribesmen
Major Lewis Merrill's battalion of Companies F, I, and L, 150 men,
led the advance with Company L in the lead
Companies F and I followed in columns of fours at his flanks
Captain Benteen's battalion minus Company H which served as rearguard followed in reserve

COLONEL SAM STURGIS MAKES CONTACT WITH THE NEZ PERCE

Sturgis' 400 Seventh Cavalry troops, Cheyenne scouts and two cannons
caught up with the Nez Perce -- September 13, 1877
Nez Perce warriors fired on Major Lewis Merrill's Company L from the high bluffs
shooting brought the troops to a halt
Seventh Cavalry began moving forward in mounted skirmish formation
cavalrymen started up the slopes of the ridge, firing their Springfield rifles as they went
Companies F and I were strung out behind because of their worn-out animals
Gaining rising ground the command could see the Nez Perce
bearing up the north side of Canyon Creek bound northwest
apparently headed for the mouth of the canyon
Newspaperman J.W. Redington thought there would be a charge right there to end the Nez Perce War
but instead of charging the attacking Indians
at the top of the ridge soldiers dismounted about 500 yards from the warriors
soldiers deployed to the right and left with Company F on the right
they opened a very rapid fire -- at such long-range little damage was done
this cost Colonel Sturgis his chance to win the engagement
Mounted Indians returned fire from their horses

BATTLE OF CANYON CREEK TAKES PLACE (NEAR TODAY'S LAUREL, MONTANA)

Major Lewis Merrill's Company L led the attack with the objective of taking a wide ridge
that rose about 300 feet before them
Nez Perce sharpshooters established themselves on buttes overlooking the Canyon Creek area

they fired accurately from the high bluff to slow the soldiers long enough
so their families could make their escape into the canyon
Merrill's Companies F, I, still mounted joined Company L in the attack
they faced incoming fire but his soldiers did not hesitate although many were recruits
Nez Perce warriors remained mounted and sharpshooters pinned the soldiers down
women and children drove the horse herd into a nearby canyon
Major Lewis Merrill made tactical mistakes
once on top of the ridge, the soldiers dismounted and formed a skirmish line
this was an error that benefitted the Nez Perce as they had time to make their final escape
however, Merrill's skirmish line did succeed in pushing the warriors
down the northeast portion of the ridge
as the mounted warriors retreated northeast, Merrill and his first sergeants
ordered the troops to stop, aim and fire
taking full advantage of the accurate range of their Springfield Rifles
To the left of the ridge where Major Lewis Merrill's were fighting
there was better ground for a cavalry to make its charge
Captain Frederick Benteen approached Sturgis with the idea of moving his troops over that ground
toward the mouth of the canyon to intercept and capture the horse herd
Benteen was willing to gamble his troops could reach the canyon before the Nez Perce
Sturgis liked the plan and issued orders to carry it out
meanwhile, Major Lewis Merrill's were to mount up and move to the north/northwest
in to protect Benteen's men from the Nez Perce sharpshooters
Thus So began the second phase of the Battle of Canyon Creek

CAPTAIN FREDERICK BENTEEN MAKES HIS CHARGE

Captain Benteen crossed to the north side of Canyon Creek -- Thursday September 13, 1877
but snipers from higher ground put a stop to his plan
effective from the Nez Perce rearguard forced Benteen
to pull his troops back to the south side of the creek
At the same time, accurate gunfire from the Nez Perce forced Major Lewis Merrill's soldiers
to maintain their skirmish line which had become widely separated from their horses
they were forced to move about three miles over rough terrain
while fighting took a physical toll on the soldiers
thus it took longer than hoped for the cavalymen to remount and move to support Benteen
that delay gave the warriors all the time they needed to reestablish new positions
on the bluffs north and southwest of Canyon Creek
Captain Benteen who had been with Colonel George Armstrong Custer at Little Big Horn [1876]
must have had fleeting memories of Major Marcus Reno's experience
as he waited for Custer to come to his aid
There was one brief moment of optimism when Crow scouts
managed to capture a large number of the Nez Perce horses
this quickly faded into more frustration as Benteen's battalion watched
as most of the Nez Perce horse herd entered the mouth of the canyon
all signs indicated the Nez Perce were making a great escape

COLONEL SAM STURGIS CONTINUES THE FIGHT FOR THE BLUFFS AND CANYON

Finally, Captain Charles Bendire and fifty men of First Cavalry Company K reached the battle one of their howitzers was somewhere at the bottom of the Yellowstone River animals transporting the remaining howitzer were completely spent making any attempt to use the heavy gun useless -- it never opened fire Colonel Sturgis adjusted his battle plan as Calamity Jane Horse Cache became the primary objective Sergeant William Costello led ten soldiers who were to climb the butte from its north side meanwhile Major Lewis Merrill formed his troops into a mounted skirmish line that extended across the plain facing west toward the canyon's mouth Merrill's line would begin the charge the moment they heard gunfire from Costello's soldiers Benteen's now fully formed battalion comprised of Companies G, M and K would support Costello by circling the butte and then climbing it from the south to effectively create a pincer attack on the Nez Perce Sturgis began his initial attack with troops mounted on horseback as warriors fired on the cavalrymen once the ridge became too steep, the soldiers dismounted and continued up the ridge on foot after taking the heights, Benteen's battalion formed a skirmish line and continued its march across Calamity Jane Horse Cache towards the north only to discover the snipers were gone as they so often accomplished in the past weeks, the Nez Perce simply vanished Meanwhile, Second Lieutenant Ezra Fuller's Company H, First Lieutenant John Wilkinson's Company L and Captain Henry Nowlan's Company I attempted to take the bluffs to the north but were repulsed by warrior fire from above Major Merrill reacted to Sergeant Costello's gunfire as planned and began his charge once inside the canyon walls, all attempts to finally capture the Nez Perce were hindered by the Indian rearguard Nez Perce marksmen positioned themselves behind the many boulders and bluffs, fired back at the soldiers -- then continue their move further into the canyon this fight, one to two miles into the canyon was like an ebb and flow of waves Nez Perce withdrawal was more organized rather than a rout they continually kept up their fire as they pulled back one Indian stationed behind a point of rocks held the army in check for more than ten minutes when the point was finally taken forty empty shells were counted -- all government issue when the women, children and horses were safe warriors rode to the rocks and cottonwood trees that skirted the creek there they dismounted and concealed their mounts in the nearby ravines and washes From the top of the ridge, Sturgis must have been disappointed as he watched the Nez Perce and horse herd race for the canyon about three miles away ground broken by gullies and ravines was filled with the main group of warriors on horseback continuing to fire back on the soldiers while they moved north-northeast Colonel Sam Sturgis had to finally end it due to approaching darkness he pulled back and reformed all his battalions at the mouth of the canyon where he established his command post and field hospital

BATTLE OF CANYON CREEK ENDS AT SUNDOWN

Weary troops made camp -- sundown, September 13, 1877
they counted three of their men killed and eleven wounded
Colonel Sam Sturgis claimed the Nez Perce lost sixteen
(Yellow Wolf said three were wounded;
Fisher said none were killed as his Bannocks combed the area anxious for scalps to no avail)
When camp was setup the soldiers learned that Crow Indians who had accompanied J.W. Redington
had stolen some of the equipment
Crows had no part in the fight, but rather stayed behind the lines
and stole everything they could get their hands on
clothing, bedding, etc. as well as a number of pack and saddle animals
once again a count of the actual losses was not possible
Sturgis claimed between 900 and 1000 horses were lost at Canyon Creek
(Howard thought a more modest 400 horses, most of them worthless, was likely
Yellow Wolf said only thirty sick or worthless horses left on the trail were lost by the army)
Cheyenne scouts were very disgusted with how Sturgis conducted the fight
firing during the day was mostly at long range
strong gale winds made accurate shooting nearly impossible for both sides
wet ground kept the troops from seeing where their bullets hit
no dust trail could be followed
To appease themselves hungry soldiers cut steaks from the horses and mules shot during the battle
meat was tough and stringy as the animals had seen constant use for months grazing only at night
but it was all the food they had
exhausted, there was little chance to sleep

NEZ PERCE FAMILIES RAPIDLY FLEE NORTH FROM CANYON CREEK

After the Battle of Canyon Creek, Chief Joseph started the caravan of non-combatants moving north
he then joined the rear guard protecting the fleeing procession for a time -- September 13, 1877
Because their route to the buffalo hunting grounds was blocked by Colonel Sturgis
fleeing Nez Perce people turned toward Canada
Nez Perce families fled across the high plains (along today's Buffalo Trail Road)
toward the Musselshell River twenty-five miles to the north
they probably camped near (present-day Molt, Montana -- night September 13, 1877)
Chief Joseph began to exude more authority than before
his leadership increased as Colonel Sam Sturgis fell farther behind
and the Indians grew increasingly confident Canada would be reached
however, as the common threat and danger declined the unity that the fleeing Free Bands together
diminished -- disputes and disharmony broke out with greater frequency

ALTHOUGH HE DID NOT KNOW IT STURGIS WON THE BATTLE OF CANYON CREEK

Colonel Sam Sturgis may have thought he had lost the day
Nez Perce had made another successful escape as they had done so many times before
Nez Perce must have felt the same
in fact, U.S. Army had won the day thank to their Crow Indian scouts

who captured enough Nez Perce horses to create an incredible burden for the Indians to travel
they could not move as fast as before as there were not horses
to move wounded, young and old and provisions towards Canada as quickly as before

GENERAL OLIVER OTIS HOWARD IS UNAWARE OF THE FIGHTING AT CANYON CREEK

General Howard had just established camp some twelve to fifteen miles
from the ford on the Yellowstone River -- evening, September 13, 1877
when a messenger from Sturgis' command delivered a message:
“We have struck the enemy and are fighting...”

GENERAL OLIVER OTIS HOWARD RIDES OUT TO FIND COLONEL SAM STURGIS

When General Howard heard by courier of Colonel Sturgis encounter
at Canyon Creek -- September 13, 1877
Howard left his command camped near Rocky Creek in the charge of Major Edwin C. Mason
Howard with fifty mounted men rode thirty-five miles through the night
General Howard reached the battlefield -- 10:30 a.m., September 14
Colonel Sturgis had already departed in his pursuit of the fleeing Nez Perce Free Bands
his command was twenty miles ahead in hot pursuit of the Nez Perce
General Howard sent a message to Sturgis that he expected supplies from Fort Ellis
and that he had brought forward five hundred pounds of freshly slaughtered beef for Sturgis' men
Howard then sent to the Bighorn Post (Fort Custer) for supplies for his own troops

STANTON G. FISHER AND HIS BANNOCK INDIANS BREAK CAMP AT SUNUP

Breakfast was horsemeat as Stanton and his Bannock scouts prepared to break camp
in pursuit of the fleeing Nez Perce Indians -- sunrise September 14, 1877
throughout the day a hard rain added to their misery
two dead Nez Perce people were found along the trail the Indians had taken
they had evidently been wounded and died during the escape from Canyon Creek

COLONEL SAM STURGIS CONTINUES HIS PURSUIT OF THE FLEEING NEZ PERCE

After the Battle at Canyon Creek, Colonel Sturgis set out with pack mules
in pursuit of the fleeing Nez Perce people -- September 14, 1877
Colonel Sturgis met a large party of 150 Crow Indians -- early in the morning
they were dressed in war costumes but were more interested in Nez Perce horses than blood
because Crows' horses were fresh, Sturgis sent them ahead hoping they could catch the Nez Perce
and somehow hold them until Sturgis' troops could arrive
Crow scouts raced ahead but they were not able to stop the escaping Nez Perce
however, Crow harassment forced the Nez Perce to abandon about 400 animals
(some that were recovered proved to be mules taken from Howard at Camas Meadows)
Crow Indians were joined by some Bannocks
they kept up a running skirmish with the fleeing Indians' rear guard
five Nez Perce were killed

GENERAL HOWARD CHANGES HIS APPROACH TO CAPTURING THE NEZ PERCE

General Oliver Otis Howard visited the site of the Canyon Creek battle
while there he decided to change his strategy in pursuing the Indians
fleeing Nez Perce were 150 yards closer to the U.S.-Canadian border than Howard's troops
Howard felt he had no chance of catching them before they left the United States
and entered the safety of Canada
he knew, from a dispatch he had received [September 12] that Colonel Nelson Miles
would march diagonally northwest from the Tongue River Cantonment
in an effort to convince Chief Joseph and the other leaders they were no longer being pursued
Howard's scouts were given order that when they came in contact with the Nez Perce
they were to flee and leave their horses behind
to help convince the Nez Perce that the chase had been given up

STANTON G. FISHER AND HIS BANNOCK INDIANS REACH THE MUSSELHELL RIVER

Fisher and his scouts continued toward the Musselshell River
where he camped in a slough where the water was very poor
weather was cold, rainy and windy -- evening of September 14, 1877
Fisher noted he could see the fleeing Indians through his field glasses
while in camp Fisher received a dispatch from General Howard
that ordered him back to the Yellowstone River
in keeping with Howard's new strategy, Fisher and his scouts
were to help convince the Nez Perce that the chase had been given up
if contact was made Fisher was to flee and leave their horses behind

COLONEL SAM STURGIS RECEIVES ORDERS TO RETURN TO THE YELLOWSTONE RIVER

After making about thirty-five miles, Sturgis's soldiers were fatigued -- September 14, 1877
men and horses were strewn over the back trail for ten miles, with at least one-third on foot
That evening a courier brought orders for all of Howard's troops to return to the Yellowstone River

FREE BANDS OF NEZ PERCE CONTINUE THEIR ESCAPE TOWARD CANADA

Nez Perce families continued across the open plains of the Big Lake Basin
crossing multiple tributaries of the Musselshell River
to reach the area (of modern Lavina, Montana) where they turned west
they forded the Musselshell near where (Ryegate, Montana is today)
and continued toward the Big Snowy Mountains
This portion of their trek was not easy given their depleted condition and loss of horses
pursuit by Sturgis and his Crow and Bannock scouts made the journey even worse
Crow scouts disobeyed General Howard's direct orders and tried unsuccessfully
to cut off and capture the families
a running skirmish with the Nez Perce rear guard kept the refugees moving
during the chase the Crows gave up and drifted away by ones and twos
and headed for home
this attack by Sturgis's scouts further convinced the Nez Perce leaders
that Canada was their only hope

GENERAL OLIVER OTIS HOWARD LOSES HIS BEST SCOUT

Scout Stanton G. Fisher and his Bannock scouts returned to General Howard's headquarters on the Yellowstone River -- September 15, 1877
"Captain" Fisher dismissed his command as they had only signed on for one month's duty
General Howard and his officers tried to persuade Fisher to remain in their service
Howard noted in front of his officers and other scouts that Fisher had provided more service that all of the other scouts combined
Six white men and a young Bannock chief now made up Howard's scouting corps
all made enviable reputations for themselves, however, in reality they were of no practical use being primarily both boastful and cowardly

COLONEL SAM STURGIS GIVES UP THE CHASE

Major George Sanford with Captain Charles Bendire's First Cavalry Company K started back while Colonel Sam Sturgis with the Seventh Cavalry pushed ahead to the Musselshell River where they arrived -- September 15, 1877
Condition of the horses and the men in Sturgis' command had become critical
Sturgis decided he could go no farther
his men had been on half rations for the past few days
now were reduced to eating horse meat
ninety-three of the Seventh Cavalry's horses had been lost
either killed in the fighting, wounded and abandoned, or exhausted and abandoned
in addition, a painful hoof disease appeared among the remaining cavalry mounts making them too sick to carry their riders
half of Sturgis' men, most of whom were too weak to even walk, had no mounts
Colonel Sturgis sent a letter to General Howard notifying him the Nez Perce were heading toward the Judith Basin and that he was reluctantly abandoning a hopeless pursuit
Colonel Sam Sturgis rested his troops on the banks of the Musselshell River

NEZ PERCE CROSS THE MUSSELSHELL RIVER

They continued north through Judith Gap, Montana Territory, moving toward the Missouri River hope of returning to their homeland in the Wallowa Mountains
had long disappeared -- September 16, 1877
even the wish to settle on their old hunting grounds along the Yellowstone and Musselshell rivers had been abandoned when the Crow Indians, their former allies, had attacked them

GENERAL OLIVER OTIS HOWARD WAITS AT THE CANYON CREEK BATTLEFIELD

General Howard's command arrived at the Canyon Creek Battlefield where they joined the general also with them were soldiers from Colonel Sam Sturgis' command wounded at Canyon Creek
General Howard started his troops and the wounded soldiers
down the Yellowstone River to Pompey's Pillar -- September 17, 1877

COLONEL NELSON A. MILES ENTERS THE FIGHT AGAINST THE FLEEING NEZ PERCE

Colonel Miles at Tongue River Cantonment received a tired rider -- Monday evening September 17
he carried General Oliver Otis Howard's [September 12] dispatch describing events

before the Canyon Creek battle and an appeal to Miles for help
Colonel Miles sent a dispatch to Commander of the Department of Dakota General Alfred H Terry
enclosed was a copy of Howard's dispatch

Miles requested that rations and grain along with clothing for his own men
and for the destitute commands of Howard and Sturgis be sent up the Missouri River
by steamer from Fort Buford

As the couriers departed, Colonel Miles made preparations through the night for assuming the chase
thirty days of rations, thirty-six wagons, two ambulances,
artillery: one breech-loading 1.67-inch caliber Hotchkiss gun that fired a two-pound projectile
one bronze twelve-pounder Napoleon gun plus their requisite ammunition
it could fire twelve-pound projectiles from its barrel,
as well as grapeshot, chainshot, shrapnel, shells and canister shot
small arms ammunition (two hundred rounds per man
(fifty rounds on the person and the balance carried in the wagons),
mule teams, pack mules, horses, baggage, and 383 cavalrymen, Cheyenne and Sioux scouts
had to be ferried to the north bank of the Yellowstone preparatory to leaving in the morning

COLONEL NELSON A. MILES TAKES TO THE FIELD

Colonel Miles command marched out of Tongue River Cantonment -- dawn September 18, 1877

Miles led the Seventh Cavalry:

- Captain Myles Moylan commanded approximately thirty men of Company A,
- Captain Edward S. Godfrey and First Lieutenant Edwin P. Eckerson
led approximately forty men of Company D,
- Second Lieutenant Edward J. McClernand with about fifty men Company G,
- Second Lieutenant Lovell H. Jerome commanded about sixty men Company H

Miles led his own Fifth Infantry regiment riding captured Sioux ponies:

- Captain Andrew S. Bennett and Second Lieutenant Thomas M. Woodruff
commanded twenty-six of Company B,
- Captain Simon Snyder, commanded twenty-eight men of mounted battalion Company F,
- First Lieutenant Henry Romeyn officered the twenty-three soldiers of Company G,
- First Lieutenant Mason Carter led twenty-eight enlisted men of Company I,

Miles also led a contingent of the Fifth Infantry that was without horses:

- Captain David H. Brotherton and Second Lieutenant George P. Borden
with twenty-nine men of Company K,
- twenty-one men from Company D escorted the wagon train
and served Sergeant John McHugh's artillery pieces,

First Lieutenant George W. Baird served as Miles's command adjutant,

First Lieutenant Frank D. Baldwin was Miles' aide-de-camp,

Second Lieutenant Oscar F. Long was acting engineer officer,

Second Lieutenant Marion P. Maus commanded several white and thirty Indian scouts

surgeon Major Henry R. Tilton and Assistant Surgeon First Lieutenant Edwin F. Gardner
accompanied as medical officers

there were twenty packers, a detachment of about twelve men to service the artillery
plus teamsters to drive the wagons

On the march, Colonel Nelson A. Miles absorbed two additional companies:

- Captain Owen Hale and Second Lieutenant Jonathan W. Biddle led forty-four men of the Seventh Cavalry Company K,
- Captain George Tyler's battalion of fifty-four men of the Second Cavalry Company F

Colonel Miles' troop complement after incorporation of the units of the Seventh and Second cavalry totaled approximately 520 officers, men, scouts and civilian employees

many of Miles' officers and men represented seasoned campaigners who had recently fought in demanding campaigns against the Teton Sioux and Northern Cheyennes

Miles immediate objective was to reach the mouth of the Musselshell River on the Missouri River in the shortest time possible to cut off the fleeing Free Bands of Nez Perce Indians

COW ISLAND IS A MILITARY AND CIVILIAN SUPPLY BASE

Cow Island in the Missouri River is located about 120 miles downstream from Fort Benton, Montana it was, in fact, two large islands (both extensively covered with cottonwoods)

and several smaller ones located in a major bend on the south side of the stream

Across from the main island on the north bank of the Missouri River west of the mouth of Cow Creek stood Cow Island Landing where steamboat cargoes were unloaded to await delivery upstream

by freight wagons to Fort Benton for military and commercial use

a road paralleled Cow Creek and ascend the pine-dotted bluffs leading from the canyon

to the open strip of land surrounded by slopes north of the Missouri River

south of the river, the bluffs rose sharply in similar fashion, but without access to the river

Upstream from Cow Island near the mouth of the Judith River a civil engineer unit worked

to remove obstructions and stabilize the river channel at Dauphin Rapids

Seventh Infantry Company B from Fort Benton under Sergeant William Molchert

was sent to Cow Island to collect commissary supplies -- August 18, 1877

No permanent buildings stood at the Cow Island Landing

there were only tents surrounded by a drainage ditch approximately two and one-half feet deep

with its excavated dirt piled to form an embankment that could double as an entrenchment

about four hundred feet upstream from the landing area above the mouth of Cow Creek

COLONEL NELSON A. MILES CONTINUES HIS SEARCH FOR THE FLEEING NEZ PERCE

Colonel Miles' command was joined by thirty Northern Cheyenne warriors to serve as scouts

Miles increasingly used his civilian and Indian guides as he neared the region

where he might logically expect word of the Nez Perce -- September 20, 1877

NO CONTACT IS MADE BY EITHER SIDE AS THE FLIGHT OF THE NEZ PERCE CONTINUES

(General Howard left his Pompey's Pillar camp [September 19, 1877]

crossing over the prairie to the Musselshell River)

Nez Perce made camp near Judith Gap -- September 20, 1877

General Howard camped on the Musselshell after detouring down the Yellowstone River

to visit Pompey's Pillar -- September 20

Nez Perce next made camp near Lewiston -- September 21

Howard marched west and joined Colonel Sam Sturgis on the Musselshell River -- September 21

necessary supplies arrived from Fort Ellis

FLEEING NEZ PERCE ATTACK A CROW INDIAN CAMP

Fleeing Nez Perce Indians had approached the Missouri River after passing the Judith River Basin they encountered a Crow Indian camp along the way

Nez Perce attacked the Crow camp seeking revenge because Crow warriors had joined with the U.S. Army in the pursuit of the refugees -- September 21, 1877 property was wrecked, meat was taken and Crow Indian horses were stampeded

After the attack the fleeing Nez Perce veered slightly northeast

they stopped at Reed's Fort, a trading post on Big Spring Creek (just west of modern Lewistown), then traveled west of the Judith Mountains, passing close to (today's Winifred, Montana)

next they probably crossed familiar terrain that they had visited often in times past during their pursuit of buffalo herds

MORE SOLDIERS ENTER THE CHASE

News that fleeing Nez Perce were threatening the defenseless trading post of Fort Clagett, on the south side of the Missouri River below the mouth of the Judith River

prompted Major Guido Ilges, post commander at Fort Benton,

to lead a force downstream to provide for its relief -- September 21, 1877

Fort Benton's garrison was reduced to a single depleted company of the Seventh Infantry

this required Ilges to enlist volunteers from the local citizens

each man was to furnish his own horse, gun and ammunition

Second Lieutenant Edward E. Hardin, with thirteen men of Seventh Infantry Company F

plus two citizen volunteers and a mountain howitzer, boarded light open sailboats

they set out down the Missouri (and reached Fort Clagett in the morning of the twenty-second)

Major Guido Ilges accompanied single enlisted man, Private Thomas Bundy of Company F,

and by thirty-eight volunteers all mounted, Ilges started overland for Fort Clagett

(which he reached late in the afternoon of the twenty-second)

GENERAL OLIVER OTIS HOWARD UNITES WITH COLONEL SAM STURGIS

Howard's weary troops now joined by Colonel Sam Sturgis's soldiers

their united forces made camp on Careless Creek -- September 22, 1877

GENERAL HOWARD AND COLONEL STURGIS TAKE UP THE PURSUIT

General Oliver Otis Howard and Colonel Sam Sturgis crossed the Musselshell River

they plodded their way west, up Careless Creek toward Judith Gap -- September 23, 1877

there were rumors among the men that their campaign was nearing an end

FLEEING FREE BANDS OF NEZ PERCE CROSS THE MISSOURI RIVER

Fleeing Nez Perce families arrived at the place on the Missouri River

sixty miles to the West of General Howard's present position

where General Howard had camped (two days before) -- September 23, 1877

they helped themselves to generous portions of coffee, bacon, flour, beans and sugar

from a lightly guarded army supply depot

General Howard was at least two days behind -- Canada only a few days' march ahead

SEVERAL HUNDRED NEZ PERCE INDIANS APPEAR AT COW ISLAND LANDING

Twelve men of Seventh Infantry Company B under Sergeant William Molchert had arrived at Cow Island Landing the day before to obtain additional rations from the army stores located there also at the landing were four civilian disbursing clerks who represented the freight company one of these was Michael Foley, chief clerk for the agent of the *Josephine* line of steamboats fifty tons of government and commercial freight lay under tarpaulins at the landing waiting for shipment by wagon to remote corners of the territory including Deer Lodge, Missoula, Helena, and Fort Shaw

Fleeing The Nez Perce after passing through the Judith River Basin approached Cow Island Landing -- about 2:00 p.m., September 23, 1877 some of the people moved upstream to ford the river others crossed below and directly opposite from the Cow Island Landing while Sergeant Molchert and his party watched and prepared to defend themselves

Nez Perce crossing of the Missouri River was orderly and controlled twenty warriors rode in advance to meet any attack, followed by the pack animals and families who were in turn guarded by the remaining warriors on the south bank

Once across, the procession moved two miles away and went into camp two of the Nez Perce Indians approached the landing to ask for food clerk Michael Foley, who claimed a knowledge of Indians, advanced and spoke with them, but returned to tell Sergeant Molchert that the tribesmen wanted to talk with the person in charge of the soldiers

Molchert went forward unarmed and was surprised to learn that the Indians spoke English well and readily expressed their friendship

Molchert refused to allow them to approach closer than one hundred yards from the defenses

When the Nez Perce requested provisions from the freight deposit, Molchert turned and walked away but the tribesmen called him back to beg for food

Molchert returned to his defenses, got a sack with some hardtack and placed a side of bacon with it, he then walked back and handed it over and shook hands with the Nez Perce leader (whom he later declared was Joseph) and the Indians withdrew

FLEEING NEZ PERCE INDIANS RAID COW ISLAND LANDING

Things remained quiet as the soldiers ate supper -- sundown September 23, 1877 each man had been given ammunition and had his place in the defense works

One of the Nez Perce men walked through the defensive perimeter when the Nez Perce opened fire from the hills without warning -- sundown September 23, 1877 luckily none of the soldiers were

All though the night the fighting continued warriors attacked three times through high willows that made it impossible to see any one all of the military's freight was piled against the bluff -- none of it could be saved

chief clerk Michael Foley had a hospital tent there for his quarters with 500 sacks of bacon piled against it -- this was set on fire and lit the country up for miles

that fire probably saved the troops from disaster

COLONEL NELSON A. MILES CAMPS BESIDE THE MISSOURI RIVER

Colonel Miles had received dispatches from Tongue River Cantonment on the Yellowstone River reporting Colonel Sam Sturgis' encounter at Canyon Creek and running fight to the Musselshell and of General Oliver Otis Howard's intention to slow his march to allow Miles time to advance his troops -- September 23, 1877
Miles advanced about twenty-two miles and made camp on the Missouri River about six miles below the mouth of the Musselshell River -- 7:00 p.m.

MAJOR GUIDO ILGES MARCHES HIS VOLUNTEERS FROM FORT CLAGETT

Major Ilges learned from his five scouts that the fleeing Nez Perce Free Bands had moved toward Cow Island
Ilges directed his mounted thirty-eight volunteers and one soldier downstream toward Cow Island sixty-five miles away -- dawn September 24, 1877

COLONEL NELSON A. MILES CROSSES THE MISSOURI RIVER

Colonel Miles made use of the steamboat *Fontenelle* which had been delayed in its journey from Fort Benton to St. Louis -- September 24, 1877
Captain George Tyler's battalion of fifty-four men of the Second Cavalry Company F and twelve wagons were crossed so they could travel to Fort Benton to meet with Commander of the Department of Dakota General Alfred H Terry and organize a unit to exercise vigilance and prevent surprise
Miles, believed the fleeing Nez Perce most likely be encountered south of the Missouri River, he wrote General Terry that he intended to travel the south side of the Missouri perhaps as far as the Judith River Basin
Colonel Miles outfitted his troops with fifteen days' rations he left his wagons on the bank of the Missouri River under the care of Captain Brotherton's Seventh Cavalry Company K
Miles began a complicated and complex movement to get his troops and their horses and pack animals across the Musselshell River

FLEEING NEZ PERCE INDIANS DEPART FROM COW ISLAND LANDING

Gunfire at Cow Island Landing died down apparently at the instigation of Nez Perce leadership as the fleeing Nez Perce people departed -- 10:00 a.m., September 24, 1877
they climbed a ridge to the relatively flat land at the top
then headed in the direction of the pass between the Bear Paw and Little Rocky Mountains
tons of supplies continued to burn well into the afternoon
no fatalities had occurred on either side in the skirmish at Cow Island
one warrior and two civilians had been injured

NEZ PERCE INDIANS CONTINUE THEIR ESCAPE TOWARD CANADA

When the Nez Perce left Cow Island Landing and headed north
they were less than eighty miles from the United States-Canada boundary -- September 24, 1877

they were convinced Colonel Sam Sturgis and General Oliver Otis Howard were at least two days behind them
Continuing north, the Nez Perce families overtook a wagon train and herd of cattle belonging to O. G. Cooper and Frank Farmer who were accompanied by six men
some warriors approached the wagons unthreateningly and the entire Nez Perce assemblage camped within one and one-half miles of the train -- September 24, 1877

SEVENTH INFANTRY FROM FORT BENTON REACHES COW ISLAND

Second Lieutenant Edward E. Hardin, with thirteen men of Seventh Infantry Company F had traveled from Clagett down the Missouri River by sailboats
en route Hardin picked up Sergeant William Molchert and his men near Dauphin Rapids and brought them back to Cow Island -- September 24, 1877
Major Guido Ilges with thirty-eight volunteers and one soldier reached the south bank opposite the Cow Island landing well past sundown -- September 24, 1877
long after the warriors had lifted their siege of Sergeant Molchert's men and departed destroyed freight was still burning

MAJOR GUIDO ILGES LEAVES COW ISLAND

Major Guido Ilges used the small sailboats to ferry his men and horses across the Missouri River he began his mounted civilian force up Cow Creek
trailing the fleeing Nez Perce -- 9:30 A.M September 25, 1877
Major Ilges received reports that a wagon freight train bound Fort Benton and a light wagon containing military personnel and civilians, including four women, was ahead on the road
Ilges hoped to rescue any members of either train who may have escaped the Nez Perce
Cow Creek Canyon required thirty-one crossings
its narrow creek bottom and high cliffs increased the danger of Indian attack

NEZ PERCE INDIANS ATTACK THE COOPER-FARMER WAGON TRAIN

O. G. Cooper and Frank Farmer rode up Cow Creek
to find their cattle -- morning September 25, 1877
warriors shot and killed a teamster named Barker as seven other teamsters fled into the willows
At the sound of the firing Cooper and Farmer ran into the hills
where they found most of the other teamsters

MAJOR GUIDO ILGES RIDES TO PROTECT THE COOPER-FARMER WAGONTRAIN

Major Ilges had traveled only ten miles before his scouts sighted the fleeing Nez Perce whose warriors had surrounded the wagon train in Cow Creek Canyon -- September 25, 1877
Warriors simultaneously set the train afire and started down the canyon to meet the Ilges' civilians
thousand yards from Ilges and his force, the Indians split into small groups
they disappeared from view as they sought advantageous positions
on the high ground in Ilges' front and among the hills on his right
they opened long-range fire on the men
Ilges distributed his force as well as the topography in the canyon would allow

he placed his wagon and horses in the creek bed and returned fire
however, as the fight opened his position was generally exposed to Nez Perce marksmen
shooting from the surrounding heights
Ilges dispatched Private Bundy, the only other soldier present, to go back to the landing
and bring forward Lieutenant Hardin and his men and the mountain howitzer
Bundy, traveling by foot, succeeded in reaching the river and Hardin started immediately
Exchange of gunfire had begun about noon and lasted about two hours
finally, the warriors stopped shooting and withdrew up Cow Creek Canyon
one of the citizen volunteers, Edmund Bradley, had been killed
Major Guido Ilges was concerned the Nez Perce might attempt to flank his position
he also recognized he was greatly outnumbered
Ilges began a slow and cautious withdrawal down the canyon floor
three miles from the Missouri River he and his men joined the advancing troops under Hardin
together they returned to the Cow Island entrenchment

GENERAL HOWARD ENTERS THE JUDITH RIVER BASIN

Howard's command skirted the Big Snowy Mountains and entered the Judith Basin -- September 25
Howard's came on a recently vacated Crow Indian camp several bodies lying around
according to scout J.W. Redington, it was a village where the Nez Perce had taken vengeance
by attacking, wrecking their property, taking their dried meat
and running off their horses [September 21]

LEADERSHIP DISPUTES BREAK OUT AMONG THE FLEEING NEZ PERCE FREE BANDS

At the first camp following the skirmish with Major Guido Ilges an argument broke out
between Lean Elk (Poker Joe) and Looking Glass complained of the constant rush forward
with Canada looming ahead, the troops far behind, and with the weakened animals
and the weariness of the elderly and the young so pervasive throughout the column,
Looking Glass now challenged the need to keep up the pace
Free Band leads met in council and approved a change in leadership
with Looking Glass prevailing -- night September 25, 1877
Nez Perce families began a to travel at a leisurely pace
because of the condition of the families and their animals
and because of as by rifts among the leadership
grueling three-months-long journey toward often changing and uncertain goals took a severe toll
people had lost many friends and relatives in the various battles since leaving Idaho,
obtaining food and supplies obtaining food and supplies added to their worries
increasingly cold weather sapped their strength and energy -- if not their spirit

MAJOR GUIDO ILGES RETURNS TO THE SCENE OF THE WAGON TRAIN SKIRMISH

Major Ilges' led his troops and civilians back to the site of wagon train fight -- September 26, 1877
to bury civilian Edmund Bradley and a teamster named Barker killed the day before
they searched for O. G. Cooper and Frank Farmer and the four missing teamsters
before returning to Cow Island Landing

COLONEL NELSON A. MILES CHANGES HIS PLANS

News of the events at Cow Island [September 23] and of their apparent plan to keep to Cow Creek caused Colonel Miles to abandon his plan to follow the south bank of the Missouri River he now intended to intercept the fleeing Nez Perce somewhere in the area of the Little Rocky or Bear Paw mountain ranges
Miles hoped that by traveling east of the Little Rocky Mountains his position would be screened from the Nez Perce while his scouts ranged far and wide among the high points of that range seeking the them out
To implement his new strategy, he had his Hotchkiss gun fired three times to signal the steamer *Fontenelle* to return and transport his troops -- September 26, 1877 remainder of the day and night was spent in transferring his entire command, including pack train and wagons, to the north bank of the Missouri River

MORE FREIGHT ARRIVES AT COW ISLAND LANDING

Steamboat *Benton* arrived at Cow Island Landing and discharged fifty tons of freight while the *Silver City* approached with one hundred tons more -- September 26, 1877

COLONEL NELSON A. MILES MOVES TOWARD THE BEAR PAW MOUNTAINS

Miles had a difficult time getting his wagon train from the Missouri River up the bluffs to the top Miles marched through the cold and wind away from the Missouri River -- late afternoon September 27, 1877 after less than ten miles when Fourchette Creek was reached Miles stopped horses and mules were allowed to browse as the command waited for the wagon train Once his troops were again united Colonel Miles left his wagons and Napoleon gun with forty soldiers under Captain Brotherton and Lieutenant Borden Miles marched his mounted force with eight days' rations plus the Hotchkiss gun and pack train they passed through gently the rolling land of upper Dry Fork Creek (probably only a few miles west of present Shed and Beam lakes)

MAJOR GUIDO ILGES COMMUNICATES WITH COLONEL NELSON A. MILES

Major Ilges sent two of his volunteers as couriers cross country to Colonel Miles who operating near the Little Rocky Mountains -- September 27, 1877 Miles was informed of events at Cow Island Landing and about the Cooper-Farmer wagons he was also provided information regarding the location of the fleeing Nez Perce Indians and of their slow pace in advancing toward Canada
Major Ilges and his volunteers started up the Cow Creek road on their return to Fort Benton while Lieutenant Hardin remained at Cow Island with twenty-five men and the howitzer (Over the next two days, Ilges' party found evidence of further attacks by the Nez Perce warriors including the body of a man killed between Birch and Eagle creeks they arrived at Fort Benton [September 29] tired but satisfied in the success of their mission they had provided another obstacle to the Nez Perce as they fled toward Canada)

GENERAL HOWARD LEARNS OF THE ATTACK AT COW ISLAND

General Howard received a courier who delivered word

that the Nez Perce had crossed the Missouri River at Cow Island
Howard decided to march to the Missouri River and find a steamer
to transport him upstream to Cow Island -- September 27, 1877
(over the next four days he followed the road to the trading settlement of Carroll City
located on the south side of the Missouri River
about twenty miles above the mouth of the Musselshell River)

COLONEL NELSON A MILES GETS AN EARLY START

Miles' troops faced a cold and windy night
they were awakened at 3:00 a.m., September 28, 1877
to build fires of buffalo chips for cooking breakfast
They marched across the prairie as they approached the east flank of the Little Rockies
after tracing Beaver Creek Colonel Miles' men began to climb the rolling ground
near the foot of the mountains
After traveling twenty-eight miles, Miles's soldiers camped along a stream
some time that day or the next two couriers, Charles Bucknam and William Gantes,
sent by Major Guido Ilges reached Miles with direct information
about the course of the Nez Perce after they left Cow Island

COLONEL NELSON MILES ONCE AGAIN GETS AN EARLY START

After carefully extinguishing their cooking fires before dawn September 29, 1877
Colonel Miles' command resumed their march to the northwest
game was plentiful as they approached the southwest side of Three Buttes
weather turned colder and intermittent rain turned to snow
as the column drew nearer to the Bear Paw Mountains in the afternoon
low clouds drifted by shielding the army from being observed
Colonel Miles sensed the fleeing bands of Nez Perce close at hand
he sent his scouts out to range in all directions

FREE BANDS OF NEZ PERCE PEOPLE CONTINUE THEIR MARCH TOWARD CANADA

(Fleeing Nez Perce, now under the leadership of Looking Glass, emerged from the Cow Creek region
they moved at a leisurely pace over the next several days to reserve their strength
they skirted the east and northeast edges of the Bear Paw Mountains
until they reached the bottom of Snake Creek -- just forty miles south of Canada)

COLONEL MILES' SCOUTS REPORT FINDING THE FLEEING NEZ PERCE

Second Lieutenant Marion P. Maus with some soldiers and civilian scouts searched for the Nez Perce
a considerable distance southwest of Miles' troops
they came upon fifteen or twenty Nez Perce warriors leading some horses
during the firefight Maus's scouts captured fourteen horses
and believed they wounded two Indians
they returned to report to Colonel Miles the Nez Perces' trail was directly in his left front
Miles sent Maus with two soldiers and two civilian scouts to continue the search

NEZ PERCE MAKE CAMP NEAR THE BEAR PAW MOUNTAINS, MONTANA TERRITORY

Fleeing Free Bands of Nez Perce Indians reached the Bear Paw Mountains there in frigid autumn temperatures and heavy fog the tired and weakened people made camp at Snake Creek in a small valley -- noon September 29 realizing that Canada still lay some distance away almost everyone wanted to continue but Looking Glass decided it would be best to rest, restore their strength and prepare for the winter some of the buffalo killed at the site by advance scouts he also wanted to prepare gifts of food for Sitting Bull and the Lakota (Sioux) in Canada perhaps more importantly some of the horses experienced a painful sickness in their hooves some Nez Perce wanted to let them feed on the plentiful grass Looking Glass prevailed at the council of leaders and the halt was made General Howard was still far behind so scouting was neglected by the Indians Looking Glass was not aware of arrival of the force commanded by Colonel Nelson A. Miles

BEAR PAW MOUNTAINS PROVIDE PROTECTION FOR THE FLEEING NEZ PERCE

Bear's Paw Mountains provided the Fleeing Bands of Nez Perce with ample game as well as outlying buttes and ridges high enough to discover an approaching enemy while affording a visual shield to their own presence Bear Paws rise sharply from the surrounding plain they stretch approximately twenty miles north-to-south and about forty miles east-to-west rather than a true mountain range they are composed of elevated ridges grass-covered slopes, aspen and cottonwood trees are scattered throughout their valleys on the high western slope streams radiated in all directions but trend to flow south toward the Missouri River and north to the Milk River about twenty miles away one of these streams is Snake Creek Nez Perce leaders had chosen an excellent campsite in a grassy valley away from the seemingly ceaseless cold winds and breezes that swept the open prairie while simultaneously providing a water source, shrub fuel and buffalo chips for cooking and a place for concealment to the south an abruptly sloping bluff rose forty feet to a treeless plain running to the mountains six miles to the southeast West of the Indian village the creek stretched from the mostly dry, willow-fringed channel rising gently through the adjacent hills to an open plateau ideal for grazing horses along the East side of the creek was six acres of roughly crescent-shaped ground where the Nez Pierce families set up their huts (most lodges had been abandoned at the Clearwater and Big Hole battlefields) each band occupied a specific site Joseph and his Wallowa Band of at least fourteen families had the southernmost campsite Looking Glass and his Alpowais Band had at least nine shelters located to the northeast across a low marshy swale White Bird's Lamtamas Band had eleven dwelling to the north Toohoolhoolzote with the Pikunan Band was fifty yards further northwest with at least fifteen shelters just beyond the southern extremity of the camp, Snake Creek angled southwest

and a tributary entered through a coulee from the east and southeast

COLONEL MILES MAKES CAMP FOR THE NIGHT

Several inches of snow had accumulated by the time the troops, after twenty-six miles, made camp among the foothills along a fork of Peoples Creek -- September 29, 1877
they were probably within fifteen miles of the Nez Perce village on Snake Creek
Second Lieutenant Marion P. Maus and his scouts returned to camp in a fine, cold mist after dark they reported finding the Free Bands of Nez Perce Indians
Soldiers' tents remained in the wagons and the men prepared for an uncomfortable night anxiously they waited for whatever the morning might bring

COLONEL NELSON A. MILES PREPARES FOR ANOTHER DAY OF PURSUIT

Colonel Miles's scouts had spent the night ahead of the main command
Second Lieutenant Marion P. Maus and several civilian scouts had camped in the foothills somewhere to the southwest of Miles' location
Cheyenne and Lakota scouts searched to the northwest for the Nez Perce encampment
Colonel Miles's troops were up and about at 2:00 a.m., September 30, 1877
cooks prepared breakfast over frozen and hard-to-light buffalo chips
Miles was on the march even before the fleeing Nez Perce families
began their daily routine in preparation for continuing their trek north into Canada
most of the soldiers wore caped greatcoats
each cavalryman carried a pistol and Springfield carbine
each mounted infantryman had a "long Tom" Springfield rifle
each man took one hundred rounds of ammunition

COLONEL NELSON A. MILES'S SCOUTS FIND THE FLEEING NEZ PERCE FAMILIES

Cheyenne scout Louis Shambo was riding with ten of his tribesmen
when they saw a dozen or so Nez Perce shooting buffalo -- September 30, 1877
Shambo sent a messenger back to inform Colonel Miles the Nez Perce had been found
Shambo and the Cheyenne scouts followed the Indians at a safe distance
as they returned to their campsite

COLONEL NELSON A. MILES MAKES ANOTHER EARLY START

Colonel Miles' column slowly wound its way southwestwardly from the campsite toward the foothills -- 4:30 a.m., September 30, 1877
troops of the Fifth Infantry mounted battalion was in front
followed by the battalions of the Second and Seventh regiments
foot soldiers of the Fifth Infantry were next
pack train brought up the rear
morning dawned bright and cloudless as mist in the mountains slowly evaporated
Miles' soldiers forded several iced-over tributaries and headed ever more directly south
when word arrived that some Indians had been sighted in that direction

NEZ PERCE FAMILIES BEGIN PREPARATIONS TO CONTINUE THEIR FLIGHT TO CANADA

Fleeing Nez Perce Free Bands prepared to start north again -- daybreak September 30, 1877
they were still confident that the great distance from Howard's army assured their security
in the Nez Perce camp were approximately 700 people, of whom perhaps 250 were warriors,
all of the rest were women, children and the elderly

Nez Perce people went about their daily routines
some of the men rode off to hunt, while some women left the camp to skin, butcher
and pack the meat from buffaloes killed the day before
other tribesmen, including Joseph and his twelve-year-old daughter, Kapkap Ponmi
were out catching horses from among the herd located west of Snake Creek
still others packed selected animals for continuing the movement into Canada
which was only forty miles away
children played with sticks and mud balls

Some of the people were still eating breakfast
when two Nez Perce scouts who had been visiting an Assiniboine camp raced in from the north
yelling that soldiers must be approaching and had stampeded some buffalo
Looking Glass downplayed the warning as he believed there was plenty of time to move
About an hour later a Nez Perce scout was seen riding hard from the north
on the highest bluff he circled about and waved the blanket signal:
“Enemies right on us! Soon the attack!”³⁹⁰

COLONEL NELSON A. MILES LEARNS THE LOCATION OF THE FLEEING NEZ PERCE CAMP

Colonel Miles arrived the trail located by his Cheyenne and Lakota scouts
that indicated the fleeing Nez Perce had passed this way -- 8:20 a.m., September 30, 1877
Almost simultaneously a Cheyenne scout appeared with the news that smoke from the Indian camp
had been sighted about six miles ahead

COLONEL NELSON A. MILES PREPARES FOR AN ATTACK

Word of the presence of the village ahead compelled Miles
to hurry his troops forward --- shortly after 9:00 a.m., September 30, 1877
Colonel Miles planned to execute the traditional army tactical strike used in the Indian campaigns
it was developed to physically shock and demoralize all of the camp occupants,
men, women, and children, both young and old,
before they could respond effectively to counter the blow
non-combatants were especially targeted
Colonel Miles prepared his mounted force for battle
he sent an officer back to hurry the lagging ammunition packs
he placed all of the extra equipment with the remaining mules
Fifth Infantry foot soldiers were assigned to follow in reserve with the supply train
Miles sent a second messenger back over the trail to find the wagon train
with orders that the Napoleon gun and its ammunition be brought up quickly
Miles suddenly reversed his direction and turned north with the Seventh Cavalry battalion in front

³⁹⁰ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

followed by the Second Cavalry and the mounted Fifth Infantry soldiers
Off to the left a few Nez Perce scouts suddenly appeared on a slope
some of Miles' Cheyenne and Lakota scouts went after them
some long-range intertribal maneuvering occurred that the officers and men
watched with interest from the distance

COLONEL NELSON A. MILES LEADS THE CHARGE ON THE NEZ PERCE CAMP

Colonel Miles was riding close to the Seventh Cavalry troopers as they resumed a trot
down the slope leading toward the south end of the Nez Perce camp
Captain George Tyler's men diverged, Miles saw what was happening
he quickly ordered the battalion of the Seventh Cavalry to lead the charge into the camp
troopers of the Seventh re-formed into columns of four
At Colonel Miles' command, the Seventh Cavalry broke into a gallop
Captain Owen Hale and forty-four men of the Seventh Cavalry Company K led the charge
their horses thundered toward the top of the hill rising southward of the bottom
the field suddenly narrowed as the coulee extending on the right narrowed
Hale's Seventh Cavalry Company K was pressed by Captain Edward S. Godfrey's
Seventh Cavalry Company D
Hales' Company K deviated to the right through two marshy areas
meanwhile, Godfrey's Company D stayed on course in the center of the attack
and Captain Myles Moylan Seventh Cavalry Company A was on Godfrey's left
Hales' Company K ascended a flat ridge and started down southeast toward the Indian camp
warriors hidden in the coulees and washes suddenly opened a devastating fire on them
Company K's charge was abruptly stopped
Almost simultaneously, Companies A and D galloping full stride
converged as they arrived on the top of the bluff
several warriors suddenly sprang up from beneath the crest of the bluff
they delivered a point-blank volley into them
some riders fell or were shot from their saddles as the momentum of the charge
caused their mounts to stumble over the bluff
as the mounted assault became hopeless Captain Moylan ordered Company A to fall back
before Godfrey could follow suit, however, a Nez Perce marksman killed the captain's horse
Godfrey lay stunned on the ground his right arm paralyzed at the shoulder
Lieutenant Edwin P. Eckerson took charge of Company D and retreated

AS INTENDED, MILES ATTACK PRODUCES TERROR IN THE NEZ PERCE CAMP

Colonel Nelson A. Miles' force aroused a sense of terror in the peaceful camp
without a quick response by the warriors to warnings by their scouts of the imminent strike,
the camp would have been defenseless
When Joseph heard the tumult, he was still with the horses
he told his young daughter to catch one and flee with the others starting north from the camp
then he raced back, the soldiers' bullets tearing through his clothing and wounding his horse
Kapkap Ponmi and many others cut off -- fled to the hills
some were discovered and murdered by Lakota scouts, others perished from exposure

Surprised Nez Perce Indians held crest of hills surrounding camp against cavalry charge
sixty to seventy warriors fire steadily from behind rocks and ridges
during the first part of the battle, few of the warriors were hit
one who died was Ollokot, Joseph's brother and respected military leader
he was shot in the head by a soldier's bullet

BATTLE OF BEAR PAW CONTINUES

Colonel Miles directed Seventh Cavalry Companies A and D to dismount and face front
mounted Fifth Infantry regiment arrived on the field and, united, formed a line
Miles next ordered the two cavalry companies to connect with Hale's Company K
which faced intense fire from the warriors

Thus far, casualties to Companies A and D remained light with three soldiers killed and four wounded
meanwhile, Company K to the right more than three hundred yards away sustained severe losses

Captain Owen Hale's Company K had advanced in formation along a flat ridge
and had descended toward the southeast side of the Nez Perce position
they found themselves isolated and exposed to sharpshooters
in gullies adjoining the bluff on the south

Hale ordered his men to dismount and to move forward in skirmish formation
they forced the warriors from their position below the bluff embankment
where they had fired on Companies A and D

From this point, the battle intensified as warriors quickly moved through the marshes and gulches
to flank the soldiers, drive off and capture their animals

when the troops approached the edge of the coulee, the fighting became hand-to-hand

Dismounted troopers of Companies A and D moved forward at double time in support
warriors gradually withdrew to take up a protective stance behind ridges and in gullies
between the soldiers and their village, where many noncombatant families now lay hidden

Hale took advantage of the pause to pull back and reassemble Company K
leaving several dead and wounded on the ground in his front

Some injured soldiers struggled back to the line, while others, unable to move,
lay helplessly near the edge of the coulee until caught and killed in the ensuing crossfire

COLONEL NELSON A. MILES MANEUVERS HIS TROOPS

Companies A and D were exposed on their left flank

warriors opened fire again, this time raking and inflicting heavy losses on the men of those units

Hale's Company K was engaged about one hundred yards from the Indians

Captain Myles Moylan Seventh Cavalry Company A

and Captain Edward S. Godfrey's Seventh Cavalry Company D which was mounted
led their troops through a veritable rain of bullets toward Hale's position

In less than five minutes the Seventh Cavalry sweep aimed at destroying the Nez Perce

became a shambles -- of the 115 men in the charge about sixty of were killed or wounded
every officer and non-commissioned officer except one was killed or wounded

Nez Perce sharpshooters had selected their targets well

Lieutenant Edwin P. Eckerson was the only commissioned officer

still engaged in the three Seventh Cavalry companies -- any insignia of rank was a death warrant

three first sergeants of the battalion (George McDermott, Company A, Michael Martin, Company D, and Otto Wilde, Company K) along with several more sergeants and corporals, lay dead or dying on the field when the soldiers reported their ammunition running low, Eckerson mounted, raced to the rear, and brought forward a new supply despite his horse being wounded in the effort Lieutenant Oscar Long arrived to replace the now dead Captain Owen Hale and lead Company K he brought with him orders to connect with Companies A and D which he ultimately did surgeon Major Henry R. Tilton and Assistant Surgeon First Lieutenant Edwin F. Gardner managed to move over the field attending the stricken troops amid fusillades of bullets Captain Simon Snyder's mounted Fifth Infantry Company F completed their deployment by the time cavalry companies A and D began their movement to join Company K leading their horses by lariats, the foot troops pressed forward over the ground that companies A and D had charged in on during the initial assault Company K took a position on the bluff overlooking Snake Creek soldiers lying prone began firing volleys at the warriors still sheltered in surrounding draws who were harassing the Seventh Cavalry troopers to their right front across the coulees Colonel Miles' Hotchkiss gun arrived at the battle and was placed on the brow of the ridge immediately west of the south bluff but the muzzle of the piece could not be lowered sufficiently to be effective precise shooting by the warriors soon forced the cannon's temporary abandonment Throughout the opening phase of the action, Colonel Nelson A. Miles rode back and forth in the rear observing and directing operations, sending staff officers ahead with orders to the commanders of the Seventh Cavalry and Fifth Infantry when the first horse is winded a fresh one was mounted, and he was off again at one point he approached the position of the beleaguered Seventh Cavalry and was shocked to see the lifeless body of Captain Owen Hale a little further lay the body of Second Lieutenant Jonathan W. Biddle who had been second in command of Company K Miles was faced with a crisis of command in the Seventh Cavalry he directed Lieutenant Henry Romeyn of the Fifth Infantry to move with his own Company G and take command of the crippled battalion of the Seventh at the same time Captain Simon Snyder's mounted Fifth Infantry Company F poised on the bluff put up a sufficiently effective fire to allow the cavalrymen to withdraw from the catastrophic field with some semblance of order

MILES' SOLDIERS ATTEMPT TO KEEP THE NEZ PERCE AWAY FROM THEIR HORSES

Captain George Tyler's Second Cavalry Company F arrived at the battlefield moving at a gallop over the open ground west of Snake, they attempted to stop the Nez Perce from reaching their herd of horses and mules Tyler succeeded in corralling most of the 500 animals and drove them away from the camp although perhaps 250 animals had been taken by the mounted tribesmen moving northeast in their attempt to flee the village when Tyler's men sighted these people, they were about a half mile from the camp Captain Tyler sent Lieutenant McClernand's Seventh Cavalry Company G in pursuit

these troops opened a long-range running encounter
McClerand's maneuvering to capture the Indian herd took two or three hours
when McClerand returned to the Snake Creek Indian camp
most of these people continue to flee to Canada
After the main part of the herd had been captured, Second Lieutenant Lovell H. Jerome
brought his Seventh Cavalry Company H to the left bank of Snake Creek opposite the village
at the time the Fifth Infantrymen were firing at Nez Perce warriors
to relieve the Seventh Cavalry troopers pinned down east of the camp
Jerome's men opened a fusillade for several minutes that kept the warriors occupied
as the survivors of the Seventh Cavalry Company K managed to escape
Jerome later reported he heard a voice call out from the Nez Perce position:
"Who, in the name of God are you? We don't want to fight."³⁹¹

COLONEL MILES ORDERS AN ATTACK ON THE NEZ PERCE CAMP

As the fighting raged around them Nez Perce families kept out of sight in a broad coulee
covered by abruptly rising slopes on either side
warriors delivered enough firepower from the nearby coulees
to keep the troops east, south and west of the encampment at bay
Miles' force held the high ground north of the camp and the Indian families hiding place
some of Captain George Tyler's Second Cavalry Company F soldiers held the hills
on either side of Snake Creek
Colonel Miles decided that a general assault on the fleeing tribesmen from the east and southwest
would dislodge them and force their destruction or surrender
orders to attack went out to the soldiers of the Fifth and Seventh battalions -- about 3:00 p.m.
Lieutenant Henry Romeyn in command of his own Fifth Infantry Company G
and the Seventh Cavalry battalion pulled back on the ridge beyond the ravine
to the right of the Fifth Infantry and readied his men for action
as he rose to his feet to signal the infantry to start with a wave of his hat,
bullets from the Nez Perce positions several hundred yards away struck him
one passed through a lung
Romeyn walked about seventy-five yards toward the rear and collapsed
Romeyn's command, which had advanced with a cheer but quickly withdrew to its former position
several of the men were hit by the warriors' fire
only a unit composed of Fifth Infantry Companies I (fifteen men) and F (ten men)
and two or three other men under Lieutenant Mason Carter, moved ahead
they started forward through the ravine on the left of the Fifth's blufftop position
while soldiers provided covering fire
across Snake Creek, Second Lieutenant Marion P. Maus and the Cheyenne scouts
raked the ravines occupied by Nez Perce families below them with gunfire
In the camp occupied by Chief Joseph's people warriors hidden in firing pits and gullies
fired volleys of shots that halted the troops and forced them back to the deep gully behind them

³⁹¹ Interview with Lovell H. Jerome in the *New York Herald*, October 30, 1877.

eight soldiers were wounded (two of whom died) in the attack and withdrawal

COLONEL NELSON A. MILES WITHDRAWS HIS TROOPS

Miles issued orders to Lieutenant Mason Carter initiate a withdrawal -- September 30, 1877
troops crawled on their hands and knees along a little ravine for about twenty yards to escape fire
even so, thirty-five percent of Carter's men had been disabled in the day's fighting
it was impossible for Colonel Miles to take the remainder of the encampment
Soldiers wounded close to the Nez Perce positions who could not crawl to safety
were of particular concern to the command
many soldiers wounded in the day's fighting lay stranded between the lines
they could not immediately be rescued

COLONEL MILES SENDS MESSAGES TO GENERAL HOWARD AND COLONEL STURGIS

Miles notified General Oliver Otis Howard, Colonel Sam Sturgis
and Captain David H. Brotherton Fifth Infantry Company K of his situation: **"I have this day surprised the hostile Nez Percés in their camp and have had a very sharp fight. I have several officers and men wounded—about 30. About 25 [250?] Indians are still in their camp, which is still protected.**

We capture[d] the most of their herd, but I may have * * * * [difficulty?] in moving, on account of my wounded. Please move forward with caution and rapidity."³⁹² -- 5:30. p.m., September 30, 1877

Colonel Miles had captured a large portion of the Nez Perce horse herd which prevented their escape
he decided to surround the Indian encampment with soldiers and strategically placed artillery
to pound and starve them into submission

FLEEING NEZ PERCE HAD SUFFERED GREATLY IN THE BATTLE

Across the battleground scarcely one-half mile away
as many as six hundred men, women and children braced against the falling sleet and snow
waited to see what would happen to them next
some buried relatives from among the twenty-two killed this day
but other bodies were too close to the soldiers' lines to be retrieved
among the dead were Chief Toohoolhoolzote, shot in a rifle pit on a ridge north of his camp,
Ollokot, killed in the initial fighting,
and three men Koyehkown, Kowwaspo, and Peopeo Ipsewahk (Lone Bird)
who were killed accidentally while they were far in advance
toward the soldier position southeast of the village and thought to be enemy scouts
Lean Elk (Poker Joe) also lay among the dead -- also the victim of mistaken identity
five more Nez Perce men lay dead (at a place later called "Death's Point of Rocks")
total number of Nez Perce wounded on the first day at Bear's Paw was not known

³⁹² Miles to Howard, Sturgis, and Brotherton, September 30, 1877, folder: Nez Perce War, box 3, Sladen Family Papers. The asterisks and bracketed word are in the copy. Unaccountably, Miles did not inform of the large proportion of men killed in his command. And his low estimate of the number of Nez Percés still before him is equally confusing.

REMAINING FREE BANDS OF FLEEING NEZ PERCE INDIANS SPEND A FEARFUL NIGHT

Provisions taken at Cow Island and an abundant supply of meat from horses killed by the soldiers meant the Nez Perce could hold out indefinitely

Moreover, the fleeing families had access to the water in Snake Creek from two waterholes dug where many hid below the mouth of the slough and northwest of Toohoolhoolzote's camp

People used knives, with cooking utensils and bare hands to dig a system of trenches, underground shelters, and rifle pits with communicating galleries in the coulee floor work continued through the night, as the Nez Perce, desperate to protect themselves from the gunfire, worked to connect their shelter pits with each other some by underground tunnels and others by the labyrinth of ravines and washes that emptied into the main draw

soft soil permitted the creation of cavities deep enough to accommodate whole families and their supplies taken from their former campsite

They piled saddles and other items on the edges of their pits and covered them with dirt from the pits at least forty-one of these shelter pits were excavated or enlarged

during the night of September 30-October 1, 1877

at the same time warriors prepared at least fifteen rifle pits along the inside slope of the ravine around these pits dirt and rocks were piled up with holes to shoot through

Yellow Wolf stated, **"Children crying with cold.... Everywhere the crying, the death wail.... I felt the coming end.... All for which we had suffered lost!"**³⁹³

Joseph and others who had remained with the horses had been cut off from the village they finally slipped back into camp

An icy wind sprung up driving gusts of snow through the camp by morning five inches of snow have fallen and covered the battlefield women could find no fuel for their cooking fires

not all of the Nez Perce leaders were adamantly opposed to meeting with Miles to save lives Joseph was one of those in favor of dialog

COLONEL NELSON A. MILES ESTABLISHES CAMP FOR THE NIGHT

Miles' Fifth Infantry still occupied the bluff south of the village while the Second Cavalry companies maintained positions on the plateau west and northwest of the village and on the rising ground east of Snake Creek and northeast of the camp

severely decimated units of the Seventh Cavalry held the ascending ground east and southeast of the camp -- September 30-October 1, 1877

Darkness and the decrease in warrior gunfire provided Miles an opportunity to advance his troops and establish rifle pits along the crests of the ridges east and southeast of the village

infantrymen with their longer-range Springfield rifles replaced Cavalrymen in the line infantrymen took up their position on the high ground on the east

Seventh Cavalry occupied the bluff south of the camp and the ridge west of Snake Creek

Colonel Miles moved his Hotchkiss gun to the ridge west of the south bluff

³⁹³ *National Geographic*. March, 1977, P. 421.

it was trained on the ravines hiding the families and was made ready to open fire at first light
it would propel a two-pound explosive percussion shell as much as fifteen hundred yards
East of the Hotchkiss gun and behind the bluff the dead who had been retrieved
were laid out in a row and covered with blankets
One thousand yards west of the Hotchkiss gun and its supporting detachment's camp
and beyond the Seventh Cavalry's camp Miles placed his headquarters
in a protective bend on the right side of the creek bottom
Farther west lay the infantry camp where foot soldiers congregated, slept and ate when not on the line
somewhere in the vicinity, probably adjoining the infantry camp, the pack mules were corralled
One thousand yards away, across Snake Creek along a tributary to the northwest,
the Second Cavalry battalion established its camp
Surgeon Tilton's hospital tent was on the south bluff in the depression behind the infantry line
wounded in the hospital also passed a cold and dreary night
with neither wood nor troops to be spared to find some, there were few fires
Dr. Tilton distributed thirty blankets, and others were taken from the pack train
As Colonel Miles assessed the casualties for September 30,
he found that his assault had been extremely costly
Seventh Cavalry's three companies lost two officers and fourteen enlisted killed
two officers and twenty-nine men wounded (two died later)
mounted Fifth Infantry's four companies lost two enlisted men killed
four officers and twelve men were wounded (three died later)
Second Cavalry's three companies had one man was wounded
total casualties thus numbered two officers and sixteen men killed
and four officers and forty-two men wounded
two Indian scouts had also been wounded

NIGHT BRINGS NEW FEARS TO COLONEL MILES' SOLDIERS

As night progressed and the firing subsided on both sides
snow fell, then hail, then the temperature plummeted below freezing
no fires were possible to relieve the cold or dry the stiffened, frozen clothes of the men
wind-driven snow added greatly to their discomfort of the wounded soldiers'
who lay among comrades who had been killed
some died and those who did not feared the warriors would come and finish them off
and perhaps mutilate them
these fears proved to be unwarranted, although during the night some Nez Perce men
came among them, they only took their weapons and ammunition
in one instance a disabled sergeant readied his revolver as a warrior approached in the dark
and spoke to him in English telling the sergeant he would not harm him
then took the pistol and cartridge belt, his watch
and whatever money he had in his pockets
in another encounter an injured soldier begged for water when a warrior approached
the warrior took only his ammunition belt and left him a can filled with water

SOLDIERS SEES MOUNTED HORSEMEN IN THE DISTANCE

Wind-whipped mist obscured the horizon -- daylight October 1, 1877
to the north riders could be dimly seen on black horses, pinto horses and other colors
it could not be determined if these were troops coming to their support Colonel Miles' efforts
or reinforcements from Sitting Bull come to the aid of the Nez Perce
then two moving lines were spotted to the south of Miles' position
they appeared to be Colonel Sam Sturgis' Seventh Cavalry Companies F,G,H,I,L and M
but could also Sitting Bull's warriors
anxiously the men of Colonel Miles' command waited
before it was determined they were watching buffalo marching in single file
Miles' troops had reason to be concerned as Sitting Bull and his Lakota (Sioux) Indians
knew were aware of the Free Bands of Nez Perce just across the international boundary
although they may not as yet have known of Miles' attack
Lakota leaders met in council in preparation of crossing the border to assist the Nez Perce
however, of Major James M. Walsh, superintendent of the North-West Mounted Police,
informed Sitting Bull that Canada would no longer provide them sanctuary
if they moved below the border he would drive their women and children out of Canada

COLONEL NELSON A. MILES ATTEMPTS TO OPEN TALKS WITH THE FLEEING NEZ PERCE

One of the army packers hailed the Nez Perce -- early in the morning October 1, 1877
warrior Yellow Bull advanced under a white flag and met the man and discussed opening a dialog
Yellow Bull took message back to Joseph that Miles did not want to kill people unnecessarily
Joseph responded that he needed more time to decide
In another effort, three of Miles' Cheyenne Scouts, High Wolf, Young Two Moon, and Starving Elk,
approached the Nez Perce defensive fortification
in the hope of saving the women and children -- after daylight October 1, 1877
three Nez Perce came out and shook hands with them
Starving Elk was given a bead necklace by a young girl
Young Two Moon reported Nez Perce bodies were everywhere in the camp
Cheyennes told the three that Miles would listen to them
they then rode back and reported to Miles
Colonel Miles sent Young Two Moon and three other scouts back to the Nez Perce
in another attempt to convince Joseph and several followers to come out for talks
In yet another attempt, Army scout John Bruguier, perhaps with some Cheyenne scouts,
went to the Nez Perce camp to communicate with Chief Joseph

GENERAL OLIVER OTIS HOWARD ARRIVES AT CARROLL CITY, MONTANA TERRITORY

At Carroll City General Howard learned Colonel Nelson Miles was on the march
from Tongue River Cantonment on the Yellowstone River
General Howard was intent on finding Colonel Nelson A. Miles
Howard left the main body of his force with Colonel Sam Sturgis in Carroll City, Montana
where they to wait for instructions from the general
General Howard set out from Carroll City aboard the steamer *Benton* -- October 1, 1877
with the general were two aides and an escort of twenty-one foot soldiers, several scouts,
two elderly Nez Perce men and one white interpreter

they reached Cow Island forty miles west of Carrol City
where Howard was determined to pick up the trail of the fleeing Nez Perce

COLONEL MILES AND CHIEF JOSEPH MEET

Chief Joseph left the Nez Perce fortification and walked to Colonel Miles' tent -- October 1, 1877

Joseph shook hands with the colonel, who invited him to sit inside discuss matters
arrangements were made to allow both sides to retrieve their dead and wounded
some of the injured soldiers had died in the night from their wounds or from exposure
everywhere between the lines the scene was of carnage and devastation
burials began as soldiers placed the bodies of their comrades in a trench
dug about 150 yards back from the edge on the south bluff

where part of the Seventh Cavalry attack had been repelled

Joseph told Miles that although he wanted to surrender many of the people opposed giving up

Miles instructed Joseph that he must surrender and pile his peoples' weapons on the ground

Joseph hesitated about giving up any more guns as some were necessary to hunt game

When it was clear a stalemate had been reached

Joseph and colleagues turned to return back to their people

Miles, despite the armistice and with no explanation then or later, took Joseph prisoner

Joseph was turned over to engineer officer Lieutenant Oscar F. Long to guard

Joseph was taken behind the soldiers' lines where his arms were bound

and his ankles hobbled

he was held captive in the center of the military camp

SECOND LIEUTENANT LOVELL H. JEROME IS CAPTURED

Second Lieutenant Lovell H. Jerome, Second Cavalry Company H, was a West Point graduate

Colonel Miles directed Jerome to take advantage of the suspension of hostilities

to find out the condition and circumstances of the besieged Nez Perce

Jerome rode directly into the Nez Perce entrenchment

as Lieutenant Jerome was looking around the Nez Perce learned Joseph had been detained

warriors seized the officer to ensure that no harm would come to their leader

COLONEL MILES' SUPPLY WAGONS ARRIVE AT THE BATTLEFIELD

Quartermaster Francis M. Gibson's wagon train finally arrived at the Bear Paw Battlefield

with Captain David H. Brotherton's Fifth Infantry Company K as escort

their arrival was greeted by a rousing cheer from the troops -- about 4:00 p.m., October 1, 1877

with the train came tents for the command and especially for the wounded

Also arriving was the bronze twelve-pounder Napoleon gun

whose presence represented horrifying prospects to the Nez Perce people

Hospital tents were fired on by warriors when their interiors were lit up

hospital tents were moved to a more protected location next to Miles' headquarters

along Snake Creek bottom

wounded soldiers had to be moved by stretchers

COLONEL NELSON A. MILES REDEPLOYS HIS TROOPS

Infantry and cavalry units again shifted positions -- night October 1, 1877

Captain Simon Snyder Fifth Infantry took up its position in front of the Indian defensive works

Captain George Tyler's Second Cavalry moved closer to the north side of the Indian location

Tyler's soldiers dismounted and the horses were led a little to the rear

men were deployed as skirmishers and were directed to lie down

each man was required to call softly to his neighbor at intervals of about five minutes

in this way one man was found to be dead, having been shot through the body

even this frequent calling to each other did not keep some of the men awake

occasionally some Indians would try to escape and the skirmishers would open fire,

shooting at the noise because it was too dark to see

several dead Indians were found in our front next morning

Along the encircling line of rifle pits, army cooks made their rounds after darkness fell

an unsteady truce continued through the night

UNSTEADY TRUCE CONTINUES THROUGH THE DAY

Colonel Nelson A. Miles flew a white flag over his camp

to indicate a ceasefire was in place -- early morning October 2 1877

only occasional shots were fired by Colonel Nelson A. Miles' troops or Nez Perce warriors

Six soldiers and six civilian packers started with sixteen pack mules for the foothills to get firewood

(they returned in the afternoon with mules and horses fully loaded)

Meantime, Sergeant John McHugh and his men of the Fifth Infantry Company D

worked to prepare the Napoleon gun for service

earthworks were raised to protect the gun crews

PLANS ARE MADE TO EXCHANGE HOSTAGES

Messages passed between the camps

and arrangements for a prisoner exchange were completed -- October 2, 1877

At the appointed time, Joseph appeared accompanied by Colonel Miles and Lieutenant Maus

they advanced under a white flag carried by Maus to a halfway point between the lines

there Chief Joseph and Second Lieutenant Lovell H. Jerome shook hands

then turned and went with their respective parties to their lines

When he reached Colonel Miles' camp Lieutenant Jerome informed Miles of what he had learned

he counted only about 250 people -- only 100 were warriors

when the men entered the rifle pits they carried three guns apiece

one of these was a repeating rifle for close quarter fighting

warriors discussed mounting an all-out charge on the troops to free themselves

when one warrior started forward he was joined by only two other and they turned back

Jerome decided then to tell Colonel Miles to stop fighting

NEZ PERCE FORTIFY THEIR DEFENSIVE POSITION

In the Nez Perce camp, the people used the prolonged ceasefire to improve their defenses

they burned some tipi poles dragged over from the village for warmth

Remaining leaders of the Freed Bands of Nez Perce Indians met in council

Lean Elk (Poker Joe) was dead as were Looking Glass, Hahtalekin and Toohoolhoolzote

White Bird was over seventy years old and was almost worn out
Joseph, for the first time, emerged as the lone leader
 he had fought as a rifleman in at least two battles although he most naturally served
 as the leader and protector of the women, children, and horses
 he had been the fabric that held together Nez Perce society during the escape
Joseph proposed surrendering, but the people remained divided -- October 2, 1877
 (he later pondered that they could have fled from Bear Paw Mountain
 if they left their wounded, old women, and children behind
 but they were unwilling to do this)

COLONEL MILES POSITIONS HIS CANNON TO FIRE ON THE NEZ PERCE PEOPLE

Second Cavalry troops moved from Miles' extreme right flank to the left -- evening October 2, 1877
 they were to provide protection for the Napoleon gun placed about fifteen hundred yards
 directly west of the ravine that held the Nez Perce families
 it was aimed at the place where the Indians came down in the evening to get water
 and could fire its projectiles into the entire east-west length of the ravine

COLONEL MILES CONTINUES TO FLY A WHITE FLAG

Miles used the time to move his camp a bit more upstream for better protection against sharpshooters
He also completed preparations on his twelve-pounder Napoleon gun -- October 3, 1877
 he announced that if the Indians did not come to terms by midmorning he would use his artillery
 Nez Perce had experienced the destruction of the Hotchkiss Gun's two-pound projectile
 but they were unaware of the destructive potential of the twelve-pound Napoleon gun

GENERAL HOWARD CONTINUES HIS MARCH FROM COW ISLAND

Howard led his small party of men, which included the general's son, Lieutenant Guy Howard,
 as they searched for the location of Colonel Nelson A. Miles -- October 3, 1877
Following the trail of the fleeing Nez Perce Free Bands was easy
 after their raid on Cow Island Landing as their route up Cow Creek and Bull Creek
 was littered with packages of fine-cut tobacco, beans and coffee
 that had trickled and dropped off their packs

COLONEL NELSON A. MILES OPENS FIRE WITH HIS NAPOLEON GUN

Firing on Nez Perce with the Hotchkiss gun and Napoleon gun began -- 11:00 a.m., October 3, 1877
 this was accompanied by small arms fire from the soldiers
Firing of the large cannon had an immediate impact among the people
 cries of terror from Indian women, children and dogs filled the air after each explosion
 warriors fired only a few shots in return
 it became apparent the Nez Perce families were well dug in and protected by coulees
 direct fire on their positions was impossible -- firing overhead exposed troops to danger
 also, unknown to the Nez Perce, Colonel Miles had only twenty-four rounds for his cannon
It seemed the Nez Perce must be starved into submission

ADDITIONAL INDIANS TURN AGAINST THE FLEEING NEZ PERCE FAMILIES

Native people living in the vicinity of the Bear Paw Mountains received word of what the U.S. government expected from them even before troops had arrived (Gros Ventres and Assiniboine's had earlier sent parties to the Missouri River to watch for the fleeing bands of Nez Perce)

Assiniboines were formally solicited by Commander of the Department of Dakota General Alfred H Terry at Fort Benton to help contain the Nez Perce also Colonel Nelson A. Miles sent word to the Assiniboines from the battlefield they could attack any Nez Perce who escaped and take their weapons and horses Gros Ventre warriors assisted by some Assiniboines, encountered some Nez Perce on a fork of Box Elder Creek -- October 3, 1877

five Nez Perce men were killed and two women captured
Twenty-five Gros Ventres received a supply of tobacco as a reward for providing information about the location of some of the Nez Perce who escaped the battlefield
Forty mounted Gros Ventres ranged through the western Bear Paw Mountains searching for escapees
When several families of Nez Perce approached the Gros Ventre camps, they were turned away
Assiniboines succeeded in capturing some army horses and mules near Milk River they claimed to have killed seven Nez Perce and captured four more
However, there is evidence that Cree Indians took in some Nez Perce refugees near the Milk River, provided them with food and blankets and helped them in cross into Canada

COLONEL MILES REPORTS HIS SITUATION TO GENERAL TERRY AT FORT BENTON

Colonel Miles sent a courier to Fort Benton with dispatches for Commander of the Department of Dakota General Alfred H Terry at Fort Benton he described his action today, his casualties and the situation of the Nez Perce -- October 3
Miles also sent a letter to his wife with an optimistic notation: "**At present we have them closely surrounded and under fire, and they may yet give up.**"³⁹⁴

Surgeon Major Henry R. Tilton prepared an account of casualties for the department headquarters he noted that in anticipation of removing the wounded to Fort Buford he was already constructing litters and travois

NEZ PERCE FAMILIES REMAIN UNDER FIRE

Artillery fire and small arms fire continued during a cold, cloudy, disagreeable day -- October 4, 1877
artillery gunners had adjusted their fire by shooting higher into the air with less powder causing the projectiles to arc more effectively into the Indians' position
Captain Simon Snyder's mounted Fifth Infantry Company F which had been on the battle line continuously since [September 30]
were relieved by Captain David H. Brotherton's Fifth Infantry Company K
Several attempts were made to open talks with the Nez Perce but they came to nothing

GENERAL HOWARD LEARNS OF THE BEAR PAW BATTLE

As he continued his search to find Colonel Nelson A Miles, General Howard met two men

³⁹⁴ Helena *Weekly Independent*, October 11, 1877

carrying dispatches from Colonel Sturgis to Colonel Miles

General Howard first learned of the Battle at Bear Paw then underway -- October 4, 1877
(Unknown to Howard, Colonel Miles had sent a dispatch to Colonel Sturgis [October 30]
informing Sturgis of the battle [this was received October 2])

Colonel Sturgis had mobilized his troops and crossed the Missouri River
on the steamers *Meade* and *Silver City*)

COLONEL SAM STURGIS MARCHES TO SUPPORT COLONEL NELSON A. MILES

After his steamboat crossing of the Missouri River, Colonel Sturgis pushed north
with ten day's rations

His troops covered thirty miles

they reached the base of the Little Rocky Mountains -- evening October 4, 1877

GENERAL HOWARD ARRIVES AT THE BEAR PAW BATTLEFIELD

General Howard's small party reached the divide south of the Bear Paw Battlefield
and saw campfires in the growing twilight -- evening October 4, 1877

bullets flew past the heads of Howard's men -- he mistakenly believed he was under attack

Colonel Nelson Miles appeared and informed General Howard he had the Indians pinned down

General Howard was taken forward by an escort party

General Howard told Colonel Miles at a meeting that evening

that he had no wish to assume command and that the colonel would be free

to complete the work he had started -- much to Miles' relief who knew victory was imminent

and whatever laurels and promotional possibilities it might provide remained secure

however, the end of the siege did not appear to be near

and the potential for Sitting Bull's assistance remained a factor,

General Howard prepared dispatches directing reinforcements ahead from his command

Howard was not aware Colonel Sturgis was already marching north toward Bear Paw

Howard sent word to Major Edwin L. Mason, who was with Sturgis' command, to supervise

transporting supplies from Cow Island and Carroll City to the mouth of Little Rocky Creek

on the Missouri River and wait there for Colonel Miles' wounded soldiers to arrive

they were to be taken by steamboat to Fort Buford along with Miles' artillerymen

finally, Howard suggested using his two Nez Perce Indians who had arrived with Howard,

Jokais (Captain John) and Meopkowitz (Old George), to try to induce their surrender

both Indians had daughters who were among the besieged people

General Howard prepared a status report for Commander of the Pacific General Irving McDowell

then in San Francisco highly praising Colonel Nelson A. Miles

FLEEING NEZ PERCE FAMILIES SUFFER THROUGH ANOTHER TERRIFYING NIGHT

Morning arrived sunny and bright -- October 5, 1877

bombardment of the Nez Perce defensive works which had gone at intervals all night

finally subsided -- October 5, 1877

surgeon Major Henry R. Tilton and Assistant Surgeon First Lieutenant Edwin F. Gardner

finished performing three amputations at the hospital

Lieutenant Guy Howard at his father's direction sent a message to Colonel Sturgis

telling him to bring along a Napoleon gun, as it was needed against the Nez Perce
(in fact, Sturgis had left the gun behind because the horses were too weak to pull it)

FIRING ON THE NEZ PERCE ENFAMPMENT CEASES

All firing ceased -- 8:00 a.m., October 5, 1877

Captain John and Old George stepped forward under a white flag
they descended to the Snake Creek bottom and crossed to the Nez Perce position
Captain John and Old George told the Nez Perce that Howard's army was but a day behind
and that a surrender would bring no executions

he people would be treated well and would be given blankets and food
hours passed before the two emissaries returned and reported to Miles and Howard
that one shell killed three people and wounded others
they had sent runners to the Assiniboine Indians but these couriers had been killed
soldiers fired at them, citizens fired at them and Indians fired at them
they were ready to surrender

While Captain John and Old George were making their report to Miles and Howard
Nez Perce leaders met in council to discuss the proposal they had been offered
some were inclined to believe that the leaders, notably Joseph, would be hanged
others wanted assurances that they would be compensated

for the property taken from them before the war had begun

Both Captain John and Old George then went back to the Nez Perce with a message from Miles
who asked to speak directly to Joseph

Nez Perce counseled again and decided that Joseph should meet with Miles
all realized that the individual bands could decide unilaterally and might not act together
in fact, each individual was free to choose his or her own course

Joseph asked Captain John and Old George if he would be able to return to Wallowa Hills
he was told he would unless an authority higher than General Howard ordered otherwise
Joseph told the council that to quit fighting was the best thing to do

he explained: Joseph says: **“The women are suffering with cold, the children are crying. For myself I do not care. It is for them I am going to surrender.”**³⁹⁵

Chief Looking Glass decided to continue the fight

Moments after the final council Looking Glass knelt in a rifle pit talking with Joseph

Looking Glass stared at a mounted horseman coming from the north
he sprang from the rifle-pit and shouted that help was coming
one of Colonel Miles Cheyenne scouts fired and hit Looking Glass in the left forehead
he toppled backward -- the last casualty of the Nez Perce War

Captain John and Old George returned to the army command to relay Chief Joseph's feelings

Captain John, “with tears in his eyes,” relayed Joseph's response to General Howard
which was interpreted by Arthur Chapman who served as Howard's interpreter
Indian speeches were not thought to be significant at the time -- no official notes were taken
Second Lieutenant Charles Erskine Scott Wood, General Howard's aide-de-camp

³⁹⁵ Bruce A. Wilson, “From Where the Sun Now Stands,” *The Omak Chronicle*, 1960.

and adjutant, took notes for his own benefit -- this became known as Joseph's surrender speech: **"Tell General Howard I know his heart. What he told me before I have in my heart. I am tired of fighting. Our chiefs are killed. Looking Glass is dead. Toohoolhoolzote is dead. The old men are all dead. It is the young men who say yes or no. He who led on the young men [Ollokot] is dead. It is cold and we have no blankets. The little children are freezing to death. My people, some of them, have run away to the hills, and have no blankets, no food; no one knows where they are—perhaps freezing to death. I want to have time to look for my children and see how many of them I can find. Maybe I shall find them among the dead. Hear me, my chiefs. I am tired; my heart is sick and sad. From where the sun now stands I will fight no more forever."**³⁹⁶

JOSEPH MEETS WITH COLONEL MILES GENERAL HOWARD AND INTERPRETER CHAPMAN

Halfway between the lines Joseph, Tom Hill and other apparently unidentified Nez Perce Indians met with Miles and Howard and Chapman

Chief Joseph indicated his intention of surrendering his own band and himself, he left to others to decide the respective fates of the other Nez Perce Free Bands he later related that: **"General Miles said to me in plain words, 'If you will come out and give up your arms, I will spare your lives and send you to your reservation."**³⁹⁷

Chief Joseph (Hinmahtooyahlatkekht, "Thunder Rolling Down the Mountain")

completed his surrender and he returned to his people-- 11:00 a.m., October 5, 1877

CHIEF JOSEPH PEERSONALLY SURRENDERS HIMSELF TO COLONEL NELSON A. MILES

Joseph mounted a borrowed black horse and slowly rode out of the Nez Perce entrenchments through a light snow storm

five young warriors clung to him as they walked beside their leader's mount

his hair tied with otter fur hung in thick braids on each side of his head

he wore buckskin leggings and a gray woolen shawl with four or five bullet holes

his forehead and a wrist were scratched by bullets

Joseph's were crossed as he held a Winchester rifle across the saddle pommel in front of him

his head was lowered

slowly they made their way toward the crest of a hill

Colonel Nelson A. Miles, General Oliver Otis Howard and other officers stood waiting to receive him as he approached Joseph sat upright -- then gracefully dismounted before the senior officers

other warriors and headmen fell back as Joseph raised his head, walked forward,

and extended his Winchester carbine to General Howard who, true to his word, stepped back

and motioned the Nez Perce leader over to Miles

who received the weapon -- 2:20 p.m., October 5, 1877

those present shook hands with Joseph whose worn and anxious face lighted with a sad smile

as silently he took each offered hand

Joseph had surrendered eighty-seven men; 184 women and 147 children of his Free Band

Turning away, Joseph walked to the tent provided for him.

³⁹⁶ U.S. Secretary of War, Report, 1877, P. 630.

³⁹⁷ General Howard "Supplementary Report: Non-Treaty Nez Perce Campaign." December 26, 1877. In *Report of the Secretary of War, 1877*, 585-660. Washington, D.C.: Government Printing Office, 1877. P. 630.

Howard and Miles, riding on either side riding on either side, accompanied Joseph to the rear where Second Lieutenant Charles Erskine Scott Wood took charge of him
Chief Joseph was very concerned about his daughter, Kapkap Ponmi,
who had escaped during the initial attack

he was afraid she would die from exposure in the cold
(Joseph's daughter returned to him six months later)

Other groups of Nez Perce came filing out of their rifle pits to turn in their weapons
sixty-seven warriors and an unspecified number of noncombatants had turned themselves in
this procession lasted until dark

Then, almost randomly, probably as they concluded that capitulation was the only alternative,
in an impromptu demonstration that lasted until dusk. Wrote a witness

Colonel Nelson A. Miles prepared a dispatch for delivery to General Alfred H Terry,

Commander of the Department of Dakota: **"We have had our usual success. We made a very direct and rapid march across the country, and after a severe engagement, and being kept under fire for three [sic] days, the hostile camp of Nez Percés, under Chief Joseph, surrendered at two o'clock to-day."**³⁹⁸

At least seventy members of the Nez Perce Free Bands had managed to escape from Miles during the opening moments of the attack [September 30]
most of these had eluded the Second Cavalry pursuit and continued north toward Canada also during the course of the siege, under the cover of darkness other groups of tribesmen, probably numbering as many as one hundred -- sometimes including whole families) had managed to penetrate the military line and escaped

NOT ALL OF THE NEZ PERCE FOLLOWED JOSEPH'S LEAD

On the night after the surrender White Bird decided to flee to Canada where they hoped they would find freedom and a reunion with friends and relatives who had escaped with him were 140 men and boys; ninety-three women and girls
quietly made their way north along the Snake Creek bottom -- 9:00 p.m., October 5, 1877
they eluded the attention of the army pickets, and headed toward Milk River and beyond

When Chief White Bird did make an appearance -- morning October 6, 1877

General Howard and Colonel Miles visited his camp and learned he had departed
Howard did not understand, or did not appreciate, Nez Perce leadership dynamics

he considered than White Bird had violated the terms of his surrender
in fact, those Nez Perce who wished to surrender gave up their guns
those who did not kept their weapons
Joseph spoke only for his own band

ROUTINE RETURNS TO THE TROOPS OF GENERAL HOWARD AND COLONEL MILES

Colonel Miles and General Howard sent word to Colonel Sturgis and Major Mason
to halt at the first good campsite and await the arrival of the command-- October 6, 1877
Miles prepared a report for General Irvin McDowell,

³⁹⁸ Report of Colonel Nelson A. Miles." December 27, 1877. In *Report of the Secretary of War, 1877*. Washington, D.C.: Government Printing Office, 1877.

Commander of the Military Division of the Pacific, describing his movements and the battle

Miles had 363 men in his command

he had suffered the loss of two officers and twenty-nine soldiers killed

and forty-four wounded

Miles' reported 448 Nez Perce had been captured

they had suffered six chief and twenty-five warriors killed and forty-six wounded

including small parties of Nez Perce picked up by troops over the next two weeks

prisoners included several wounded Nez Perce who were taken to the hospital for treatment

GENERAL OLIVER OTIS HOWARD TAKES COMMAND FROM COLONEL NELSON A. MILES

General Howard assumed command -- October 7, 1877

Howard directed Miles to keep the Nez Perce within the District of the Yellowstone until (spring)

unless a higher authority than Howard orders them sent under guard to Fort Vancouver

and the Department of the Columbia

Howard told Miles he would move his own force back to their home stations

he relinquished his command of Colonel Sam Sturgis' men

he requested that they be permitted to return to Fort Lincoln to recuperate

from the demands of the campaign

COLONEL NELSON A. MILES PREPARES TO RETURN TO FORT BENTON, MONTANA

Colonel Miles started his troops marching from the Bear Paw Mountains on their way to Fort Benton

to join Commander of the Department of Dakota General Alfred H Terry -- October 7, 1877

Seventh Cavalry and Fifth Infantry soldiers escorted the Nez Perce prisoners

they wore lively colors and strung out in a long line

many of the Nez Perce rode horses that had been captured by the soldiers and their guides

their possessions were carried in wagons

Captain George Tyler's Second Cavalry with Assistant Surgeon First Lieutenant Edwin F. Gardner

and the wounded were to stop at to Fort Belknap, Montana located along Milk River

(near the present community of Chinook)

Also on the march were travois that carried seven of the wounded soldiers and two travois

that carried injured Nez Perce, two amputation cases occupied the broken ambulance,

other injured men rode on grass and willow branches in the wagons

these were followed by the pack train and horse herd

Colonel Miles reached the Missouri River about noon

two ambulances from Colonel Sam Sturgis' command arrived

Ten miles were traveled that day -- October 7

that night a lightning and thunder storm struck,

but subsided before causing a stampede of the stock

(Miles continued his slow march and reached the Missouri River [October13])

GENERAL OLIVER OTIS HOWARD MARCHES AWAY FROM THE BEAR PAW MOUNTAINS

General Oliver Otis Howard sent a dispatch to Commander of the Department of Dakota

General Alfred H Terry at Fort Benton, Montana Territory -- October 8, 1877

Howard detailed his role in bringing about the surrender,

reported thirty-three warriors were killed in battle or by other tribes,
and that all of the Camas Prairie murderers had been killed
General Howard then departed Bear Paw intending to send his command down the Missouri River
Howard's command reached the mouth of Little Rocky Creek -- October 9
they boarded the steamer *Benton* to travel down the Missouri River
next afternoon [October 10] the steamers *Meade* and *Silver City* were prepared
to receive Miles' wounded and cross his troops

GENERAL HOWARD AND HIS SOLDIERS TRAVEL BACK TO THEIR HOME POSTS

General Oliver Otis Howard would visit in St. Paul and Chicago on his return to Fort Vancouver
General Howard's First Cavalry, Twenty-first Infantry and Fourth Artillery traveled by steamer
to Omaha, Nebraska, then via rail to San Francisco and finally by steamship to Portland
and their assignment at Fort Vancouver

Colonel Nelson A. Miles' Seventh Cavalry was left on the north side of the Missouri River
as a precaution against a possible resurgence by Lakota (Sioux) Chief Sitting Bull still in Canada
Miles with his Fifth Infantry, the wounded men of the Bear Paw Battle, and the Nez Perce prisoners
traveled aboard the steamer *Silver City* to Forts Buford on the Milk River
and Fort Lincoln, Dakota Territory

Miles and his troops and prisoners then traveled cross-country to the Yellowstone River
and the Tongue River Cantonment where they arrived [October 23, 1877]

RESULTS OF THE NEZ PERCE WAR

Nearly 700 Nez Perce Indians had started from Idaho [June 1877]
perhaps 150 warriors had fought four pitched battles and numerous skirmishes
against several different commands totaling 1,500 troops and volunteers
Indian scouts from ten different tribes participated against them
Chief Joseph and his people had fled for 1,200 miles
they were forced to surrender within forty miles of the Canadian border
It had taken United States soldiers, volunteers and the telegraph to defeat the Nez Perce
109 soldiers and volunteers had been killed and 115 wounded
U.S. government incurred direct expenses of almost \$2 million
Nez Perce had lost ninety-six killed -- thirty-six of those were women and children
at a cost to the American government of almost \$20,000 for each native killed
United States Army confiscated the Nez Perce weapons, 1,500 horses and about 300 saddles
Nez Perce had lost their horses, their land and their freedom
they were helplessly subjugated to the will of their conquerors
these once prosperous people were now destitute

In the end Joseph noted, **“The white men were many and we could not hold our own with them. We were like deer. They were like grizzly bears. We had a small country. Their country was large. We were contented to let things remain as the Great Spirit made them. They were not, and would change the rivers...if they did not suit them.”**³⁹⁹

³⁹⁹ *National Geographic*, March, 1977, P. 419.

TRANSCONTINENTAL RAILROADS FRUSTRATE THE PUBLIC AND CONGRESS

Legislation grant transcontinental railroads huge land grants for construction was hardtop administer there was a great deal of confusion regarding public and private property

most Americans believed in “manifest destiny” and the inexhaustibility of frontier resources Unfortunate checkerboard pattern of the land grants along railroad construction right-of-ways had been granted by the federal government under the assumption the government’s sections would double in value because of the nearby railroad

thus the government would lose no money from the sale of its land in fact, not all of the checkerboards were sold by the railroads or by the government and the government did not receive the anticipated \$2.50 per acre asking price

in some cases, the railroads sold land to dummy corporations owned by the railroad itself other issues complicated the administration of federal land grants:

- railroad company leaders were inept,
- U.S. General Land Office was corrupt,
- Congress and the courts were ambivalent toward the railroad corporations,
- general public was frustrated

Some political leaders and many Americans began to believe the railroads should be forced to forfeit their land grants if their contracts had not been fulfilled railroad leaders replied this would deprive stock and bondholders of their investment it was argued that: “Many stockholders were widows and orphans.”

In Washington Territory fully one-quarter of the land was in the hands to railroads United States General Land Office urged Congress to either extend the construction deadlines or take action to forfeit the unearned grants -- 1877

Washington Territory Attorney General John Jay McGilvra urged the federal government force the Northern Pacific Railway to forfeit it land grant to Puget Sound

WASHINGTON TERRITORY GOVERNOR ELISHA P. FERRY URGES REFORMS

In his message to the territorial legislature Governor Ferry urged a revision of the revenue law -- October 1877 under the system then in use no money reached the treasury for any year until after the legislature had adjourned sometimes taxes did not come in for eighteen months or more after the assessment of the taxes were made thus it was necessary for the state to pay out a considerable sum of money for interest sometimes at an interest rate of ten per cent these expenditures might be saved by a change in the law which would put the territory on a cash basis

Governor Ferry also advised that a memorial should be prepared that would urge Congress to appropriate funds to remove obstructions from the navigable rivers of the territory in many places these seriously interfered with navigation it was true they were to some extent being removed by private enterprise but this was a burden that individuals need not bear because the federal government would sometimes assist in the work

Elisha Ferry thought they should be urged to take on the task
Railroad issues demanded attention from the territorial government
there were a variety of opinions regarding extending the time
within which the Northern Pacific Railway (NPRY)
should complete its Cascade Division line across Snoqualmie Pass
linking Puget Sound with the transcontinental railroad or lose its land grant
opposition to extension of the current timeline was strengthened
because the NPRY refused to sell settlers land already acquired by the company
terms of the land grant set the minimum price for this land at \$2.50 per acre
many believed they should not be charged more as settlement would be slowed
however, the NPRY was often demanding much higher prices and, many believed,
it was, therefore, delaying settlement rather than encouraging it
Governor Ferry urged the time limit should be reasonably extended -- but not without conditions
Northern Pacific Railway should be required to make a beginning on its construction work
and to complete a minimum portion of its tracks each year
this he thought was fair and by adopting it the company would be encouraged
to begin and complete the construction of its Cascade Division
which he considered of the utmost importance since this would help to defeat the effort
to make Portland the western terminus of the railroad

GOVERNOR ELISHA P. FERRY RECEIVES LITTLE SUPPORT FROM THE LEGISLATURE

Governor Ferry's most recent suggestions, like his suggestions to the legislature [in 1875]
did not immediately impress themselves upon the legislators
However, he did win one small victory when a board of immigration was established -- 1877
board members were especially charged with advertising to the eastern states and Europe
the exhaustless resources of Washington Territory,
and to procure, so far as possible, cheap transportation for all who would move here
for this fine work the board was appropriated only \$150
with this small sum, of course, very little could be done
but work was started (and in time was conducted in a fairly efficient way)

DR. DORSEY SYNG BAKER BUYS A SECOND LOCOMOTIVE

(Walla Walla and Columbia River Railroad had been completed two years earlier [1875]
to span the thirty-two miles between the steamboat docks at Wallula
and the Eastern Washington town of Walla Walla)
Dr. Dorsey Baker placed an order for the narrow gauge locomotive *Blue Mountain*
with Porter Bell Co. of Pittsburgh, Pennsylvania -- October 23, 1877
it called for a fourteen-ton locomotive at a wheel gauge of three feet
and an eight wheel, three-ton tender
this engine was to be equipped to burn wood as fuel
lettering was to include the number 4 painted on the cab panels
and the railroad's initials of WW&CR on the sides of the tender
(today the *Blue Mountain* is the oldest existing locomotive in the state of Washington)

PROBLEMS WITH TERRITORIAL STATUS REMAIN UNRESOLVED

Territorial Administration served as a kind of American colonial government
territorial government was not representative of the settlers
important appointments were made in Washington, D.C.

Governor, Secretary, Judges, U.S. Marshall, Superintendent of Indian Affairs

There were also many practical problems:

- Congress could veto territorial legislation;
- school lands were not fully available until admission as a state;
- ownership of tidelands was uncertain;
- investment capital from neither the government or public sources could not be expected until the federal government showed enthusiasm for the area;
- boundaries were not secure

Washington had been part of Oregon Territory

Idaho, Wyoming and Montana territories had all been part of Washington Territory;

- settlers had little control over their own destiny

WASHINGTON TERRITORY GENERAL ELECTION IS HELD

For the first time a pro-statehood result was achieved

majority of 4,168 “yes” votes out of approximately 7,000 cast -- November 6, 1877

Washington Territorial voters approved an act to select delegates
to attend a proposed state constitutional convention

This change in voter sentiment was due to a fear that further delay
might result in creation of a new territory in the interior

Without waiting for Congress to grant authorization

Washington Territorial Legislature again called for a Constitutional Convention

YET ANOTHER EFFORT TO FORM A CONSTITUTIONAL CONVENTION FOR WASHINGTON

This time a measure calling for a Constitutional Convention was passed by 4,000 votes

Omnibus Bill to create a new state was introduced into Congress -- December 1877
by Washington Territorial Delegate Orange Jacobs

PERMANENT SETTLEMENT OF VASHON ISLAND

This island in Puget Sound was named after British Captain James Vashon
of the James Cook Expedition [1776-1778]

whose ships put into Quartermaster Harbor for repairs [1778]

People came to live on the island a hundred years later

but the population increased at a much slower rate than on the mainland

(Later Quartermaster Harbor became a center of activity for fishing, logging and shingle making
with the start of a brick baking plant on the island, brick yards flourished there)

NEED FOR A NAVAL SHIP YARD ON PUGET SOUND IS IDENTIFIED

U. S. Government began to study the idea of building a naval shipyard in the Pacific Northwest

United States had no repair facilities north of San Francisco's Mare Island Navy Yard

large enough to accommodate military and commercial steamers and sailing vessels

large ships either had to make the long voyage to San Francisco for repair and maintenance
or go to the British Columbia Dock Yard at Esquimalt British Columbia, Canada
Congress did not relish the idea of contributing American money to the British economy
Lieutenant Ambrose Barkley Wyckoff was assigned to chart the waters of Puget Sound
he set out aboard the *USS Yukon* -- 1877
he noted the area had good harbors, a mild climate, access to plenty of timber, iron ore and coal
Lieutenant Wyckoff immediately began promoting Puget Sound
as the place best suited for a naval shipyard
he enlisted aid of Washington Territory Senator John B. Allen
William Bremmer, the founder of Bremerton, sold 190-¼ acres to the U.S. government for \$10,000

BELLINGHAM COAL COMPANY CLOSES THE SEHOME MINE

(Bellingham Bay Coal Company's President Pierre Cornwall traveled from San Francisco
to Bellingham 1877 with a geologist and a coal mining expert to inspect the mine
Cornwall's team decided that continued mining was unfeasible
work at the mine came to a halt in -- December 1877
Sehome mine was closed when the coal company sold all the mining equipment -- January 1878
only the property was kept
shipping of the remaining 4,000 tons of coal in the bunkers to San Francisco
was completed -- February 1878
Ownership of Bellingham Bay Coal Company's vacant property on the side of Sehome Hill
was shifted to Pierre Cornwall's Bellingham Bay Improvement Company
these extensive holdings would be developed
(in the [1880s] and [1890s] to become modern Bellingham)

OSN IMPROVES THE WALLA WALLA AND COLUMBIA RIVER RAILWAY

Porter Bell Company of Pittsburgh, Pennsylvania shipped the new locomotive
to the Oregon Steam Navigation Company (OSN) by steamship -- January 1, 1878
OSN received its new locomotive and tender dubbed the *Blue Mountain*
Blue Mountain joined other Oregon Steam Navigation Company engines
two tiny seven-ton engines: *Walla Walla* and *Wallula*,
one ten-ton locomotive *Columbia*,
Blue Mountain arrived with "#4" painted on the cab
Two additional locomotives, the ten-ton *Mountain Queen* and the much larger twenty-ton *J.W. Ladd*
arrived a few weeks after the *Blue Mountain*
Blue Mountain and other Oregon Steam Navigation Company locomotives
hauled wheat and other freight between Walla Walla and Wallula on WW&CR track
(today the *Blue Mountain* is the oldest existing locomotive in the state of Washington)

SEATTLE AND WALLA WALLA RAILROAD REACHES THE NEWCASTLE COAL MINES

Optimistically named Seattle and Walla Walla Railroad had begun construction [1874]
an inability to raise sufficient funds constantly plagued the Seattle and Walla Walla Railroad
after four years it reached from Settle to Newcastle,
a distance of twenty miles --February 5, 1878

Former coal shipping route by way of Lake Washington was closed down
as shipping costs and the expense of using the Seattle docks were both reduced
coal production increased from less than 10,000 tons [1870] to nearly 150,000 tons a year

WALLA WALLA AND COLUMBIA RIVER RAILWAY (RAWHIDE RAILROAD) IS SOLD

Dr. Dorsey Syng Baker sold seven-eighths of his fortune-making WW&CR stock
to the Oregon Steam Navigation Company for one million dollars -- February 18, 1878
Dr. Baker and his "Rawhide Railroad" were no longer a laughing stock

BLAND-ALLISON ACT ALLOWS SILVER TO BE USED TO BACK THE VALUE OF U.S. COINS

Bland-Allison Act, supported by western members of Congress, passed -- February 28, 1878
this law ordered the Secretary of Treasury to purchase and coin \$2 million to \$4 million
in silver each month
(fears of impending inflation raised by eastern bankers were lessened
when newly appointed Secretary of Treasury John Sherman
purchased only the minimum amount of silver)

JAMES JEROME HILL BECOMES AN ACTIVE BUSINESSMAN

(James Jerome Hill was born in today's Ontario, Canada [September 16, 1838])

Jim Hill suffered a childhood accident with a bow and arrow
that blinded him in his right eye

he had nine years of formal education before being forced to leave school
due to his father's death [1852]

but a sharp student, he became adept at algebra, geometry, land surveying and English
his mathematics and English skills would serve him well later in life

Jim Hill took a job as a clerk in Kentucky where he learned bookkeeping
he decided to move to the United States permanently

at age eighteen he moved to St. Paul, Minnesota

there he found work as a bookkeeper with a steamboat company
using his skills, he expanded his clientele

he handled freight transfers for wholesale grocers

in this capacity he came into contact with steamboat and railroad company officials

Jim Hill possessed a powerful build, a massive arching chest, a craggy head,
and a tangle of beard that soon turned iron gray

Hill was intensely ambitious and set out on his own and began bidding on other contracts
he successfully won many of them

next he entered the coal and steamboat business

Hill had three traits which made him the successful businessman he became:

- he was incredibly hard-working;

- he was almost maniacally competitive

to him it was a point of personal honor to be the biggest, best

and most competitive businessman in everything he undertook

- third, and perhaps most importantly, Hill was simply brilliant

and he was a brilliant leader

Jim Hill set up a shipping firm, the Red River Transportation Company,
with Norman Kittson his Canadian partner [1870]
Red River Transportation Company began working boats
between Minnesota and Fort Garry [as Winnipeg was then known] in Canada
this was financially successful
and became the foundation of his great financial empire)
For James Jerome Hill the Panic [of 1873] provided the opportunity he needed
several railroads including the St. Paul and Pacific Railroad (StP&P),
a shortline railroad in the state of Minnesota, had gone bankrupt
StP&P was caught in an almost hopeless legally entangled
Jim Hill researched the StP&P and concluded that it could make money
if financing could be found
Hill formed a partnership and bought the railroad
he expanded the trackage by bargaining for rights with the Northern Pacific Railway
in addition to trains Jim Hill's shipping enterprise also included steamboats)

JAMES JEROME (JIM) HILL BECOMES THE "EMPIRE BUILDER"

Jim Hill's steamboat company, the Red River Transportation Company, had been hauling into Canada
millions of dollars' worth of construction materials purchased in the United States
When the Minnesota shortline railroad known as the St. Paul and Pacific went broke
Dutch investors were eager to unload this derelict property -- 1878
James Jerome Hill and three other men using Canadian money took steps to gain control
Norman Kittson, Hill's partner in the Red River Transportation Company
Donald Smith (later builder of the Canadian Pacific Railroad)
George Stephen (later Lord Mount Stephen) president of the Bank of Montreal
as financing was not available this partnership agreed to buy the defunct railroad on credit
to keep the route from the grasping fingers of the reorganized Northern Pacific Railway
St. Paul and Pacific Railroad in Minnesota began to expand toward the north

RAILROAD RIVALRY BETWEEN JIM HILL AND JAY GOULD BEGINS

Jim Hill knew his railroad would remain a small, regional line unless he built to the Northwest
or he acquired the Northern Pacific Railway
Jim Hill's arch rival was Jay Gould -- owner of the Union Pacific transcontinental railroad
in addition to his personal fortune, Gould had the support of powerful Congressmen
or at least the support of those members whose campaigns he financed
Gould did not want another transcontinental line cutting into his shipping rates
Jim Hill envisioned a second northern transcontinental railroad to Puget Sound
but he needed to have a law passed through Congress allowing him
to extend his shortline railroad across Indian land -- Jay Gould blocked the effort
Hill confronted Gould
he told the millionaire that if the needed law did not pass he would stay in Washington, D.C.
until every one of Gould's crooked politicians was exposed and removed from office
because of the threat, or because of public opinion, Gould allowed the law to pass
Jim Hill's St. Paul and Pacific Railroad in Minnesota began to build toward Puget Sound

Hill bought many short lines and spiked them together with new tracks
he did not receive any federal money or land grants

however, he did receive land grants from the shortline railroads he absorbed along the route
Hill made a strong effort to develop markets and customers along his route

TIMBER AND STONE ACT REMOVES THOUSANDS OF ACRES FROM PUBLIC ACCESS

Congress authorized the sale of some of the richest forests ever seen by man -- June 3, 1878

160 acre tracts were to be sold to individuals (but not to corporations) at \$2.50 per acre

Of course once timber cutting had advanced beyond the water line

160 acres was not enough land to justify the expense of the sawmills and heavy machinery
necessary to harvest the giant trees of the coastal mountains

Timber companies rounded up gangs of their own employees, of sailors temporarily in port,
and of wandering derelicts who were taken into the woods to stake a claim on pre-selected sites
these "homesteaders" were then ferried by the shipload to land offices

where they registered their claims -- then stepped outside and for the price

of a night on the town sold the holding to a waiting timber company agent

more than 200,000 acres of timberland in Washington Territory became company property

Timber companies created even more anger by holding these lands in reserve

enough timber to meet their immediate needs could be purchased from individual loggers

who, as often as not, simply helped themselves from the public forest -- it was easy enough

surveys were incomplete; enforcement offices were inadequately staffed

and even if a man was caught in the act he could avoid prosecution

by paying a fine that generally did not equal his profits

BENJAMIN BONNEVILLE, 'HISTORY MADE MAN' DIES

Captain Benjamin Louis Eulalie de Bonneville had been born near Paris, France [April 14, 1796]

when he was seven Benjamin's parents brought him to New Rochelle, New York

Benjamin Bonneville received an appointment to West Point and graduated after only two years

his military career on the frontier continued through the western expansion

he served in the Mexican War and served as a Brevet Brigadier General in the Civil War

before he retired and moved to Arkansas to live out his remaining days

Benjamin Louis Eulalie de Bonneville died at the age of eighty-two -- June 12, 1878

at the time of his death, he was the U.S. Army's oldest retired officer

Captain Ben Bonneville's travels in Oregon and throughout the region

were characterized by constant movement and exploration

Bonneville recorded his understanding of much of the western landscape on maps

that helped both the military and the overland emigrants find their way across the continent

Ben Bonneville spent three years in the Rocky Mountains

without losing a man under his personal command

his camps were popular with free trappers because of his hospitality

Because of a misunderstanding his commission in the U.S. Army had been revoked

Ben Bonneville was forced to interrupt his exploration of the West and travel

to meet with General Alexander Macomb to have his commission reinstated [1835]

on his way to Washington, D.C. Bonneville stopped at New York where he was received

by his patron John Jacob Astor

while staying with Astor, Bonneville met the author Washington Irving

Bonneville entertained Irving with tales of his adventures

Irving purchased the rights to Bonneville's map and noted for \$1,000

Washington Irving produced the book the *Adventures of Captain Bonneville* [1837]

OREGON STEAM NAVIGATION COMPANY BUILDS THE STEAMBOAT *R.R. THOMPSON*

R.R. Thompson was a large steamer, 1,158-tons, named in honor of Robert R. Thompson

one of the owners of the Oregon Steam Navigation Company

R.R. Thompson began operation under Captain John McNulty

on the middle portion of the Columbia River -- June 1878

passengers and cargo from Portland traveling on the steamer *Wide West* were off-loaded

to one of the portage railroads that traveled around The Cascades of the Columbia Gorge

passengers and cargo was then loaded on the *R.R. Thompson* for transport to The Dalles

where another portage railroad carried them around Celilo Falls

before being loaded on another steamer for transport farther up the Columbia River

traveling down the Columbia River the trip was made in reverse

JAMES GLOVER DEVELOPS SPOKANE FALLS

James Glover heard about the beauty of the Palouse and Spokane area from a friend

he decided to make the long journey at age thirty-six [May 1873]

he and his partner Jasper N. Matheny traveled up the Columbia and Snake rivers

then completed the trip on horseback

James was quite taken by the beauty of the region

Glover and Matheny returned to Oregon to get their families

they convinced C. F. Yeaton to travel to Spokane Falls with them

they started a sawmill (Glover later started a store to trade furs for goods with the Indians)

not many people moved to Spokane Falls and Glover's partners became discouraged

they left Spokane Falls and sold their land to Glover giving him a total of 160 acres

Glover urged a lawyer, a merchant, a doctor and a missionary to settle in Spokane Falls

he gave them land to help them get started

he convinced Frederick Post to move from Post Falls, Idaho Territory

and build a sawmill on forty acres of Glover's land

James Glover ("Father of Spokane") filed a plat in the heart of Spokane Falls -- 1878

he requested Spokane's first survey, helped with the survey

and named many of Spokane's downtown streets:

- Mill Street (later renamed Wall Street) because his first mill was built there,
- Howard Street for General O. Howard,
- Sprague for General John W. Sprague, an agent for the Northern Pacific Railway and one of the founders of Tacoma,
- Post Street was named for Frederick Post,
- Monroe, Washington, Adams, Lincoln and Madison in honor of presidents

Glover insisted that the streets be one hundred feet wide or he would not donate his land

(street widths at the time were usually sixty feet)

James Glover sold half interest in his holdings to J.J. Browne and Anthony M. Cannon
promotional schemes were carried out, a commercial building was built,
a schoolhouse was constructed and two churches were organized

ABERDEEN AND HOQUIAM AREA SEES ITS FIRST BUSINESS OPERATION

George R. Hume established a fish packing cannery in Grays Harbor
that he named the Aberdeen Packing Plant -- 1878

George Hume sent a hundred Chinese from his canning operation on the Columbia River
Chinese did the canning at a dollar day plus board -- white workers did the fishing
George Hume named his new settlement Wishkah which was interpreted by the founder to mean
“the meeting of two rivers” (that is, the Wishkah River and Chehalis River)
(later the name of the town was changed to Aberdeen)

In spite of its early maritime industry, lumbering was the key to development of the region

TERRITORIAL DELEGATES MEET IN YET ANOTHER CONSTITUTIONAL CONVENTION

Without waiting for Congress to act Washington Territorial Legislators
called for yet another a Constitutional Convention -- this one to meet in Walla Walla -- 1878
Washington Territory’s largest city

Walla Walla Convention lasted forty-seven days -- June 11, 1878 to [July 22, 1878]

there were fifteen elected male delegates from Washington Territory
eight Republicans and seven Democrats -- about half of the delegates were lawyers
Alonzo Leland, Lewiston surveyor, attorney, newspaper editor and antislavery activist,
was an active supporter of north Idaho being part of Washington Territory
with Lewiston as its capital

he specialized in fighting with Olympia, Boise and Salem when they opposed his interests
he made arrangements to have north Idaho participate in Washington’s constitutional convention
and served as the delegate at the convention from Northern Idaho
he had no vote but he exerted great influence

in preparing the application for admission as a state
which would include the Idaho Panhandle in its boundaries

Walla Walla Convention delegates heard a speech by Abigail Scott Duniway
publisher and editor of *The New Northwest* newspaper [1871-1887] who attended as a lobbyist
Duniway pioneered women’s suffrage in the Northwest and eastern states
those in attendance agreed to send a separate women’s suffrage article to the voters

Delegates also supported the new temperance movement
they agreed to include a separate article allowing counties the option
to prohibit the sale and consumption of alcoholic beverages

RENEGADE INDIANS BRING FEAR TO THE YAKIMA VALLEY

While a small band of Bannock and Paiute Indians crossed the Columbia River they were fired on
by soldiers on a steamboat patrolling the river -- July 1878
some of the Indians were killed but several escaped and succeeded in reaching the far bank
filled with anger and seeking revenge the small band rode across the Horse Heaven Hills
and forded the Yakima River -- then sped northwest across the Rattlesnake Hills

in the general direction of Yakima City (today's Union Gap)

NEWLY-WEDS ARE KILLED BY RENEGADE INDIANS

Cattleman Lorenzo Perkins and his bride Blanche Bunting Perkins
lived in an old Hudson's Bay cabin at White Bluffs, Washington Territory
disturbed by the sight of so many tents and canoes on the opposite side of the Columbia River
they decided to hurry to the Yakima City home of her mother
and leave their herds to fare as best they could
Lorenzo and Blanche Perkins set out at dawn -- July 9, 1878
they ate lunch at Rattlesnake Springs, a popular resting place forty miles east of Yakima City,
on the slope to the south seven riders suddenly appeared and rode up to their lunch spot
as one of the Indians raised his rifle to fire, Blanche mounted a saddled horse and raced away
Lorenzo, not waiting to saddle a horse of his own, followed after her
riding only a short distance Lorenzo was shot and fell to the ground dead
Blanche's horse stumbled in an attempt to leap a ravine and the rider fell
murderers bore down upon their victim
not wanting to waste ammunition they pelted her with rocks
Lorenzo's body was dragged next to where his injured bride lay -- both were buried in rocks
Blanche managed to force her hand upward against the weight before she was crushed to death
Taking what possessions they wanted, the killers rode swiftly to the Wenas Creek Valley
as they rode past cowboys driving a herd of cattle they fired recklessly
frightened drovers rushed into Yakima City shouting out warnings to settlers on their way
soon all of the Yakima Valley was thrown into panic -- a mass attack was forthcoming
Homesteaders hurried to Yakima City with their families leaving stock and possessions behind
fortifications were frantically built and women and children were packed into the main hotel
but no attack came

MOSES: CHIEF OF THE SINKIUSE-COLUMBIA INDIANS

Kwiltalahun was a member of the Sinkiuse-Columbia Indian tribe
that lived along the Columbia River
at the age nine he so impressed the missionary Rev. Henry H. Spalding
that he was invited to be educated at the Presbyterian Mission of Lapwai, Idaho
for three years he learned the ways of whites and made extensive contact with Nez Perce
in whose territory the mission was located
Kwiltalahun became fluent in several languages, including English, Nez Perce, Spokane, Colville
and Yakima -- a skill that served him later in life
Kwiltalahun was given the Christian name "Moses" by Rev. Spalding
he would use that name for the rest of his life despite never becoming Christian
At the time of the Yakima War [1855-1858] Moses' brother was chief of the Sinkiuse-Columbia
Moses played only a minor role
Sinkiuse-Columbia people declared Moses to be their chief while he was away representing his tribe
in talks with government officials -- he assumed the duties and took the name of his father
who had been chief: *Sulk-stalk-scosum*: "The Sun Chief"
During the [1877] flight of the Free Bands of Nez Perce Indians

Chief Moses had done nothing to aid them
although some of the young men of the Sinkiuse-Columbia tribe
had gone to join Chief Joseph
they were followed by Yakima Indian Agent at Fort Simcoe James H. Wilbur
who brought them back to their reservation

RUMORS FLY AROUND THE YAKIMA VALEY

Peaceful years of comradeship with the Yakima Indians were forgotten
fear and mistrust were rampant in the Yakima Valley
some whites fled to The Dalles, but most remained to guard their possessions
Rumors regarding the possible involvement of Chief Moses of the Sinkiuse-Columbia tribe
enflamed white settlers:

- it was widely believed that the Bannock and Piute renegades
were hiding under the protection of Chief Moses;
- it was reported that Chief Moses had been joined by coastal Indians
from as far north as the Skagit River in a planned attack on the Kittitas Indians;
- 500 men, women and children followers were said to be moving to attack
the Yakima Indians and to massacre settlers on the Ahtanum River -- July 12, 1878

Nearly all of the families in the Yakima Valley rushed to a meadow
where they formed a large wagon circle around an inner circle of men prepared to fight
At once a delegation went to Fort Simcoe to Yakima Indian Agent James H. Wilbur with an appeal
to request of Governor Elisha P. Ferry send two hundred stands of guns and ammunition
for the settlers to use in protecting their homes
settlers in Spokane Falls, Crab Creek and Palouse were equally excited
Reports of Moses' movements were all false

BODIES OF LORENZO AND BLANCHE PERKINS ARE DISCOVERED

Bodies of Lorenzo and Blanche were brought in by a scouting party -- July 18, 1878
when the gruesome discovery was made family and friends were stricken with grief and terror
and a burning desire for revenge swept over the settlement
they were buried in the little pioneer cemetery in Yakima City
Settlers in the town of Yakima City formed a large posse to search the hills for the killers

CHIEF MOSES SHOWS NO SIGNS OF HOSTILITY

Chief Moses showed no preparation for war
but Yakima Indian Agent James H. Wilbur knew all too well that the hatred and suspicion
of the settlers was directed toward him and that it would take only a rash spark
to ignite a war that would surely to end in massacre
Indian Agent Wilbur and his Indian police kept a constant patrol on the reservation
but the murders of the Perkins couple escaped detection
James Wilbur asked Chief Moses for his help in locating the murderers -- Moss agreed to assist
Moses said he believed they were hiding in the Crab Creek lava beds

ORGANIZED SEARCH FOR THE PERKINS' MURDERERS IS UNDERTAKEN

Acting on the tip provided by Chief Moses fifteen Yakima Agency Indian Police and thirty white men formed a company to search the hills where Chief Moses believed the renegades might be hiding -- July 18, 1878
Moses provided ten of his best scouts to aid in the search to the Crab Creek lava beds
Chief Moses went out a day ahead of the search party to make arrangements to cross the Columbia many of the white men disapproved of cooperating with Moses without Yakima Indian Agent James H. Wilbur's knowledge they made plans to go on the road ahead of the chief to waylay him and take him prisoner
Moses learned of the plan and returned to his home full of suspicion and uncertainty

CHIEF MOSES SETS OUT TO FIND THE KILLERS OF THE PERKINS COUPLE

Three days later, resenting the settlers' attitude but wanting to keep faith with Indian Agent Wilbur Moses started out with nine men to aid in the search -- July 21, 1878
they were surrounded and captured in their sleep by a party of the volunteers that night
Chief Moses and his men were taken prisoner

CHIEF MOSES IS PUT IN JAIL IN YAKIMA CITY

Chief Moses and four of his sub-chiefs were brought to Yakima City in irons and thrown into jail five others were allowed, under guard, to join the search for the murderers -- July 22, 1878
as he sat in jail Moses could hear townspeople outside celebrating his capture
Some Yakima City people wanted Moses and his sub-chiefs prosecuted for aiding and abetting in the Perkins murderers
Anti-Indian agitators in Yakima City wanted all of the Indians removed from the Yakima Reservation and the land opened to settlement -- even if a war was necessary to accomplish the task

WALLA WALLA CONVENTION DELEGATES WRITE A PROPOSED STATE CONSTITUTION

Fifteen delegates at the Walla Walla convention drew up the newest proposed State Constitution -- July 22, 1878
these delegates wanted to keep government inexpensive:

- salaries for state officials were low (governor was paid \$1,500),
- state debt was limited,
- legislature had the duty to fix the debt of the counties

In many ways the proposed Constitution was typical of other states in outlining government structure:

- it had a separation of power among governor, judges and legislators;
- it had a division of power between the state government and county government;
- there was a bill of rights that contained the usual guarantees

but Washington's proposed constitution also included some innovations:

- except for the right to vote, women's rights were included;
- three-fourths rather than a unanimous vote was required for a criminal case conviction;
- grand jury was to be composed of seven members with five votes required to indict

There was also an innovation concerning the election of state legislators as the proposed constitution stated voters could cast as many votes for one candidate as there were representatives to be elected in the district (2) or they could distribute their votes among the candidates

this proportioned system was designed to ensure minority party representation
in the state legislature

This proposed constitution reflected to a surprising extent the reform movement of the 1870s
which was fearful of corporations and eager to support new causes
delegates drafted in five articles restraints on corporations reflecting disenchantment
with banks and railroad companies
especially the Northern Pacific Railway and Oregon Steam Navigation Company

YAKIMA INDIAN AGENT JAMES H. WILBUR LEARNS OF THE ARREST OF CHIEF MOSES

When Yakima Indian Agent James H. Wilbur was informed of Moses' arrest by his scouts
he hurried to Yakima City -- July 1788
many local residents wanted to storm the jail and hang Chief Moses
only Indian Agent Wilbur's presence kept the angry townsmen from seizing the chief

CHIEF MOSES IS TAKEN TO FORT SIMCOE

Yakima Indian Agent James H. Wilbur was more than ever convinced of the chief's sincerity
he talked Yakima City officials into releasing Chief Moses and his four sub-chiefs
and allowing them to be moved to Fort Simcoe for protection -- July 1788
When they arrived at Fort Simcoe Wilbur welcomed them as honored guests
with gifts of choice foods and camping facilities
he did not mention the subject of the murders until a week of social harmony passed
Chief Moses remained as a guest (not a prisoner) at Fort Simcoe
Moses was allowed to receive visitors -- one of whom was Frank C. Middleton
a reporter for the Portland *Oregonian* newspaper
Moses asked Middleton to tell General Howard of the chief's friendship toward whites
Middleton composed a letter to General Howard in support of Chief Moses
Wilbur sent messages to the Bureau of Indian Affairs headquarters in Washington, D. C.
urging that Moses be allowed to visit to present his problems to President Rutherford B. Hayes
before the citizens took rash action against him
Meanwhile the renegade killers were finally tracked down and returned to Yakima City for trial
but this was not enough to satiate the townspeople's desire for retaliation
Yakima Indian Agent James H. Wilbur had to continue his protection of his Indian friend

NEZ PERCE FREE BANDS CONTINUE TO BE INCARCERATED

(General Oliver Otis Howard's promise to return the Nez Perce Free Bands to Idaho was not kept
Chief Joseph and those non-treaty Indians who surrendered
were taken by horseback and Missouri riverboat to Fort Leavenworth, Kansas
to be imprisoned for the winter in a squalid camp
malaria made more than half of them sick -- twenty or thirty natives died
meanwhile many Nez Perce tribesmen who had fled to Canada were drifting back home)
U.S. Army released the Nez Perce natives from Fort Leavenworth to the Indian Bureau -- July 1878
for next seven years the Nez Perce Free Bands were situated in Indian Territory (Oklahoma)
there the change of climate and malaria caused illness which decimated the people
disease and accidents reduced their numbers from 418 Nez Perce to approximately 280

Yellow Wolf stated, “...the climate killed many of us. All the newborn babies died, and many of the old people, too.... We were always lonely for our old-time homes.... No mountains, no springs, no clear running rivers. Thoughts came of the Wallowa where I grew up.... Of tepees along the bending river.... From the mountain forests, voices seemed calling. I felt as dreaming. Not my living self.”⁴⁰⁰

SIR JOHN A. MACDONALD BECOMES PRIME MINISTER OF CANADA FOR A SECOND TIME

Disgraced Canadian Prime Minister John A. Macdonald who had accepted bribes from the winner of the contract to build a railroad across Canada was returned to power -- October 16, 1878
his Conservative government replaced Liberal Party Prime Minister Alexander Mackenzie by the time Macdonald was returned to power the massive trans-Canada railroad building project was seriously behind schedule and in danger of stalling completely
Prime minister Macdonald quickly set out to build the trans-Canada railroad
Macdonald confirmed that Port Moody, British Columbia
would be the Western terminus of the Canadian railroad
he also announced the route would follow the Fraser and Thompson rivers in British Columbia
(Canadian government bonds were sold in London to finance the huge construction effort [1879])

VOTE ON THE PROPOSED CONSTITUTIONAL CONVENTION REPORT

Debate in Washington Territory over accepting a proposed state constitution
centered on the railroad companies -- this became the decisive issue in the campaign
most of the state newspapers favored the constitution
counties that had not been chosen by the Northern Pacific Railway for its route
voted against the constitution
locales along the right-of-way, where the Northern Pacific had its greatest influence,
also voted against the constitution because of proposed controls on local businesses
Population of approximately 75,000 settlers lived in Washington Territory
when the vote was taken -- November 5, 1878
proposed Constitution was accepted by voters by a two-to-one margin
ballot results: 6462 “for” -- 3231 “against”
articles proposed by Suffragette Abigail Scott Duniway supporting women’s right to vote
and the local option for prohibition of the sale of alcohol were rejected by (male) voters
Proposed Constitution was submitted to Congress by Territorial Delegate Thomas H. Brents
immediately after he was seated
Congress did not even vote the matter out of the Committee on Territories
as Washington Territory was primarily Republican
Democrats maintained control of the U.S. House of Representatives

NEW WASHINGTON TERRITORIAL DELEGATE TO CONGRESS IS ELECTED

Congressional Delegate Thomas H. Brents, Republican, was elected -- November 5, 1878
he replaced Republican Washington Territorial Delegate Orange Jacobs

⁴⁰⁰ *National Geographic*, March, 1977, P. 421.

Thomas Brents had served in the Oregon State House of Representatives
he became an attorney and moved to Walla Walla where he served as the city attorney
Delegate to Congress Brents served in office of Territorial Delegate for five years [1879-1885]
Thomas Brents died in Walla Walla, Washington [October 23, 1916]

ANTOINETTE JOSEPHINE BAKER HUNTINGTON IS ELECTED SCHOOL SUPERINTENDENT

(Asa Mercer recruited Antoinette Josephine Baker as one of his first group of Mercer Girls [1864]
at age twenty-five she traveled to Seattle to teach at the Washington Territorial University
at the end of the school term she met U.S. Marshall William Huntington
Antoinette was hired by U.S. Marshall Huntington to take up teaching
in Monticello, Washington Territory [today's Longview --1864]
teaching in Monticello Antoinette met Edwin Huntington, William Huntington's older brother
they were married on [February 21, 1865] in Monticello and had four children
Antoinette and Edwin and their family moved to a farm at Castle Rock, Washington Territory
where she organized the community's first school [1876]
she taught classes in the front room of her home until [1883]
when Castle Rock's first school building was built)
Antoinette Josephine Baker Huntington was elected the first woman
to serve as School Superintendent of Cowlitz County -- November 5, 1878 [re-elected 188])
Antoinette died [June 15, 1916]

GENERAL OLIVER OTIS HOWARD SENDS TROOPS TO YAKIMA CITY

Detainment of Chief Moses by Yakima Indian Agent James H. Wilbur was reported to
Commander of the Department of the Columbia General Oliver Otis Howard -- December 1878
General Howard did not have a feeling of alarm regarding the Yakima situation
Howard had conducted too drastic a campaign against the Nez Perce Indians [1877]
to be too upset by the murders of two lone settlers
this attitude did not appease the citizens of the Yakima Valley
General Howard sent troops under Lieutenant E.B. Rheem to Yakima City to observe the situation
Lieutenant Rheem joined Yakima Indian Agent James H. Wilbur in sending a message to Howard
that troops were no longer necessary as the disturbance had subsided

GENERAL OLIVER OTIS HOWARD COMPOSES A LETTER TO CHIEF MOSES

Chief Moses was at Fort Simcoe as a guest of Yakima Indian Agent at Fort Simcoe James H. Wilbur
when he received a letter from General Howard -- January 1879
Howard informed the chief that Portland *Oregonian* reporter Frank C. Middleton
had been very supportive of the chief and the plight of his people
Howard noted he had sent a request to Washington, D.C. for a new reservation
for Moses and his people
in reply, government officials thought it better for Moses to move to the Yakima Reservation
however, in his letter to Moses Howard noted President Rutherford B. Hayes
had not rejected the idea of a new reservation

Howard concluded: **“Bear your suffering with patience. I hope there are brighter days in store for you and your people.”**⁴⁰¹

CHIEF JOSEPH TRAVELS TO WASHINGTON, D.C.

Exiled to Indian Territory (Oklahoma) after defeat in the Bear Paw Mountains of Montana [1877]

Joseph, after months of struggle and enduring the sad task of watching his people suffer, was determined to tell government officials the fate of his Nez Perce Wallowa Band after considerable difficulty with corrupt and vicious Indian Agent Hiram Jones

Chief Joseph was invited to Washington, D.C. with Chief Yellow Bull and interpreter Arthur Chapman -- January 1879

Chief Joseph attended various meetings with congressmen

and spoke with Commissioner of Indian Affairs Ezra Hayt, Secretary of the Interior Carl Schurz and President Rutherford B. Hayes

Joseph’s plea was always to move his people from Indian Territory where they suffered

Chief Joseph was invited to speak at Lincoln Hall to an audience of 800 diplomats, senators, congressmen and Indian rights activists -- January 14, 1879

in his speech Joseph said, in part: [On his deathbed my father said:] **“My son, never forget my dying words. This country holds your fathers’ body. Never sell the bones of your father and mother.”** I pressed my father’s hand and told him that I would protect his grave with my life. My father smiled and passed away to the spirit land.

I buried him in that beautiful valley of winding waters. I loved that land more than all the rest of the world. A man who would not love his father’s grave is worse than a wild animal....

I cannot understand how the Government sends a man out to fight us, as it did General Miles, and then breaks his word. Such a government has something wrong about it.... It makes my heart sick when I remember all the good words and all the broken promises. There has been too much talking by men who had no right to talk. Too many misrepresentations have been made, too many misunderstandings have come up between the white men about the Indians. If the white man wants to live in peace with the Indian he can live in peace. There need be no trouble. Treat all men alike. All men were made by the Great Spirit Chief. They are all bothers.

“The earth is the mother of all people, and all people should have equal rights upon it. You might as well expect the rivers to run backward as that any man who was born free should be contented penned up and denied liberty to go where he pleases. If you tie a horse to a stake, do you expect he will grow fat? If you pen an Indian on a small spot of earth, and compel him to stay there, he will not be contented nor will he grow and prosper....

“Whenever the white man treats the Indian as they treat each other, then we shall have no more wars. We shall be all alike--brothers of one father and one mother, with the sky above us and one country around us, and one government for all. Then the Great Spirit Chief who rules above will smile upon this land, send rain to wash out the bloody spots made by brothers’ hands upon the face of the earth. For this time the Indian race are waiting and praying. I hope that no more groans of

⁴⁰¹ Howard to Moses, January 7, 1879.

wounded men and women will ever go to the ear of the Great Spirit Chief above, and that all people may be one people....”⁴⁰²

With this publicity Joseph became the popular symbol among non-Indians for Nez Perce heroism (for the remainder of his life, Joseph tried unsuccessfully to convince federal authorities that he and others from his tribe should regain a place in the Wallowa Valley) he dictated his own account of the Nez Perce War, hoping to draw sympathy and support from those in power but the government did not move quickly on his appeals western senators and congressmen were not about to lend aid to the Indians with the possibility of losing their constituents ‘support and all they had created since the U.S. Government had started its war of armed pacification)

CONSTRUCTION BEGINS ON CANADIAN PEMBINA BRANCH LINE

Canadian government began construction of a branch line of their Canadian Pacific Railroad -- January 14, 1879
Pembina Branch ran from Winnipeg, Manitoba south to Emerson, Manitoba on the Canadian border

FUTURE OF CHIEF MOSES BECOMES AN EXPLOSIVE SITUATION

Paiutes, friendly and hostile, and a few Shoshone prisoners from Oregon were moved to the Yakima Reservation -- February 2, 1879
Chief Moses had a long-standing feud with the Shoshone Indians but regardless, fears arose that Moses might join with his former enemies and Bannock renegades against the whites
Commander of the Division of the Pacific General Irvin McDowell stationed in San Francisco sent a message to the War Department noting that placing Chief Moses on the Yakima Reservation would mean potential war against the whites
General McDowell’s communications were passed to Commissioner of Indian Affairs Ezra Hayt who passed them on to Interior Secretary Carl Schurz

CHIEF MOSES IS CALLED TO WASHINGTON, D.C.

Moses, chief of the Sinkiuse-Columbia Tribe, was ordered to Washington. D.C. for a conference by Commissioner of Indian Affairs Ezra Hayt -- February 18, 1879
this order was communicated to Yakima Indian Agent James H. Wilbur
Moses was not to be arrested -- he was to be allowed to return to his people and make preparations for his journey to the nation’s capital
Moses feared this was simply a ploy to remove him from his people and force his tribe to Indian Territory (Oklahoma) like Chief Joseph and his Nez Perce
Yakima Indian Agent James H. Wilbur stilled hope Chief Moses could be convinced to move to the Yakima Reservation with his people and made this proposal to the chief
Moses was agreeable but stated he needed to talk with his followers before making a decision
Wilbur agreed to give Moses his freedom for a month to hold a council and report back

⁴⁰² *National Geographic*, March, 1977, P. 421. Note: See Appendix for Joseph’s speech as printed in the literary magazine *North American Review* April 1879.

CHIEF MOSES RETURNS TO HIS PEOPLE TO DECIDE ON THEIR FUTURE ACTIONS

Chief Moses rode away from Fort Simcoe after promising Yakima Indian Agent James H. Wilbur that he would return in a month with a decision to either move to the Yakima Reservation or decide to travel to Washington, D.C. to meet with official regarding the future of his tribe
Chief Moses met in council with his people who decided their chief should go to Washington, D.C. and attempt to get a reservation of their own

CHIEF MOSES IS AGAIN ARRESTED

Interracial peace in the Yakima Valley was on very shaky ground
it was not known what Chief Moses and his followers would decide
it also was not known when or if war-minded Yakima Valley settlers might strike
Many of the citizens of Yakima City and the surrounding region were furious when they learned Chief Moses had been set free
One of the killers of newlyweds Lorenzo and Blanche Perkins had been captured
he had stated that Chief Moses had promised to protect the killers
another killer then in jail said Chief Moses was aware of their intent and did nothing to stop it

CHIEF MOSES IS DUE TO RETURN TO FORT SIMCOE

Chief Moses made his way toward Fort Simcoe after holding a council with his people
Indian Agent James Wilbur set out for the Yakima ferry their agreed-upon meeting place
When Agent Wilbur arrived at the ferry -- March 11, 1879
Yakima County Sheriff F.D. Schnebly and a posse was guarding every crossing
up and down the Columbia River for twenty miles
they were determined to take Moses dead or alive
unable to accomplish anything, Agent Wilbur returned to Yakima City
Chief Moses was brought in by the sheriff the next morning
When Chief Moses appeared in court, Yakima Indian Agent James H. Wilbur posted bail

ARRANGEMENTS ARE MADE FOR CHIEF MOSES TO GO TO WASHINGTON, D.C.

Interior Secretary Carl Schurz was aware of Chief Moses' reluctance to go to Washington, D.C. and of the various pressures to keep him in Washington Territory
Secretary Schurz telegraphed Territorial Governor Elisha P. Ferry to urge Moses to make the trip
Governor Ferry knew of Moses' faith in General Oliver Otis Howard
Ferry invited Howard to accompany him up the Columbia River to Walla Walla
where other members of the Washington, D.C.-bound party would gather
Governor Ferry and General Howard arrived in Walla Walla -- March 13, 1879

CHIEF MOSES BEGINS THE JOURNEY TO WASHINGTON, D.C.

Moses, his nephew Chillileetsah and interpreter Abe Lincoln
set out from Fort Simcoe -- March 17, 1879
they met Governor Elisha P. Ferry and General Oliver Otis Howard
aboard the sternwheeler *Annie Faxon*
also on board were chief Homily of the Walla Wallas, and Hiachenie, a Cayuse chief

(Without complications, the delegation of Indian chiefs reached Washington, D.C.)

WASHINGTON TERRITORY PROPOSES A STATE CONSTITUTION IN CONGRESS

Walla Walla Constitutional Convention's proposed State Constitution as passed by the voters [November 1878] was submitted to Congress by Territorial Delegate to Congress Thomas H. Brents immediately after he was seated in the House of Representatives -- March 1879

Washington's proposed Constitution was not approved -- Congress failed to act national politics was the most important factor for the protracted delay of admission to the Union Washington Territory was primarily Republican Democrats continued to hold a small majority in the U.S. House of Representatives they had been forced to award the presidency to Republican Rutherford B. Hayes [1877] they were not willing to give more potential Congressional votes to the Republicans

GENERAL OLIVER OTIS HOWARD RESPONDS TO THE ONGOING INDIAN SITUATION

General Howard's Fort Vancouver was renamed Vancouver Barracks -- April 5, 1879 at his post General Howard grew increasingly concerned that hot-headed white settlers would implement their own version of justice if non-treaty Nez Perce reappeared in Idaho even though Howard himself had promised their return to Lapwai Howard justified this breaking of his word with the argument that Joseph had violated the surrender terms by permitting so many Nez Perce to escape General of the Army William Tecumseh Sherman refused to consider

sending the Nez Perce prisoners west from Indian Territory (Oklahoma) although he admitted: **"The Indians throughout [the war] displayed a courage and skill that elicited universal praise; they abstained from scalping; let captive women go free; did not commit indiscriminate murders of peaceful families; and fought with almost scientific skill, using advance and rear guards, skirmish lines and field fortifications."**⁴⁰³

CHIEF JOSEPH'S VERSION OF THE ESCAPE TOWARD CANADA IS PRINTED

In April 1879, Chief Joseph published "An Indian's View of Indian Affairs" in the literary magazine *North American Review*: [On his deathbed my father said:] **"My son, never forget my dying words. This country holds your fathers' body. Never sell the bones of your father and mother." I pressed my father's hand and told him that I would protect his grave with my life. My father smiled and passed away to the spirit land.**

I buried him in that beautiful valley of winding waters. I loved that land more than all the rest of the world. A man who would not love his father's grave is worse than a wild animal...

I cannot understand how the Government sends a man out to fight us, as it did General Miles, and then breaks his word. Such a government has something wrong about it.... It makes my heart sick when I remember all the good words and all the broken promises. There has been too much talking by men who had no right to talk. Too many misrepresentations have been made, too many misunderstandings have come up between the white men about the Indians. If the white man wants

⁴⁰³ Bruce A. Wilson, "From Where the Sun Now Stands," *The Omak Chronicle*, 1960.

to live in peace with the Indian he can live in peace. There need be no trouble. Treat all men alike. All men were made by the Great Spirit Chief. They are all bothers.

“The earth is the mother of all people, and all people should have equal rights upon it. You might as well expect the rivers to run backward as that any man who was born free should be contented penned up and denied liberty to go where he pleases. If you tie a horse to a stake, do you expect he will grow fat? If you pen an Indian on a small spot of earth, and compel him to stay there, he will not be contented nor will he grow and prosper....

“Whenever the white man treats the Indian as they treat each other, then we shall have no more wars. We shall be all alike--brothers of one father and one mother, with the sky above us and one country around us, and one government for all. Then the Great Spirit Chief who rules above will smile upon this land, send rain to wash out the bloody spots made by brothers’ hands upon the face of the earth. For this time the Indian race are waiting and praying. I hope that no more groans of wounded men and women will ever go to the ear of the Great Spirit Chief above, and that all people may be one people....”⁴⁰⁴

CHIEF MOSES IS GRANTED A RESERVATION FOR HIS PEOPLE

While in Washington, D.C., Chief Moses participated in several conferences regarding the plight of his people in Washington Territory
Columbia Reservation was set aside by Presidential Executive Order of Rutherford B. Hayes for Chief Moses and his people, the Sinkiuse-Columbia Tribe, and Chelan, Entiat and Wenatchi Indians -- April 19, 1879
Columbia Reservation, sometimes called the Moses Reservation, abutted the Colville Reservation on the west and together encompassed all (of present-day Okanogan County)
Moses agreed to give up their former Columbia Basin reservation which was then opened for homesteading
further, it was ordered that Chief Moses and his party be forwarded to their new reservation without arrest or further interference

SALMON TRAPPING INDUSTRY BEGINS ON THE COLUMBIA RIVER

Columbia River fishing for thousands of years had employed Indian spearing techniques and gill netting to catch salmon returning to the river to spawn
gill netting operations had expanded to include nets stretched between canoes and even using draft horses to draw huge nets through the Columbia’s waters gathering salmon that were pulled up on the shore
Oliver P. Graham constructed a fish trap in Baker Bay on the Columbia River -- April 1879
he had seen such a fish trap on the Great Lakes -- (Graham’s trap proved to be very successful)

JIM HILL’S ST. PAUL AND PACIFIC RAILROAD LINE RESTRUCTURES

Jim Hill and his three partners, Norman Kittson, Donald Smith, George Stephen restructured the bankrupt St. Paul and Pacific Railroad
St. Paul, Minneapolis and Manitoba Railroad was organized -- May 1879

⁴⁰⁴ *North American Review*, Vol. 128, Issue 269, pp. 412-434. NOTE: For the full text of Chief Joseph’s speech as reported in that literary magazine see Appendix.

Jim Hill became the St. Paul, Minneapolis and Manitoba Railroad Company president
Hill focused his attention on the Manitoba, Canada portion of his railroad route
but also assisted in organizing the Canadian Pacific Railroad
(within five years the St. Paul, Minneapolis and Manitoba Railroad's mileage doubled,
net earnings trebled, and equipment quadrupled)

GRAIN HAULING ON THE COLUMBIA RIVER IS VASTLY IMPROVED

Long wooden pipes were laid from the Eastern Washington plateau tops
to the steamboat docks at Wallula -- 1879
wheat was dumped down the pipes in golden tides
once at the docks the wheat had to be sacked -- an additional expense
sometimes there were no boats to carry the golden harvest down the Columbia River
at best, the grain had to be shifted from boat to train and back again to a boat
at both of the Columba Gorge portage railroads sites
Also, wheat harvest season coincided with the low water of autumn
Oregon Steam Navigation Company's flat-bottomed stern-wheelers often hung up on sand bars
and sometimes the river froze while the grain was still on the docks
In spite of these handicaps, the wheat was of such high quality that at Portland
it could be transferred to sailing vessels and sent around Cape Horn to Liverpool, England
where it could compete successfully with grain from anywhere in the world
(wheat trade, which began with a single vessel [1867],
attracted eighty-one tall, four-masted windjammers [1880]
this was respectable but the figure was far below California's record)

OREGON STEAM NAVIGATION COMPANY HAS BEEN VERY SUCCESSFUL

In less than nineteen years the Oregon Steam Navigation Company (OSN)
had spent \$3 million in developing its businesses and had paid investors \$2.5 million in returns
In addition to steamboats and property, the OSN listed as its railroad assets:

- 1) Cascade Portage Railroad, Washington Territory
six miles of roadbed and track, along with sidings, turntables, shops, etc.,
three locomotives, three passenger cars and thirty-five box cars -- all valued at \$300,000
- 2) Oregon Portage Railroad, Oregon State
five miles of grading and trestle, seven miles of telegraph line,
miscellaneous other equipment with a total worth of \$75,000
- 3) The Dalles and Celilo Railroad
fourteen and a half miles of roadbed, track and sidings, turntables,
three locomotives, twenty-seven box cars, nineteen flatcars,
two passenger cars, etc., valued at \$700,000
- 4) Walla Walla and Columbia River (Rawhide) Railway
with new steel rails added and valued at \$600,000
- 5) miscellaneous equipment necessary for rail operations,
such as 250 miles of telegraph line between Walla Walla and Portland
valued at \$25,000 and machine shops and equipment worth \$15,000

But it was obvious that the necessity to re-handle freight at the Columbia River portages

would prohibit steam boats from competing with the railroads in the future

OREGON STEAM NAVIGATION COMPANY LEARNS THEY HAVE COMPETITION

Captain John C. Ainsworth, president of the Oregon Steam Navigation Company, learned that Henry Villard had purchased 125 miles of railroad iron to be used in constructing track from Wallula, Washington Territory to Celilo, Oregon to eliminate that Upper Columbia River steamboat link (this work that would eventually be part of the transcontinental route linking Portland with the Midwest)

HENRY VILLARD FACES COMPETITION FROM EASTERN FINANCIER JAY GOULD

Henry Villard was President of the Oregon and California Railroad and the representative of European investors his arch rival was Jay Gould the owner of the Union Pacific transcontinental railroad Union Pacific Railroad President Jay Gould was involved in the manipulation of his competitors Gould deviously suggested that if Villard built a railroad through the Columbia Gorge Union Pacific might lease Villard's tracks as its mainline outlet to the sea rather than continue to use Collis Huntington's Central Pacific Railroad tracks Villard agreed to acquire the portage railroad tracks beside the Columbia Gorge and use the route for a new railroad

OREGON STEAM NAVIGATION COMPANY LEARNS THEY HAVE COMPETITION

Henry Villard, President of the Oregon and California Railroad, and representative of European investors was interested in buying the Columbia River portages owned by the Oregon Steam Navigation Company Captain John C. Ainsworth, president of the Oregon Steam Navigation Company, learned that Henry Villard had purchased 125 miles of railroad iron to be used in constructing track from Wallula, Washington Territory to Celilo, Oregon to eliminate that portion of the Upper Columbia River steamboat link (this proposed route would eventually be part of the transcontinental route linking Portland with the Midwest)

OREGON STEAM NAVIGATION (OSN) COMPANY IS SOLD TO HENRY VILLARD

Henry Villard proposed to buy all of the holdings of the Oregon Steam Navigation Company Captain John C. Ainsworth, OSN president, asked \$5 million half in cash and the remainder in stocks and bonds Villard completed the deal at \$5 million within the hour -- May 23, 1879 Henry Villard had also purchased the transportation companies owned by OSN:

- three portage railroads on the Columbia River for \$321,132:
 - Cascade Portage Railroad operated on the Washington side of The Cascades,
 - Oregon Portage Railroad operated on the Oregon side of The Cascades
 - Dalles and Celilo Railroad around Celilo Falls on the Oregon side of the Columbia River
- Dr. Dorsey Syng Baker's Walla Walla & Columbia River Railroad (Rawhide Railroad) from Walla Walla to Wallula Gap was purchased

along with miscellaneous equipment necessary held in surplus
by the Oregon Steam Navigation Company
Walla Walla & Columbia River Railroad track was changed from narrow to standard gauge
Henry Villard had secured complete control of the steamboats and portage railways
these acquisitions gave Villard a profitable business and united him with Oregon capitalists
he also could present an option to lease the Columbia Gorge portage railroads
to Union Pacific President Jay Gould as agreed

NORTHERN PACIFIC RAILWAY REORGANIZES

Vermont attorney Frederick Billings replaced Charles Wright
as the president of the Northern Pacific Railway -- May 24, 1879
Billings immediately implemented a program of reorganization
an improving U.S. economy and increased bond sales allowed construction to begin again
100 miles of track was laid west of the Missouri River
Billings proposed a route from Puget Sound through Washington Territory
this proposal was sent to the Interior Department for approval
once the route was accepted various land grant resources were sold to raise construction funds
Frederick Billings vigorously resisted Congressional efforts to withdraw federal land grants
Washington Territory Delegate to Congress Thomas H. Brents and Oregon U.S. representatives
introduced one proposal after another that Northern Pacific Railway forfeit their land grants
because the company had failed to live up to its construction contracts
they believed the reclaimed acreage should be parceled out to local companies
that would guarantee railroad construction in their respective areas
Billings' ally in Congress, Senator Windom of Minnesota, beat down proposal after proposal

HENRY VILLARD FINDS HE HAS BEEN OUTMANUEVERED

Henry Villard, now the president of the Oregon and California Railroad
and the Oregon Steam Navigation Company had acquired the rights
to the Columbia River Gorge portage railroads
that Union Pacific Railroad President Jay Gould suggested he would lease
However, when Villard got back to New York with an option to lease out the portage railroad routes
financier Jay Gould's pursuit of bigger game had driven him out of the Union Pacific Railroad
and into an even bigger scheme -- building a system of railroads in the Midwest
Collis Huntington, President of the Central Pacific Railroad from San Francisco
and the new director of the Union Pacific Railroad did not approve of the plan
to circumvent his railroad -- he backpedaled on the Columbia Gorge portage proposal
Henry Villard was left holding his useless options to lease the Columbia Gorge portage railroad lines

VILLARD MERGES HIS COMPANIES INTO THE OREGON STEAM NAVIGATION COMPANY

Henry Villard was the president of the Oregon Steam Navigation Company (OSN)
Richard Koehler, Villard's associate, became vice-president of OSN
other associates T.R. Cornelius, A.G. Cunningham and G.W. Weidler
assumed prominent positions
Villard and his associates merged the finances of his two companies -- June 13, 1879

Oregon and California Railroad Company became part of Oregon Steam Navigation Company
Villard's Oregon Steam Navigation Company owned three Columbia River portages:

- the six-mile-long Cascades Railroad on Washington's side of the Columbia River
(this was the old Bradford portage line) at The Cascades;
- the four-mile-long Oregon Portage Railroad at The Cascades with its bridges
and trestles on Oregon side of the Columbia;
- The Dalles-Celilo Portage Railroad which was 13.8 miles long

Oregon Steam Navigation Company (OSN) now had a monopoly on shipping
in Washington Territory and Oregon State

OREGON STEAM NAVIGATION COMPANY (OSN) IS SOLD

Henry Villard sold his Oregon Steam Navigation Company (OSN) to his new company,
the Oregon Railway and Navigation Company (OR&N) -- July 1, 1879

Ownership of the new corporation gave Henry Villard a heady feeling

Villard was taken by dreams of a transcontinental railroad of his own

he also lavishly entertained hundreds of guests at gala parties

(and spent huge sums trying unsuccessfully to be elected to the U.S. Senate)

Ample fuel for his transportation companies had become important to Henry Villard

he came to Seattle to look over the coal mines of the Seattle and Walla Walla Railroad

without further ado he purchased the mines

along with two ships for transporting the coal to Portland

(a little later he would buy the Seattle and Walla Walla Railroad as well)

OR&N might even mature into Villard's transcontinental dreams by invading Utah or Wyoming

and forcing its own junction with the transcontinental Union Pacific Railroad

or it could cross Idaho to link with the Utah & Northern Railroad

which was building north from Salt Lake City toward the flourishing copper mines

of Butte, Montana Territory

LOCAL SETTLERS ARE ALARMED BY THE CREATION OF THE COLUMBIA RESERVATION

Newly-created Columbia Indian Reservation (Moses Reservation) had nearly the same boundaries
as the Okanogan and Similkameen Mining District [created in 1860]

white settlers, ranchers and miners held a meeting near Lake Osoyoos -- July 9, 1879

they drew up resolutions opposing the creation of the reservation

they also asked the federal government to appraise the value of their properties

for compensation if the reservation did, in fact, go ahead

Interior Secretary Carl Schurz, embarrassed he was not aware of the Similkameen Mining District,
turned the matter over to the Bureau of Indian Affairs

with instructions that the white settlers would suffer no harm

Administration of the Columbia Reservation (Moses Reservation) became a political football

Chief Moses had shown little respect for the Bureau of Indian Affairs

he had a higher regard for the army

thus the army was given the job of administering the reservation

(soldiers eventually would set up a camp at the southern end of Lake Chelan)

Chief Moses complained to the military officials about the settlers on his reservation

he had been promised that white settlers would be kept off his land

MOSES, LEADER OF THE SINKIUSE-COLUMBIA TRIBE, FACES SUSPICIOUS SETTLERS

More than a year after the death of popular newlyweds Lorenzo and Blanche Perkins
at the hands of renegade Bannock and Paiute Indians
Yakima City inhabitants still had not recovered
Three months after returning from Washington, D.C.
Chief Moses now living peacefully on the Yakima Reservation,
remained under suspicion that he had been somehow involved in the Perkins' deaths
again was seized by local authorities -- but he was released for lack of evidence
When news of the chief's arrest reached Washington, D.C., the Secretary of War, Attorney General,
the Secretary of the Interior and acting Commissioner of Indian Affairs all became concerned
but they decided the case fell under the jurisdiction of the territorial courts
Chief Moses was scheduled for a hearing in Yakima City
where plans were being laid for his execution

NORTHERN PACIFIC RAILWAY BEGINS HUGE CONSTRUCTION PROJECTS

Frederick Billings' Northern Pacific Railway (NPRY) focused on a desolate patch
of sand and sagebrush where the Snake River entered the Columbia River
here only rough wagon roads existed
but it was accessible to steamboats traveling up the Columbia River
here the NPRY proposed to start building a railroad line northeast to Spokane Falls
this site was more than 200 miles from any supply depot
and in the first 120 miles of the route was almost entirely uninhabited
NPRY was ready to assemble lumber, ties, great numbers of horses, wagons, railroad workers,
well diggers, iron for rails, railroad cars, one or more locomotives, sawmill machinery
and all other essentials for a project that would alter Northwest history in a major way
In addition to building northeast and east to an eventual linkup with construction forces in Montana,
NPRY would connect with Henry Villard's Oregon Railway and Navigation Company at Wallula
OR&N also was going into action and would build down the Columbia toward Portland
Plans also were under way to build a line across the Blue Mountains
to link up with the new OR&N track on the river at Umatilla, Oregon

TOWN OF AINSWORTH IS FOUNDED IN WASHINGTON TERRITORY

Captain John C. Ainsworth, a Portland resident born in Ohio [in 1822],
had been active in steamboat transportation on the Willamette and Columbia rivers
he had been president of the Oregon Steam Navigation Company
he also was involved in construction of the Northern Pacific Railway line north of Kalama
Wallula became the staging area for the construction of the town of Ainsworth (today's Pasco)
passenger coach service to Ainsworth set out every morning from Wallula and returned evenings
Silas R. Smith owned a large ferryboat and charged \$4 for a two-horse team
and 50 cents per person to cross the Snake River
Surveyors busily laid out the new community
this effort reminded observers of a mining camp because the workers lived in tents

it was reported in the *Vancouver Independent* that the town of Ainsworth
had been laid out at the mouth of the Snake River
where machinery for a sawmill had been delivered – July 17, 1879

RAILROAD RIVALRY BETWEEN JIM HILL AND JAY GOULD BEGINS

Jim Hill knew his railroad would remain a small, regional line unless he built to the Northwest
or he acquired the Northern Pacific Railway

Jim Hill's arch rival was Jay Gould -- former owner of the Union Pacific transcontinental railroad
Gould was now focused on building a system of railroads in the Midwest

in addition to his personal fortune, Gould had the support of powerful Congressmen
or at least the support of those members of congress whose campaigns he financed

Gould did not want another transcontinental line cutting into his shipping rates

Jim Hill envisioned a second northern transcontinental railroad to Puget Sound

but he needed to have a law passed through Congress to allow him to extend his shortline railroad
across Indian land -- Jay Gould blocked the effort

Hill confronted Gould

he told the millionaire that if the needed law did not pass he would stay in Washington, D.C.
until every one of Gould's crooked politicians was exposed and removed from office
because of the threat, or because of public opinion, Gould allowed the law to pass

Jim Hill's St. Paul and Pacific Railroad in Minnesota began to build toward Puget Sound

Hill bought many shortline railroads and spiked them together with new tracks
he did not receive any federal money or land grants

however, he did receive land grants from the shortline railroads he absorbed along the route

Hill made a strong effort to develop markets and customers along his route

LOGS ARE DELIVERED TO THE AINSWORTH SAWMILL

Jack Carrolton was placed in charge of a huge log raft

to be taken down the Clearwater River in Idaho Territory

to Ainsworth at the mouth of the Snake River on the Columbia River

his contract was for a million feet of timber to be delivered by late August 1879

At the Ainsworth sawmill Silas R. Smith began sawing the Clearwater logs
and additional logs from the Yakima River into lumber

TENSIONS RISE ONCE AGAIN IN YAKIMA CITY

Four of the killers of newlyweds Lorenzo and Blanche Perkins escaped from the Yakima City jail
for a second time -- September 22, 1879

Five days later Yakima County sheriff's deputies killed one of the escapees

two others were captured and taken back to Yakima City but a fourth killer remained at large

NORTHERN PACIFIC RAILWAY WORKERS BEGIN WORK AT AINSWORTH

Wallula at the western end of the Walla Walla and Columbia River Railroad
was the closest town to Ainsworth

Wallula had been a stopping place for steamboats on the Columbia River since [1861]

Wallula became the scene of a great celebration – September 30, 1879

when a crowd cheered and shouted as a steamboat pulled away from the river bank
with laborers and mechanics going to Ainsworth
H.M. McCartney, assistant general superintendent of the Northern Pacific Railway,
led the workers going to Ainsworth
Ainsworth, became a thriving town because of the sawmill needed to make railway ties
and other railroad facilities
hundreds of Chinese gathered at Wallula to begin constructing the railroad line
to be constructed from there to Ainsworth
half of the 700 men who worked at the sawmill were Chinese

WORK BEGINS ON THE NORTHERN PACIFIC'S TRACK TO SPOKANE FALLS

Northern Pacific Railway workers began grading the route from Ainsworth to Spokane Falls
General John W. Sprague, Northern Pacific Railway Superintendent for the West Coast
with headquarters in Tacoma turned the first shovel of dirt himself – October 2, 1879
five hundred white and Chinese workers, with teams of animals and other necessities,
moved across the treeless terrain preparing the selected route for railroad ties
(the line would eventually extend from the mouth of the Snake River
216 miles north to Lake Pend Oreille and became known as the Pend Oreille Division)
Prospective settlers sought out the best wheat growing land as far as (today's Spokane)
more than one thousand acres of future farmland was settled – October 1879
however, due to bad weather and other problems construction mostly stopped
with only sixteen miles of track and forty-seven miles of grade work done

CHIEF MOSES FACES A GRAND JURY

A grand jury met in Yakima City to consider criminal charges against Chief Moses -- October 6, 1879
escape of four of the accused killers of newlyweds Lorenzo and Blanche Perkins
added to the drama generated by Chief Moses' hearing
Nine months after first being shackled in Yakima City, Moses rode into town to face a grand jury
more than sixty hostile witnesses accused the chief of criminal participation in the murders
Yakima Indian Agent James H. Wilbur was in attendance but did not testify
Chief Moses was faced with the fact that his fate was in the hands of the members of the grand jury
his friends in the military, the members of the president's cabinet
and even the president whose hand he had shaken could not help him if he was indicted
After eleven days of testimony the grand jury found the case against Chief Moses was not proven
all charges were dropped and the chief was free to go -- October 17
(today Chief Moses is remembered by residents where he lived
Moses Lake, Moses Coulee, the city of Moses Lake and one of its middle schools
are all named in his honor)

THOMAS ALVA EDISON INVENTS THE ELECTRIC LIGHT BULB

Thomas Edison discovered a thread of carbonized cotton
would burn for forty-five hours without overheating -- October 19-21, 1879
he proceeded to test over 6,000 other possible vegetable fibers to find something better
he finally settled on carbonized bamboo which lasted for 1,000 hours

(nine years later tungsten will replace carbonized bamboo)

FATE OF THE REMAINING PERKINS' MURDERERS IS SEALED

Fifteen months after the [July 9, 1878] murders of newlyweds Lorenzo and Blanche Perkins five accused murders were convicted and sentenced to hang
one committed suicide
remaining four were held in Yakima City but they escaped and were recaptured
the four once again escaped by hitting their jailer over the head with a stone-filled moccasin rendering him unconscious
during the second escape one of the men was wounded by sheriff's deputies and later died
two others were captured -- but one killer remained at large
both captured Indians were hanged
(Blanche Bunting Perkins' brother Bob Bunting and James Taggart
hunted down and killed the last accused murderer about two years later)

SPOKANE COUNTY IS CREATED BY THE WASHINGTON TERRITORIAL LEGISLATURE

(Spokane County was first created by the territorial legislature [January 29, 1858]
Spokane County was annexed to Stevens County by the Territorial Legislature [January 19, 1864]
Stevens County remained the name in honor of Territorial Governor Isaac Ingalls Stevens)
James N. Glover the "Father of Spokane" had mounted a strong lobby effort
to again create Spokane County (in a smaller form than the original Spokane County)
his efforts were rewarded by the territorial legislature -- October 30, 1879
Spokane Falls was named as the temporary county seat of Spokane County
quickly a rivalry for the honor of county seat (and increased property values)
developed between Spokane Falls and Depot Springs (Cheney)
this quarrel between two small towns surpassed all other county contests
"in the display of rude and rugged frontier methods"⁴⁰⁵
Depot Springs's newspaper editor, L.E. Kellogg, publisher of the *Northwest Tribune*
became the propaganda master for his town
ream after ream of tracts were printed and distributed by fifteen riders he had hired
Daniel Drumheller of Spokane canvassed stockmen in the area for their opinion
when he returned he noted, with some exaggeration, **"even Indians are reading that paper"**⁴⁰⁶

Election to name the county seat resulted in confusion
during the dispute Depot Spring took the county records
(and remained the county seat for six years until Spokane was elected the position [1886])

UNITED STATES GOVERNMENT OPENS AN INDIAN BOARDING SCHOOL

It was felt that reservation day schools were not sufficiently removed from the influences of tribal life
federal government officials believed that boarding schools provided the best hope
of changing Indian children into members of the white society

⁴⁰⁵ Dryden, Cecil, *Washington State History*, P. 168.

⁴⁰⁶ Dryden, Cecil, *Washington State History*, P. 168.

boarding schools were established by well-intentioned eastern reformers
Herbert Welsh and Henry Pancoast who decided to use education as the tool
to **“assimilate” Indian tribes into the mainstream of the “American way of life”**⁴⁰⁷
Carlisle Indian Boarding School, the first off-reservation Indian boarding school,
was opened by Captain Richard Henry Pratt in Carlisle, Pennsylvania -- November 1, 1879
with an enrollment of 147 students -- youngest was six and the eldest twenty-five
but the majority were teenagers
Captain Pratt’s the philosophy was **“Kill the Indian, Save the Man”**⁴⁰⁸
all students were required to give up their own clothing and wear the provided school uniform
all girls wore the same or similar dresses and all boys wore the same pants and jackets

WATER PROVES TO BE A PROBLEM FOR THE NORTHERN PACIFIC RAILWAY CREWS

Providing water for 500 men and forty teams of animals scattered from nine to twenty-one miles
from Snake River proved to be a problem -- November 1879
some wells that were dug failed to produce water
water from a 127-foot well twenty-one miles northeast of Vancouver, Washington Territory
that was operated by a windlass was hauled by teams of animals to the construction site
between Ainsworth and Spokane Falls

LEGITIMATE THEATER BEGINS TO OPERATE IN WASHINGTON TERRITORY

Two buildings opened in Washington Territory -- 1879

- Seattle’s first theater, Squire’s Opera House, which seated 589 patrons
opened on the east side of Commercial Street (1st Avenue S)
between Washington and Main streets -- November 24, 1879
- Fagan’s Gaiety Theater in Walla Walla which could seat up to 500 people also opened -- 1879

TERRITORIAL GOVERNOR ELISHA P. FERRY GIVES HIS LAST ADDRESS TO LEGISLATORS

Governor Elisha P. Ferry complained that the passage of important laws
was generally deferred until the closing days of the legislative session
therefore, it was difficult if not impossible, for the governor to fairly consider these laws
before determining whether or not to give them his approval -- December 1879
he pointed out the preceding legislature had enacted ninety-six laws in the last twelve hours
Territorial law allowed the governor five days after adjournment
to determine whether or not he should give or withhold his approval of all of these acts
it was not possible to have these bills properly engrossed (updated with amendments),
in that short period of time and many bills came to him full of erasures and additions
sometimes making the exact effect and meaning very difficult to determine
when this happened one of two courses was open to him -- neither of which was desirable:
•one was to withhold his approval,

⁴⁰⁷ American Indian Relief Council, “History and Culture: Boarding Schools,”
http://www.nrcprograms.org/site/PageServer?pagename=airc_hist_boardingschools

⁴⁰⁸ American Indian Relief Council, “History and Culture: Boarding Schools,”
http://www.nrcprograms.org/site/PageServer?pagename=airc_hist_boardingschools

•other was to approve without a proper understanding
Governor Ferry explained he had generally followed the latter course
but he expressed the hope that the legislature would, so far as possible,
make it unnecessary for him to continue to do this
Governor Ferry also noted that delinquent taxes owed to the state by counties amounted to \$69,509.79
he insisted that legislation to enforce payment was imperatively necessary
as a result of this insistence the problem was finally resolved
(four years later [1883] Territorial Governor William A. Newell
reported the amount due from delinquent counties was less than \$7,000)

JIM HILL'S ST. PAUL, MINNEAPOLIS AND MANITOBA RAILROAD EXPANDS

Jim Hill connected his St. Paul, Minneapolis and Manitoba Railroad
with the Pembina Branch line linking St. Bonifacius, Minnesota
and Emerson, Manitoba on the US-Canadian border -- December 1879
Jim Hill now had access to the Canadian Pacific Railroad building across Canada
he also had access to the province of Ontario

OIL LANTERN LIGHTHOUSES ARE ADDED TO THE COAST OF PUGET SOUND

Point Wilson marked the west entrance into Puget Sound -- however fog commonly shrouded the area
(Captain J.W. Sheldon had donated a church bell to Port Townsends' St. Paul's Episcopal Church
on the condition the bell be rung on foggy days
several years later, a steamer used the sound of the bell as a guide into Port Townsend harbor
John Yates, an evangelist on board, was so touched
that he wrote the hymn, *The Harbor Bell*)
eventually, a light station was built at Point Wilson, two miles northwest of Port Townsend
this lighthouse marked the turning point from the Strait of Juan de Fuca into Admiralty Inlet
original light was a 46-foot frame tower rising from the light keeper's house
with a fog signal building nearby
this lighthouse began operation -- December 15, 1879
showing a fixed white light with a red flash every twenty seconds
that could be seen for thirteen miles

Point-No-Point, at the northern tip of the Kitsap Peninsula,
was named when Commander Charles Wilkes "drew near it and was disappointed"
Wilkes sardonically gave the name which stuck [1841]
need for a lighthouse at Point-No-Point became obvious
when the Bark *Iconium* was stranded [1869]
she was driven up on the beach in a thick fog -- but was successfully re-floated
construction was begun on the Point-No-Point Lighthouse -- December 1879
it was only twenty-seven feet high and also housed a fogbell
(Point-No-Point lighthouse went into service [February 1880]
John Maggs and his wife served as the first Point-No-Point lighthouse keeper)

NORTHERN PACIFIC RAILWAY CONSTRUCTS RAILROAD CARS IN TACOMA

One newspaper reported a Tacoma sawmill was producing lumber for 125 railroad cars

Northern Pacific Railway was constructing these cars in its Tacoma shops -- December 1879
they would be shipped up the Columbia River to Ainsworth
for the NPRY's Pend d'Oreille Division linking the Montana-Idaho border with Ainsworth

1880-1889

WASHINGTON TERRITORY CENSUS OF 1880

Washington Territory's population in 1880 was 75,116

more than triple the [1870] census of 23,955

60,000 residents were required to apply for statehood

More than half of the population lived in five counties:

- Walla-Walla: 8,716, increase of 3,416 (64.45 percent) above 1870 count of 5,300;
- Columbia: 7,103 (did not exist in [1870]);
- Whitman: 7,014 (did not exist in [1870]);
- King: 6,910, increase of 4,708 (226 percent) above 1870 count of 2,120;
- Clark: 5,490, increase of 2,408 (78.16 percent) above 1870 count of 3,081;
- Spokane: 4,262 (did not exist in [1870]);
- Klikitat (sic): 4,055, increase of 3,726 (1,132 percent) above [1870] count of 329;
- Pierce: 3,319, increase of 2,410 (171 percent) above [1870] count of 1,409;
- Thurston: 3,270, increase of 1,024 (45.59 percent) above 1[870] count of 2,246

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

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

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

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

Immigrants to Washington Territory had come primarily from five states:

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

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

- Great Britain and Ireland: 4,721;
- China: 3,160;
- British America (including Canada): 2,857
- German Empire: 2,198
- Sweden: 648

Two additional statistics were striking:

- Chinese residents increased by an astonishing 1,262 percent;

- Native Americans who were not living on reservations grew by well over 200 percent

EDUCATION BECOMES INCREASINGLY IMPORTANT IN WASHINGTON TERRITORY

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

by 1880 Washington Territory had a total of 531 public schools

none were restricted by race

there were five high schools in the territory -- 1880

the first to be accredited was in Dayton

every county had at least four schools

\$112,615 in public funds were spent for education -- 1880

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

Schools were one room where all grades attended

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

slates were used by students instead of paper

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

school term usually lasted between four and five months

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

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

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

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

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

UNITED STATES GOVERNMENT OPENS ADDITIONAL INDIAN BOARDING SCHOOLS

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

by teaching work skills and instilling traditional American values and beliefs

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

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

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

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

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

reading, writing and speaking of the English language

arithmetic, science, history and the arts would be added

to open the possibility of discovering the “self-directing power of thought”⁴⁰⁹

students were taught the principles of democratic society

they received citizenship training focused on political institutions and structure

with the goal of eradicating all vestiges of Indian culture from the children’s lives

Columbus Day was celebrated for bringing Native American people into history

New Year’s Day was an opportunity to recommit to American ideals

Memorial Day was to provide Indian children an opportunity to decorate the graves

of soldiers who had killed their families and ancestors

Conversion to Christianity was deemed essential to the cause of “civilizing” Indian children

⁴⁰⁹ American Indian Relief Council, “History and Culture: Boarding Schools,”
http://www.nrcprograms.org/site/PageServer?pagename=airc_hist_boardingschools

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

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

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

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

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

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

"With this available and free workforce, the government schools were operated on a very low budget. After awhile it became a question of whether the children were in school to learn or to keep the agency form running a budget deficit."⁴¹⁰

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

⁴¹⁰ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 66-67.

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

U.S. GOVERNMENT AUTHORIZES CHEMAWA BOARDING SCHOOL IN OREGON

Lieutenant Melville Wilkinson of the U.S. Army and secretary to General Oliver Otis Howard were put in charge of the Chemawa school project
a site was chosen at Forest Grove, Oregon on four acres of land rented from Pacific University
\$5,000 was provided to start the school
Lieutenant Wilkinson, with the help of eight Puyallup Indian boys,
began construction on the buildings -- 1880
Fourteen boys and four girls made up the initial class of Chemawa students
all of the students came from Washington Territory
seventeen from the Puyallup Reservation on the Puget Sound
and one boy from the Nisqually Reservation

LIFE AT CHEMAWA SCHOOL WAS HARSH

Boarding school experience began when an employee of the Bureau of Indian Affairs Indian Agent arrived take in a wagon to remove a child as young as six from their home and family
there was little or no explanation
slowly the wagon filled with other children until it arrived at Chemawa Boarding school
Once at the school Indian children were surrounded by white men and women
sternly talking in English -- a foreign language not spoken or comprehended by the children
Indian clothes were taken away and a uniform was provided
denim shirt and trousers for the boys; long dresses for the girls
finally, the children were left alone in one of the barracks
none of them knew what to expect or what was expected of them in this new environment
everything the child had come to know was about to change very quickly

BRITISH IMMIGRANTS ARE READILY ACCEPTED IN THE PACIFIC NORTHWEST

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

CHINESE LABOR DOMINATES THE LABOR FORCE OF WASHINGTON TERRITORY

Washington Territory was home to 3,160 Chinese immigrants
many had left mining and railroad work to drift to towns and cities
where they became cooks, porters and household servants -- some opened laundries
Fishing and canning industry of Washington Territory was second in value only to wheat production
Chinese labor deserved much of the credit for that industry's positive financial impact
on the territory

Fish canneries and lumber mills in Kitsap County and fish canneries in Wahkiakum County were responsible for the sharp increase in Chinese employment
total number of Chinese in Wahkiakum County rose to 559 -- 1880
(compared to only fifteen Chinese ten years earlier)
Wahkiakum County had the highest number of Chinese in the Territory
while Stevens County with its large number of placer miners was down to twenty-two
Sadly, the large number of Chinese workers entering the labor force in Washington Territory resulted in growing anti-Chinese sentiment

CHINESE GARDENERS PROVIDE PRODUCE TO TOWNS AND VILLAGES

Chinese people did not take up farming in Washington Territory but rather planted vegetable gardens in and around the cities and towns of Washington Territory
not infrequently these gardens were the only source of fresh vegetables
especially in Olympia, Port Townsend, Spokane and Walla Walla
where Chinese gardeners controlled the supply for many years
because settlers could not provide the time and effort necessary compete with them
typically, Chinese gardeners would lease or rent plots of land
larger gardens, such as the “Chinese Garden” in Port Townsend
would ship their produce to Seattle and other towns

Chinese people engaged in the wholesale and retail produce businesses
however, the usual practice was for the Chinese to deliver their produce door-to-door
on attractively displayed two-tiered wagons
for a small amount of money, a week’s supply of groceries could be purchased
it was customary for the Chinese gardener to keep a record of each home owner’s bill
by penciling the account in Chinese characters on the gate post or the door frame

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

Ernest J. Hancock owned the land and leased plots of ground
to Chinese tenant farmers who produced their own crops
tenant farmers lived in a cluster of several small one-room framed buildings
each building had a sleeping loft

Chinese laborers were hired to plant the crops, weed the soil and harvest the produce
typically, they crowded together in the homes of the tenant farmers who hired them
U.S. National Park Service’s National Historic Reserve as Ebey’s Landing

described the significance of Whidbey Island’s Chinese farmers: **“The Chinese became indispensable farmers for local white families or rented parcels of land to grow their own crops. Lacking horses of their own, the Chinese mainly did handwork like hoeing and weeding potatoes, a common crop. During Whidbey winters, mounds of harvested potatoes covered in protective earth and straw dotted the landscape near the homes of the Chinese, awaiting the best price at the market. Whether selling their own produce or helping white farmers get theirs to market, the Chinese residents of Ebey’s Prairie made significant contributions to the island’s early economic development.”**

NORTHERN PACIFIC RAILWAY (NPRY) PLANS TO COMPLETE CONSTRUCTION

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

to close the gaps in the incomplete line

he also contemplated completing construction westward from Ainsworth, Washington Territory

two routes were possible:

- either over the Cascade Mountains to Puget Sound,
 - or down the north bank of the Columbia River and then north to Puget Sound
- southern (Oregon) bank of Columbia right-of-way was owned by Henry Villard's Oregon Railway and Navigation Company (OR&N)

General Adna Anderson was named

Northern Pacific Railway Engineer-in-Chief -- February 18, 1880

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

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

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

TWO SHORTLINE RAILROADS OPERATE IN WASHINGTON TERRITORY

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

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

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

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

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

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

Using eastern money, Henry Villard's Oregon Railway and Navigation Company (OR&N)

began surveying a route from Wallula, Washington Territory

along the south bank of the Columbia River toward Celilo Falls, Oregon -- March 31, 1880

(this route was completed [1882])

HENRY VILLARD EXPANDS HIS WALLA WALLA AND COLUMBIA RIVER RAILROAD

Henry Villard awarded a construction contract to Coulter, McBean & Company of Portland

to grade sixteen miles of line west of Spokane Falls

for the Walla Walla and Columbia River (WW&CR) -- April 1880

forty Chinese had arrived from Portland

(another 1,000 Chinese arrived in the following month to work on the railroad line)

FARMING IN WASHINGTON TERRITORY IN THE 1880S

Western Washington's native forests were too dense to allow for successful farming -- 1880

(logging eventually cleared the land) -- lumber mills cut 160 million board feet in 1880

Puget Sound farms were scarce as forests were pressed very closely to the saltwater shores

less than a thousand farms existed between Puget Sound and the Cascade Mountains

yet the river valleys were fertile

Puget Sound saw the establishment of 1,800 new farms in the next decade -- 1880-[1890]

those who worked this land as farmers profited from their efforts

although the task was difficult -- (crop value increased by nearly \$2 million)

Closing of open ranges of the Western United States ended the option to move west for cheap land

even in Eastern Washington Territory good free farmland was eliminated
immigrants to Washington Territory provided increasing numbers of industrial workers
who could not afford to leave their factory jobs to take up farming

PRIVATE IRRIGATION PROJECTS BEGIN EAST OF THE CASCADE MOUNTAINS

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

“CATTLE KINGS” EAST OF THE CASCADE MOUNTAINS

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

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

- Baron de Bonnemain resided in Montana Territory;
- Scottish investors owned the Swan Land and Cattle Company of Wyoming

Oregon also was the location of several cattle kings:

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

CATTLE INDUSTRY SERVES A READY MARKET

Cattlemen concentrated near Washington Territory towns of Colville, Yakima City and Walla Walla
and the Montana Territory towns of Virginia City, Bannock, Helena and Fort Benton
as well in many scattered “camps”
these cattlemen unhappily shared their local rangeland with miners, farmers and sheepherders

CATTLE RANCHING FOLLOWS A PATTERN

Once a herd had been established in a given range area
the local stockman usually acquired title to a section (640 acres) or more of land

to serve as his base of operation
On this land he would construct:

- a dwelling, usually a crude shack or cabin, to house all hands;
- a stable for a dozen or so saddle horses;
- and often widely scattered stock pens to assist with feeding the herd when heavy snow and ice would not permit grazing on the open range

Hay for winter feeding was secured in the summer by fencing in meadows to allow the natural grasses to mature for cutting, drying and stacking

LIFE ON THE RANGE

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

LACK OF TRANSCONTINENTAL RAILROAD IN THE NORTHWEST IMPEDES GROWTH

Growth of cowtowns in the Pacific Northwest was stunted by the lack of railheads
nearest transcontinental railroad to Washington Territory was the Union Pacific-Central Pacific
which maintained an important shipping point at Cheyenne, Wyoming
this enhanced the importance of Laramie Valley
Cheyenne became the great receiving center for Northwest cattle during the 1800s
what was known as the "Old Wyoming Trail" followed part of the Oregon Trail
this became the route of cattle drives from Washington Territory
as noted in a song sung to calm sleeping cattle on the cattle drive by Northwest cowboys:
GIT ALONG, LITTLE DOGIES (Whoopie Ti Yi Yo)
(Chorus): Whoopee ti yi yo, git along, little dogies,
It's your misfortune and none of my own,
Whoopee ti yi yo, git along, little dogies,
For you know Wyoming will be your new home.

LIFE ON THE CATTLE DRIVE TO THE WYOMING MARKET

Once the herd was assembled it was possible for anywhere from twelve to fifteen cowboys, who were bossed by a foreman, served by a horse wrangler, and fed by a cook, would handle from 1,200 to 2,500 head on the long cattle drive

A typical day on a cattle drive was described: **“For the first two days, or until the herd appeared tired and well adjusted to the trail, the driving was incessant. After that a regular, leisurely routine was established. ... [B]efore daylight the cattle were on the hoof and grazing, and the wrangler busy rounding up horses for the day. Then after a hastily gulped breakfast of perhaps bacon, coffee, and sour dough biscuits prepared by the usually tyrannical cook at his well-stocked chuck wagon, the long day’s drive began. Usually two men rode ahead of the herd [Point] the rest on the flanks [Swing], and in the rear [Drag]. At noon there was a pause -- if possible by a stream where the cattle partook of water and again indulged in leisurely grazing. Nearby would be the indispensable chuck wagon with noonday fare in readiness -- perhaps fresh roast beef and more coffee and biscuits. The afternoon drive usually seemed hot, tedious, and relentless. And then came night when the cattle, full of feed, watered, and tired, lay down for rest. The cowboys ate their suppers, chatted about the day’s drive, smoked cigarettes, sang and told stories. Night guards often pacified the drowsing animals with songs and chatter; and except for an occasional stampede caused from sudden freight, the starry nights remained peaceful until, once again around the clock, the cook and the horse wrangler gave timely warning that another day was about to begin.”**⁴¹¹

SHEEP RAISING IN THE NORTHWEST COMPETES WITH CATTLEMEN

Sheep first thrived West of the Cascade Mountains in Washington Territory
sheep raising was dominated by small, privately owned farms
flocks averaged 75-100 sheep per family and were principally raised for wool
during the summer flocks were driven to the wheat stubble fields to forage for food
feed was grown in summer for use during the winter

East of the Cascade Mountains, sheepherders were an international group
Basque, French, Indian, Mexican, Portuguese, Scotts and Americans all raised sheep
open range lands, much to the discontent of cattlemen,
allowed for the development of large flocks of sheep numbering 1,500 and more

SHEPHERD’S JOB WAS LONELY AND DEMANDING

Range lands offered little natural protection for the sheep or their shepherds
flocks were moved to pasture on the open range and the foothills
barns and sheds were scarce
shepherds found it necessary to locate sheltered river valleys during the winter
sheep were kept there until after spring lambing, shearing and marking were complete
as the snow receded, flocks were moved to the fresh grass at higher elevations
shepherd’s job was to keep the flock together and properly fed
when moving, it was difficult to slow strong animals to the pace of the weaker ones
sheepherder always stayed with the flock so it was necessary to bring supplies to him

⁴¹¹ Oscar Osburn Winther, *The Great Northwest*. P. 288-289.

Shepherd's day began at sunrise when he would put the flock out to feed animals fed until about 9:00 a.m. then rested into the afternoon about 3:00 p.m. the sheep would feed again until it was time to return to camp after sunset the shepherd had time to eat a proper meal and lay out supplies for breakfast and lunch the next day for both himself and his faithful dog diet consisted of fried mutton, hardtack and coffee

CONSTRUCTION BEGINS ON THE TRANS-CANADA RAILROAD

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

NORTHERN PACIFIC RAILWAY RENEWS CONSTRUCTION IN WASHINGTON TERRITORY

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

HENRY VILLARD BECOMES CONCERNED ABOUT THE NORTHERN PACIFIC RAILWAY

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

LAND OF THE COLUMBIA (MOSES) RESERVATION COMES UNDER DISPUTE

Colonel Henry C. Merriman sent Captain H.C. Cook to count the settlers

on the Columbia Reservation
and determine the value of improvements they had made to their land
he also was to ask the owners to pack up and leave -- August 19, 1880
President Rutherford B. Hayes, accompanied by General of the Army William Tecumseh Sherman,
visited the Pacific Northwest and learned firsthand of the error the government had made
in giving Chief Moses lands on which miners held claims -- late in the summer of 1880
President Hayes was apologetic and asked Territorial Delegate Thomas H. Brents
to assemble and present to Congress information on the problem
Eagle Mining Company interests asked the President to restore the land to the public domain
miners circulated numerous petitions,
one to the effect that they be allowed to obtain title to their claims,
another that a ten-mile strip of land be shaved off from the Indian land and saved for them
Washington territorial Governor Elisha P. Ferry notified Interior Secretary Car Schurz
of the "ten-mile strip petition

HENRY VILLARD EXPANDS HIS OREGON RAIL AND NAVIGATION RAILROAD OPERATION

Arrogant with his new financial muscle,
Henry Villard continued his construction project from Wallula, Washington Territory
toward Spokane Falls to ultimately connect with the Northern Pacific Railway (NPRY)
then under construction from the East -- and hopefully block the NPRY at Spokane Falls
Villard began to lay continuous Oregon Railway and Navigation Company (OR&N)
railroad trunk line track along the south bank of the Columbia River
tirelessly, standard gauge track was laid eastward from Portland
along the Oregon side of the river -- 1880
construction of several OR&N spur lines also was undertaken at the same time
Villard's Oregon Railway and Navigation Company also started a third construction project
on a line between Wallula, Washington Territory and Celilo, Oregon
with "fan-like" feeder lines that could be pushed at will into surrounding
wheat and livestock country of eastern Oregon and eastern Washington
Villard's fourth venture involved constructing a fourteen-mile-long extension
of the Walla Walla and Columbia River (WW&CR) Railroad
between the community of Whitman, Washington Territory
and a station known as Blue Mountain in Oregon

ANOTHER COAL FIELD IS DEVELOPED IN WASHINGTON TERRITORY

Most people assumed that towering trees attracted settlers to the Northwest,
but coal also was a major magnet
(an inferior grade of coal had been discovered in the Green River Valley [1873])
Good quality coal for the coal-starved Oregon Railway and Navigation (OR&N) Company
was discovered near Black Diamond and Franklin
(today located within undeveloped Hanging Gardens State Park near Black Diamond)
in a rural coal mining area on the Puyallup River in eastern Pierce County
and some thirty miles east of Tacoma
this led to the development of large mines that brought good returns to the area

most of the miners were European immigrants involved in producing coal

OREGON RAILWAY AND NAVIGATION COMPANY LINKS WALLULA AND UMATILLA

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

FARMERS ORGANIZE TO IMPROVE THEIR WAY OF LIFE

Farmers' societies, clubs and collective groups including the Farmers Grange and Farmers' Alliance sprung up in different parts of the country -- each working to improve agriculture as an industry
most of these organizations were only of local significance
Farmers Grange movement was rooted in agrarian discontent
but the Grange was not active in political reform
(Grange movement had won an important U.S. Supreme Court case reviewing a Grange-backed law to empower state legislatures to regulate railroad shipping rates [1877]
with that success, interest in the Grange decreased
due in large part to the Grangers' lack of interest in additional political action or reform)
Origin of the Farmers' Alliance is uncertain -- various states laid claim to the first organization
however, a Texas state Farmers' Alliance was the first to incorporate -- October 6, 1880
their Charter stated their goal: **"To encourage agriculture and horticulture, and to suppress local, personal, sectional and national prejudices and all unhealthy rivalry and selfish ambition."**
unlike the Grange movement, the Farmers' Alliance believed in political activism
members sought improvements for farmers who were in debt and lived in poverty
and in increasing low crop prices by:
•educating and mobilizing rural men and women,
•engaging in cooperative economic organizing,
•asserting their power in electoral politics
they helped farmers form cooperatives that gave them more influence in buying supplies and marketing their products
Farmers' Alliance organizers were sent into Missouri, North Carolina, Alabama, Florida, Mississippi, Kentucky, Georgia and Tennessee to recruit new alliance members and organizations
some states formed splinter groups and held successful conventions of their own
national conventions were held every year where farmers targeted Eastern moneyed interests
railroads, industrial monopolies and advocates of the gold standard
who demanded using only gold (not silver) to back the United States dollar
as a safeguard against economic inflation and the devaluation of the dollar
farmers, faced with the fact that money was not available to buy land on credit,
wanted more money available and some inflation to decrease the amount of their debt

(as money inflated in value it was worth less, but the debt remained the same)

HENRY VILLARD AND FREDERICK BILLINGS STRIKE A BARGAIN

Northern Pacific Railway (NPRY) intended to eventually lay its own track
either down the north side of the Columbia River or over the Cascade Mountains
Villard as president of the powerful Oregon Railroad and Navigation Company (OR&N)
offered to allow the NPRY to lease their newly constructed
OR&N main line tracks through the Columbia Gorge
along the Oregon side (south bank) of the Columbia River (completed [October 1, 1880])
NPRY would save millions of dollars in construction costs
and gain a route into Portland, Oregon
this offer also brought with it control of Walla Walla and Columbia River Railway (WW&CR)
newly remodeled strap-iron route linking Walla Walla and Wallula
for Villard this was an expedient way to tie the isolated OR&N line
to the growing Northern Pacific Railway network in the east
all Villard wanted in return was a promise from Frederick Billings
not to build either down the Columbia River's north bank or across the Cascades

Billings was happy to lease the OR&N tracks for the time being -- October 1880
but was vague about the future plans he had for his Northern Pacific Railway
Work started again on Oregon Railway and Navigation tracks south from Ainsworth
to connect to the OR&N at Wallula and westward to Yakima,
as well as progress toward Spokane Falls to connect with the line being built from the east

NORTHERN PACIFIC RAILWAY (NPRY) CHANGES ITS MAIN LINE ROUTE

Northern Pacific Railway's (NPRY) main line route from Ainsworth on the Columbia River
was changed to follow the north bank of the Columbia River to Portland
this utilized twenty miles of Oregon Steamship Navigation Company (OSN)
portage road at The Upper and Lower Cascades
OSN had already built this section
and \$50,000 per mile worth of bonds had already been issued -- October 1880
NPRY's former mainline route through the Yakima Valley and over the Cascade Mountains
became a branch line and was delayed
NPRY filed a map of its new route along the Columbia River with the federal government
federal land grants included odd numbered land sections along the Columbia River to Portland
Northern Pacific Railway would thus acquire two million acres of land
with timber holdings worth \$100 million
Registrar of the General Land Office ordered the railroad lands withheld from settlers
price of government land in the even numbered sections doubled
many people bought homesteads along the new proposed right-of-way at inflated prices
revisions gained from Congress also authorized additional land grants
across Washington's Cowlitz Valley

HENRY VILLARD FEARS HIS SUCCES

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

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

HENRY VILLARD FORMS THE OREGON IMPROVEMENT COMPANY (OIC)

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

Villard now extended his empire -- October 1880

Oregon Improvement Company (OIC) was incorporated to operate railroads, steamboats, ferries, warehouses, wharves, locks, mines and flumes thus, in effect, he created a monopoly over Washington and Oregon

NEW SETTLEMENTS DEVELOP IN EASTERN WASHINGTON TERRITORY

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

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

fur brigades of three different companies, Canadian North West Company, British Hudson's Bay Company and American Astor Fur Company made their way up the Columbia River steamboat traffic stopped at this location)

Northern Pacific Railway (NPRY) began work on lines running south from Pasco to connect with the Oregon Railroad and Navigation Company (OR&N) track at Wallula that was then being built toward Spokane Falls

to connect with the NPRY line being built from the east

NPRY's line also would continue west from Wallula to Yakima City, Washington Territory (and eventually over the Cascade Mountains)

FORT SPOKANE REPLACES FORT COLVILLE

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

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

PROPOSED TRANS-CANADA RAILROAD FINALLY FINDS SECURE PRIVATE FUNDING

Canadian government took over operation of the Canadian Pacific Railway [February 10, 1880]

finally, Scottish-Canadian businessmen formed the Canadian Pacific Railway (CPR) Company to build the Canadian transcontinental railway -- October 21, 1880

they provided \$25,000,000 in credit and claimed the 25,000,000-acre land grant

COLUMBIA (MOSES) RESERVATION REMAINS IN DISPUTE

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

General Sherman's influence in support of the petition was requested attorneys were hired by the Eagle Mining Company to lobby Interior Secretary Carl Schurz and Department officials

delegations of mining officials visited Washington, D.C., to contact lawmakers first hand Political pressure that Eagle Mining Company officials put on government officials was intense Interior Department officials decided to negotiate with Chief Moses to purchase the strip of land Colville Indian Agent John A. Simms, whom Moses did not like, was designated contact man Colonel Nelson A. Miles, whom Chief Moses respected, knew the potentially explosive matter would have to be settled soon

Colonel Miles sent interpreter Arthur Chapman to the chief to assess the chief's feelings when Chapman made his report Colonel Miles, independent of the Interior Department, decided a portion of Columbia (Moses) Reservation should be purchased by the government and returned to those who claimed ownership and opened to others wanting to locate there thus avoiding another Indian war Eagle Mining Company officials continued to alert Interior Secretary Carl Schurz of the situation with messages and suggestions that became increasingly bold

PRESIDENTIAL ELECTION IS A RACE BETWEEN TWO REPUBLICAN FACTIONS

Democrats, still regarded as the political party of the defeated South at that time, were in disarray Democratic Party selected as their nominee for president

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

Republican Party was split into two almost equally powerful factions during the election of 1880 "Stalwarts" were the "traditional" Republicans

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

instead, "Stalwarts" favored traditional machine politics to do the hiring

"Half-Breeds" were moderate Republicans who favored civil service reform

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

Stalwart Republican candidate James A. Garfield had selected as his running mate political reformer Chester A. Arthur

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

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

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

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

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

NATIONAL POLITICS IS UNABLE TO GET THINGS DONE

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

neither Republicans nor Democrats took a firm stand on real issues facing the nation
neither party could command a majority of the popular vote -- 1880
it was nearly impossible to pass any bills because of the split opinions
Election of 1880 gave the Republican Party a clean sweep in national politics
(which lasted for two years -- a position not again to be enjoyed until [1897]
for more than a decade both parties traded the presidency [1880, 1884, 1888 and 1892]
each president was elected with less than 50% of the voters' approval
Congressional elections were almost as unstable as the presidential elections
Democrats controlled National House of Representative [1874 to 1880; 1882 to 1888]
Republicans controlled the National Senate for twelve of those fourteen years
political turnover was rapid often more than half of the Representatives in Congress
were in their first term without experience to guide them)
Congress was inefficient and ineffective narrow shifting majorities
dealt only with single issues at a time
controversial measures seldom passed
lack of political leadership and political will determined that although the territories
of Washington, Montana, North Dakota and South Dakota approached and then surpassed
requirements for statehood Congress made no effort to bring them into the Union)

WASHINGTON TERRITORY RECEIVES A NEW GOVERNOR

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

CATHOLIC ARCHBISHOP FRANCIS NORBERT BLANCHET RETIRES

(Archbishop Francis Norbert Blanchet had installed Bishop Charles John Seghers
as his assistant and successor [1878]
Archbishop Francis Blanchet's long service had shown wonderful results
he had served in the priesthood for sixty-two years
forty-three of those as bishop and archbishop of Oregon Territory and State
Archbishop Blanchet took up residence at Sisters of Providence St. Vincent's Hospital
in Portland [December 1879])
Archdiocese of Oregon City (later Portland, Oregon) had twenty-three churches,
nine academies for girls, one college for boys, two parochial schools for girls,
an orphanage and Indian mission schools

sixty-eight sisters (nuns) and twenty-three priests served the Archdiocese
Archbishop Blanchet retired -- December 12, 1880
he wrote the story of the Oregon mission: "Historical sketches of the Catholic Church in Oregon"

in a series of papers published in Portland, Oregon's *Catholic Sentinel*
in which he gave a clear and circumspect accounting of the beginning and support work
he carried out in the Willamette Valley of Oregon Territory
(Archbishop Francis Norbert Blanchet died at the age of eighty-seven years [June 18, 1883]
he was buried in the cemetery at St. Paul, Oregon)

YAKIMA CATTLE BARON BEN SNIPES STRUGGLES DURING A HARSH WINTER

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

HENRY VILLARD ATTEMPTS TO PURCHASE THE NORTHERN PACIFIC RAILWAY

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

CHINESE CONSTRUCTION WORKERS WALK OFF THE JOB

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

WALLA WALLA AND COLUMBIA RIVER RAILROAD SUFFERS WINTER DAMAGE

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

HENRY VILLARD CREATES A "BLIND POOL"

To raise additional funds necessary for the purchase of the Northern Pacific Railway (NPRY)
Henry Villard created an investment fund -- February 11, 1881
he issued a confidential circular to about fifty friends and supporters seeking their assistance
he asked these bankers and investment brokers in Boston and other Eastern cities

to subscribe toward a fund -- without divulging the purpose for the money
in perhaps the most extraordinary gesture of confidence in financial history,
he was given eight million dollars for his famous "blind pool"
Henry Villard used the \$8 million raised to purchase more Northern Pacific Railway stock
he quickly acquired enough company stock to demand representation
on the Northern Pacific Railway Board of Directors
however, this was not enough for the hyper-ambitious Henry Villard

CANADIAN PACIFIC RAILWAY IS CHARTERED

One day after the Canadian federal government passed a railway construction bill [February 15]
Canadian Pacific Railway (CPR) was chartered -- February 16, 1881
George Stephen was named the company's first president
CPR announced it would bring its transcontinental line down Fraser River Canyon
to connect with salt water at Burrard Inlet (today's Vancouver, B.C.)
CPR was given the responsibility of completing the transcontinental route to British Columbia
within ten years
building the first railway across Canada was the largest project yet undertaken
by the new country

OREGON RAILWAY AND NAVIGATION COMPANY (OR&N) EXPANDS

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

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

NORTHERN PACIFIC RAILWAY COMPANY CONTINUES TO EXPAND

Just as the Great Lakes forest lands were being depleted by settlement
Northern Pacific Railway Company (NPRY) began a two-year
transcontinental construction project westward from St. Paul, Minnesota -- 1881
On the Western end of the Northern Pacific Railway route track construction from Ainsworth
reached Ritzville, Washington Territory and then moved steadily northeast
toward Cheney and Spokane Falls

NORTHERN PACIFIC RAILWAY SURVEYS MOUNTAIN ROUTES

Surveys were conducted by the Northern Pacific Railways (NPRY)
in both the Rocky Mountains and over Washington Territory's Cascade Mountains
Cascades route (that would become known as Stampede Pass) was discovered -- March 1881
Captain J. T. Kingsbury led a company of engineers in the exploration the eastern slope
Virgil G. Bogue led the west-side survey party
While the route through the Cascade Mountains had been identified, no name had been chosen
according to one legend Bogue and Kingsbury were camped at Keechelus Lake at the summit

they decided to apply the name “Garfield” in honor of the president
when Chief Engineer General Adna Anderson arrived in camp he vetoed the idea
that evening mammoth mosquitoes from the lake pounced down on the party
engineers and horses stampeded providing a name for the pass

TWO TOWNS AGAIN BATTLE TO BE NAMED SPOKANE COUNTY SEAT

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

Most of the residents of Spokane Falls were attending a wedding reception -- evening March 21, 1881
when a band of armed Depot Springs (Cheney) men visited
Spokane County Auditor W.H. Bishop as he was counting election ballots
to determine if Spokane Falls or Cheney would be the County Seat
Bishop, seeing their guns, declared Depot Springs the winner
as the gunmen threw the county records into gunny sacks

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

FISHING INDUSTRY IN WASHINGTON TERRITORY EXPANDS

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

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

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

Salmon Canneries on pilings that lunched out over the Columbia River were expanded
by enterprising pioneers who experimented with drying salmon for shipment, salmon-salting,
salmon smoking and with pickling, barreling and even shipping boiled salmon in glass jars
invention of “stamp can” began to revolutionize food preservation
canning was described by New York *Evening Post* journalist and visionary Charles Nordhoff

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

“The salmon are flung up on a stage, where they lie in heaps of a thousand at a time, a surprising sight to an Eastern person, for in such a pile you may see many fish weighing from thirty to sixty pounds. The work of preparing them for the cans is conducted with exact method and great cleanliness, water being abundant. One Chinaman seizes a fish and cuts off his head; the next slashes off the fins and disembowels the fish; it then falls into a large cart where the blood soaks out -- a salmon bleeds like a bull -- and after soaking and repeated washing in different vats, it falls at last into the hands of one of a gang of Chinese whose business it is, with heavy knives, to chop the fish into chunks of suitable size for the tins.”⁴¹²

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

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

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

CHINESE FISHING EXPANDS INTO CENTRAL PUGET SOUND

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

HENRY VILLARD PURCHASES A COAL SOURCE FOR HIS TRANSPORTATION NETWORK

Villard's Oregon Improvement Company bought the Seattle and Walla Walla Railroad to Newcastle
and the Seattle Coal and Transportation Company's Newcastle coal mine for \$750,000 -- 1881
Villard optimistically changed the name of the railroad
to the Columbia and Puget Sound Railroad
Money was pumped into increasing the production capacity of the mines
track was extended from Newcastle to Coal Creek to a new coal bunker opened at Coal Creek
center of mining activity moved from Newcastle to Coal Creek

⁴¹² . Storrs Lee, *Washington State*, P. 340.

as lower shafts were sunk at Coal Creek and a steam engine was installed
to raise the coal from these lower levels
Columbia and Puget Sound Railroad became important to the region
because it carried coal to Puget Sound where it was shipped to San Francisco
coal had become one the main industries in the region

OREGON RAILWAY AND NAVIGATION COMPANY LINKS WALLULA AND THE DALLES

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

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

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

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

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

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

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

NORTHERN PACIFIC RAILWAY LINKS AINSWORTH WITH SPOKANE FALLS

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

NORTHERN PACIFIC RAILWAY'S LACK OF PROGRESS IN WASHINGTON IS FRUSTRATING

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

CATTLE KING BEN SNIPES DIVERSIFIES HIS BUSINESS

Following the mean winter [1880-1881], the summer 1881 brought a season of drought
and a shortage of feed -- surviving cattle were reduced to flesh and bone
unprepared to endure a disastrous summer, cattle died by the scores -- summer 1881
Population centers in Washington Territory began to develop rapidly
gold dust was replaced by United States minted coins to make purchases
cattle boats appeared on the Columbia River -- the day of the Wyoming cattle drive was over
to Ben Snipes this was clearly the end of the range cattle business
other investment opportunities needed to be found
Ben Snipes refitted his former woolen mill at The Dalles [purchased in 1879]
with flour-milling machinery to grind wheat grown in the Columbia River Basin
this new enterprise operated as the Highland Mill (until [1889] when it was destroyed by fire)
Ben Snipes bought an interest in a drug store at The Dalles
and formed a partnership: Kinnersby, Snipes & Kinnersby
they operated both wholesale and retail departments
his drugstore stock value soared from \$10,000 to \$60,000
Snipes acquired more than a hundred acres of land in the heart of Seattle
where he built a truly palatial mansion

PRESIDENT JAMES A. GARFIELD IS ASSASSINATED

(Republican President James Garfield had been sworn into office [March 4, 1881])
President James Garfield had little time to savor his triumph
he was walking through the Washington, D.C. train station
on his way to a speaking engagement at his alma mater, Williams College

he was accompanied by two of his sons, James and Harry, Secretary of State James G. Blaine and Secretary of War Robert Todd Lincoln (Abraham Lincoln's son)
After only four months in office President James Garfield was shot by Charles J. Guiteau -- 9:30 a.m., July 2, 1881
Guiteau was upset because of the rejection of his repeated attempts to be appointed United States consul in Paris -- a position for which he had absolutely no qualifications
Guiteau believed he had been cheated by the political patronage system then in use that used a person's political connections to fill government jobs rather than merit
(President Garfield was not immediately killed in the attempt, but became increasingly ill over the following several weeks)

CONSTRUCTION BEGINS ON THE UNION PACIFIC'S OREGON SHORT LINE (OSL) TRACK
Granger, Wyoming Territory was the location of the ceremonial scene -- July 11, 1881
construction crews drove steadily westward closely following the Oregon Trail
(Oregon Short Line Railroad was made a corporation in the territories of Utah, Idaho and Oregon state [August 2, 1881])

TWO MORE SHORTLINE RAILROADS ARE INCORPORATED IN WASHINGTON TERRITORY
Oregon Railroad and Navigation Company (OR&N) began service from Walla Walla to Dayton, Washington Territory -- July 24, 1881
Olympia and Tenino Railroad [1877] was extended and became the Olympia and Chehalis Valley Railroad when it incorporated -- 1881
seventeen miles of logging railroad ran through Tenino, Washington Territory
(Olympia and Chehalis Valley Railroad would be absorbed into the Port Townsend Southern Railroad [1887])

LOGGERS IN GREAT NUMBERS ENTER THE NORTHWEST FORESTS
One-by-one or in small groups Eastern lumberjacks were drawn to new timber operations out West
loggers (they were referred to as "lumberjacks" only in the East) were isolated migrant workers usually unmarried with no dependents, they traveled from logging camp to logging camp
therefore, they were thought to be reckless, rebellious and irresponsible
Northwest loggers lacked a uniform pay scale -- they worked long hours at dangerous jobs
lumber producers sometimes shut down the operation forcing loggers out of work simply to reduce supply of lumber and increase prices
Lumbering in the vicinity of Grays Harbor first boomed with the arrival of the Oregon-built schooner *Kate and Anna* which ushered in regular service between Grays Harbor and the Columbia River --1881
Cosmopolis, was platted as a town [in the early 1860s] to support the local brickyard
it was given the hopeful name which meant "city of the world"

STEAM DONKEY ENGINES ARE USED IN INLAND LOGGING
Horses and oxen dragged logs out of the forest over skidroads until 1881
then logging changed from "bull team" logging (animal teams used to pull logs to streams)
animals were replaced by small steam engines called a "donkey" -- 1881

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

Original invention was quickly improved:

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

JOBS IN THE FOREST BECOME SPECIALIZED

High lead logging replaced skidroads

logging industry’s shift from the comparatively small and easy-to-fell trees of the Great Lakes
to the giant firs of Washington and Oregon and the redwoods of California

brought with it many necessary new skills

accidents around power-driven cables and high speed saws were frequent and gruesome

“Tree-topper” or “High Climber” climbed designated trees and removed the crown of limbs

tree-topper strapped long spurs onto his boots

he used a safety rope attached around this body and wrapped around the tree

he flipped the rope upward as he climbed

high climber had a double-bitted axe and a sharp saw dangling loosely from his safety rope

both axe and saw were used to cut off all of the limbs as he came to them climbing the tree

thus converting the forest giant into a limbless standing spar pole

spar poles were held upright by the tree roots and by guy-lines attached toward the top

a huge block (pulley) was fastened to the top of the spar pole

and giant spools of cable were strung high overhead as rigging by the high climber

to lift and move logs through the air to nearby loading place or “landing”

moving logs through the air became known as high-lead logging

high climber was the top man in any logging outfit and was greatly admired by his peers

he was paid a bonus for the extra risks he took

“Faller” cut down trees which had to be dropped in exactly the right place

to avoid damage to standing trees or to the log itself

and to be accessible for removal from the forest using a high lead

“Bull-bucker” marked the felled tree into lengths to be sawed into logs

he made sure bends in the tree and other imperfections were cut out so lumber would be straight

“Bucker” sawed the tree into logs from twenty to forty feet long

depending on the Bull-bucker’s measurements for that log

bucker could also serve as an engineer who kept logging equipment operational

or as a mechanic who maintained the logging equipment

“Choker” wrapped a cable tightly around one end of a log or group of logs where they lay

to be lifted and pulled along the high cable riggings by the steam donkey engine

“Whistle punk” was usually a boy who was assigned to signal the choker with the steam whistle

when the donkey was to start -- hopefully giving the choker enough time to retreat to a safe place

“Pick and shovel man” was an unskilled worker who provided manual laborer

Loggers liked their jobs and they took great pride in their work
they formed unions, organized strikes and battled with the logging companies
they were willing to make sacrifices to improve their living conditions and wages

HIGH CLIMBER ACCIDENTS WERE FREQUENT AND USUALLY DEADLY

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

- misdirected ax blow could sever a safety rope (years later the core of the belt was made of steel);
- sawed tree top could kick back toward the High Climber with deadly impact;
- a sudden gust of wind could whip the top of a tree and send the tree-topper flying to his death;
- swaying tree trunk could split at the top and “run” to the bottom
unless climber was quick enough to drop below the split
he could be crushed to death between his safety rope and the tree

Accidents could and did happen frequently

Fred Noah topped a tree making a 134-foot spar pole just before the noon whistle sounded⁴¹³

he planned to eat a leisurely lunch before he finished his work

however, the boss came around and asked him to cut his lunch short as he wanted Fred

to go up, hang the cable block (pulley) and make the guy-lines fast at the top

so they could rig the spar with cable

boss said he wanted to be yarding (hauling) logs by the middle of the afternoon

bright sun blazed directly overhead throwing dazzling light into the forest

high climbers did not like to climb into the sun because it blinded them

on this occasion Fred made an exception to his long-standing rule

about climbing into the sun

he adjusted his spurs, flipped his safety rope around the base of the tree and started up

loggers ate their lunches and watched Fred climb

near the 130-foot mark (thirteen stories in the air) Fred paused

squinting into the sun he misjudged the distance to the top of the spar pole

two quick steps up, Fred flipped the rope -- it came up and over the top of the pole

Fred's surprised holler reached the horrified men an instant after they realized he was falling

Fred Noah survived the fall, (but it was two years before he could climb again)

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

Using the money from his “blind pool” Henry Villard had purchased enough NPRY stock

to gain control of the Board of Directors of the railroad

he had himself elected Chairman of the Board of the corporation

by the other board members -- September 15, 1881

Henry Villard replaced president Frederick Billings as president of the Northern Pacific Railway

in the process Villard captured forty-three million acres in land grants

composed of alternate sections of land each with a 200-foot-wide right-of-way

ten sections per mile through states,

⁴¹³ Rick Steber, *Loggers Tales of the Wild West*, P. 19.

twenty sections through territories
construction funds were raised by the sale of both land and stock

COLUMBIA (MOSES) RESERVATION IS REDUCED IN SIZE

Eagle Mining Company officials asked the U.S. Interior Department
that a fifteen-mile strip be cut from the reservation
and placed back in the public domain -- September 19, 1881
it was suggested a part of the south end of the Colville Reservation (already given to other tribes)
be traded to Moses for the fifteen miles he would lose from his reservation land
Mining officials had help from Okanogan Indian Chief Tonasket,
who favored selling a part of the Columbia Reservation
and giving the money to ALL Indians -- not just Chief Moses
other Okanogan Indians came out in favor of opening up the strip of land to miners
who would make a ready market for garden products these Indians produced

PRESIDENT JAMES A. GARFIELD DIES OF GUNSHOT WOUND COMPLICATIONS

(President James A. Garfield was not immediately killed in the [July 2] assassination attempt
but became increasingly ill over the following several weeks
due to an infection which caused his heart to weaken
President Garfield remained bedridden in the White House with fevers and in extreme pain
during the eighty days between his shooting and death, his only official act
was to sign an extradition paper)
President Garfield died of a massive heart attack following blood poisoning and bronchial pneumonia
exactly two months before his 50th birthday at 10:35 p.m. on Monday, September 19, 1881
he had served for six months and fifteen days
although Guiteau's lawyers attempted an insanity plea
Guiteau was found guilty of assassinating President Garfield,
he was executed by hanging in Washington, D.C. [June 30, 1882]

VICE-PRESIDENT CHESTER ARTHUR IS SWORN IN AS PRESIDENT

President Arthur took the oath of office twice
first at his Lexington Avenue residence -- just past midnight, September 20, 1881
his first oath of office was administered
by New York Supreme Court (Superior Court) Justice John R. Brady
second time was two days later after he returned to Washington, D.C.
this time administered by United States Supreme Court Chief Justice Morrison Waite
this was to avoid any dispute over whether the oath was valid if given by a state official
Chester Arthur, onetime Collector of Customs at the Port of New York, became President
President Arthur was aware of the factions and rivalries in the Republican Party
and of the controversy regarding cronyism versus civil service examinations
to guide hiring for positions in the United States government
he attempted to be independent of both factions while at the same time
he became a champion of civil service reform
Chester Arthur became a man of fashion in his dress and in his associates

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

WASHINGTON TERRITORIAL GOVERNOR NEWELL SIDES WITH MINING INTERESTS

Territorial Governor William A. Newell addressed the Washington Territorial Legislature
he spoke in favor of abolishing reservations
and opening the land for settlement -- October 5, 1881
Chief Moses and his people were naturally very disturbed
with the land-grabbing attitude of the governor and self-serving whites

LAW AND ORDER IN SEATTLE IS NOT NECESSARILY THE RULE

Seattle was blessed with a very good court system and brilliant attorneys -- 1881
there was a large diversity of cases, the criminal calendar was long and proceedings varied greatly
homicide cases were numerous enough
to warrant a lawyer's studying delay techniques and courtroom finesse
frequent maritime cases broke up the tedious court routine
cases affecting river frontage, waterfront rights, and land claims
required talented and learned attorneys
smuggling, cutting timber on government land, and cases involving Indians and Chinese
added to the assortment of legal demands required to ensure justice was served
However, Seattle was also a frontier town where no man wandered the streets at night without a gun
Seattle city policeman David Sires, a man with a checkered past, was shot and mortally wounded
by a stranger on the street whom Sires attempted to arrest
Sires was treated for his wound which was pronounced to be fatal -- October 12, 1881
Benjamin Payne was arrested as the man accused of shooting Officer Sires
he was given a preliminary hearing before a Justice of the Peace
evidence against him was circumstantial as there was no eyewitness
Benjamin Payne was bound over to await the result of the wounded officer's injuries
Officer David Sires died within a few days
he was the first Seattle police officer killed in the line of duty
Benjamin Payne was held in the county jail to await a full trial for murder

VILLARD ORGANIZES THE OREGON AND TRANSCONTINENTAL COMPANY (OTC)

Henry Villard was now president of several railroad properties:

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

Oregon and Transcontinental Company (OTC) became Villard's "financial holding company
he manipulated his new company's assets to operate both the Northern Pacific and the OR&N
this effort to harmonize two competing companies was bound to be fraught with peril
to further complicate matters, California's Union Pacific transcontinental railroad
was pushing its subsidiary, Oregon Short Line (OSL), into Oregon from Granger, Wyoming
An uncomfortable possibility arose in the mind of Henry Villard
perhaps the Union Pacific could maneuver some arrangement whereby it could use

OR&N tracks all of the way to Portland -- to the Northern Pacific Railway 's detriment
equally difficult for Henry Villard, OR&N bondholders were demanding
the Oregon and California Railroad along the Willamette River toward California

be completed to establish a junction with the Southern Pacific
(the western end of the Union Pacific transcontinental railroad)

HENRY VILLARD SLOWS NORTHERN PACIFIC RAILWAY CONSTRUCTION

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

HENRY VILLARD EXPANDS THE BUSINESS BASE OF THE NORTHERN PACIFIC RAILWAY

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

HENRY VILLARD ACHIEVES SUCCESS WITH HIS ADVERTISING

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

San Francisco *Chronicle* growled jealously, **“It is not the blindness of immigrants to the natural attractions of California, but the industry of the Oregon agents that robs us of the laboring thousands that seek our shores.”**⁴¹⁴ -- November 7, 1881

LIGHTHOUSE IS CONSTRUCTED IN THE SEATTLE AREA

⁴¹⁴ David Lavender, *Land of Giants*, P. 379.

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

NEW LABOR UNION IS ORGANIZED IN THE UNITED STATES AND CANADA

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

SIZE OF THE COLUMBIA (MOSES) RESERVATION REMAINS UNDER DISPUTE

Washington Territorial Governor William A. Newell's support for the mining interests
in the Columbia Reservation land dispute encouraged Eagle Mining Company officials
who drew up more resolutions to congress
to reduce the reservation's size -- December 1, 1881
they noted land was given to Chief Moses as a reservation after mines were established
Moses and his band did not occupy the area in question
(first winter after being removed from the Columbia Reservation
he and his people lived on the Colville Reservation
after that he wintered for a couple years near the mouth of the Nespelem River
before locating permanently in the Nespelem Valley)
miners complained the military had advised them and settlers to abandon their property
settler George W. Runnels had been taken under escort to a military camp
for refusing to obey the military orders to leave his home

U.S. Army Captain H.C. Cook had valued their property
considerably less than estimates provided by those living on the land
in addition, the Surveyor General of Washington Territory refused to survey their claims

CANADIAN PACIFIC RAILWAY ACCOMPLISHES VERY LITTLE

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

ANOTHER KILLING IN SEATTLE

Businessman George Reynolds, was passing the corner of Third and Marion streets
on his way to his nearby home,
two muggers ordered him to throw up his hands and he was shot when he refused
he died at his home two hours later -- about 8:00 PM., January 17, 1882
Seattle was aroused by this criminal act
a vigilance committee was quickly formed at the fire station and members searched the city
two culprits were soon found hiding in some hay on a wharf at the foot of Washington Street
they were taken before a Justice of the Peace who committed them to jail for a hearing
two suspects were placed in a jail cell
Soon after being locked up the door of the building where they were being kept was broken open
by the vigilance committee who demanded the men be turned over to them
Sheriff Louis V. Wyckoff and Chief of Police John H. McGraw,
with revolvers drawn and leveled, refused to comply
but they gave their word the prisoners would be produced in court
on the following morning at 10:00
Vigilante committee departed taking the shoes of the prisoners with them
to compare them with tracks in the alley between Cherry, Columbia, Third and Fourth Avenues

VIOLENCE IN SEATTLE BEGETS MORE VIOLENCE

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

evidence was taken proving beyond a shadow of a doubt the guilt of the prisoners
neither of the accused culprits offered any defense
Prisoners were committed to the county jail without bail
this order had hardly been presented when a great shout arose in the courtroom
officers of the court were seized and held
prisoners were grasped by many resolute men who had crowded in from a rear entrance
Crowd of about five hundred more men rushed the prisoners through the alley behind the courtroom
to James Street where, on the north side west of the alley in Occidental Square,
a piece of heavy timber was placed in the forks of two maple trees
ropes were slipped around the doomed men's necks and the other end was thrown over the timber
neither accused man said a word
in less than five minutes the accused criminals were suspended above the heads of the crowd

VIOLENCE BEGETS VIOLENCE

That same day the fire bell sounded three times -- about 1:00 p.m. January 18, 1882
once again calling the vigilance committee together
About five hundred men went quickly to the jail
where Benjamin Payne, the alleged murderer of Seattle policeman David Sires, was confined
they tore down the tall fence on the south side, reached the jail yard,
chopped off the bolt of the outer door casing, smashed in the second door with sledges,
and literally beat to pieces the third and last inner door
they seized Payne, marched him downtown, placed a rope about his neck
he was hanged beside the other two victims of mob rule
just before being hanged Payne said, in answer to a question, **“You hang an innocent man.”**
indeed, none of the three victims had ever been proven guilty in court
These actions by an unruly mob were remarkable in many respects
although Seattle could claim one of the best court systems in the nation, mob rule won out
but, it was not an ordinary mob than hung these men
almost the whole adult male population was present during the quiet and subdued action
no disturbance had been made during the court proceedings
they acted only when the guilt of the two muggers had been proven in court
and when it may have seemed to them likely
that a long delay and perhaps a defeat of justice might ensue
mob action was so generally approved by Seattleites
that steps taken to punish the participants were unsuccessful
an appointed grand jury later could find no one to charge
in the case of the hanging of Benjamin Payne a coroner's jury said: **“We the jury,
summoned in the above case, find that Benjamin Payne came to his death by hanging, but from the
evidence furnished we are unable to find by whose hands. We are satisfied that in his death
substantial and speedy justice has been served.”**⁴¹⁵

Sheriff Louis V. Wyckoff died in Seattle of heart disease -- January 19, 1882

⁴¹⁵ Alan J. Stein, *Lynch mob hangs three men in Seattle on January 18, 1882*, HistoryLink.org, Essay 1965, January 1, 2000.

aggravated by the events and his official responsibilities of the previous two days

CANADIAN PACIFIC RAILWAY SHOWS SOME CONSTRUCTION PROGRESS

Floods delayed the start of construction season -- 1882

however, construction moved westward from Ontario, Canada

and eastward from the Pacific Coast

construction gangs beginning in the East worked to force their way

through solid rock and quicksand-like sinkholes

much of the engineering credit goes to Donald A. Smith

in the West, Andrew Onderdonk began laying track eastward from Yale, British Columbia

mountains and canyons of British Columbia were the most difficult portion of the project

where tracks crossed wild canyons and daunting mountain ranges

(by the end of construction season 418 miles of main line and 110 miles of branch line track

made the vision of a transcontinental link much more of a reality -- 1882)

PORT BLAKELY SAWMILL ON BAINBRIDGE ISLAND EXPANDS AREA OF OPERATION

Port Blakely mill could turn out 200,000 board feet a day -- 1882

this was the largest of any sawmill on the Pacific Coast

but keeping the sawmill supplied with logs was a challenge

To take advantage of the huge trees growing far to the southeast in Mason County,

Port Blakely Sawmill owners built a railroad in the county

known as the Blakely Line to haul logs from the forest to salt water

at Kamilche Point on southern Puget Sound

there logs were assembled into rafts to be towed to Port Blakely

by the mill company's steam tugboats

SHORTLINE RAILROADS ADD MILES OF TRACK IN WASHINGTON TERRITORY

In addition to the Blakely Line logging railroad in Mason County

Seattle, Walla Walla & Baker City Railroad Company was incorporated -- March 1882

Seattle's railroad visionaries, Judge Thomas Burke, John Leary, Arthur Denny and others,

once again took up the challenge of laying track over Snoqualmie Pass

Columbia & Palouse Railroad Company was incorporated --1882

track ran from Colfax, Washington Territory to Moscow, Idaho Territory

(and began to carry traffic [1885])

it was built in part by the Walla Walla & Columbia River Railroad

(and was later acquired by the Oregon Railway and Navigation Company [late 1800s])

AMERICAN ECONOMY GOES INTO RECESSION

From [1879] to 1882 there had been a boom in railroad construction

track laying across the nation resulted in a great demand for skilled and unskilled labor

manufacturing steel employed vast numbers of workers mining iron, steel and coal

all of his industrial development slowed when railroad construction declined

As the American economy cooled, money became harder to borrow -- funding sources dried up

America's economy entered into an economic recession -- March 1882

deflation increased the real value of money across the nation
more goods and services could be purchased for fewer dollars
however, at the same time the cost of debt also increased as interest rates rose
railroads, always in financial crisis, became financially crippled
America faced an economic crisis -- the Recession of 1882-[1885]

WORKING PEOPLE ORGANIZE INTO LABOR UNIONS IN SEATTLE

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

KNIGHTS OF LABOR CONTINUE THEIR DECADE-LONG UNION ORGANIZING WORK

Knights of Labor was one of the earliest labor unions in the United States (founded in [1869])
it was formed to bring about several demands of working people:
•bureau of statistics to determine national trends and needs,
•postal savings program to allow workers to make small deposits,
•industrial insurance to protect workers injured on the job,
•graduated net income tax by which the rich paid proportionally more than the poor,
•weekly payments of wages rather than being paid a small amount for only the day's work
Knights of Labor were active across the nation -- 1882
despite a general policy of inclusion, Knights of Labor refused to admit Chinese workers
who would replace dues-paying union workers
Knights of Labor organized protests against Chinese workers on the West Coast
of the United States and Canada
they supported anti-Chinese legislation

NORTHERN PACIFIC RAILROAD LINKS WALLULA WITH CONNELL

Grading work began at Palouse Junction (now Connell, Washington)
with about 300 Chinese laborers and forty teams of horses
working in the waterless, sandy region attracted very little interest from whites
consequently, the Chinese were able to get jobs normally done only by whites

giving them a relatively good bargaining position
Chinese work gangs conducted a short strike and increased their pay to \$1.50 a day
whites on the job received a 50¢ a day increase
Northern Pacific Railway operations from Wallula to Connell began -- April 15, 1882

CONGRESS PASSES THE CHINESE EXCLUSION ACT

Chinese Exclusion Act was the first significant restriction on free immigration in U.S. history
it was passed by Congress over President James Garfield's veto -- May 6, 1882
"skilled and unskilled laborers and Chinese employed in mining" were excluded
from entering the country for ten years under penalty of imprisonment and deportation
those few Chinese non-laborers who wished to immigrate
had to obtain certification from the Chinese government
that they were qualified to immigrate -- this tended to be difficult to prove
thus very few Chinese entered the United States under the 1882 law
Chinese Exclusion Act also affected the Chinese who had already settled in the United States
any Chinese who left the United States had to obtain certification for reentry
and the Act made Chinese immigrants permanent aliens
by excluding them from U.S. citizenship
after the Act's passage, Chinese men in the United States had little chance
of ever reuniting with their wives or of starting families in their new homeland
Chinese Exclusion Act did not keep Chinese people from coming to the United States
it only served to make them even more vulnerable when they arrived in this country
than they would have otherwise been
Chinese people were smuggled into the United States
once here they lived in terror of deportation
(illegal entry remains a frightening reality of the heritage of Chinese-Americans to this day
many are still uncertain about the citizenship status of their parents or grandparents)
(When the exclusion act expired [1892], Congress extended it for ten years as the Geary Act
this extension, [made permanent in 1902], added restrictions by requiring each Chinese resident
to register and obtain a certificate of residence
without a certificate, she or he faced deportation
for far too many years was no alternative was open to the Chinese but to work for the wages
offered to them
they were forced to live under deplorable conditions and the conditions they lived under
were pointed to as yet another justification for prejudice against them
with the passage of time Chinese young people, however, were able to build
on the hard work of their elders, winning the acceptance and respect
that was brutally denied to their ancestors)

FISHING IN WASHINGTON TERRITORY CONTINUES TO EXPAND

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

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

SPOKANE FALLS BOOMS INTO A CITY

Canvas-topped wagons rolled as never before across the sections of the overland route without rails
another twenty-eight hundred hopeful settlers moved up the Columbia River each month of 1882
busy “locators” escorted the new arrivals out to potential farms
in Spokane Falls the influx was so great that the city had to build a large immigrant house
to shelter bewildered home seekers while they searched out a portion of promised land
Spokane Falls opened its first opera house
the town had its required number of box house theaters providing less refined entertainment
“theater” had low, if not downright bawdy, connotations in America in the 1880s and 1890s
to designate a “legitimate” theater that staged actual plays and concerts
managers routinely called their buildings something else
usually “opera house,” but occasionally “museum” or “auditorium”
or “academy of music” to reassure virtuous ladies and high-minded gentlemen
one of the first legitimate theaters in the new city of Spokane Falls was called the “Opera House”
located on the northeast corner of Riverside and Post Street -- 1882
not to be confused with Grand Opera houses,
this was a warehouse where patrons sat on nail kegs

CHENEY IS THE HOME OF BENJAMIN P. CHENEY ACADEMY

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

MCNEIL ISLAND PENITENTIARY IS MORE CLOSELY CONNECTED WITH THE MAINLAND

Captain Neil O. Henly, a seasoned sailor and boat builder, was hired as a prison guard -- 1882
shortly after coming to McNeil Island he decided to design and build a sailboat for the prison
with the help of two experienced prisoners, Henly built a twenty-four-foot sloop
under a large piece of stretched canvas near the beach⁴¹⁶
Henly’s sloop made mail and supply runs to Steilacoom much faster, easier and safer

⁴¹⁶ Daryl C. McClary, *McNeil Island and the Federal Penitentiary*, Essay 5238, Link.org, April 17, 2003.

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

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

COLUMBIA AND PALOUSE RAILROAD COMPANY IS CHARTERED

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

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

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

SITUATION AT COLUMBIA (MOSES) RESERVATION GROWS MORE ACUTE

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

HENRY VILLARD PUSHES CONSTRUCTION ON HIS NORTHERN PACIFIC RAILWAY

Cascade Mountains of Washington Territory received the attention of engineers who determined the location for a 1.8-mile-long tunnel through the Cascade Mountains at the summit of Stampede Pass -- August 1882
however, Henry Villard's focus on transcontinental mainline construction across North America meant this route would remain only a proposal for the time being
Northern Pacific Railway construction gangs laid track from the west and the east western construction crews laid track as Chinese laborers built Eastward from Ainsworth on the Columbia River to Lake Pend Oreille
and on through the dense forests along the Clark's Fork River then continued on (eventually track laying gangs working through the Bitterroot Mountains in Montana)

would be met)
eastern track reached westward from Bismarck, Dakota Territory to Glendive, Montana Territory
then went west up the Yellowstone River Valley to Billings
where it arrived -- September 1, 1882
(construction would cross through Bozeman Pass to the Missouri River
before continuing through Mullan Pass to the Little Blackfoot River
last costly stretch to be constructed by Henry Villard followed Clark's Fork Valley
through the Bitterroot Mountains where the section along Hell's Gate Canyon
proved to be the most difficult
this gap was closed near Gold Creek seven miles west of Garrison, Montana)
from the east and the west tunnels were cut through the Rocky Mountains,
bridges were constructed over rivers and trestles were built across ravines
tracks were laid at an average of three miles a day including tunnels and bridges

DEMONSTRATIONS BY UNION ACTIVISTS UNIFY AMERICANS

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

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

banners proclaimed their beliefs:

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

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

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

Knights of labor convention following the celebration voted **"that hereafter one day of the year be set aside and on that day labor shall not labor, but go forth and show that it is free and glories in the right of its prowess"**⁴¹⁷

(New York City parade inspired other unions

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

FIRST ELECTRIC LIGHTS APPEAR ON PUGET SOUND

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

⁴¹⁷ *Typographical journal, International Typographical Union, July, 1904, P. 362.*

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

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

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

NORTHERN PACIFIC RAILWAY BEGINS CONSTRUCTION ON TACOMA TO SEATTLE LINE

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

FOREST INDUSTRY EXPANDS IN THE GRAYS HARBOR REGION

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

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

Puyallup Branch tracks continued along the White River Valley in a northerly direction
crossing a very productive agricultural region largely engaged in growing hops
several small towns were located on the route
Both the White and Stuck rivers flooded as they had for hundreds of years -- winter 1882-1883
large areas of the valley were under water
and the ground was permanently marshy in many places
extensive piling was necessary to anchor the roadbed slowing construction drastically

CONGRESS PASSES THE CIVIL SERVICE ACT

Jobs in the federal government were awarded based on an applicant's political connections
“machine politicians” who controlled the political parties handed out jobs to loyal friends
the merit of the applicant was not a consideration
assassination of President [July 2, 1881] James A. Garfield by a frustrated job applicant
(Charles J. Guiteau felt he had been cheated by the political patronage system)
moved political patronage to the front of the national legislative agenda
Vice-President, now President, Chester A. Arthur pushed legislation
to reform civil service hiring practices
Congress enacted the Civil Service Act to end the patronage hiring system -- January 16, 1883
Civil Service Act established that federal positions should be awarded on merit
competitive exams rather than political ties became the basis for hiring
Civil Service Act also made it illegal to fire or demote government officials for political reasons
and prohibited soliciting campaign donations on Federal government property
Civil Service Act also created the United States Civil Service Commission
to enforce the merit system of hiring and to stop the “shake down” of federal employees
for “campaign donations” on federal property
Civil Service Act initially covered only about 10% of the U.S. government's civilian employees
but the president by executive order could decide which positions could be subject to the act
and which would not -- (most federal jobs were under civil service by [1896])
Political bosses realized they could no longer count on donations from their wealthy patrons
hoping to receive a well-paying or a well-placed government job
political bosses would have to find a new source of income
since they could no longer depend on patronage hopefuls
political parties shifted to businesses to fund their campaigns

CANADIAN PACIFIC RAILWAY (CPR) CONSTRUCTION IS VERY DIFFICULT IN THE WEST

Andrew Onderdonk hired seven thousand men
to claw a way through the Fraser River canyon -- 1883
Although Onderdonk used the roadbed of the Cariboo wagon road wherever possible,
his laborers still had to bore fifteen tunnels, pile up huge landfills, construct trestles,
and hang by ropes to cliff faces while blasting millions of tons of rock
down into the seething Fraser River
It was the kind of work Onderdonk had seen Chinese crews perform successfully
for the Central Pacific Railroad in the California Sierra Nevada Mountains
therefore, he proposed to import thousands of Chinese laborers into British Columbia
reaction to the importation of Chinese immigrants was violent
in the Canadian Federal Lower House, a British Columbia delegate
proposed a resolution that “**no man wearing his hair more than five and one-half
inches in length be deem eligible for employment**” by the Canadian Pacific Railway (CPR)
Onderdonk retorted, “**You must have this labor or you cannot have a railway.**”⁴¹⁸
Onderdonk calmly brought in the Chinese despite continuing opposition

⁴¹⁸ David Lavender, *Land of Giants*, P. 384.

Part of the transcontinental line from the British Columbia-Alberta boundary westward
was built under the direction of Canadian Pacific Railway engineer James Ross
this section included the difficult western slope of Kicking Horse Pass
where steeper gradients than normal were permitted down to Field, British Columbia
this was the so-called "Big Hill"

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

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

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

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

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD COMES INTO EXISTENCE

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

Pierre B. Cornwall, and the San Francisco owners of the Sehome Mine
saw new hope for their investment on the shores of Bellingham Bay

Pierre B. Cornwall and his financiers decided to build a railroad
north from Sehome to meet the CPR tracks thus establishing their deep water wharf
and 3,800 acres of land in the Bellingham area as a link
between the East coast of the United States and Asia

Pierre Cornwall, president of the waning Sehome coal mine,
announced the formation of the Bellingham Bay and British Columbia Railroad (BB&BC)
Bellingham Bay and British Columbia Railroad (BB&BC) incorporated in California -- June 21, 1883
Pierre B. Cornwall was the president of the company which was capitalized with \$1,000,000
by wealthy San Franciscans
goal of the BB&BC was to lay about fifty-six miles of track from Sehome (Bellingham)
to Burrard Inlet (now located in Vancouver, British Columbia, Canada)
where the then under construction Canadian Pacific Railway
anticipated locating its terminus

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E OR LAKE SHORE)

Pioneer Judge Thomas Burke and prominent Seattle attorney Daniel Gilman laid plans
to connect Seattle to the outside world by rail

and compete with the transcontinental Northern Pacific Railway (NPRY)
that terminated in New Tacoma -- 1883

Burke and Gilman began fundraising
but Gilman's trip to New York to raise money came up empty

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

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

NORTHERN PACIFIC RAILWAY CONSTRUCTS BRANCH LINES IN WESTERN WASHINGTON

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

HENRY VILLARD EXPANDS HIS OREGON RAILROAD EMPIRE

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

MANAGEMENT OF HENRY VILLARD'S RAILROADS BRING ABOUT CHANGES

Northern Pacific Railway successfully crossed the Rocky Mountains using Mullan Pass
An agreement was reached between Oregon Railway and Navigation Company (OR&N)
and the Northern Pacific Railway (NPRY) that resolved various conflicts
pertaining to the completion of the transcontinental NP Railroad -- 1883
one of those points was that the Union Pacific's subsidiary, the Oregon Short Line,
was to complete its line west from Granger, Wyoming, through Idaho
to a junction on the Snake River at Huntington, Oregon
Henry Villard chartered the Oregon-Washington Railroad & Navigation Company
construction southeast from Portland to Huntington, Oregon was quickly begun
to meet the Union Pacific Railroad's Oregon Short Line
OR&N would then have a transcontinental link with the Union Pacific

NORTHERN PACIFIC RAILWAY NEEDS TO CROSS THE SNAKE RIVER

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

Northern Pacific Railway construction engineer J.T. Kingsbury selected the site for this project at the mouth of the Snake River

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

NORTHERN TRANSCONTINENTAL RAILROAD IS COMPLETED

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

GALA CEREMONY MARKS THE COMPLETION OF THE NORTHERN PACIFIC RAILWAY

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

Villard's guest list of dignitaries included:

- Villard's in-law's abolitionist William Lloyd Garrison and his family,
- former-president Ulysses S. Grant,
- Indian chiefs were there to re-enact ceding their various lands to the Great White Father,
- the German minister to the United States represented Henry Villard's roots,
- former Northern Pacific Railway President Frederick Billings was there to remind everyone that he had not completed the transcontinental railroad,
- governors of all of the states and territories through which the line ran arrived,
- someone appropriately remembered to invite aging John Mullan builder of the Mullan Road which provided part of the railroad route

Ceremony marking the completion of the Northern Pacific Railway transcontinental line took place at Independence Creek on the north bank of the Deer Lodge River sixty miles west of Helena in Western Montana Territory (near present-day Garrison, Montana) -- 3:30 p.m. September 8, 1883
construction gangs were ordered to tear up about nine hundred yards of track and to build a long platform beside the gap where all of the notables were assembled
in about twenty minutes a construction crew replaced the missing nine hundred yards of track and a brass band struck up a tune

In the presence of a large crowd and amid the booming of cannon
former U.S. President Ulysses S. Grant made a speech; Henry Villard made another
final “golden spike” was tapped into place by Henry Villard, former President Grant
and Henry C. Davis who had helped drive the first spike
this spike was not actually made of gold but was the same spike that was driven
to begin construction of the Northern Pacific in Carlton, Minnesota thirteen years earlier

New York Times triumphed (tongue somewhat in cheek): **“The last spike of the Northern Pacific Road was driven this afternoon on the slope of Rocky Mountain (sic), 2,500 miles from the Atlantic Ocean and 800 miles from the Pacific -- and 91 years after the idea of a highway from the Lakes to the Pacific was first suggested by Thomas Jefferson.... Three thousand people, besides the 400 distinguished guests who came with Mr. Villard stood on the grassy meadow overlooked on the east by the main range of the Rocky Mountains.... The valley is so civilized that the inhabitants have not for five years had to run from the Indians....”**⁴¹⁹

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

ROUTE OF THE NORTHERN PACIFIC RAILWAY

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

Main line of track was divided into divisions:

- St. Paul Division stretched from St. Paul, Minnesota northwest along the Mississippi River to Brainerd, Minnesota and continued northeast to Duluth, Minnesota on Lake Superior;
- Minnesota Division was routed westward through Brainerd to Moorhead, Minnesota on the Minnesota-Dakota Territory border;
- Dakota Division continued on to Fargo just across the Minnesota-Dakota Territory border then due West to Bismarck, Dakota Territory and the Missouri River just beyond Bismarck a great bridge crossed the river toward Mandan, Dakota Territory;
- Missouri Division began at Mandan in the Upper Missouri River valley traversed the Bad Lands and on to the Dakota-Montana territory border at Glendive, Montana Territory;
- Yellowstone Division ran by the Yellowstone River from Glendive to Billings, Montana Territory;
- Montana Division reached from Billings northwest toward Helena, Montana Territory;
- Rocky Mountain Division led from Helena into the Rocky Mountains along the Clark’s Fork River stopping at Cabinet Landing, Idaho Territory on the northern edge of Lake Pend d’Oreille;
- Pend d’Oreille Division reached from Lake Pend d’Oreille into Washington Territory it connected towns such as Spokane Falls, Cheney, Davenport, Sprague, Ritzville, Connell, Pasco, Ainsworth and Wallula Junction putting each on the map
- Pacific Division Prairie Line spur ran from Portland (Kalama) to Tacoma, Washington Territory

⁴¹⁹ W. Storrs Lee, *Washington State*, P. 354.

Oregon Railway & Navigation Company track met the Northern Pacific Railway at Wallula Junction thus providing Portland a railroad connection and a link with the eastern states

NPRY PACIFIC DIVISION REACHES WEST FROM PORTLAND, OREGON

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

PORTLAND IS SERVED BY NORTHERN PACIFIC RAILWAY TRAINS

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

PRESIDENT OF THE NORTHERN PACIFIC RAILWAY HENRY VILLARD VISITS TACOMA

Henry Villard ran a special train on the Pacific Division's Prairie Line spur to Tacoma he and 300 distinguished citizens traveled over the Portland-Hunters line and crossed the Columbia River to Kalama, Washington Territory
at Kalama they boarded a special train and arrived in Tacoma -- September 13, 1883
for yet another celebration where another gala party was held
Puget Sound and Tacoma were linked directly to Portland by the Tacoma Spur and, therefore, indirectly to Spokane Falls and points east to St. Paul, Minnesota

HENRY VILLARD MAKES A QUICK VISIT TO SEATTLE

Henry Villard and his 300 distinguished guests stepped off the steamer *Pacific Queen* in Seattle to a 38-gun salute at 4:30 p.m. September 14, 1883
Villard had hoped to ride in his private train car directly into Seattle but the Puyallup Branch from Tacoma remained unfinished
some three miles of track between (Kent) and Black River Junction and track into Seattle was incomplete
Seattle displayed two great ceremonial arches adorned with pine boughs and clusters of red mountain ash berries along with Japanese lanterns, hastily planted fir trees and a blizzard of flags and bunting
roasted oxen and acres of baked clams were prepared for the man of the hour
Villard was escorted to the territorial university where he cheered the crowd when he noted: **"I told my guests that they should see one of the most enterprising towns found on the North Pacific coast"**
he poked good-natured fun at engineer Henry Thielsen, who had been unable to finish the track into Seattle in time for the Villard special: **"I have brought the culprit along. You may try him by a jury of twelve good, honest and wise men, and punish him as you like!"**⁴²⁰

⁴²⁰ Kurt E. Armbruster, "Orphan Road: The Railroad Comes to Seattle," Columbia Magazine, Winter 1997-98: Vol. 11, No. 4.

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

PACIFIC NORTHWEST HAS A BRIGHT FUTURE THANKS TO THE NPRY RAILROAD

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

Northern Pacific Railway trains deposited settlers and developers in the West

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

Cattlemen had a rail outlet to the Northern plains

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

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

Salmon canning industry displayed rapid growth

Butte, Montana Territory mines were booming and Coeur d'Alene, Idaho mines showed promise

Success, as usual, fed on itself

(new manufacturing operations and service industries
had to be established for the new population)

(cities of the Northwest were embarking on a decade of the fastest growth,
in terms of percentages, that they would ever know)

PUGET SOUND DEVELOPS INTO A GOOD PLACE FOR FARMING

There was considerable agriculture land surrounding Seattle
in the valleys of the White, Green and Snoqualmie rivers

These newly successful farms attracted many people into Western Washington Territory

farmers in good years could make as much as \$60,000

farm land changed hands often and extravagantly

it was said if a farmer could raise nothing else, he could raise the price of his land

Puyallup hop farms from [1880 to 1890] increased their production from 500 acres to 5000 acres

yields ranged from one to four tons to the acre of the best hops in the world

La Conner tide flats grew oats and hay in record amounts

as diking provided remarkably rich, flat cropland

a few settlers grew vegetables

but because of their huge size this produce was more valued as seed than for food

Cities on Puget Sound were founded with the most extravagant expectations -- at least on paper

ever growing population centers provided a local market for vegetables, cattle and sheep

Portland packing houses increased production

while Seattle and Tacoma rapidly built slaughterhouses of their own in an effort to catch up

EASTERN WASHINGTON TERRITORY BECOMES A PRIME FARMING REGION

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

BOOMERISM SWEEPS WASHINGTON TERRITORY

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

UNION MOVEMENT GAINS SUPPORT IN WASHINGTON TERRITORY

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

ECONOMIC BOOM CHANGES WASHINGTON TERRITORY

Steel link to the East had been completed by the Northern Pacific Railway (NPRY)
this provided the impetus for industry to expand from fishing and farming
to form an urban-industrial society
Citizens of Washington Territory settled down to enjoy an economic boom

real estate values exploded along Puget Sound and along the Columbia River and its tributaries
But Tacoma remained at the mercy of Portland because of the Tacoma-Kalama spur link
unsatisfied people of Tacoma demanded construction of a “Cascade Branch” line
through Stampede Pass to the Yakima Valley and Spokane Falls
to provide direct access to the Northern Pacific Railway
and break their dependence on Portland

LEGISLATORS ASK CONGRESS FOR PERMISSION TO DRAFT A STATE CONSTITUTION

As railroad building in the Western United States expanded the population increased rapidly
very soon Dakota, Montana, Wyoming, Utah, Idaho and Washington territories
had enough population to make statehood almost mandatory
Legislator Nathan P. Caton of Walla Walla, Columbia, Garfield and Whitman counties
sponsored a bill in the territorial legislature to ask Congress to authorize Washington Territory
to draft a new state constitution immediately -- 1883
this bill was passed the legislature and was sent to Congress but when it reached Congress
it was sent to the usual hostile Committee on Territories
(there it stayed for the next six years)
(During the next five years Washington admission bills were routinely introduced into Congress
but nothing came of them because the Democrats buried them as soon as they appeared
Democratic majority of the U.S. House of Representatives meant it when they said
they were going to admit no more Republican states
on one occasion Connecticut Republican U.S. Senator Joseph R. Hawley introduced legislation
to admit the State of Tacoma
immediately Seattle and Olympia citizens opposed the measure
Congressional debate came to nothing as Democrats refused to admit a Republican state
regardless of its name)

ILWACO CANAL AND RAILROAD COMPANY IS INCORPORATED

Ilwaco was a sawmill and salmon cannery town located at the bar of the Columbia River
it served as the southern terminus of the Ilwaco Railway and Navigation Company (IR&NC)
Ilwaco Railway and Navigation Company (IR&NC) was incorporated -- 1888
(it had begun life as the Ilwaco, Shoalwater Bay and Grays Harbor Railroad Company)
this narrow-gauge railroad replaced the stagecoach line used to make the connections
between Ilwaco, Washington Territory up the Long Beach Peninsula
to Nahcotta, Washington Territory on Willapa Bay
IR&NC added a stop at the mansion of Ilwaco railroad president Lewis A. Loomis
Loomis House was a place to entertain railroad investors and hold board meetings
other frequent, unscheduled stops along the route from Ilwaco to Nahcotta earned the railroad
such nicknames as “The Irregular, Rambling, and Never-get-there Railroad,”
“The Delay, Linger, and Wait Railroad,” and the “Clamshell Railroad”
however, the train increased the flow of summer visitors
Seaview, Washington Territory was a favorite spot to stop and pitch a tent on the beach
[until 1930] when the train made its last run
IR&NC railroad ran entirely in Pierce County, Washington Territory for over forty years

from the bar of the Columbia River up the Long Beach Peninsula
it had no connection to any outside rail line

SURVEY OF THE NORTHERN PACIFIC RAILWAY CASCADE DIVISION BEGINS

Northern Pacific Railway (NP) Engineer-in-Chief General Adna Anderson had begun survey efforts to find a route across the Cascade Mountains [March 1880]
he intended to connect the Northern Pacific mainline track with Tacoma on Puget Sound at some place near the mouth of the Snake River
Anderson concluded that the new Cascade Division line should be built through Stampede Pass -- autumn 1883

NORTHERN PACIFIC RAILWAY COMPANY HAS FINANCIAL PROBLEMS AGAIN

In spite of the incredible financial potential opened by the newest transcontinental railroad Henry Villard was not without financial concerns:

- construction prices had surpassed all estimates to complete the transcontinental railroad line
Henry Villard's expenditures exceeded his \$40 million in receipts by \$7,986,508;
- at the same time he had had to keep his promises to the investors in his blind pool by declaring high dividends out of his shrinking treasury

HENRY VILLARD IS FORCED TO ISSUE ANOTHER ROUND OF BONDS

Villard's financial problems resulted in Northern Pacific Railway securities depreciating in value
Northern Pacific Railway's deficit swelled to \$9,459,921 -- October 1883
its bonded indebtedness stood at sixty-one million
To meet his rising expenses Villard issued \$20 million in second-mortgage bonds
these new bonds could be issued only on the strength of land-grant titles
provided only when track construction was complete -- after the costs had been incurred
to complicate matters the federal government was moving slowly in approving additional routes because of deception by other railroads

PORT BLAELY SAWMILL BECOMES ELECTRIFIED

With the successful operation of the Blakely Line logging railroad
Port Blakely became the world's largest sawmill operation under one roof
its lumber was shipped all over the world
to California, Australia, England, Germany, France, South America,
and to the Eastern United States
Port Blakely's success forced the addition of a night shift
leading to the necessity to install privately owned electric lights in the mill -- 1883

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

Within a year the old Opera House was converted into a new, barn-like theater called the Joy Opera House
it was still located on the same corner -- the northeast corner of Riverside and Post Street
Joy Opera House hosted many different plays and concerts, and even a few operas

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

JAMES JEROME HILL FACES COMPETITION FROM TWO TRANSCONTINENTAL RAILROADS

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

UNITED STATES AND CANADIAN ESTABLISH TIME ZONES

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

WOMEN OF WASHINGTON TERRITORIAL GAIN THE RIGHT TO VOTE

Nonstop agitation on the part of suffragists and temperance workers yielded an early victory
(Washington Territory's all male House of Representatives had passed a bill
granting women's suffrage (the right to vote and serve on juries by a vote of 13-11 [1881]
but the measure lost in the also all male Council [Senate] by a vote of five to seven)
Finally, both houses of the Washington Territorial Legislature passed a women's suffrage bill
this legislation stipulated that where "his" was used in the voting laws
it was to be construed as "his and her"
another territorial law made all qualified "electors" (eligible voters)
and "householders" (head of the household) eligible to serve on juries
thus by implication Washington Territory women voters were permitted to sit on juries
this was greater equality for women than was required under existing federal law
Territorial Governor William Newell signed the suffrage bill into law -- November 23, 1883
only Wyoming and Utah territories had enacted women's suffrage before Washington Territory
Catherine Paine Blaine was listed on voter registration rolls for the Third Ward in Seattle
making her the first known female signer of the [1848] Seneca Falls, New York Convention
Declaration of Sentiments to legally register as a voter
members of Seattle's small African American community rejoiced
as they became the first black women to ever vote in the United States of America
Women of Washington Territory participated in several local and territorial elections
but they could not vote on national issues
because the federal government still refused to allow women to vote

Women provided effective leadership in Seattle's government
as a corrupt city administration was removed from office
strict enforcement of ordinances regulating gambling, liquor sales and prostitution
went into effect
but of all of the effective reforms initiated by women the most horrible affront
in the minds of many men was the effort to organize to vote local areas "dry"
(no liquor could be sold)

CATHERINE PAINE BLAINE IS REMEMBERED IN WASHINGTON HISTORY

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

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

FRANKLIN COUNTY IS CREATED IN EASTERN WASHINGTON TERRITORY

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

YAKIMA CITY ANTICIPATES THE COMING OF THE NORTHERN PACIFIC RAILWAY

Northern Pacific Railway Company began construction on its Cascade Division
from Pasco through the Yakima Valley to Ellensburg
In anticipation of the arrival of the Northern Pacific Railway
Yakima City with a population of 400 was incorporated -- December 1, 1883
and became the county seat of Yakima County
Soon the Northern Pacific Railway Company disappointed Yakima City residents

when it was announced the town would be bypassed as difficulties had been encountered in locating railroad facilities at Yakima City (now Union Gap)
Yakima Indians also exhibited unrest as the coming railroad infringed on their land and treaty rights but they were even more concerned about interference with their Dreamer religious ceremonies

SALMON FISHING ON THE COLUMBIA RIVER REACHES A PEAK

Salmon canning industry displayed rapid growth
(it had begun in [1866] when two boats produced a pack of 4,000 cases)
There seemed to be no limit to the gigantic schools of huge Chinook (King) salmon and smaller, redder bluebacks (called sockeye salmon on the Fraser River and in Alaska) during the peak years of the [1880s and 1890s] Columbia River canneries annually packed as many as 630,000 cases of forty-eight one-pound tins during the annual fish runs between Portland and the mouth of the Columbia River
twenty-five hundred boats vied for the native salmon
competition to claim choice fishing spots to cast nets was relentless
or to construct a water-wheel-like fish wheel that could deposit flopping salmon onto a barge as the owner sat at his leisure
teams of horses harnessed to deep-pouched seines were driven shoulder-deep into the river and dragged the loaded net onto the beaches
Chinese laborers in Washington Territory found their greatest job stability and the least resistance to their presence in the canning industry
next to lumbering salmon canning was the steadiest source of cash income year after year in Western Washington Territory
Peak salmon fishing production on the Columbia River was achieved -- 1883-1884
it seemed the supplies of fish and demands of consumers were limitless
besides England, Australia and New Zealand, South America also provided buyers
Territorial Governor William Newell pressed Congress and the territorial legislature to pass laws regulating Washington's over-fished waters -- but to no avail

NORTHERN PACIFIC RAILWAY (NPRY) COLLAPSES FINANCIALLY

Northern Pacific Railway (NPRY) stock prices collapsed -- January 4, 1884
because of the financial turmoil unleashed
Henry Villard lost control of the Northern Pacific Railway
then he was forced to resign from all his companies
Villard remained on Northern Pacific Railway Board of Directors
until, shattered in health and fortune, he returned to Germany to try to recoup both
Robert Harris was named the new president of the Northern Pacific Railway
and of the Oregon and Transcontinental holding company
and its subsidiary: Oregon Railway and Navigation Company (OR&N)
driven by jealousies long smoldering between Portland and the cities of Puget Sound
these antagonistic financial concerns promptly fell into a feud
but NPRY construction continued as steps were taken to build the Cascade Division
across Stampede Pass in Washington Territory's Cascade Mountains

RIGHT OF WASHINGTON TERRITORY WOMEN TO SIT ON JURIES IS CHALLENGED

(Congress had provided in the [1853] Organic Act that created Washington Territory that only male inhabitants would be permitted to vote in the first territorial election in addition, the Organic Act stated the first legislative assembly was to identify the qualifications of all voters in subsequent elections

“U.S. Supreme Court held in *Strauder v. West Virginia* [1879] that a state could not exclude black men from jury service, because it is ‘practically a brand upon them, affixed by the law, an assertion of their inferiority,’ but states were free to establish other types of qualifications for jurors, including laws that ‘confine the selection to males’.”⁴²¹

Washington Territorial legislature had granted women the vote [1883]
all voters were eligible for jury duty)

Seating of women on a grand jury panel was challenged in court by a female defendant
Mollie Rosencrantz was charged with running a Tacoma house of ill repute -- 1884
Tacoma grand jury that indicted Ms. Rosencrantz included married women

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

her attorneys appealed to the Washington Territory Supreme Court

Ms. Rosencrantz’s attorneys argued the presence of women on juries, including grand juries, was not legal as all jury members must be both “electors” (eligible voters) and “householders” (head of the household) -- only a husband could be a householder

CHINESE PEOPLE EXERT A SIGNIFICANT INFLUENCE IN THE PACIFIC NORTHWEST

Chinese workers on the Columbia River and along the coastal streams did the slimy, dangerous work of cutting, cleaning, and packing fish into cans
after the fishing season, they moved back to Portland or San Francisco
to spend the winter months

Chinese risked exhaustion and boredom, life and limb in the construction industry

while others opened laundries and worked as domestic staff in the homes of the wealthy

Some Chinese also took up farming as they cleared land by cutting trees and grubbing up stumps

some were employed as ranch hands and others worked in the harvest

such as in the hop fields around Puyallup, Washington Territory

AINSWORTH HOUSES NORTHERN PACIFIC RAILWAY WORKERS

Ainsworth, Washington Territory averaged between 400 and 500 people
with a maximum of about 1,500 during its heyday

up to half of the population was Chinese laborers working for the Northern Pacific Railway

Irish laborers were the second largest contingency

during its brief life Ainsworth had become the county seat of Franklin County [1883]

Northern Pacific Railway’s Snake River bridge near Ainsworth opened -- April 20, 1884

OREGON AND CALIFORNIA RAILROAD CONTINUES ON TOWARD CALIFORNIA

Oregon and California Railroad along the Willamette River from Portland

⁴²¹ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 13.

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

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD BEGINS CONSTRUCTION

Pierre B. Cornwall president of the Bellingham Bay & British Columbia Railroad (BB&BC)
hired Marc L. Stangroom, a prominent California construction engineer,
to serve as superintendent and manager of the BB&BC
Stangroom moved to Sehome bringing with him two locomotives
from the Sehome Mine company's California mining operation
Engine # 1 was named the "D.O. Mills"
it sported a "sunflower stack" common to wood burning locomotives of its day
BB&BC's second locomotive apparently was less remarkable
Construction on Pierre B. Cornwall's Bellingham Bay & British Columbia Railroad (BB&BC)
began with a burst of activity -- 1884
roadbed was graded up from the Sehome Wharf (at today's Fairhaven) beside the waterfront bluff
before rising (to the present corner of Railroad Avenue and Maple Street)
in what was then known as Whatcom (now Bellingham's Old Town district)
BB&BC's broad railroad right of way created a new street in Whatcom, Railroad Avenue
(today the old railroad grade can still be seen paralleling the park department's walking trail
and passing just west of the new housing authority building
where the railroad roundhouse used to be)
Two miles of track were laid to Whatcom Creek that first year
then work stopped because of a slowdown in Canadian Pacific Railway's westward progress
Both engines were installed on the completed stretch a track
that ran from the Sehome Wharf at Sehome to Whatcom Creek
it appeared their only purpose was to impress investors and immigrants
who arrived at the wharf by steamboat

PANIC SWEEPS THE AMERICAN ECONOMY

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

further drying up access to money for loans for American businesses

SALMON WARS BREAK OUT ON THE COLUMBIA RIVER

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

LUMBER BECOMES A MAJOR INDUSTRY IN WASHINGTON TERRITORY

Lumbering grew by leaps and bounds -- 1884
loggers attacked forests along Puget Sound resulting in more land being cleared for farmers
Chehalis forests alone held giant trees averaging 50,000 to 60,000 board feet an acre
Olympic Peninsula forests drew the attention of mid-west lumbermen
townsite of Aberdeen was platted -- 1884 and Hoquiam in [1885]
Aberdeen, Hoquiam and Cosmopolis became the home of large lumber mills
Collectively Washington Territory sawmills cut a total of one million board feet a day
Pope and Talbot Lumber Company operated sawmills in Port Ludlow and Port Gamble,
Seattle and Tacoma also were sawmill towns,
Port Blakely bragged of a new mill with engines which developed 3,000 horsepower
and saws which chewed 150-foot long logs
an average day's work produced 300,000 board feet of dressed lumber
Most of the lumber cut was used to build Washington towns and cities
however, 148 lumber hauling ships in the timber fleet
carried only the lumber excess to California and the Orient
California lumber trade rose to nearly 200 million board feet -- [1883]-1884
Controlling and stabilizing the price of lumber was difficult
there was no single national or world market organization and transportation costs were high
lumber companies over-cut to pay their taxes and interest on debts

NORTHERN PACIFIC RAILWAY (NPRY) FACES A LOOMING DEADLINE

Northern Pacific Railway's Charter stated Puget Sound must be reached directly [by June 3, 1888]
or the federal government would withdraw all of the railroad's land grants
NPRY began construction on the Cascade Division over the Cascade Mountains to Tacoma
Bennett brothers, Captain Sidney Bennett and his younger brother Nelson,
won the contract to build the first 134 miles of the Eastern Section of the Cascade Division
that ran from the confluence of the Columbia and Snake rivers (today's Pasco)
up the Yakima River

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

Northern Pacific Railway (NPRY) began grading a roadbed

for its Eastern section of the Cascade Division line from (today's Pasco, Washington Territory)
beside the Yakima River toward Yakima City -- July 1, 1884
Yakima River was traced upriver past sleepy settlements
until Prosser, Washington Territory was reached (1,723 miles from St. Paul)
here the land was dry and covered with sagebrush
but was blessed with fertile soil only waiting for water
several telegraph station towns were located along this section of the Yakima River
NPRY Eastern section of the Cascade Division continued along the Yakima River
through the Simcoe Indian Reservation for about thirty miles
passing through the villages of Mabton and Toppenish, Washington Territory

IMPROVEMENTS ARE MADE TO THE ENTRANCE TO THE COLUMBIA RIVER

Mouth of the Columbia River had always been partially blocked by sandbars
leaving only two channels for the river to escape into the Pacific Ocean
Both entrances to the river were plagued by adverse ocean currents
as a result of this difficult navigation, many ships had been lost
in fact, the area was known as the "The Graveyard of the Pacific"
many ships had stood out to sea waiting for a storm to abate
sometimes the wait extended up to four weeks before safe passage was assured
Congress appropriated \$100,000 to start construction of jetties for the Columbia River-- July 1, 1884
in an effort to control the ocean currents and provide a safe entry
(Additional money was appropriated until the project was completed after decades
\$27,000,000 in additional expenditures, three substantial jetties were constructed
they were made of concrete and stone and extended into the ocean to restrain currents
improvements such as buoys, beacons and navigation lights
marked the river channel from the Pacific Ocean upriver to the mouth of the Shake River

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

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

WASHINGTON TERRITORY RECEIVES A NEW GOVERNOR

Republican President Chester A. Arthur appointed Republican Watson Carvosso Squire
as the new Washington Territorial Governor William A. Newell
Squire replaced William A. Newell -- July 2, 1884

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

COLUMBA (MOSES) RESERVATION IS OPENED FOR SETTLEMENT BY WHITES

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

SEATTLE RECEIVES ITS FIRST TRAIN

Northern Pacific Railway engine number 315, a baggage car and coach
after a three hour twenty-five-minute run from Tacoma
steamed along the standard gauge track into Seattle -- July 6, 1884
no one in Seattle much minded if the train had to back out of town to return to Tacoma
According to an incredulous Post-Intelligencer, **“The trains were started so suddenly that people could not fully realize the road had been opened to traffic, and in Tacoma, where the idea was entertained that we (Seattle) would be disconnected from rail communication by taking up the track (from Tacoma) they (Tacoma) could not believe it.”**⁴²²

First timetable appeared on July 10, 1884:

Train 23 departed Tacoma at 10:15 p.m. arriving in Seattle at 1:38 a.m.

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

WOMEN’S RIGHT TO SIT ON JURIES IS UPHeld

In *Rosencrantz v. Territory of Washington* Supreme Court justices
upheld the conviction of Mollie Rosencrantz by a 2-1 vote -- July 1884
Associate Justice John P. Hoyt was joined by Associate Justice Samuel Wingard,
Justice Hoyt explained that in the past **“the relation of the wife to the husband was such that while she was living with him she was not such a householder, as her identity was largely lost in that of her husband, and she had no right to be heard as to the disposition of the property or children that resulted from her marriage, so long as her husband survived.”** This ‘harsh rule of the common law’ had been overridden by the Washington Territory’s community-property law of 1879, which declared: ‘All laws which impose or recognize civil disabilities upon a wife, which are not imposed or recognized as existing as to the husband, are hereby abolished.’ Justice Hoyt explained that this statute was not limited to ownership of property, but was instead ‘imbued with

⁴²² Kurt E. Armbruster, “Orphan Road: The Railroad Comes to Seattle,” *Columbia Magazine*, Winter 1997-98: Vol. 11, No. 4.

[the] spirit of progress,' and created a marital relationship 'of absolute equality before the law.' Women and men were both 'householders,' because 'each, acting for himself or herself, but in conjunction with his or her companion, is the keeper of the entire household.'

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

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

"Justice Turner also expressed his 'repugnance' at the notion that women would be exposed to the grisly details of criminal trials, for doing so 'must, in my opinion, shock and blunt those fine sensibilities, the possession of which is [woman's] chiefest charm, and the protection of which, under the religion and laws of all countries, civilized or semi-civilized, is her most sacred right'."⁴²³

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

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

Washington Territory's Supreme Court heard the appeal of a second case involving women jurors *Hays v. Washington Territory* involved a case where the defendants were found guilty of violating a Thurston County ban on hunting deer with dogs -- July 1884 on appeal Washington Territory Supreme Court Justices Samuel Wingard and Roger Greene

"rejected the idea that the federal constitutional right to trial by jury required a jury of men. The federal constitution incorporated the common law concept of jurors *as liber et legalis homo*, which Justice Greene understood to encompass 'freedom, law, and humanity; in other words, the juror must be free, lawful, and of the human race.' He noted that some common law trials, such as those involving determination of pregnancy, had exclusively female jurors. Even though 'ordinary issues' were decided at common law by male juries, the Legislature could expand the uses of female jurors without violating the common law or the U.S. Constitution. Justice George Turner again dissented."⁴²⁴

POLITICAL WINDS CHANGE ARE FELT IN THE UNITED STATES

⁴²³ Aaron H. Caplan, "The History of Women's Jury Service in Washington," *Washington State Bar News* March 2005, P. 13-14.

⁴²⁴ Aaron H. Caplan, "The History of Women's Jury Service in Washington," *Washington State Bar News*, March 2005, P. 14.

Republicans convened their presidential nominating convention in Chicago -- 1884
they nominated former U.S. Speaker of the House James G. Blaine of Maine
for the office of President on the fourth ballot
Blaine's nomination alienated many Republicans because they were concerned
about financial corruption in awarding railroad charters
associated with their candidate, James G. Blaine
they viewed James G. Blaine as both ambitious and immoral
Republican political activists bolted from their political party
reform-minded Republicans were called "Mugwumps"
based on the Algonquin word *mugguomp* -- an "important person" or "war leader"
implying they were sanctimonious and self-righteous
because they believed themselves to be above party politics
Democrats also held their nominating convention in Chicago -- 1884
their nominee, Stephen Grover Cleveland, was a reformer
who wanted to restructure the American patronage system
used to make political appointments

NORTHERN PACIFIC RAILWAY REACHES NORTH YAKIMA

North Yakima, the railroad's own town, was the next stop to be reached
by Northern Pacific Railway's Eastern section of the Cascade Division construction crews
North Yakima marked the opening through a low mountain range that led to the Yakima Basin
(this very fertile land enclosed by low mountain ranges became a great farming region
water from the Yakima, Nachess, Cowychee and Attanum rivers provided for irrigation)
North Yakima became the trade center for the surrounding valleys

NORTHERN PACIFIC RAILWAY OPERATES A TRAIN FERRY ACROSS THE COLUMBIA

(Northern Pacific Railway shipped a new train ferry in 57,159 pieces from New York to Portland)
this ferryboat was christened *Kalama* but was renamed *Tacoma*
before she was placed into service
Tacoma, 338 feet long and 42 feet across the beam (wide), was launched [May 17, 1883]
she was the second largest ferryboat in the world
Tacoma was essentially a floating rail yard with three parallel tracks
she was able to carry entire trains composed of twelve passenger cars and their engines
or twenty-seven freight cars and their engines
Tacoma was placed into operation crossing the Columbia River
between Hunter's Landing, Oregon and Kalama, Washington Territory -- October 9, 1884
Pacific Division's Prairie Line spur became an all-rail route to Tacoma on Puget Sound
although one requiring a short trip on the railcar ferry across the Columbia River
this spur line assured that Puget Sound also would be served by a railroad
After the ferryboat went into service, the Northern Pacific Railway saw a sharp increase in ridership
between Portland and Tacoma as four passenger cars operated on these trains
where before only one passenger car was needed before
(Northern Pacific tracks were extended from Hunter's Landing to Goble, Oregon [1890]
where the ferryboat *Tacoma* loaded and unloaded train cars to link with Kalama)

(This train ferry was a critical link in the rail service for twenty-five years until [1909]
when major rail bridges in Portland were completed)

WORK BEGINS ON THE WESTERN SECTION OF THE NPNRY'S CASCADE BRANCH

Tacoma served as both a seaport and a railroad center
next to San Francisco, Tacoma was the most important wheat-shipping point on the coast
it also shipped more lumber and coal than any other port on the Pacific coast
there were daily steamboats from Tacoma to Seattle, Port Townsend, Olympia
Victoria, British Columbia and other places on Puget Sound
there was a weekly connection with San Francisco by large ocean steamships
Western section of the Northern Pacific Railway Cascade Branch
began in Tacoma on the shore of Puget Sound
(1,935 miles from the Northern Pacific Railway headquarters in St. Paul, Minnesota)
Tacoma was the headquarters of the Western Branch of the Northern Pacific Railway
and had extensive car and repair shops
exiting Tacoma, the railroad followed the Puyallup River
across eight miles of Puyallup Indian Reservation before reaching the village of Puyallup
Puyallup was a trading point for all of the hop-raising farms along the glacier-fed
Puyallup and White rivers from the slopes of the Mount Rainier
land near the Puyallup River was the most productive hop growing region in the world
there a few acres of hops could make the farmer independent for life

At the White (Stuck) River (today's Sumner) the Cascade Division divided:

- mainline track of Northern Pacific Railway's Cascade Division toward Stampede Pass
followed the White River before crossing to the upper Green River,
a beautiful mountain stream well stocked with trout
through superb mountain scenery of dense forests of fir, cedar and spruce
to Eagle Gorge (site of today's Howard Hanson dam)
where it abruptly stopped
several telegraph station towns were located beside the track as it reached eastward
- Western Branch line of the main route continued up the Puyallup River
to the glacial-fed Carbon River
just beyond Orting the branch line ran to Carbonado, Wilkeson and South Prairie
where important coal mines provided ore to be sold in California
to help defray Northern Pacific Railway expenses

RAILROAD NETWORK EXPANDS BRINGING WEALTH TO WASHINGTON TERRITORY

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

TACOMA BOOMS WITH THE COMING OF THE NORTHERN PACIFIC RAILWAY

Town of "Old" Tacoma fronting of Commencement Bay

consolidated with “New Tacoma” located by the Northern Pacific Railway depot
combined population of the city of Tacoma was 4,400 -- 1884
Besides shipping and railroad transport, the basic industry of Tacoma
was the manufacture of forest products, including pulp and paper, plywood, shingles,
building sashes and doors and furniture
However, most Tacoma businessmen invested their finances in real estate
Illinois school teacher and chicken farmer Allen C. Mason arrived in Tacoma
with \$2.85 in his pocket -- 1884
he purchased a sign and opened a real estate office -- land sales were very good
he soon constructed a large bridge across a gulch (where 34th Street is today)
and developed a new section of Tacoma to the south of downtown
more settlers arrived from the East every day and all of Tacoma’s businesses flourished

TACOMA LIGHT AND WATER COMPANY IS FORMED

Philadelphia capitalist and former president of the Northern Pacific Railway Charles Wright
took an active part in developing the city of Tacoma
he endowed Annie Wright Seminary for high school girls
was founded 1884 and named for Wright’s daughter
Charles Wright also founded Washington College for boys
this was the male equivalent of Annie Wright Seminary -- it opened [September 2, 1886]
with an enrollment of sixty-five boys, half of them day students
(Depression of 1892-1893 forced many students to leave and the school closed [1892])
(Charles Wright Academy [founded in 1957] in Tacoma was named in his honor)
Charles Wright received a franchise to use city streets and alleys for utilities
from the Tacoma City Council
Charles Wright organized the Tacoma Light and Water Company -- 1884
Isaac Smith was named engineer and began work on construction of a utility system for the city
Tacoma Light and Water Company drew drinking water from several creeks
and distributed it through pipes made from hollowed-out logs
with the monopoly provided by his franchise, Wright could charge what the market would bear
because he lived in Philadelphia, customer service was an afterthought

DEMOCRAT GROVER CLEVELAND IS ELECTED PRESIDENT OF THE UNITED STATES

Grover Cleveland was elected Democratic President -- November 4, 1884
he was the only Democrat elected to the Presidency in an era of Republican domination
that lasted more than half a century [from 1860 to 1912]
he received 48.5 % of popular vote: 4.87 million votes to James G. Blaine’s 4.85 million votes
he received 219 electoral votes to 182 electoral votes
bitter Republicans blamed the “Mugwumps” who had bolted from their party
Following the shift in national politics Washington Territory voters
elected Democratic Congressional Delegate to Congress C.S. Voorhees [1885-1889]
he replaced Republican Territorial Delegate Thomas H. Brents
At first Grover Cleveland, a bachelor, was ill at ease with the comforts of the White House
at age forty-nine he married 21-year-old Frances Folsom [June 1886]

he was the only President to be wed in the White House

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

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

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

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

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

LUMBER BARON T.D. STIMSON COMES WASHINGTON TERRITORY

Stimson Lumber Company had its beginning in Michigan [1850]

when Thomas Douglas (T.D.) Simpson and his business partner set up operations after some success the young partners agreed to go their separate ways

with hard work and determination T.D. and his children established a sound financial operation along the Muskegon River of northern Michigan

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

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

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

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

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

T.D. Stimson decided to move his lumber operation from Michigan to Seattle (it would take five years to carry out the move)

CITY OF PASCO, WASHINGTON TERRITORY IS ESTABLISHED

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

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

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

several versions of the origin of the name Pasco exists -- one of the most widely accepted

is that it was named by Northern Pacific Railway construction engineer Virgil G. Bogue, who had helped build a railroad in the Andes Mountains near Cerro de Pasco, Peru

(Franklin County courthouse was moved from Ainsworth to Pasco [1886])

Ainsworth, Washington Territory soon faded from the scene

Pasco replaced Ainsworth as the population center at the confluence of the Snake and Columbia many of the buildings in Ainsworth were either dismantled or moved to Pasco

Chinese laborers also moved to the new town and established their own district (over the years, Pasco increased in size and engulfed the original town of Ainsworth)

CONSTRUCTION BEGINS ON THE BRIDGE ACROSS THE COLUMBIA RIVER AT PASCO

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

OREGON RAILWAY LINKS WITH THE UNION PACIFIC RAILROAD

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

THREE FORKS BECOMES PULLMAN, WASHINGTON TERRITORY

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

WASHINGTON TERRITORY COAL MINES ARE LINKED BY RAILROAD TRACK

Columbia & Puget Sound Railroad completed construction from Meeker Junction (Puyallup)
to Black Diamond -- December 12, 1884
this allowed for transportation of heavy equipment to mining sites
and for the movement of coal to the King Street Coal Wharf in Seattle
Additional coal mines were opened at Cedar Mountain --1884
and Franklin, Washington Territory [1885]
(Franklin is now a ghost town in King County
located within undeveloped Hanging Gardens State Park)
these Green River coal fields added to the production of mines in Renton and Newcastle
most of the coal was shipped to San Francisco

UNIONISM EXPANDS IN PIERCE COUNTY

Coal was king in the nineteenth century
history of coal along Puget Sound was tied to the development and expansion of the railroad
locomotives burned coal which is heavy and bulky and could not be transported without trains
both railroads and coalmining grew together in the region
each enabled the growth of the other
Washington Territory coal was used to fuel locomotives and steamships, and to heat homes
California quickly developed as a major market

Coal miners at Carbonado and South Prairie in Pierce County, Washington Territory
were organized into unions by the Knights of Labor -- 1884

YAKIMA CITY IS MOVED

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

NORTHERN PACIFIC RAILWAY CONSTRUCTION CONTINUES ALONG THE YAKIMA RIVER

North Yakima, the railroad's own town, was the next stop to be reached
which marked the opening through a low mountain range that led to the Yakima Basin
(this very fertile land enclosed by low mountain ranges became a great farming region
water from the Yakima, Naches, Cowlitz and Attanum rivers provided irrigation)
North Yakima became the trade center for the surrounding valleys
Leaving North Yakima tracks continued on through a gap in the surrounding low mountain range
along the Wenass River through the settlement of Selah, Washington Territory
there the Cascade Division track ended just before entering the Yakima River Canyon

IDAHO LEGISLATURE REQUESTS TO BECOME PART OF WASHINGTON TERRITORY

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

INLAND EMPIRE OF WASHINGTON TERRITORY EXPERIENCES HARD A WINTER

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

destroyed whole herds of animals -- winter 1884-1885
a five-year period of ranching and farming prosperity came to an end

UNEMPLOYMENT ELEVATES FEAR ALONG PUGET SOUND

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

CHINESE LAUNDRY OPENS IN TACOMA

When a Chinese merchant leased a lot on Pacific Avenue for a washhouse
Tacoma Ledger newspaper warned in flamboyant language of Tacoma's peril
because of the Chinese establishment -- January 1885
Eight or nine men met in the rooms above Tacoma Mayor R. Jacob Weisbach's grocery store
to discuss the Chinese question
(German-born Mayor Weisbach would prove to be the wrong man elected at the wrong time)
petitions that called for a mass meeting to address the situation were printed and circulated

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

North Yakima, four miles north of Yakima City was incorporated -- January 27, 1885
on the same day it was named the Yakima County seat -- replacing Yakima City for the honor
Yakima City, also known as "Old Town,"
(it later changed its name to Union Gap and languished without even a depot
until a lawsuit awarded them a depot some years later)
Bustling town of North Yakima soon established itself as the commercial center
of the rich agricultural valley
it became a depot and cattle-shipping point -- (North Yakima became simply Yakima [1918])

NORTHERN PACIFIC RAILWAY TRACK CONNECTS YAKIMA CITY AND SELAH

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

there the Cascade Division track ended just before entering the Yakima River Canyon

EASTERN WASHINGTON IS PROVIDED WITH ANOTHER SHORTLINE RAILROAD

Eastern Washington Railway (a Northern Pacific Railway subsidiary)

was incorporated -- February 1885

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

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

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

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

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

into the rich farmland of the Palouse

railroad officials offered residential and commercial lots for sale,

plans for the construction of all necessary railroad-related buildings were proposed

residents of Farmington, Washington Territory less than ten miles away were not happy

their established center of trade and commerce was being bypassed

in favor of the undeveloped and unpopulated Belmont

MINING BOOMS AGAIN ALONG THE CANADIAN BORDER

Old Dominion silver mine was opened just across the international border near Colville -- 1885

this rich strike turned Colville from a hamlet of two stores and a brewery into a sturdy town

First huge nugget found was a ball of silver with many veins which resembled a globe

Canadian mining village was founded and named Globe, British Columbia (now a ghost town) after the nugget

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

Toad Mountain silver mines near Kootenay Lake boomed

and the town of Nelson, British Columbia came into prominence

(Additional finds would be discovered in the Slocan District beyond Nelson

and also at the headwaters of Trail Creek just west of the Columbia River

and only six miles north of the international boundary

after some time, mined copper became much more important than the silver

Globe became a copper mining town

to make these potential millions of dollars accessible to Spokane

Dan Corbin laid Spokane Falls & Northern Railway track through Colville

and on toward a projected smelter at Northport just south of the border [1889])

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

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

Natives believed the government had failed to address concerns regarding their survival despite some early victories at Duck Lake, Fish Creek and Cut Knife, Saskatchewan

this rebellion resulted in the destruction of numerous Aboriginal fighters
Louis Riel was hanged
Tensions between French Canada and English Canada increased for some time
because the Canadian Pacific Railway transported troops into battle
political support for the railroad increased
Canadian government provided sufficient funds to save the nearly bankrupt railroad
and authorized funds to complete the Canadian transcontinental railway

MASS MEETING IS HELD IN TACOMA TO DISCUSS REMOVING THE CHINESE

Acting on the petition for a mass meeting, Tacoma Mayor R. Jacob Weisbach gathered residents
to devise a method to get rid of the Chinese -- February 21, 1885

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

TACOMA'S COMMITTEE OF NINE MEETS

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

After approving drafts of a boycott agreement, committee members voted
to print a hundred for circulation -- February 28, 1885
names of people who refused to sign the agreement were to be reported to the committee

PRESIDENT GROVER CLEVELAND TAKES OFFICE

As Democratic President Grover Cleveland was sworn into office -- March 4, 1885
his admirers praise him for his honesty, independence, integrity
and commitment to liberal politics

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

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

WASHINGTON TERRITORY SUPREME COURT DENIES WOMEN THE VOTE

Voting rights, and subsequently the right to serve on juries,
was taken from Washington Territory women voters when the Territorial Supreme Court ruled
the "title of the [1883] Suffrage Act" substituting "his and her" for "his" in the voting laws
did not adequately describe the Act's content -- 1885
with this technicality the right of women to vote and serve on juries
in Washington Territory was lost

CONSTRUCTION ON THE EASTERN PORTION OF THE CASCADE DIVISION CONTINUES

Tracks left Selah, Washington Territory and entered the Yakima River Canyon -- 1885
building through the narrow and rugged Yakima Canyon was difficult at best
tracks wound westward for miles through the picturesque canyon
at one point the river rose and swept away most of the NPRY rudimentary bridge works
emerging from the Yakima Canyon the Northern Pacific Railway (NPRY) route
entered the Kittitas Basin -- this is the largest fertile valley cut by the Yakima River
Ellensburg, the county seat of Kittitas County, served as the headquarters
for the Cascade Division's Eastern portion climbing the Cascade Mountains
from Ellensburg the NPRY route continued northwest along the Yakima River
it entered the Cascade Mountains up remarkably light grades
these mountains presented a magnificent spectacle of lofty rocky peaks crowned with snow
tracks followed the Yakima River until (what became Cle Elum, Washington) was reached
and continued on to (today's Easton, Washington)
where the climb over Stampede Pass began

CONSTRUCTION ON THE WESTERN PORTION OF THE CASCADE DIVISION CONTINUES

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

TACOMA CITY COUNCIL PASSES ORDINANCES DIRECTED AT CHINESE RESIDENTS

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

CRIME IS NOT UNKNOWN IN TACOMA

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

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) IS INCORPORATED

Seattle Lake Shore and Eastern Railway company was incorporated -- April 15, 1885
by pioneer Judge Thomas Burke and prominent Seattle attorney Daniel Gilman
Seattle Lake Shore and Eastern Railway (SLS&E) was to accomplish three purposes:

- build and run its initial line from Seattle to the sawmill town of Ballard to provide immediate results and returns to investors;
- exploit the coal and gypsum near Squak Lake, hops in the Snoqualmie Valley, timber in the foothills of the Cascade Mountains, metals in Snoqualmie Pass, grazing, and wheat production in eastern Washington;
- boost Seattle as a transcontinental railroad hub and replace New Tacoma with Seattle as the Western Terminus for the transcontinental railroad system

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) ATTRACTS FINANCING

Proposed route of the Seattle Lake Shore and Eastern Railway (SLS&E) from downtown Seattle was to travel north to Salmon Bay (Ballard) and Lake Union, continue beside Union Bay follow the western shore of Lake Washington to Renton, and up May and Coal Creeks to the Cascade Mountains it was intended the railroad would continue on to Snoqualmie Falls, Cle Elum, Ellensburg and Rock Island Rapids (near Wenatchee) Attorney Daniel Gilman obtained financing for the Seattle Lake Shore and Eastern Railway route from the New York financial firm of, Smith and Cotting -- April 28, 1885 SLS&E laid six miles of track from downtown Seattle to Salmon Bay (Ballard)

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

(Those Free Bands of Nez Perce who had fled toward Canada and had survived their experiences in Oklahoma had been moved to a reservation in Kansas where they stayed until 1885 before they were permitted to return to the Pacific Northwest they loved an Indian Commissioner ordered the Nez Perce returned to the Northwest [April 1885] but not to their homeland in the Willapa hills and valleys) Out of nearly 500 Native Americans who had surrendered with Chief Joseph, 268 survived they left Arkansas City, Kansas by train for their return to the Pacific Northwest -- May 1885

PUGET SOUND AND PORT BLAKELY MILLS EXPAND

Captain William Renton's Port Blakely Mill Company ran extensive logging railroad tracks into the Olympic Peninsula foothills -- 1885 his shortline railroads opened the rail age in the woods (Captain Renton's enterprise later became the foundation of the Simpson Logging Company)

SHEEP DRIVES DELIVER ANIMALS TO MARKET

Emphasis in sheep raising shifted from wool to mutton after the devastating winter of 1884-1885 raising sheep for food kept sheep ranching alive -- 1885-[1890] It became necessary to move the huge flocks to grazing lands as they traveled on their way to the stockyards of Omaha for slaughter Walla Walla was the gathering point for Washington Territory sheep Oregon flocks started from towns like Prineville, Heppner and Pendleton Idaho Territory's sheep drive started from the Boise area in preparation for the drive, sheep had to be sheared

and dipped in chemicals to eliminate vermin and skin disease
Drives were composed of 5,000 to 7,000 sheep in a herd
most flocks moved East over the old Oregon Trail along a route ten to forty miles wide
other flocks traveled slowly along the upper Missouri River
then East across Montana with St. Paul, Minnesota as the destination
Shepherders had to be very cautious when finding shepherds for the drive
as they had to understand not only the trail but also the sheep as well
they had to be responsible and willing to take care of the flock
however, shepherds were not romanticized in novels like the cowboy cattle drover was
Sheep drives usually took seven months -- life on the trail was difficult and routine
shepherds would get their flocks underway at sunrise
shepherders were obliged to eat on the run -- distances averaged eight to ten miles a day
finding adequate pasture and water and keeping the flock together kept shepherds occupied
sheep do not like to drink from pools as they prefer running water
this presented a real problem in dry areas
Sheep and their shepherds faced dangers on the trail
flooding rivers, stampedes, outlaws, Indians, poisonous herbs, wolves and other predators,
and stretches of parched alkali land
encountering unfriendly cattlemen and homesteading farmers could initiate full scale range wars
often horses and cattle were driven along the same routes as sheep
when this occurred sheep would follow along behind
since their narrower mouths striped the land bare as they grazed
however, as the larger animals tired, sheep would often push ahead
causing feeding problems for the herds driven by cowboys
and resulting in herds of sheep arriving at the destination towns first

BLACK DIAMOND IS A COAL MINING COMPANY TOWN

Labor-Management disputes were numerous in Washington Territory
just as were clashes in mining areas across the country
issues centered on wages, hours, safety, workmen's compensation and union recognition
these provided grounds for frequent strikes, lockouts and incredible hardships
on mining families
periodic, national economic depressions added to the misery experienced in mining towns
Black Diamond was shaped by the demands of the coal industry and its management
land on which most of the homes were built remained the property of the company
mine superintendent Morgan Morgans determined who could buy and sell their house to whom
and at what price
Superintendent Morgans controlled liquor, electricity, medical care and political rallies
he permitted collection of relief funds for families in need and determined mine holidays
he even donated land for the town cemetery
Pacific Coast Coal Company which owned the town of Black Diamond did not operate a store
residents had to travel to Seattle for major purchases such clothing and household furnishings
development of businesses and services in Black Diamond was strictly limited by the company

PUGET SOUND COAL MINES FACES WORLD-WIDE COMPETITION

Production at the Black Diamond and Franklin coal mines had increased sharply -- 1885
King County's Newcastle mines were relegated to a second position in coal production
Chinese were driven out of Newcastle by white workers fearing the loss of their jobs
Most coal from Puget Sound mines went to San Francisco by ship but faced stiff competition there
higher-quality coal from England and Australia was brought to California as ballast in grain ships
coal from British Columbia was mined by lower-paid Chinese labor
which drove prices downward
Puget Sound mine owners made money only if there was a poor grain harvest in Australia or England
or if there were coal miners' strikes there

BLACK DIAMOND COAL MINERS GO ON STRIKE

At this time, miners and management did not negotiate their demands
if management decided to cut wages, the owners simply issued notices to the workers
if the miners objected the mines were closed and all employees were laid off
in response, miners held mass meetings to discuss issues and resolve their internal conflicts
sometimes miners used their fists to make a point
when a course of action was decided upon, miners presented their demands to management
in Black Diamond this was the Pacific Coast Coal Company
Knights of Labor Union led a strike seeking a pay increase for coal miners
in the Black Diamond mines -- May 1885
this one-week strike was successful and coal miners returned to work

TACOMA POLICE CONDUCT A RAID ON A CHINESE WASH HOUSE

Tacoma police officers raided a Chinese laundry -- May 20, 1885
several occupants were arrested for violating the cubic air ordinance
but for the most part the nuisance ordinance was largely unenforced

SOME FREE BANDS OF NEZ PERCE INDIANS RETURN TO IDAHO TERRITORY

Free Bands of Nez Perce Indians who had fled to Canada arrived at Pocatello, Idaho
U.S. Indian Bureau insisted the non-Christian Nez Perce Indians including Chief Joseph
and many of the leading warriors and others might be accused of atrocities in Idaho
There came another parting -- June 1885
118 Christian Indians continued to the Nez Perce reservation at Lapwai
refugees who chose or were assigned to Lapwai
they received a warm welcome from others of their blood
150 Dreamer Indians were sent to the Colville reservation agency then located at Fort Spokane
(Colville reservation had been created in [1872] for local tribes
including Nespelems, Okanogans, Methows, and San Poils)
those who followed Chief Joseph to Fort Spokane were greeted by a cold blast

from the Colville Indian Agent: “...the Nez Perce had become used to Oklahoma, ‘sickly sentimentality’ forced their return, insufficient funds were available to feed them...”⁴²⁵

CORRUPTION RUNS DEEPLY IN TACOMA

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

ANTI-CHINESE LEAGUE IS ORGANIZED IN TACOMA

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

NORTHERN PACIFIC RAILWAY CASCADE MOUNTAIN TUNNEL GOES TO BIDDERS

Best railroad builders in the nation were invited to bid on the Stampede Pass Tunnel project this was the second longest tunnel in America at 1.89 miles long, twenty-two feet high and sixteen-and-a-half feet wide (only the Hoosac Tunnel in Massachusetts was longer) because of the wildness of the country and the distance from sources of supplies the Stampede Pass Tunnel could be regarded as a greater work of tunnel engineering than were more famous projects several companies that had helped push the NPRY to this point threw in their bids hoping for the million-dollar job and the \$100,000 bonus if the tunnel could be finished before [June 3, 1888] to beat the government’s deadline and save the NPRY’s land grants among bidders were the Bennett brothers who won the contract Captain Sidney Bennett and his younger brother Nelson had previously won the contract for the first 134 miles of the Eastern section of Cascade Division running from Pasco to North Yakima Before tunnel construction could even begin a 700-foot approach had to be filled and leveled hand drills, hammers and blasting materials had to be hauled in cookhouse, bunkhouse, warehouse and other wooden structures had to be built these preliminary operations cost \$125,000

NORTHERN PACIFIC RAILWAY FACES A LOOMING DEADLINE

Northern Pacific Railway’s (NPRY) Charter stipulated that to save railroad’s land grants

⁴²⁵ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

Puget Sound must be reached directly by [June 3, 1888]
Track reaching up the West side of the Cascade Mountains were seventy miles
from the end of the track on the East side of the mountains
almost two miles of that was solid rock
with the government's deadline for completion of the route only twenty-eight months away

POINT ROBERTSON IS FREQUENTLY SHOURDED IN FOG

Point Robertson station on the northeast corner of Maury Island
marked the halfway point between Tacoma and Seattle
To guide ships through Puget Sound, a steam fog whistle was put in place
one-story, fog-signal building, measuring thirty-six by sixteen feet, was constructed on the point
original boiler and twelve-inch steam whistle came from Oregon's Point Adams lighthouse
fog signal was a six-second blast each minute when necessary
To protect the station from high tides, a log bulkhead that enclosed more than four acres
was built along the beach
hydraulic sluicing was used to raise the ground behind the bulkhead and fill in a lagoon
most of this land was raised anywhere from two to twelve feet and then seeded with grass
Franklin Tucker became the head keeper at Point Robinson -- July 1, 1885
first keeper's house was a one-and-half story swelling painted white with green shutters
it was located 630 feet south of the fog signal

ANTI-CHINESE LEAGUE TAKES ROOT IN TACOMA

Tacoma Mayor/Police Chief R. Jacob Weisbach was elected president of the Anti-Chinese League
anti-Chinese League passed a resolution stating their belief that most Chinese
had entered the United States illegally
they attempted to scare these "illegal aliens" out of Tacoma using persuasion and threats
Anti-Chinese League members occupied themselves by provoking crowds of unemployed
and under-employed men in protests against the Chinese inhabitants
frequent mass meetings and protest marches were held in Tacoma
Anti-Chinese League gave Chinese living in Tacoma thirty days to leave town -- August 1885

SEATTLE ALSO EXPERIENCES ANTI-CHINESE TENSION

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

RACIAL TENSIONS INCREASE IN SEATTLE

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

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

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

EFFORT TO ANNEX IDAHO TO EASTERN WASHINGTON REMAINS ACTIVE

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

ELECTRIC SERVICE IS BEGUN IN EASTERN WASHINGTON

Edward A. Fitch installed the first hydroelectric plant in Washington Territory -- 1885

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

VIOLENCE TOWARD CHINESE WORKERS SPREADS IN WASHINGTON TERRITORY

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

KNIGHTS OF LABOR SPREAD RACIAL HATRED IN TACOMA

Knights of Labor were in the forefront of the anti-Chinese activities
Anti-Chinese League leader Daniel Cronin of Seattle organized Tacoma -- September 7, 1885
attempted to gather an anti-Chinese following among Tacoma workingmen
by using political action, worker education and workingmen's cooperatives

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

Noah S. Kellogg was searching for silver along the South Fork of the Coeur d'Alene River
Milo Creek formed a deep gorge, from one thousand to fifteen hundred feet deep
Legend says that it was Noah Kellogg's wandering mule
that found an outcropping of ore containing lead -- September 9, 1885
lead frequently can be found in conjunction with silver and zinc
Since Kellogg did not know the value of the ore he found,
he showed some of the iron-stained ore to former Leadville miner Philip O'Rourke
who recognized at once that this was a valuable strike
O'Rourke, himself, was then grubstaked by Jacob Goetz of Spokane
After a little more searching Kellogg and O'Rourke staked their claim
on what they called Bunker Hill ledge located at the north end of Milo Gulch
on the west side of Milo Creek (in today's Kellogg, Idaho)
this claim, which became known as the Bunker Hill claim,
was staked by in the name of Philip O'Rourke

PLANS ARE MADE TO BUILT A SMELTER IN IDAHO TO EXTRACT MINERALS FROM ROCK

Noah S. Kellogg's Milo Gulch Bunker Hill discoveries of lead ore in Idaho Territory
indicated the possibility of silver and/or zinc in the rock

Kellogg, who actually very little about mining practices, leased his share of the Bunker Hill claim to Jim Wardner -- September 1885

Wardner was to secure capital for development of the mine
and construction of a smelter to extract lead ore from the rock

ANTI-CHINESE CONSPIRATORS SPREAD FEAR IN SEVERAL CHINESE CAMPS

At the Coal Creek mine near Newcastle, Washington Territory the Oregon Improvement Company employed forty-nine Chinese coal pickers at \$1.00 to \$1.45 a day

these were wages white workers would not accept

Coal Creek Chinese coal miners were attacked by a band of ten to fifteen masked white men armed with rifles -- night September 11, 1885

Chinese workers were chased into the woods

armed men returned and burned the dormitory, cook house and Chinese property

there were no casualties and the Chinese left the mine

At about the same time, in Chehalis gangs of men armed with pistols
drove off Chinese railroad workers

Many of the evicted Chinese people fled to the cities of Seattle and Tacoma

VIOLENCE TAKES PLACE AT THE BLACK DIAMOND COAL MINES

Miners at Black Diamond used violence to remove the Chinese working there -- September 19, 1885
nine Chinese people were injured during the confrontation

PUGET SOUND REGION BECOMES A HOTBED OF HATRED

Disgruntled over the presence of more than 3,000 Chinese immigrants in the Seattle-Tacoma region

Knights of Labor organizer Dan Cronin organized a mass meeting in Seattle at Yesler Hall

he delivered an inflammatory anti-Chinese speech

to the crowd of 700-800 in attendance -- September 21, 1885

during that meeting the "Anti-Chinese Congress" was formed

Tacoma Mayor/Police Chief R. Jacob Weisbach was unanimously elected chairman

ANTI-CHINESE CONGRESS ESTABLISHES PLANS TO REMOVE CHINESE RESIDENTS

Anti-Chinese Congress was organized following the format used by the Anti-Chinese League

Anti-Chinese Congress vowed to drive the Chinese out of the region

unless they voluntarily left -- September 28, 1885

Nine members of the Anti-Chinese Congress organizing committee

formed subcommittees of nine members each dedicated to removing the Chinese

not only from their jobs but also from the territory

these eighty-one members represented eight communities and seven labor unions

their goal was to create an orderly plan to expel the Chinese from the Puget Sound region

as a replacement for random acts of violence currently being taken

Anti-Chinese Congress members were told to organize campaigns to ensure the Chinese departed

mass meetings were to be called in their local communities on [October 3]

to notify the Chinese they must leave [by November 1]

employers were urged to dismiss their Chinese workers immediately

Mass meetings, secret meetings, threats and verbal abuse delivered in person and in newspapers ordered the Chinese community that they must get out

ANTI-CHINESE CONGRESS CONTINUES TO SPREAD RACIAL HATRED

All Chinese workers at coal mines in the Coal Creek-Newcastle-Renton area had been discharged by September 29, 1885

due to threats to both Chinese workers and mine owners

Delegates from several mining areas, including Renton, Black Diamond, Newcastle and Squak Valley attended a widely publicized anti-Chinese meeting sponsored by the Knights of Labor in Seattle -- September 29

TERRITORIAL GOVERNOR WATSON C. SQUIRE RECEIVES A TELEGRAM

Events in Tacoma gained wide attention reaching the Chinese consulate in San Francisco who sent a telegram to Territorial Governor Watson C. Squire -- September 30, 1885

“SAN FRANCISCO, *September 30, 1885.*

The GOVERNOR of WASHINGTON TERRITORY,

Olympia:

Complaints arc made to this consulate from your Territory that evil-disposed persons have attacked and murdered several Chinese residents, and that further violence is threatened. That in fact, the, Chinese arc to be expelled from the Territory. Will you please inform me if the local authorities can afford the Chinese protection under the law and the treaty, in event that those designs are attempted to be carried out. It seems to me that energetic action on your part now will put a stop to further outrage and avoid extreme measures now in force in Wyoming.

P. A. BEE,

Chinese Consul.⁴²⁶

PORTLAND OREGONIAN NEWSPAPER CONDEMNS THE ANTI-CHINESE CONGRESS

Portland Oregonian characterized the Anti-Chinese Congress participants -- September 30, 1885

as: **“men of no note or character,” “ruffians,” who “belong to the vicious, liquor-guzzling unthrifty class, who want to work as little as possible,” “white loafers”**

Oregonian further declared that the Seattle congress **“could take place only in a frontier community, governed like a mining camp, under a very primitive civilization.”**⁴²⁷

CHINESE WORKERS FLEE RURAL KING AND PIERCE COUNTIES

Chinese coal miners fled from Wilkeson, Washington Territory -- September 30, 1885

after a salvo of gunfire into the air convinced them to get out before a mob could be formed

Hop pickers camped in Puyallup were told to leave -- morning October 1

(Additional acts of violence were committed against Chinese workers:

- South Prairie residents gave a Chinese railroad section gang living there three days to leave they picked up and left immediately;
- some Tacoma employers discharged their Chinese employees;

⁴²⁶ Report of the Governor of Washington Territory for the Year 1884, P. 22.

⁴²⁷ *Portland Oregonian* September 30, 1885.

- at Puyallup the owner of a barrel factory dismissed his Chinese workers after a bomb exploded under his factory)

Many Chinese left Tacoma for Portland, and some for Victoria -- there to take passage for China

CHEMAWA INDIAN BOARDING SCHOOL IS NOT ADEAUATE TO MEET STUDENTS' NEEDS

Chemawa Indian Boarding School at Forest Grove, Oregon faced several difficulties:

- local resistance from the white population to the school,
- more land than was available was needed to teach farming skills to the Indian boys,
- girl's dormitory was destroyed by fire [1884]

Three possible new locations were identified and a site near Salem Oregon was selected it offered 171 acres of partially cleared, sparsely timbered land

that was served by a spur of the main railroad through the Willamette Valley

John Lee became superintendent of what became known as the Salem Indian Training School

led a group of some staff and older Chemawa Indian Boarding School students to a site

five miles north of Salem where construction on several wooden buildings

was begun -- October 1, 1885

(these would later be replaced with brick structures)

CORNELIUS SULLIVAN FILES A SECOND IN MILO GULCH, IDAHO

Cornelius Sullivan, a friend of Philip O'Rourke, located the Sullivan claim in Milo Gulch across Milo Creek

from Philip O'Rourke and Noah Kellogg's Bunker Hill claim -- October 2, 1885

quickly all of the adjacent ground was taken up in claims

Because of the friendly nature of the original grubstake agreements

there were seven or eight litigation cases over disputed claims of ownership

for the Bunker Hill and Sullivan claims -- 1885 to [1912]

(principle suit involving the Last Chance Mining Company was settled in [1910])

SEATTLE HOLDS AN ANTI-CHINESE PARADE

Drifters and ruffians from all around Washington Territory gathered in Seattle

where they smelled an opportunity for sanctioned mayhem

it was common knowledge that most of Seattle's police officers

were in sympathy with those who favored "direct action" against the Chinese

Seattle held the largest parade in the city to that time -- October 2, 1885

this was really a huge anti-Chinese demonstration

many respected Seattleites marched making common cause with people

with whom they would not ordinarily associate

Clarence Bagley, a leading Seattle historian, asserts: **"It was not always the most vicious element in every community that took the lead in the anti-Chinese agitation and in the rioting and murders that followed in due sequence; it is to their everlasting shame that a large part of the sober,**

industrious and peaceable citizens joined the other class and became law-breakers and criminals with them, as well as at all times apologists and defenders.”⁴²⁸

Seattle Mayor Henry Yesler called a meeting to urge restraint and respect for law and order, but even he stressed the Chinese should be removed

ANTI-CHINESE PROTESTS HIT TACOMA

The *Tacoma Ledger* printed an editorial written by “Jim Jams Jack” Comerford -- October 3, 1885 he bemoaned the town’s decline after a Chinese laundry was built [January 1885] he editorialized for action and concluded: “Chinese must go”

Anti-Chinese Congress met in Tacoma as planned -- October 3

their meeting was preceded by a torchlight parade of some five hundred men as the oldest labor organization in Tacoma, the Typographical Union displaying a huge banner was given first place in the parade behind the band

Anti-Chinese Congress meeting endorsed the platform of the Seattle Anti-Chinese Congress and resolved to unite to expel the Chinese without violence to implement the decision, a Committee of Fifteen was elected

Both Tacoma newspapers supported Chinese expulsion

Tacoma Ledger editorials condemned the Chinese presence,

Tacoma News upheld working people’s right to be free from Chinese competition

it declared that only a few who profited personally wanted the Chinese to remain in Tacoma

Tacoma News further assured those people who hesitated to support the expulsion

because they feared violence, that their participation would help to prevent violence

Tacoma’s business community was becoming convinced

that Tacoma should no longer be dominated by railroad interests who hired Chinese workers

Tacoma Chamber of Commerce split roughly into two camps over Chinese expulsion:

- railroad people and employers of Chinese labor opposed the expulsion movement,

- independent businessmen supported the Anti-Chinese Congress’s Committee of Fifteen

Forewarned, most Chinese departed from their homes and businesses on the Tacoma tideflats

SECRET COMMITTEE OF NINE IS FORMED IN TACOMA

Secret Committee of Nine was organized in Tacoma -- October 1885

committee members included Tacoma Mayor/Police Chief R. Jacob Weisbach,

County Judge James Wickersham, Fire Chief Jacob Ralph, other city officials

and prominent businessmen

each member organized another circle of nine, and so on

white, red, and yellow membership cards arranged the network in a pattern

TACOMA’S COMMITTEE OF FIFTEEN INTIMIDATE THE TOWN’S CHINESE POPULATION

Chinese were leaving the outlying towns and moving into Tacoma

Tacoma’s Anti-Chinese Congress’s Committee of Fifteen had been given a mandate

by the community to expel the Chinese without violence

⁴²⁸ Clarence Bagley *History of Seattle From the Earliest Settlement to the Present Time, Vol II, P. 457.*

fortified by a community mandate visited all Tacoma Chinese houses -- October 9, 1885
they notified the Chinese residents to leave [by November 1]

TACOMA'S ANTI-CHINESE CONGRESS CONDUCTS ANOTHER MASS MEETING

Another mass meeting was held -- this one in a Tacoma opera house -- October 10, 1885
this was followed by torchlight parade led by Tacoma Mayor/Police Chief R. Jacob Weisbach
who prominently displayed a banner that declared: "*CHINESE MUST GO*"

YREKA MINING DISTRICT OF IDAHO COMES INTO EXISTENCE

Milo Gulch, Idaho Territory was the scene of a mining boom
thanks to the finds of Noah Kellogg and his partner Philip O'Rourke,
development by Jim Wardner and additional rich discoveries by Cornelius Sullivan
Mining officials named the Milo Gulch region
the "Yreak Mining District" of Idaho -- October 10, 1885

COAL MINERS ONCE AGAIN INTIMIDATE CHINESE WORKERS

Coal miners at Franklin, Washington Territory
(located in the Green River Gorge, about 1.6 miles east of Black Diamond) burned a building
from which Chinese miners had only recently been expelled -- October 12, 1885
this was done to assure the Chinese would not return

TACOMA CHINESE MERCHANTS APPEAL TO GOVERNOR SQUIRE FOR HELP

Tacoma Chinese businessmen requested protection from Territorial Governor Watson C. Squire
Governor Squired notified Pierce County Sheriff Lewis Byrd
he was to appoint a hundred deputies or the governor would request federal troops
Knights of Labor immediately offered to provide as many law-abiding citizens as necessary
deputized Knights of Labor was not what the governor had in mind

TACOMA DEADLINE FOR THE CHINESE TO LEAVE IS FAST APPROACHING

As the Anti-Chinese Congress deadline neared, Tacoma's major employers fell into line:

- Northern Pacific Railway replaced Chinese workers
with white laborers in Washington Territory,
- corporations controlling the mines at Newcastle, Black Diamond, Franklin, Wilkeson
and South Prairie fired their Chinese workers and hired whites,
- Tacoma Hotel fired its last Chinese staff member,
- Tacoma Mill discharged its last Asian employee,
- salmon cannery just outside of Old Town Tacoma let go its crew of thirty-two Chinese

Most of the Chinese remaining in Tacoma were merchants and laundrymen

TACOMA'S ANTI-CHINESE CONGRESS MEETS AGAIN

Anti-Chinese Congress's Committee of Fifteen considered what to do if the Chinese remained
seven hundred people marched in a torchlight parade
crowds cheered and ladies waved handkerchiefs from the gallery of the Alpha Opera House,
but some Chinese still remained in Tacoma

After the parade the Committee of Fifteen sponsored a huge mass meeting in Tacoma
this also was attended by a large delegation from Seattle
meeting attendees resolved that the Tacoma Committee of Fifteen be made permanent
to assist the anti-Chinese movement effort all along the Pacific Coast -- October 31, 1885
and that another Anti-Chinese Congress be held to plan a systematic boycott
of Chinese products and labor on the Pacific Coast
just before the meeting closed a resolution was passed instructing the Committee of Fifteen
to make an investigation of the Chinese remaining in Tacoma [on November 3],
report the findings and devise means to make the Chinese leave

EDISON ELECTRIC LIGHT COMPANY IS FORMED IN SEATTLE

Inventor of the incandescent light bulb Thomas Alva Edison wanted to establish his utility company,
Edison's Electric Light Company, in the Pacific Northwest
When Edison's friend Henry Villard turned down the opportunity to represent Edison's interests
twenty-three-year-old Sidney Z. Mitchell was sent to Seattle -- 1885
Mitchell was named exclusive agent for the (Thomas) Edison Electric Light Company
covering Oregon State and Washington, Montana and Alaska territories
Seattle Electric Lighting Company was formed
as a subsidiary of the Edison Electric Light Company -- end of October 1885
Seattle Electric Lighting Company secured a privately owned franchise from city leaders
to **“erect poles and stretch wires for electrical purposes”**⁴²⁹
under the direction of Seattle Electric Lighting Company president, George D. Hill

PLANS TO REMOVE THE CHINESE FROM TACOMA ADVANCE

Fifty extra Tacoma police officers were sworn in -- November 2, 1885
Committee of Fifteen at the call of Chairman James Chilberg gathered that night
in Tacoma Mayor/Police Chief R. Jacob Weisbach's office
during the meeting Chair Chilberg expressed his conviction that it would be impossible
to remove the Chinese and it would not be safe to try
Chairman Chilberg was relieved of his duties
Committee of Fifteen adjourned
all that night was spent waking people and communicating a mysterious message to them
this message probably came from the Tacoma secret Committee of Nine
which also spent the night planning for the next day's activities
Committee of Fifteen members divided the city into districts and notified every man
that the blast of the Lister foundry's whistle the next morning
would signal the beginning of the drive to expel the Chinese

ANTI-CHINESE RIOTS TAKE PLACE IN TACOMA

(About five hundred Chinese people had fled from Tacoma earlier in the week,
ahead of the Anti-Chinese Congress deadline) -- but another two hundred remained

⁴²⁹ A.L. Valentine, “Story of Pioneer Utilities in Seattle” *Railway and Marine News*, Vol XIV, March, 1916, P. 20.

Anti-Chinese Congress members in Tacoma took action -- November 3, 1885

Lister foundry whistle sounded and saloons closed -- 9:30 a.m.

this brought some five hundred men led by Mayor/Police Chief R. Jacob Weisbach
and the Pierce County Sheriff Lewis Byrd to 15th and Pacific Avenue

This unruly mob brandishing clubs and pistols marched to the Tacoma waterfront

where Chinese homes and businesses were located on railroad land

they went from house to house as they ordered the Chinese to pack up their belongings
they were given four hours to leave town

members of the mob, now in a frenzy, began to drag Chinese laborers from their homes,
pillage Chinese laundries and businesses and throw furniture into the street

many of those who composed the mob had no real feelings either for or against Chinese people
they were simply hoodlums interested in rioting, burning and looting -- not in social issues

they were incited by prejudiced "responsible" citizens who encouraged them

Displaced Chinese people desperately stuffed a lifetime of treasures into sacks, shawls and baskets
along with bedding, clothing, pots and some food

some of which was placed into waiting wagons but most was carried on shoulder poles
desperate Chinese merchants pleaded with the Tacoma mayor and the Pierce County Sheriff
for an extra twenty-four hours to pack up their shops

150 Chinese were forced-marched south eight miles through a heavy rain

to a muddy railroad crossing at Lakeview Junction (today's Lakewood)

which was a stop on the Northern Pacific Railway

that ironically had been built by Chinese laborers

young children and the infirm were allowed to ride in wagons

as were merchants' wives, unable to walk on their tiny bound feet -- all others walked

Chinese people were forced to spend the entire day and the night that followed at the train station

at least one of the elderly Chinese man died of exposure

This planned and organized act of violence and injustice sanctioned by the Mayor, city officials,
and the Tacoma police became known as the "Tacoma Method" of Chinese removal

TERRITORIAL GOVERNOR WATSON C. SQUIRE RECEIVES APPEALS FOR HELP

Territorial Governor Squire received telegrams from Chinese residents requesting help:

"Governor W. C. SQUIRE,

Olympia:

Mob driving Chinamen out of town. Will you not protect us?

TEN SIN YEE LEE.

PUYALLUP, November 3, 1885.

Governor SQUIRE:

People driving Chinamen from Tacoma. Why sheriff no protect. Answer.

GOON GAU.

To which following answer was sent:

OLYMPIA, November 3, 1885.

GOON GAU,

Puyallup:

Telegram received. I have telegraphed facts to the Government at Washington (D.C.).

WATSON C. SQUIRE.⁴³⁰

RESENTFUL CHINESE SPEND A BITTER NIGHT

Only a few of the evicted Chinese found damp shelter in abandoned storage sheds, in stables,
or inside the small railroad station house -- night of November 3-4, 1885

Most huddled outside on the prairie without shelter -- exposed to a drenching storm
two members of the Chinese community died from exposure

During the cold and rainy night, two or three trains stopped at the station

when the 3:00 a.m. train came through some Chinese with cash paid six dollars
to board the train to Portland, Oregon

later, when the early morning freight train passed through, the engineer said:

“Put ‘em aboard. I’ll take ‘em to Portland!”⁴³¹

Chinese men, women and children were crammed into boxcars

(For several days, forlorn Chinese stragglers could be seen walking the hundred-thirty-five-mile trek
southward where they hoped to find sanctuary in Portland’s Chinatown
some began the one hundred eighty-five-mile journey for Canada)

CHINESE PROPERTY IN TACOMA IS BURNED TO THE GROUND

With the exception of a few house servants, the Chinese in Tacoma were gone never to return
after the departure of Tacoma’s Chinese residents,

their property was burned -- November 4, 1885

“Ah Chung Charley’ was arrested as a suspect in the arson but was acquitted in trial.

**He had been one of a very few Chinese permitted to remain to look after abandoned Chinese
property and it was a bitter irony to accuse him of being the person who destroyed it. There was
some poetic justice in the fact that much of Tacoma’s dirty linen had been in the Chinese laundrys
at the time of this entire affair and was forever lost to its owners.”⁴³²**

SEATTLE’S CHINESE IMMIGRANTS SEEK PROTECTION

Seattle Chinese merchants prepared to respond to an anticipated assault on their community
they contacted the Chinese consulate in San Francisco

who contacted the Chinese ambassador in Washington, D.C.-- November 4, 1885

United States Secretary of the Interior promised federal protection for the threatened Chinese

PORTLAND OREGONIAN VILIFIES TACOMA FOR WHAT HAS BEEN DONE

Oregonian newspaper noted editorially **“The Chinese have been driven out of Tacoma by methods
that would disgrace barbarians. The act is a crime against civilization and mankind, on the level
with the expulsion of the Jews and Moors from Spain and the Huguenots from France. Such a thing
would not be possible in any community governed by principles of justice and civilization. It is
characteristic of a mushroom railroad town.”⁴³³**

⁴³⁰ Report of the Governor of Washington Territory for the Year 1884, P. 23-24.

⁴³¹ Chinese Reconciliation Project Foundation, Tacoma, Washington

⁴³² Lenore Ziontz, *“The Anti-Chinese Riots in Seattle”* The Pacific Northwest Forum Volume 6, Number 2, P. 28-37.

⁴³³ Portland *Oregonian*, November 4, 1885.

TERRITORIAL GOVERNOR WATSON C. SQUIRE ISSUES A PROCLAMATION

In response to the destruction and injustice that occurred in Tacoma, Governor Squire appealed to the people of Washington Territory to stop the violence -- November 4, 1885

“Proclamation by the governor, Executive Office, Olympia:

Whereas...certain persons have concerted together and determined to cause the removal of all Chinese residents from such counties in Washington Territory;

And whereas all acts of violence and intimidation against Chinese residents are plainly against the laws of Washington Territory and the laws and treaty of the United States;

And whereas...the sheriff of Pierce County and by the Chinese residents of the city of Tacoma... (have) said Chinese residents have been forcibly removed beyond the limits of said city;

And whereas the mayor of the city of Seattle now represents the immediate danger of disturbances of the peace in that city on account of the present anti-Chinese agitation;

And whereas the United States Government has, by the Secretary of the Department of State, instructed the executive of the Territory that every power of law should be lent to secure the Chinese from assault;

Now, therefore, I, Watson C. Squire, governor of the Territory of Washington, hereby warn all persons against participating in any riot or breach of the peace; and at this time I especially warn all persons against inciting others to riot or a breach of the peace, in that they will be held responsible for such acts, under the penalties of the law.

Fellow-citizens, I appeal to you! Array yourselves on the side of the law! This is the time in the history of the Territory for an intelligent, law-abiding, and prosperous community, who love their country and their homes, who are blessed with boundless resources of forest, field, and mine, and who aspire to soon become a great self-governing State, to assert their power of *self-control* and *self-preservation* as against a spirit of lawlessness which is destructive alike to immigration, to labor, and to capital.”⁴³⁴

MANY PEOPLE IN SEATTLE FOUND THE EVENTS IN TACOMA SHOCKING

Alarmed by the rioting in Tacoma, a meeting was called in Seattle to keep the peace

at the same time the Anti-Chinese Congress and Seattle newspapers kept emotions at a fever pitch urging that action be taken to remove the Chinese from the city

Judge Thomas Burke called for restraint pointing out that a good neighbor can be of any race he reminded his audience of the oppression Chinese had suffered

he strongly noted that a victim of oppression was hardly likely to become an oppressor

he also noted Tacoma Mayor R. Jacob Weisbach had allowed the terrible incident to take place

oddly, Judge Burke remarked that the Tacoma Mayor was not an American but a German

he alleged that Germans are frequently perpetrators of racial and religious discrimination

some people applauded Judge Burke’s speech, but many were incensed

The Seattle Daily Call termed the speech “silly and viperous”⁴³⁵

DEVASTATION IN TACOMA HAS WORLD-WIDE CONSEQUENCES

⁴³⁴ Report of the Governor of Washington Territory for the Year 1884, P. P. 25.

⁴³⁵ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2*, P. 28-37.

Tacoma's Chinatown had been burned to the ground
however, the Chinese residents did not go quietly away
aided by China's consul in San Francisco they compelled the U.S. Attorney
to arrest the mayor of Tacoma, the chief of police, two city councilmen,
a probate court judge and the president of the YMCA -- November 5, 1885
they also filed seventeen civil claims against the U.S. government for a total of \$103,365

SEATTLE BECOMES AN ARMED CAMP

As a result of the organized protests, 150 Chinese left Seattle by train or boat
citizens walking the streets in Tacoma and Seattle carried guns under their coats
Several more anti-Chinese meetings were held in Yesler Hall in Seattle
Mayor Henry Yesler urged that the Chinese be given full protection
he and King County Sheriff John H. McGraw organized to resist the mob

GOVERNMENT OFFICIALS RESPOND TO THE CRISIS IN TACOMA AND SEATTLE

Washington Territory Governor Watson C. Squire declared Martial Law -- November 6, 1885
he mobilized the Home Guard (local National Guard unit) who provided energetic assistance
Anti-Chinese Congress forces were enraged with the governor's action
Federal Marshal J.W. George subpoenaed twenty-eight leaders of the purge
who were hiding in Portland on charges of **"conspiring to insurrection and riot, depriving
Chinese subjects of equal protection under the law, and of breaking open houses and driving out the
oriental subjects."**⁴³⁶

he ordered them to appear before a federal grand jury in Vancouver, Washington Territory
he then subpoenaed fifteen Tacoma residents to testify on behalf of the Chinese

WASHINGTON TERRITORY GOVERNOR SQUIRE SEEKS FEDERAL ASSISTANCE

Territorial Governor Squire telegraphed the Secretaries of War and Interior in Washington, D.C.
he informed them that he was present in Seattle and had personally evaluated the situation
he requested soldiers be sent because the Chinese in Seattle
could not be protected without federal troops -- November 7, 1885

FEDERAL RESPONSE TO THE CRISIS IN WASHINGTON TERRITORY IS RAPID

Territorial Governor Watson C. Squire's telegram to Washington, D.C. brought prompt results

"THE PRESIDENT OF THE UNITED STATES OF AMERICA: A PROCLAMATION.

**Whereas it is represented to me, by the governor of the Territory of Washington, that
domestic violence exists within the said Territory, and that, by reason of unlawful obstructions and
combinations and assemblages of evil-disposed persons, it has become impracticable to enforce, by
the ordinary courts [course] of judicial proceedings, the laws of the United States at Seattle and
other points and places within said Territory, whereby life and property are threatened and
endangered; and**

⁴³⁶ Herbert Hunt, Tacoma: Its History and Its Builders; a Half Century of Activity, Volume 1, P. 379.

Whereas the legislature of said Territory cannot be convened, and in the judgment of the President an emergency has arisen and a case is now presented which justifies and requires, under the Constitution and laws of the United States, the employment of military force to suppress domestic violence and enforce the faithful execution of the laws of the United States, if the command and warning of this proclamation be disobeyed and disregarded:

Now, therefore, I, Grover Cleveland, President of the United States of America, do hereby command and warn all insurgents and all persons who have assembled at any point within the said Territory of Washington for the unlawful purpose aforesaid to desist therefrom and to disperse and retire peaceably to their respective abodes on or before twelve o'clock...on the eighth day of November;...and I do admonish all good citizens of the United States and all persons within the limits and jurisdiction thereof against aiding, abetting, countenancing, or taking any part in such unlawful acts or assemblages.

In witness whereof I have set my hand and caused the seal of the United States to be thereunto affixed.

Done at the city of Washington, this seventh day of November, in the year of our Lord one thousand eight hundred and eighty-five, and of the Independence of the United States the one hundred and tenth. [SEAL.] GROVER CLEVELAND.”⁴³⁷

CANADIAN PACIFIC RAILWAY IS COMPLETED

Canadian Pacific Railway (CPR) built between [1881] and [1884]
linked Eastern Canada and British Columbia and fulfilled the [1871] commitment
made by the Canadian federal government which stipulated that a railroad would be built
to join the Pacific province to Central Canada
last spike (a regular spike as bad weather kept the ceremonial silver spike
in Ottawa the Canadian capital city) was driven -- 9:22 a.m., November 7, 1885
at Craigellachie, British Columbia to the west of the Eagle Pass summit
(however, the need for other work besides the track itself meant that the railway
did not actually open until [June 1886])

FEDERAL TROOPS ARRIVE IN SEATTLE

Ten companies of soldiers under Colonel De Lewis G. Russy arrived in Seattle by special train
from Vancouver Barracks (Fort Vancouver) -- 2:00 a.m., November 8, 1885

to monitor and maintain order in Seattle by patrolling the streets
Presence of the troops restored order but did not entirely protect the Chinese
sometimes the soldiers themselves accosted the luckless Chinese
and extracted a “tax” for protecting them⁴³⁸

General John Gibbon arrived in Seattle that evening
several companies of soldiers were sent to Tacoma
where the United States marshal arrested twenty-eight people for assaulting Chinese people
and other unlawful acts
soldiers escorted the suspects to Vancouver Barracks

⁴³⁷ Report of the Governor of Washington Territory for the Year 1884, P. 29.

⁴³⁸ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2*, P. 28-37.

FEDERAL GRAND JURY IS CALLED TO INVESTIGATE THE TACOMA RACE RIOTS

U.S. Attorney empaneled a Federal Grand Jury was formed in Vancouver, Washington Territory of the 500 participants in the Tacoma attack on Chinese people
twenty-eight, including Mayor R. Jacob Weisbach were indicted
seventeen Seattle anti-Chinese leaders also were indicted
for conspiracy to deprive the Chinese of their rights
all were released on \$5,000 bail -- none ever came to trial

TACOMA IS INDIGNANT REGARDING THEIR TREATMENT IN THE NATIONAL PRESS

People of Tacoma elected a committee of citizens not involved in the expulsion of the Chinese to examine and report on the character of the indicted citizens -- November 13, 1885
four of the five committee members and seventeen prominent citizens signed the statement that: **“The parties indicted are all men of property, character and social worth. Of them, three are merchants, three journalists, two retail butchers, six carpenters and builders, three blacksmiths, one draughtsman, two plumbers, one photographer, one brickmason, one shoe manufacturer, one farmer, one moulder, one boat builder, one civil engineer, and one lawyer. They include the Mayor of Tacoma, two of the city council, the Probate Judge of Pierce County, the Chief of the Fire Department, the President of the Young Men’s Christian Association. All but two have families, and represent sixty-four children and eleven grandchildren. All of them are citizens, sixteen native-born. Eleven served in the United States army during the late (Civil) war. These men simply carried out the wishes of nine-tenths of the people of Tacoma.”**⁴³⁹

TWENTY-LEADERS OF THE TACOMA PURGE RETURN HOME

After their arraignment in Vancouver, Washington Territory
all twenty-eight leaders of the Tacoma purge returned to their homes
they were given a hero’s welcome with a torchlight parade from the railroad station
ladies, including the wives of three of those indicted, prepared a festive supper
which was followed by a mass meeting at the Alpha Opera House

FEDERAL TROOPS WITHDRAWN FROM TACOMA AND SEATTLE

Federal troops were withdrawn from the Puget Sound region -- November 17, 1885
members of the Anti-Chinese Congress mob waited to see what the Territorial legislature would do when they went into session
Seattle seethed with antagonism
wealthy business and community leaders kept their Chinese domestic workers on staff
unemployed men (who certainly did want THOSE jobs) insisted all Chinese must go
Territorial Governor Squire’s reports to the Secretary of the Interior were remarkable
in them he emphasized an exhaustive list of western progress that had been made to date
these reports were reprinted and distributed in large numbers by the territorial legislature
to Northern Pacific Railway directors and others -- to motivate additional immigration

⁴³⁹ George W. France, *The Struggle for Life and Home in the Northwest*, P. 529.

Governor Squire's reports played an important role in securing statehood for Washington

FRANKLIN COAL MINERS GO ON STRIKE

Coal miners were in short supply in Pierce County

following the example of a successful [May 1885] work stoppage at Black Diamond

Franklin miners demanded a pay increase and went on strike -- December 1885

Oregon Improvement Company, the owners of the mine, settled within a few weeks
when a seventeen per cent increase in wages was provided

FINAL NEZ PERCE RETREAT BEGINS

After six months of antagonistic treatment on the Colville Reservation

Chief Joseph and his non-Christian followers at their own request
were transferred to the Nespelem Reservation

Chief Joseph adhered to the Dreamer religion -- a belief that stressed a reverence for the earth
and tribal traditions

about 120 people crossed into Okanogan country -- December 1885

there the Nez Perce easily detected the resentment on the part of some tribes
this feeling was mutual

Once again religion may have also played a part in who was sent to which reservation

Yellow Wolf said an interpreter asked each of the exiles: **“Where you want to go? Lapwai and
be Christian, or Colville and just be yourself?”**⁴⁴⁰

Yellow Wolf reported that **“On the Colville (Reservation) we found wild game aplenty,” “Fish,
berries, and all kinds of roots.... Deer everywhere and good salmon at Keller. It was better than
Idaho, where all Christian Nez Perce and whites were against us.”**⁴⁴¹

Chief Moses, also living on the Nespelem Reservation, became friendly with Chief Joseph
an act which did a great deal to ease the friction among the Nez Perce people

TACOMA IS SERVED BY A PRIVATE UTILITY COMPANY

Charles Wright used the water flow from the wooden pipes of his Tacoma Light and Water Company
to power a small dynamo that first lit Tacoma's streets -- late 1885

Retiring Northern Pacific Railway Superintendent General John Sprague
became Tacoma Light and Water Company president

with a monopoly franchise, Wright could charge what the market would bear
customer service was an afterthought

CHINESE VIOLENCE SPREADS IN WASHINGTON TERRITORY

Vigilantes burned Chinese railroad workers out of their homes in Tenino -- Christmas Eve, 1885
men, women and children escaped with only their blankets

Elsewhere in Thurston County sporadic outbreaks of violence against the Chinese
persisted throughout the winter

⁴⁴⁰ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

⁴⁴¹ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

GENERAL UNREST EXISTS IN THE UNITED STATES

America's economy remained depressed and men continued to be out of work
people searched for causes for their discontent -- both real and imagined
Chinese residents became the target of hatred in some communities
About 500 Chinese people continued to live in Seattle's Chinatown
Knights of Labor meetings with the goal of removing the Chinese
continued through January 1886

ORGANIZER DANIEL CRONIN MOVES TO OLYMPIA

Daniel Cronin, Knights of Labor organizer and leader of the Puget Sound Anti-Chinese League,
saw that the Chinese had no intention of leaving Seattle
After successfully stirring up so much trouble first in Seattle and then in Tacoma
he left the Seattle Chinese expulsion effort largely to others
Daniel Cronin moved on to Olympia

CONSTRUCTION ON THE NORTHERN PACIFIC RAILWAY'S CASCADE DIVISION IS SLOW

Northern Pacific Railway (NPRY) officials struggled over whether or not
Oregon Railway and Navigation (OR&N) track along the Oregon side of the Columbia River
would remain the railroad's route into western Washington Territory
OR&N interests were so strong that 700 NPRY workers actually were laid off
Also, NPRY officials considered using a cog-wheel railroad to cross the Cascade Mountains
until the Stampede Pass Tunnel could be completed

NORTHERN PACIFIC RAILWAY CONTRACTS TO BUILD THE STAMPEDE PASS TUNNEL

Captain Sidney Bennett, temporarily living in North Yakima, received a telegram
from his brother Nelson, a Tacoma businessman who was then visiting in Philadelphia,
Nelson's telegram stated they had won the contract to construct a 1.89-mile-long tunnel
sixteen feet wide and twenty-two feet high at the crown
through the north shoulder of Mount Rainier below Stampede Pass
(this was the second largest tunnel in the United States and proved to be
one of the most difficult engineering projects undertaken in the United States)
their contract pledged a \$100,000 performance bond plus, the Bennett brothers
stood to forfeit ten percent of the contract price as a penalty
if they failed to have trains rolling under the Cascades [by May 22, 1888]
their bid was so low (less than half that by some of their more experienced competitors)
that even if they beat the deadline they could still lose a fortune
Bennett brothers were unlikely winners of the huge contract -- they had never constructed a tunnel
Nelson, who was forty-three years old, five feet nine inches tall and nearly as wide,
but he was a shrewd operator -- on the day after he learned the job was theirs
he was in New York City buying equipment

PREPARATIONS BEGIN IMMEDIATELY ON THE STAMPEDE PASS TUNNEL

To beat the deadline, save their performance bond and avoid the penalty that would be imposed
Bennett brothers decided they would dig the tunnel from both ends at once,

electric lights were installed in the tunnel so work could continue around-the-clock
In New York Nelson Bennett bought everything he could find to help with the project:
eight seventy-horsepower boilers, thirty-six air-drilling machines, several tons of steel drill bits,
two miles of six-inch wrought-iron pipe, two miles of water pipe, five air compressors,
two complete electric arc-light plants (reputed to be the first in Washington), two sawmills,
two fully equipped machine shops, five construction donkey engines, sixty dump-cars,
four large exhaust fans, a telephone system, two water wheels,
two small locomotives for hauling out of the tunnel named *Sadie* and *Ceta* after his daughters,
and then there were the tons of food supplies
Nelson Bennett sent everything he purchased to Ellensburg at the end of the Cascade Division
beyond the railheads only vague pack-trails twisted through the forests
and up the mountainsides of Stampede Pass
men and horses had to drag tons of material up eighty-seven miles of roadless mountain
to an altitude of twenty-eight hundred feet
after a frantic struggle against snow, trees, canyons and waterfalls they succeeded

WASHINGTON TERRITORIAL LEGISLATURE OPENS A SCHOOL FOR DEAF CHILDREN

Washington School for Deaf Youth was established in Vancouver, Washington Territory
by Territorial Governor Watson Squire -- February 3, 1886
Students were first housed in an abandoned frame boarding house called "Alta House"
located at the foot of Washington Street (near the present beginning of the Interstate-5 Bridge)
(it is thought that no classes were taught here)
(this school was moved to a frame court house building on West Reserve Street
in the middle of Vancouver [March 11, 1886]
first classes were most likely held at this location)

INCREASING LABOR UNREST TAKES PLACE IN WASHINGTON TERRITORY

Coal miners at Newcastle led by the Knights of Labor struck
miners wanted higher wages, an end to the monopolies of the company store
and company saloon, and the right to board in private residences
rather than company dining halls
sixty Newcastle miners walked thirty miles to the mining town of Franklin, Washington Territory
they prevailed on the men there to walk off their jobs in sympathy -- February 1886
striking miners caused coal shipments from Seattle
to fall to less than a tenth of coal shipped the year before
Mine owners respond by firing and "blacklisting" (never again to be hired) strike leaders
and importing armed guards
jobless miners could find work only on farms or in mines outside of Washington Territory

ANTI-CHINESE MOOD PREVAILS IN SEATTLE

Actions against Chinese workers had become increasingly violent throughout Washington Territory
Yet another vigilante meeting was held in downtown Seattle -- February 6, 1886
Tacoma Mayor/Police Chief R. Jacob Weisbach's Anti-Chinese Congress was still very active
members formed a new "Committee of Fifteen" that passed a resolution to discover

if, by any chance, the Chinese in Seattle violated a Seattle regulation
limiting the number of persons per square foot of air allowed in a residence

SEATTLE'S CHINATOWN IS INVADED BY VIGILANTIES

Several groups of five or six men invaded Seattle's Chinatown -- 7:00 a.m., February 7, 1886
located between Second and Fourth Avenues on Washington and Main Streets
to see if Chinese were violating any Seattle codes
leaders of each group knocked on the door of each Chinese house
and announced he was checking for violations of the city health codes
once the Chinese residents were outside
they were informed the building was condemned as a health hazard
they were ordered to leave the territory immediately to avoid trouble
Members of the vigilante mob rounded up about 350 Chinese -- nearly all of those in Seattle
these confused people were herded toward the dock at the foot of Main Street
Wa Chong Company business partner Chin Gee Hee was caught by the mob
he insisted he would not leave Seattle until he was paid the money owed to him
due to his stature in the community he was released

PEOPLE OF SEATTLE WANTED TO SEE THE CHINESE RESIDENTS GO

It was the general desire of the citizens of Seattle that the Chinese should go
it appeared that the entire city was in sympathy with the eviction of Chinatown
Mob escorting the Chinese people from Chinatown to the waterfront dock at the foot of Main Street
grew to about 3,000 and the entire city seemed to be subject to their control
there were no threats made to speak of, nor tendency toward mob violence
it was simply understood an uprising might result if the mob's purpose was impeded

JUDGE THOMAS BURKE ADDRESSES THE MOB

Judge Thomas Burke was at breakfast when a panting Chinese man burst into the room
Judge Burke was notified that people were being driven out of town
Judge Burke went to the Seattle waterfront and called upon his considerable stump speaking abilities
he stood between the angry mob and their would-be Chinese victims with a shotgun
(that day he gave three speeches to the mob, saying that he was an Irishman just like them,
he said he sympathized with their concerns but minority rights must be respected
he told his listeners they should be concerned with the city's reputation
he said he was sure they would respect the law unlike the hooligans of Tacoma

GOVERNMENT OFFICIALS RESPOND TO THE CRISIS

Word of the events on the Seattle waterfront reached King County Sheriff John McGraw
he ordered the mob to disperse but this only resulted the mob loading the Chinese faster
U.S. Attorney W.H. White raced to the waterfront and ordered police officers to break up the mob
however, the policemen responded they were only capable of seeing
that no physical harm came to the Chinese
police attitude toward the Chinese expulsion was clear

STEAMER *QUEEN OF THE PACIFIC* WAS TIED TO THE MAIN STREET WHARF

Steamer *Queen of the Pacific* was about to sail for San Francisco, California
Seattle's Chinese were given no choice but to board the ship
Queen of the Pacific's Captain Jack Alexander wanted \$7 per person
to carry the Chinese to San Francisco
he kept the mob at bay by arming his crew and instructing them to attach hoses
to the ship's boilers and spray with live steam any rioters
who set foot on board without permission
Members of the Seattle Committee of Fifteen passed the hat
fares for 171 Chinese were donated in less than fifteen minutes
it was obvious that wealthier citizens were interested
in seeing the Chinese depart from Seattle
eighty-seven Chinese people agreed to leave on the *Queen of the Pacific* and were boarded

TERRITORIAL CHIEF JUSTICE ROGER S. GREENE IS NOTIFIED OF EVENTS IN SEATTLE

Chinese businessman Chin Gee Hee had appeared before Territorial Chief Justice Roger S. Greene
who agreed the Chinese were being detained illegally aboard the *Queen of the Pacific*
Chief Justice Greene issued a writ of habeas corpus
(an order that the persons being detained must be brought to court)

TERRITORIAL GOVERNOR WATSON C. SQUIRE BECOMES INVOLVED

Territorial Governor Watson C. Squire happened to be in Seattle
he was informed of the situation - February 7, 1886
Governor Squire next attempted to bring in federal troops
he wired General John Gibbon stationed at Vancouver Barracks

**“General GIBBON,
*Department Commander, Vancouver, Wash.:***

Immense mob forcing Chinese to leave Seattle. Civil authorities arming *posse comitatus* to protect them. Serious conflict probable. I respectfully request that United States troops be immediately sent to Seattle. Troops at Fort Townsend can arrive soonest and probably will be sufficient. Have issued proclamation.

WATSON C. SQUIRE, *Governor.*⁴⁴²

General Gibbon wired back that no one but the President of the United States
could order out federal troops

Governor Squire sent a telegram to Secretary of the Interior L.Q.C. Lamar:

“Hon. L. Q. C. LAMAR,

***Secretary of the Interior, Washington, D. C.:* Immense mob forcing Chinese to leave Seattle. Civil authorities arming *posse comitatus* to protect them. Serious conflict probable. I respectfully request that United States troops be immediately sent to Seattle. Troops at Fort Townsend can arrive soonest and probably will be sufficient. Have issued proclamation.**

⁴⁴² Report of the Governor of Washington Territory for the Year, Washington Government Printing Office, 1884 P.34.

WATSON C. SQUIRE, Governor.⁴⁴³

Governor Squire sent an identical telegram to Secretary of War Bob W.C. Endicott
United States Revenue Cutter *Thomas Corwin* was dispatched from Port Townsend to Seattle

CHINESE CONSULATE IN SAN FRANCISCO IS NOTIFIED OF EVENTS IN SEATTLE

While Territorial Governor Watson C. Squire was attempting to restore law and order in Seattle
Chinese businessman Chin Gee Hee sought help on his own -- February 7, 1886
he made a direct appeal to the Chinese consul-general in San Francisco
(Chin Gee Hee also kept a record of damage done to Chinese businesses during the rioting
he later was able to collect \$700,000 through a ruling by Judge Thomas Burke)

STEAMER *QUEEN OF THE PACIFIC* IS ORDERED TO REMAIN IN PORT

As the Chinese were being loaded aboard the *Queen of the Pacific*
a man pushed through the crowd and handed Captain Jack Alexander a writ of habeas corpus
Territorial Chief Justice Roger S. Greene had ordered Captain Alexander to remain in port
Captain Alexander was to produce the Chinese people aboard the *Queen of the Pacific*
in court (the next morning) to ascertain whether they had been deprived of their liberty
Justice Greene hoped he had frustrated the mob's purpose and they would disperse
instead, about 215 Chinese were taken with their possessions
to a large warehouse on the dock
after they had a supper furnished by those in charge of them
they spread their blankets and stretched out for the night

WASHINGTON TERRITORIAL GOVERNOR WATSON C. SQUIRE DECLARES MARTIAL LAW

Governor Squire issued a "*Proclamation of martial law*:"

Whereas, heretofore on the 7th day of February, in consequence of an inflamed condition of the public mind in the city of Seattle, and grave disturbance of the public peace therein, I, Watson C. Squire, governor of the Territory of Washington, issued my proclamation warning all persons to desist from breaches of the peace, and peacefully to return to their homes, except such as were disposed to assist the sheriff and the other duly constituted authorities in maintaining law and order, and requesting all persons who were disposed to assist in maintaining order to enroll themselves under the sheriff immediately for that purpose; and

Whereas said proclamation has proved ineffectual to quiet the public mind and preserve the peace; and

Whereas numerous breaches of the peace have occurred and more are threatened; and

Whereas an insurrection exists in said city of Seattle, by which the lives, liberty, and property of the citizens of the Territory and sojourners within the Territory are endangered; and

Whereas the civil authorities have proved powerless to suppress said insurrection or prevent such breaches of the peace; and

Whereas the necessity for martial law within said city exists, and it is deemed proper that all needful measures should be taken for the protection of such citizens and sojourners and of all

⁴⁴³ Report of the Governor of Washington Territory for the Year, Washington Government Printing Office, 1884 P.34.

officers of the United States and of the Territory in the discharge of their public duties within said city:

Now, therefore, I, Watson C. Squire, governor of Washington Territory, do hereby publish this my proclamation warning all persons to desist from breach of the peace, and that peaceably disposed persons shall retire to their homes, except such persons as are disposed to assist the sheriff and the duly constituted civil authorities in maintaining law and order. And I request all such persons who are disposed to assist in maintaining order to enroll themselves under the sheriff immediately for that purpose.

“Furthermore, I order the military companies of this city to immediately place themselves under arms, and that the commanding officers of such companies report forthwith to the sheriff of King County for the purpose of rendering him military assistance, if need be, in maintaining the law.

Done at Seattle this 7th day of February, A. D. 1886.

WATSON C. SQUIRE, Governor”⁴⁴⁴

Three units of the territorial militia responded to the governor’s order
“Home Guards,” the “Seattle Rifles” and “Company D”

Governor Squire also ordered several deputy sheriffs and deputy U.S. Marshals into Seattle
additional citizen volunteers were given guns and ammunition to help preserve order
using this strategy allowed those in favor of public peace to keep control of the city

COMMITTEE OF FIFTEEN DEVELOPS A NEW PLAN

Terrified Chinese people stood and waited as Committee of Fifteen members debated what to do next
it was finally agreed by mob leaders that Chief Justice Roger S. Greene’s writ of habeas corpus
applied only to the eighty-seven Chinese who were been aboard the *Queen of the Pacific*
Committee of Fifteen members raced to the Northern Pacific Railway office
there the railroad superintendent agreed to carry the Chinese to Tacoma for \$1.00 each

KING COUNTY SHERIFF JOHN MCGRAW STOPS THE PLAN TO SHIP CHINESE TO TACOMA

Word of the plan to ship the exiled Chinese people to Tacoma
reached Sheriff John McGraw about 10:00 p.m., February 7, 1886
he notified the Northern Pacific Railway agent that the railroad would be held responsible
for any damages resulting from carrying off of the Chinese unlawfully and against their will
Several leaders of the rabble were jailed overnight by the sheriff
this eventuality was a deterrent to the mob

SHERIFF JOHN MCGRAW PROTECTS THE CHINESE WAITING ON THE SEATTLE DOCK

King County Sheriff McGraw sent a posse of armed deputies to the docks
to guard the waterfront warehouse holding the Chinese
no one to pass on or off the dock during the night without a special permit
Northern Pacific Railway train bound for Tacoma pulled out of Seattle empty of Chinese
[1.30 a.m. February 8, 1886]

⁴⁴⁴ Report of the Governor of Washington Territory for the Year, Washington Government Printing Office, 1884 P.36.

SEATTLE CHINESE ARE MOVED FROM THE WATERFRONT TO THE COURTHOUSE

Eighty-seven Chinese detainees were guarded by two companies of militiamen as they were marched from the warehouse and the *Queen of the Pacific* to appear in court -- morning February 8, 1886 they had to pass a long line of angry unemployed white men filling the streets of Seattle who thought the Chinese should have been on the steamer *Queen of the Pacific*

CHINESE HAVE THEIR DAY IN COURT

Eighty-seven Chinese people who had spent the night aboard the steamer *Queen of the Pacific* were taken to Chief Justice Roger S. Greene's courtroom -- 8:00 a.m. February 8, 1886 remainder of the Chinese people under guard by the militia remained outside the courthouse United States prosecuting attorney represented the Chinese people in court after getting the names of the eighty-seven Chinese in court,

Chief Justice Greene had Lue King sworn in as interpreter and through him told the Chinese: **“Lue King tell them that the court has been told that they are confined on board the steamship ‘Queen of the Pacific’ against their will. The court is willing, if they desire, that they shall go as passengers, but no man or set of men has a right to compel them to go. So, if they wish to stay, they must let the court know it now. I will have the name of each man called separately, and let him tell whether he wants to go or stay. Tell them, not to be afraid to speak what is in their hearts. The Government is strong and will protect them. Tell them, that as their names are called all those who are willing to keep their tickets and go to California must express a willingness to do so, and all who want to give up their tickets and stay here must say so.”**⁴⁴⁵

Seventy-one of the eighty-seven Chinese people who held tickets aboard the *Queen of the Pacific* said they were willing to go to San Francisco they were marched out of the courtroom where they were joined by the other captive Chinese all of the Chinese were marched back down the street to the waterfront where they assembled once again

before those who agreed to leave boarded the waiting steamboat

However, there was a substantial number the *Queen of the Pacific* could not be accommodate next ship scheduled to arrive in Seattle, the *George W. Elder*, was not due in for six days there was no alternative but that these Chinese return to their homes to await passage on the next steamer

Meanwhile, peace-keepers and members of the mob surrounding the remaining Chinese raised \$600 this was sufficient to pay Captain Jack Alexander to take all of those who wished to depart Chinese boarded the steamer for the trip to San Francisco after first stating their desire to leave

QUEEN OF THE PACIFIC SETS SAIL FROM SEATTLE

Captain Jack Alexander walked to the Pacific Coast Steamship Company office he reported he had 196 Chinese people on board the *Queen of the Pacific* this, counting the other passengers on board, was all he was allowed by law to carry King County Sheriff McGraw, anti-Chinese mob leaders and Captain Alexander held a discussion

⁴⁴⁵ George W. France, *The Struggle for Life and Home in the Northwest*, P. 531.

it was mutually agreed that the Chinese still on the wharf would be allowed to remain in town until the *George W. Elder* arrived in port in six days
Captain Alexander returned to his ship and the *Queen of the Pacific* cast off her lines
members of the mob on the Seattle waterfront shook hands and congratulated each other over what they supposed was a happy ending to the very unpleasant but exciting controversy

CHINESE REMAINING IN SEATTLE RETURN HOME UNDER GUARD

Departure of the steamer *Queen of the Pacific* had been witnessed by a huge crowd they did not know an agreement had been reached that the remaining Chinese would take the next steamboat, the *George W. Elder*, when it departed from Seattle those Chinese residents who had not sailed on the *Queen of the Pacific* were ordered to return to Chinatown under the guard of one company of militia
When the rabble grasped this turn of events, they became incensed at the sight of their victims returning to their homes their growing rage made it apparent that trouble could not be averted preparations were undertaken to attack the militiamen

REMAINING SEATTLE CHINESE PEOPLE WITNESS RIOTING IN PIONEER SQUARE

Chinese people under militia escort began up Main Street from the waterfront when they reached First and Main they faced a mob about 2,000 strong that became infuriated shouts rang out from the angry gathering:

“Kill them!” “Put them in the bay!” “Drown them!”⁴⁴⁶

Many in the crowd did not believe the militiamen’s guns were loaded or that civilian militiamen would really protect the Chinese but the Home Guard was resolved to preserve order and protect the Chinese there were many militiamen who felt the anti-Chinese sentiment was unfair
George Kinnear, the leader of the Home Guard, told his men that should it become necessary they must use their guns

VIOLENCE ERRUPTS IN PIONEER SQUARE

Territorial Home Guard and sheriff’s deputies confronted the mob -- Tuesday February 8, 1886 as a big, bearded logger stepped in front of the militiamen someone yelled “Arrest that man!” when the logger grabbed for a guardsman’s rifle he was clubbed
Civil War Veteran Captain George Kinnear gave the order to open fire shooting by the Home Guard broke out -- one civilian was killed and four others wounded with the sound of rifle fire, volunteer militia Company D rushed to support their fellow militiamen

MILITIA AND MOB ENTER INTO A STALEMATE

Firing on the mob by the militiamen resulted in a half-hour stalemate mob members would not retreat and the Chinese and their defenders could not move forward

⁴⁴⁶ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2, Pages 28-37.*

many in the crowd were armed and the situation threatened to become even uglier
Captain J.W. Haines, a well-known figure around Seattle, arrived on the scene
leading his militiamen of Company D
members of the mob cheered and allowed them to pass
George Kinnear's Home Guard, now reinforced by Company D, forced the rioters to withdraw
Chinese and their escorts were able to move forward toward Chinatown

THE MOB BECOMES FURIOUS AS THE MILITIA ESCORTS THE CHINESE TO THEIR HOMES

Following the pause caused by the shock of the militiamen shooting
more and more people gathered as the mob swelled in size
soon there were thousands of people on the street
Seattle rioters wanted to lynch the militiamen who had done the shooting
but the leading anti-Chinese agitators advised them to abstain from any further violence

POLITICAL LEADERS ADDRESS THE MEMBERS OF THE MOB

Seattle Mayor Henry Yesler conferred with Territorial Governor Watson C. Squire
regarding the status of the threatening situation
Territorial Chief Justice Roger S. Greene stood outside the city courthouse
and read a proclamation to the crowd
Unable to maintain their fever pitch, many members of the mob went home
Seattle's race riot was over by 3:00 p.m., February 8, 1886
(but for the four following days and nights the militia kept guard
and all business in Seattle was interrupted by fear of another attack)

PRESIDENT GROVER CLEVELAND SENDS FEDERAL TROOPS TO SEATTLE

President Grover Cleveland responded to Territorial Governor Squire's request for soldiers
"Telegram from the President.

EXECUTIVE MANSION, Washington, D. C, February 9, 1886.

Hon. WATSON C. SQUIRE, Governor Seattle, Wash.:

The following proclamation has just been issued, and General Gibbon has been ordered to proceed at once in person with troops to Seattle:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas it is represented to me by the governor of the Territory of Washington, that domestic violence exists within the said Territory, and that by reason of unlawful obstructions and combinations, and the assemblage of evil-disposed persons, it has become impracticable to enforce, by the ordinary course of judicial proceedings, the laws of the United States at Seattle and at other points, and at places within said Territory, whereby life and property are thus threatened and endangered; and

Whereas in the judgment of the President an emergency has arisen, and a case is now presented which justifies and requires, under the Constitution and laws of the United States, the employment of military force to suppress domestic violence and enforce the faithful execution of the laws of the United States, if the command and warning of this proclamation be disobeyed and disregarded:

Now, therefore, I, Grover Cleveland, President of the United States of America, do hereby command and warn all insurgents, and all persons who have assembled at any point within the said Territory of Washington for the unlawful purpose aforesaid, to desist therefrom and to disperse and retire peaceably to their respective abodes, on or before six o'clock in the afternoon of the tenth day of February, instant, and I do admonish all good citizens of the United States, and all persons within the limits and jurisdiction thereof, against aiding, abetting, countenancing, or taking any part in such unlawful acts or assemblages.

In witness whereof I have set my hand and caused the seal of the United States to be hereto affixed.

Done in the City of Washington, this month of February, in the year of our Lord one thousand eight hundred and eighty-six, and of the Independence of the United States the one hundred and tenth.

[SEAL.] GROVER CLEVELAND.⁴⁴⁷

FEDERAL TROOPS ARRIVE IN SEATTLE

Soldiers from Port Townsend arrived by ship to Seattle -- February 9, 1886

General John Gibbon arrived from Fort Vancouver that evening

By order of General Gibbon several companies of soldiers were sent to Tacoma

United States Marshal arrested leaders of the Tacoma anti-Chinese riots

these prisoners were taken to Fort Vancouver

MARTIAL LAW IS IMPOSED IN SEATTLE

General John Gibbon ordered eight companies of federal troops from Fort Townsend

to patrol Seattle's streets night and day

meetings of all kinds were forbidden except by permission of Brigadier General John Gibbon

reserve soldiers were kept in readiness to attack the mob if it should form again

several leaders of the Seattle riot were arrested

notice was given to Seattle's idle to seek employment or to leave town

under this order the riotous element, for the time being at least, went elsewhere

RACE RIOTS TAKE PLACE IN OLYMPIA

Refugees escaping from violence in other cities and towns came to the relative safety of Olympia

bolstering the territorial capital's small Asian population

With the arrival of Daniel Cronin (in January), Olympia's Chinese people came under scrutiny

many of the anti-Chinese tactics employed in Tacoma and Seattle were employed in Olympia

Olympia's Chinatown was attacked -- February 9, 1886

at a prearranged signal, the ringing of the city fire bell,

demonstrators converged on the Chinese dwellings along Fourth Avenue

more than one hundred rioters demanded that the Chinese depart at once

majority of the white population of Olympia approved of the Chinese expulsion

However, some citizens of Olympia were determined to uphold the rule of law

⁴⁴⁷ Report of the Governor of Washington Territory for the Year 1884, P. 29.

during the riot Thurston County Sheriff William Billings
deputized many prominent Olympia businessmen
they arrested the leaders of the rioting mob and patrolled the scene to uphold order
although agitators harassed the Chinese residents who were shaken by these events,
Chinese living in Olympia kept their homes and businesses

U.S. SOLDIERS MAINTAIN ORDER IN SEATTLE

Presence of the military made it clear that the time for violence had passed -- February 10, 1886
exhausted Seattle militiamen and deputies were relieved of their round-the-clock duty
of preserving Seattle from mob rule
badly shaken Chinese continued their exodus from the city

WORK BEGINS ON THE NORTHERN PACIFIC RAILWAY STAMPEDE PASS TUNNEL

Captain Sidney Bennett and his younger brother Nelson, began construction
on the Cascade Division of the Northern Pacific Railway (NPRY) that was to run
from Pasco, Washington Territory through the Cascade Mountains at Stampede Pass
to Tacoma on Puget Sound -- February 13, 1886
they blasted through solid rock at both ends of the Stampede Pass Tunnel,
removed the tailings and blasted again repeating this process over and over
they bored constantly forward overcoming silt, rock and underground streams
timbers for support were put in place as they progressed
walls were lined with a million bricks imported from China
(Drilling and blasting the Stampede Pass Tunnel would take twenty-eight months)

LAST OF SEATTLE'S CHINESE POPULATION DEPARTS FROM THE CITY

Steamer *George W. Elder* arrived in Seattle -- February 14, 1886
one hundred ten of Seattle's Chinese inhabitants boarded the steamer
forty-four others chose to travel to Port Townsend to await passage to China
Anti-Chinese riots had resulted in the expulsion of virtually all of Seattle's Chinese labor force

RACIAL HATRED SPREADS IN THE PACIFIC NORTHWEST

Despite the valuable work of the Chinese people on Whidbey Island
they could not escape anti-Chinese sentiments
While some white farmers got along well with the Chinese,
Coupeville business owners spearheaded a movement to drive the Chinese out of town
editorials in local island newspapers called for the ouster of the Chinese
on one occasion unidentified vigilantes dynamited piles of potatoes
harvested by the Chinese and shots were fired at their homes
Chinese residents of Ebey's Prairie, once numbering about 200, gradually left for Port Townsend
or for Canada to return to China
Port Townsend also was the scene of anti-Chinese resentment
Port Townsend was the location of a large smuggling operation
bringing considerable numbers of Chinese into the United States from Canada
after passage of the [1882] Exclusion Act

anti-Chinese hostility surfaced in Port Townsend -- February 1866
community leaders attempted to remove its Chinese
especially since many were arriving from other towns where they had been expelled
Chinese businesses were boycotted and Chinese men were fired
from jobs in white-owned businesses
two Chinese men were attacked and killed
some people in Port Townsend recognized the economic contributions the Chinese made
employers and customers in Port Townsend came to realize how much they depended
on Chinese labor for the smooth running of the town's economy
also the Chinese invested a considerable amount of money in the town itself
this likely prevented the kind of unrestrained hostility that was unleashed elsewhere
but Chinese immigrants were never integrated socially into the Port Townsend community
over time the Asian population there dwindled as a result

RACIAL PEACE RETURNS TO SEATTLE

Finally, Martial Law was lifted by President Grover Cleveland -- Monday, February 22, 1886

“Proclamation by the governor.

Whereas...a proclamation was issued by me for reasons then set forth, declaring martial law in the city of Seattle; and

Whereas it appears to me that such reasons have, in a great measure, ceased to exist, and that the civil authorities of the city can, from this date, properly resume their functions under the law; and

Whereas the mayor of Seattle has this day communicated to me his assurance that, by reason of the reorganization of the police, and the presence of additional power, he is henceforth able to preserve order:

Now, therefore, I, Watson C. Squire, governor of the Territory of Washington, by virtue of authority vested in me, do hereby revoke and annul said proclamation...;

And on this, the birthday of Washington, I do sincerely exhort all my fellow-citizens to a calm acceptance of the condition of order now obtained, and to the most vigilant and patriotic efforts for its maintenance in the future

Done at Seattle, Wash., this the 22d day of February, A. D. 1886.

[SEAL.] WATSON C. SQUIRE.”⁴⁴⁸

All but a very small handful of Chinese had been deported

Seattle's original Chinatown became history

Slowly quietly, the few remaining Chinese occupants began work on a second (today's) Chinatown

UNITED STATES BECOME AWARE OF EVENTS ALONG THE PACIFIC COAST

Americans across the nation knew of the Chinese purges in Washington Territory
and also in Oregon, California, Wyoming, Nevada and Colorado

violent raids were documented by the local press in the *Tacoma Register*,
the Eureka, California *Times-Standard*, and many other newspapers

⁴⁴⁸ Report of the Governor of Washington Territory for the Year 1884, P. 44.

word of the raids on Chinese settlements resounded in state capitals, in Congress,
in the boardrooms of railroad companies and lumber mills -- and across the Pacific Ocean
nationwide, stories of racial strife were printed in *The New York Times* and *Harpers Weekly*
Defying protests from both Republicans and Democrats in Congress, President Grover Cleveland
decided to grant the Chinese refugees' demands for reimbursement
with the hope that this might cause China to revive trade talks with the United States
China's government might open trade routes to foreign expansion for a nation-come-lately
China's population of four hundred million people, President Cleveland believed,
could purchase the United States out of its ongoing deep economic recession
But unlike the President, Congress was undecided regarding how to deal with Chinese immigrants
Congressmen understood that whatever political party controlled California
would likely control the U.S. House of Representatives, U.S. Senate and the next presidency
outbreaks of Chinese roundups in California was compelling evidence of the sentiments there
Before Congress complied with President Cleveland's request to repay Chinese exiles for their losses
Congressmen wanted to ascertain the economic value of the property lost by the Chinese in riots
At the order of Congress, Washington Territory Governor Watson C. Squire desperately sought
to track down the two hundred Chinese men and women who had been driven out of Tacoma
so that they could bear witness to the public violence done against them
ultimately he could locate only a few -- most were unwilling or unable to be found

SEATTLE RECEIVES CREDIT WHERE NONE IS DUE

Neither Tacoma nor Seattle was nationally shamed as the location of other anti-Chinese riots were
rather it was noted that: **“Seattle benefitted rather than lost from the entire (anti-Chinese)
affair because it gained a national reputation as a city which valued and upheld the rule of law. But
too many Seattleites had been concerned about the possibility of losing business if they took a
position contrary to those impatient to rid the community of Orientals. They had not been
forthright about standing up for the underdog. This lack of resolution encouraged those ready to
abandon equal justice and the rule of law and take matters into their own hands. Equivocating
created the necessity to call in the Army, organize volunteer militia, and declare martial law. And it
allowed several hundred Chinese to be driven out of Seattle.”**⁴⁴⁹

ANTI-CHINESE LEADERS TURN FROM VIOLENCE TO POLITICAL ACTION

Calling themselves the “People’s Party,” anti-Chinese leaders organized to politically defeat
those who insisted on maintaining law and order in the face of rioters
“establishment” candidates for political office in Washington Territory and around the nation
who had upheld the law faced challengers who worked to replace them in office
(Eventually the leaders of the Seattle mob were tried and convicted of conspiracy
they were fined and sentenced to the federal penitentiary on McNeil Island
because the Knights of Labor set forth the expulsion of the Chinese as their major recruiting issue
removal of the Chinese left little reason for the labor union to continue to exist
in the Northwest
Knights of Labor soon lost their popularity in the Pacific Northwest)

⁴⁴⁹ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2*, P. 28-37.

ELECTRIC UTILITY IS ESTABLISHED IN SEATTLE

Sidney Z. Mitchell and F. H. Sparling were agents of the (Thomas) Edison Light Company they won the first municipal franchise to provide electricity for lighting Seattle's public streets central utility systems, unlike small, isolated systems such as the Tacoma Mill Company, used one or more large dynamos to produce power for hundreds rather than a dozen bulbs Mitchell sold the town its first electric incandescent lights -- 250 bulbs to be paid for on a flat-rate monthly basis

Seattle Electric Lighting Company, a subsidiary of the Edison Light Company, built a small steam generating station that was installed by Sidney Z. Mitchell and F. H. Sparling Jackson Street power plant near the foot of Jackson Street had two steam dynamos producing enough generating capacity to light 600 electric lamps this was the first central station system for incandescent electric lighting west of the Rocky Mountains

Dignitaries including Mayor Henry Yesler, the city council and a delighted group of onlookers gasped as an exhibition of eleven 16-candlepower and one 30-candlepower light suspended from the overhead wires came to life and glowed in prominent display over the Seattle Electric Light Company headquarters street entrance -- March 22, 1886 these were the first incandescent light bulbs west of the Rocky Mountains

TACOMA LONGSHOREMEN GO ON STRIKE

Work on the Tacoma waterfront stopped as Tacoma longshoremen refused to load lumber onto ships they demanded a 10¢-an-hour raise -- March 26, 1886

This work stoppage continued for five days while employers attempted but failed to hire strikebreakers

Strikers won their pay increase and returned to work as members of a new union: Stevedores, Longshoremen and Riggers' Union of Puget Sound

MORE SHORTLINE RAILROADS SERVE WASHINGTON TERRITORY

Oregon Railway and Navigation (OR&N) began operations serving the wheat fields from Starbuck to Pomeroy -- April 1, 1886

Columbia Valley Railroad & Navigation Company was incorporated --1886 this narrow-gauge track was under construction at the mouth of the Columbia River between Ilwaco Junction and Knappton, Washington Territory last section of 13.39 miles of track between Ilwaco and Megler, Washington Territory completed the line

VANCOUVER, BRITISH COLUMBIA IS BORN

Canadian Pacific Railway (CPR) announced it would bring its transcontinental line down Fraser River Canyon to connect with salt water at Burrard Inlet (today's Vancouver, B.C.) Canadian Pacific Railway Vice President Sir William Cornelius Van Horne arbitrarily rechristened Granville, British Columbia as the City of Vancouver -- April 6, 1886 to the sad confusion of Vancouver Island and Vancouver, Washington Territory simply because he liked what he had read about the celebrated English explorer

(Within a year the new town's population had jumped from a few dozens to seven thousand)

TOWN OF SLAUGHTER (AUBURN) IS PLATTED

(Town of Slaughter's Post Office opened [January 21, 1867]

it was named in honor of Lieutenant William A. Slaughter
killed at this location in the [1855-1856] Indian War)

Dr. Levi Ballard platted the settlement of Slaughter, Washington Territory -- 1886
plats consisted of a map drawn to scale showing the divisions of the piece of land
in order for plats to become legally valid, a local governing body
must normally review and approve them

(This morbid name offended residents -- for example the local hotel was called the Slaughter House
residents petitioned the state legislature for a name change [in 1893]
Auburn was not incorporated until [1914])

CONGRESS ATTEMPTS A BOUNDARY CHANGE FOR WASHINGTON TERRITORY

Both Houses of Congress passed legislation

calling for annexation of the Idaho panhandle to Washington Territory --April 1886
but President Grover Cleveland did not sign the measure resulting in a veto of the proposal

NPRY PRESIDENT ROBERT HARRIS VISITS WASHINGTON TERRITORY

Northern Pacific Railway President Robert Harris arrived in Tacoma -- April 30, 1886
he personally inspected the planned location of the proposed tunnel over Stampede Pass

NPRY President Harris made two decisions regarding the Cascade Division:

- Oregon Railway and Navigation (OR&N) track would not be used
as the entry into Washington Territory
this decision was supported by Congress who insisted on a direct link with Puget Sound;
- a switchback track, not a cog-wheel railroad, would be constructed across Stampede Pass
to be used until the tunnel could be built
after the tunnel was completed the switchback route would be used for tourists
NPRY President Harris wanted the switchback route completed and carrying through trains
by [November or Christmas] 1886 if it was at all possible

SURVEY OF A SWITCHBACK ROUTE OVER STAMPDEDE PASS IS UNDERTAKEN

Northern Pacific Railway managers had decided that while the tunnel through Stampede Pass
was under construction a switchback track would be used to cross Stampede Pass

Northern Pacific Railway Chief Engineer Anderson had studied the route over Stampede Pass
as early as [1884]

Survey work on the route was begun line -- spring 1886
there were to be three switchbacks on each side of the Cascades
and a great double horseshoe at the summit

UNITED STATE GOVERNMENT FOCUSES ON INDIAN EDUCATION

United States government operated sixty schools for 6,200 Indian students
these included both reservation day schools

and boarding schools that housed the children of several tribes
day schools were relatively inexpensive to operate and generated less opposition from parents
“Throughout the 1800s, the Midwest and Pacific Northwest were partitioned among competing Christian denominations for the twin purposes of Christianizing and civilizing the ‘savage,’ ‘unsaved’ Indian population.”⁴⁵⁰

Boarding schools were resisted by many Indian people

“...Indians were suspicious of the life of the government schools. A typical school would have about a hundred children from ages six to sixteen enrolled. For the most part, these children would be members of the reservation families, although sometimes they would be from neighboring reservations.”⁴⁵¹

CHEMAWA INDIAN BOARDING SCHOOL MOVES

Salem Indian Training School superintendent John Lee completed construction
three new Indian boarding school wooden buildings -- spring 1886

Chemawa Indian Boarding School’s remaining Forest Grove students
were reunited with the staff and older students on the new Salem, Oregon campus
(this site will soon take the old Chemawa Indian Boarding School name)

this Chemawa Indian Boarding School’s first graduating class completed the sixth grade -- 1886
(Chemawa Indian School is currently the oldest continuously operated boarding school
for Native American students in the United States)

COAL IS DISCOVERED ON STAMPEDE PASS

Northern Pacific Railway (NPRY) surveyors found coal deposits on railroad land
east of (today’s Cle Elum) -- May 1886

NPRY needed coal to fuel its locomotives as work to complete the Cascade Division line
continued across the Cascade Mountains through Stampede Pass

Cle Elum Railroad connected Cle Elum with the coal mines of Roslyn [1886-1898]

CITY OF ROSLYN, WASHINGTON TERRITORY BURSTS INTO EXISTENCE

Northern Pacific Railway (NPRY) surveyors found coal deposits on railroad land
east of (today’s Cle Elum) -- May 1886

NPRY needed coal to fuel its locomotives as work to complete the Cascade Division line
continued across the Cascade Mountains through Stampede Pass
as well as for continuing railroad operations along the NPRY route

Roslyn, near the route over Stampede Pass, was to provide coal for the Northern Pacific Railway
it became the most important coal-mining operation on the entire Northern Pacific Railway line
“Company town” of Roslyn, Washington Territory was platted

by the Oregon Investment Company which was a division of the Northern Pacific Railway
Roslyn was named by Northern Pacific Railway Vice-President Logan M. Bullitt
either for a town in Delaware (the birthplace of a sweetheart)

⁴⁵⁰ Montana Office of Public Instruction (OPI), *Montana American Indian Student Achievement Data Report*, Fall 2010, P. 4-8.

⁴⁵¹ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 66.

or for a town in New York (the residence of a friend)

CLE ELUM AND ROSLYN ARE LINKED BY THE CLE ELUM RAILROAD

Cle Elum on the east side of the Northern Pacific Railway (NPRY) main line over Stampede Pass served as a junction for the three-mile long Cle Elum Railroad branch line of the NPRY
Cle Elum Railroad connected Cle Elum with the coal mines of Roslyn that provided superior hard, black lignite coal used for locomotives and heating homes [1886-1898]

RAILROAD SERVICE TO PENDLETON, OREGON EXPANDS

Northern Pacific Railway (NPRY) was in a complicated legal battle with the Union Pacific Railroad over routes leading into Oregon State in general and Portland in particular
(Oregon-Washington Railroad and Navigation Company [O-WR&N] was chartered [1883])
its principal route ran from Huntington, Oregon on the Idaho Territory border to Portland
important branch lines extended from a connection with this line at Umatilla to Spokane Falls and from Pendleton, Oregon to Wallace, Idaho -- 1886
shorter branches extended from these lines to additional points in the same region
O-WR&N also owned several detached lines in Oregon and Washington
and used the tracks of other railroads or steamboat connections
principal cities served were Portland, Oregon, Seattle, Tacoma and Spokane Falls, Washington)

CONSTRUCTION CREWS WORK ON THE STAMPEDE PASS TUNNEL

Northern Pacific Railway had 200 men working in three eight-hour shifts at the east portal
in addition, there were 156 men plus six families on the west side working on the tunnel
according the May 26, 1886 *Tacoma Ledger*
to reach the construction site a trail that passed through twelve feet of snow had to be dug
to carry in equipment by mule

WASHINGTON TERRITORY LEGISLATORS PASS A DISCRIMINATORY LAW

In response to the spread of anti-Chinese unrest in the territory
Washington Territory legislators passed the Alien Land Law -- June 1886
which barred ownership of land from anyone “incapable of becoming citizens”
(at that time only Caucasians and Blacks could become United States citizens
thus eliminating both Chinese and Indians from owning land in Washington Territory)

SEATTLE DOCK WORKERS FOLLOWS TACOMA’S LEAD

Several Seattle dockworkers met at the home of Terry King, located at the foot of Union Street,
to form a Seattle longshoremen’s union -- June 12, 1886
to be known as the Stevedores, Longshoremen and Riggers’ Union of Seattle

CONSTRUCTION ON THE SWITCHBACK ROUTE OVER THE CASCADES BEGINS

More than 2, 000 men began working in the deep gorges of Stampede Pass -- July 1886
Northern Pacific Railway route linking eastern Washington to western Washington
would require a little over eight miles of switchback tracks to climb the steep grade

IDAHO'S YREKA MINING DISTRICT BECOMES FURTHER DEVELOPED

Bunker Hill mine operator Jim Wardner managed to gain the attention of an investment syndicate composed of A.M. Holter, S.T. Hauser, A.M. Euster, and W.E. Cox, all of Helena, Montana and railroad builder D.C. Corbin of Spokane with their support Wardner negotiated a contract with Selby Smelting Company to refine the ore Bunker Hill mined -- July 1886
Helena Concentrating Company built the first mill on the Sullivan side of Idaho's Yreka Mining District (at today's Wardner, Idaho) to extract silver from mined ore deposits

MAY ARKWRIGHT HUTTON WRITES IN SUPPORT OF THE EFFORT TO ORGANIZE UNIONS

(May Arkwright had been orphaned early in life as a child she was raised in poverty and desolation among the miners in a rough Ohio town as a teenager she cared for an elderly blind relative
May Arkwright, at age 26, traveled by train to Tacoma where a sister lived on the trip west she met Jim Wardner who bragged of the mining town he was building in the Coeur d'Alene, Idaho Territory area excited by his stories, May got off the train in Wardner, Idaho -- 1886 she became a cook in the town of Wardner's only restaurant located one corner of the saloon)
May Arkwright listened to the complaints and concerns of miners:

- long hours and low wages;
- unsafe working conditions in the mines;
- anyone belonging to the union was fired

May eventually married Levi (Al) Hutton a railroad employee who worked on a train between the Idaho mines and Spokane Falls
Violence was frequent in the Coeur d'Alene mines
May wrote a book reflecting the miners' side of social issues she denounced mine operators and absentee owners bent only on making a profit
May and Al bought a small share in a mine they named Hercules and began searching for silver

CHINESE WORKERS ARE BROUGHT TO THE STAMPEDE PASS TUNNEL PROJECT

Finding enough workers for both ends of the tunnel project was a major problem for contractors there was room and work with good pay for a thousand men **“good men who wanted to work and are not to be blamed for the conduct of the other half who will not work.”**⁴⁵²

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) ATTRACTS INDUSTRY

Attorney Daniel Gilman began working on Peter Kirk who was managing director of Moss Bay Iron and Steel Company in Workington, England to furnish rails for the Seattle Lake Shore and Eastern Railway-- September 1886 (Kirk would later be convinced to build a steel mill along the railroad's right-of-way

⁴⁵² Art and Doug Chin, *Chinese in Washington State*. P. 23.

he selected a 2,000 acre townsite beside Lake Washington he named Kirkland
he believed his proposed foundry would become the “Pittsburg of the West”)

SILVER ORE DEPOSITS ARE DISCOVERED IN BRITISH COLUMBIA

Discovery by Osmer and Winslow Hall of a rich silver-lead deposit was made
on the flanks of Toad Mountain, (near today’s Nelson, British Columbia) -- autumn 1886
Silver King Mine began producing ore
Not too far away, on Kootenay Lake, Bob Sproule’s Bluebell silver-lead mine
was already being profitably worked

EMPIRE BUILDER JAMES J. HILL EXPANDS HIS RAILROAD EMPIRE

James Jerome (Jim) Hill, the President of the St. Paul, Minneapolis and Manitoba Railroad,
turned his attention and support to his proposed Montana Central Railroad -- 1886
which was to be built along a route linking Helena, Great Falls, and Butte, Montana Territory
Hill moved cautiously, spreading feeder lines into every fertile nook of the Northern Plains region
he stimulated immigration even more tirelessly
than Henry Villard had done for the Northern Pacific Railway
Hill was in no rush to develop land-grant titles -- he had no land grants to develop
therefore, he was not tempted into hastily chosen routes or shoddy construction work
his engineers searched for shorter lines and easier grades to climb
than those followed by his rival, the Northern Pacific Railway
Jim Hill received permission from Congress to extend his Montana Central Railroad into Canada
he also extended his Manitoba Line track westward from Minot, Dakota Territory
until it linked with the Montana Central Railroad
trains ran west all the way to the Rocky Mountain copper mines
Final link in Hill’s railroad was proposed to run from Helena, Montana Territory to Puget Sound

EDUCATION ADVANCES IN LYNDEN, WASHINGTON TERRITORY

(Lynden pioneer Phoebe Judson had opened the area’s first post office in their home [1874]
she chose the name “Lynden” because she thought it looked prettier than “Linden”
she started the first school in her home with one of her own children, another settler’s child
and three Native American children
Lynden Academy had opened its door [December 1882]
two teachers and a principal served the local farm pupils
they maintained a fine library composed of selections of history, biography, poetry
and fiction)
Phoebe Judson opened the Northwest Normal School (school for teachers) in Lynden -- October 1886
(Northwest Normal School would become Western Washington University in Bellingham)
by the end of the 1880s Lynden, Washington Territory was enjoying prominence and success

FEDERAL EFFORT TO COMPENSATE FOR THE RACIAL HATRED PASSES CONGRESS

Eventually Congress appropriated \$276,619.15 -- October 19, 1886
to compensate for the property losses of Chinese residents in the United States
because the individuals affected were scattered up and down the coast and were in China

their money was paid to the Government of China -- the actual victims never saw a dime
Chinese laborers would not soon be back in the Northwest
entrepreneurs and workers who would be needed in growing industries
such as fishing, timber and mining, and on the farms of Western Washington were lost

SPOKANE FALLS IS SERVED BY ANOTHER SHORTLINE RAILROAD

Spokane Falls and Idaho Railroad (SF&IRR) was incorporated -- October 23, 1886
13.3 miles of track passed through Hauser Junction and on to Coeur d'Alene City, Idaho Territory
(SF&IRR laid a second line of track under a contract with the Northern Pacific Railway
this route stretched north from Spokane Falls 140 miles through Mead, Deer Park, Summit,
to Colville and on toward a projected smelter at Northport south of the international border
sixty-five miles of the route were beside water [1889]
SF&IRR was later absorbed by the Northern Pacific Railway)

WORK STOPS ON THE NORTHERN PACIFIC RAILWAY SWITCHBACK OVER THE CASCADES

Series of zigzag tracks clung to the side of the mountain up Stampede Pass
from both the east and west sides of the Cascades
three switchbacks were built on the east side and two on the west side
to ascend and descend the pass
a mile of solid log cribbing, three-quarters of a mile of snowsheds and thirty-one trestles
also were required
trains were shuttled back and forth up the mountain pass until the summit was reached
a great double horseshoe track was laid across the summit of Stampede Pass
Construction was plagued by snowfall forty feet deep at the summit -- autumn 1886
many of the white workers refused to work but many of the Chinese laborers went on working
by creating air shafts and access tunnels, they worked and lived completely under the snow
between 500 and 1,000 Chinese workers were killed by rock and snow avalanches, falls
and other accidents
work was finally suspended [during the winter months]

OREGON RAILWAY AND NAVIGATION COMPANY LEASES PART OF ITS TRACK

Oregon Railway and Navigation (OR&N) Company's management decided to evaluate the line
from Umatilla, Oregon on the Columbia River to Huntington, Oregon on the Snake River
they found significant problems
this entire line was leased to the Union Pacific Railroad -- November 1886
(OR&N completed a branch line from Pendleton, Oregon to Walla Walla, Washington (1887))

SEATTLE LAKE SHORE AND EASTERN RAILWAY(SLS&E) ATTRACTS MORE FUNDING

Franklin Jones, a partner in a Wall Street investment-banking house, showed interest
in financing the Seattle Lake Shore and Eastern Railroad (SLS&E) -- November 1886
Jones was joined by James D. Smith, president of the New York Stock Exchange, and others
Judge Thomas Burke and Seattle attorney Daniel Gilman remained in charge of the railroad
but the Eastern investors had ideas of their own regarding the operation of the railroad
including constructing two additional lines:

- Eastern Division from Spokane Falls to Seattle;
 - Northern Division from Seattle to the Canadian border
- to connect with the still under construction Canadian Pacific Railway (CPR)
- SLS&E accepted that a connection with a transcontinental railroad was necessary for success

TERRITORIAL LEGISLATURE PASSES A NEW WOMEN’S VOTING RIGHTS ACT

Vague wording in the title of the [1883] Washington Territory Suffrage Act was clarified by the Washington legislators instead of simply stating that where “his” was used it was to be construed as “his and her” was replaced this time the wording stated “[a]ll American citizens, male and female” could vote

This new voting rights act was signed by Governor Watson C. Squire -- November 26, 1886 after again gaining voting rights, women voted for reforms in local elections they helped to send a Democrat to Congress -- a rarity in Washington Territory women's votes played a role in enacting local option prohibition outlawing the sale of liquor

ELLENSBURG BECOMES A CITY IN EASTERN WASHINGTON TERRITORY

Ellensburg was incorporated when Northern Pacific Railway passed through -- November 26, 1886 this town served as home base for most of the men and equipment being used to lay track both over and through Stampede Pass

PERIOD OF INCREASING LABOR UNREST AND STRIKES HITS WASHINGTON TERRITORY

Federation of the Organized Trades and Labor Unions of the United States and Canada changed its name to the American Federation of Labor (AFL) -- December 8, 1886 Samuel Gompers led the organizational effort

SAMUEL GOMPERS LEADS THE AMERICAN FEDRATION OF LABOR (AFL)

Samuel Gompers had been a cigar maker and organizer for the cigar-makers’ union he became the first successful and powerful leader of unionized working people Gompers believed only skilled workers should be organized into the American Federation of Labor these workers were organized into the AFL based on their trade AFL leadership argued over including women, blacks and unskilled workers before deciding against representing any of these Samuel Gompers served as the leader of the American Federation of Labor (AFL) for forty-one years he moved the organization toward the goal of improving the life of working people

AMERICAN FEDERATION OF LABOR (AFL) REPRESENTS SKILLED WORKERS

AFL was the least radical, most stable middle-of-the-road union in America at that time its organization was democratic in that it represented the wishes of local members each union local was autonomous it paid a few cents per member to finance the national AFL organization policies and programs were decided by delegates at a National AFL Convention that also formulated proposed legislation and organized goals for the national union national leaders represented union locals and their membership

and carried out the convention delegates' decisions

Union strategies stretched beyond company boundaries and across state lines:

- collective bargaining would be used to settle differences with employers such as to resolve wages, hours, working conditions, and establish work rules;
- strikes (where workers refused to work) would be called until their collective demands were met
 - union-member pickets patrolled the strike sites:
 - they asked customers not to buy from the plant or store that was being struck;
 - they tried to keep the company from hiring scabs (non-union replacement workers);
 - they encouraged other unions to honor their picket lines
 - by not crossing to make deliveries or to pick up products

COAL IS SHIPPED OUT OF ROSLYN, WASHINGTON TERRITORY

First miners came from northern, southern and eastern Europe

representing countries such as Italy, Germany, Russia, Poland, Lithuania, Slovenia, Serbia, Croatia, Ireland, Scotland and England -- December 1886

these immigrants maintained their homelands' traditions

many spoke languages other than English

(many Roslyn residents today are descendants of these immigrant miners)

Roslyn Cemetery is composed of twenty-six individual ethnic and lodge cemeteries

cemeteries vary in size from very small to quite large -- one has only one burial

Coal was shipped out of the Roslyn No. 1 mine -- December 1886

Roslyn No. 1 mine was followed by three more Oregon Investment Company mines in the area

WASHINGTON TERRITORY ENJOYS THEATRICAL ENTERTAINMENT

(John Cort was a stage actor and part of a comedy duo -- Cort and Murphy

together the comedians enjoyed remarkably little distinction

John Cort became a theater manager in Illinois before he headed west

to take over Seattle's Standard Theater -- a box house establishment)

John Cort quickly turned the Standard Theater into the city's leading "Box House"

that is a combination variety theater, saloon and brothel

Cort also pioneered the first "variety act" theater circuit in the world -- 1886

he booked the same act successively into multiple cities

to make it worth their while for entertainers to travel to his remote part of the country

John Cort's circuit extended from San Francisco to Butte, Montana

and included larger towns in Oregon state, Washington and Idaho territories

CITY OF SPOKANE FALLS WAS A LIVELY PLACE

School records for the term ending December 24, 1886

showed 503 pupils enrolled with an average daily attendance of 380

seven teachers were employed and these were paid a combined \$550 a month

which included janitor's fees and rent for some primary school buildings

Spokane's Joy Opera House on the northeast corner of Post Street and Riverside

saw the successful production of W. S. Gilbert and Arthur Sullivan's

H.M.S. (His Majesty's Ship) Pinafore -- 1886

it also was the scene of a charity ball -- December 1886
ladies attended in Mother Goose costumes

TACOMA LIGHT AND WATER COMPANY BEGINS TO GENERATE ELECTRIC POWER

Tacoma's power came from a hydroelectric plant
connected to the drinking-water supply from Galliher Creek
Not to be outdone by their Seattle rivals, Tacoma's private utility company ordered 600 light bulbs
from Thomas Edison's agents Sidney Mitchell and F. H. Sparling
Tacoma paid \$12 a month for each streetlight
Tacoma's streets were illuminated for the first time as lamps were placed into service
on Pacific Avenue -- December 26, 1886
(service expanded for three-quarters of a mile along Pacific Avenue [January 3, 1887]
service was erratic until [January 1889] when a new generator came online)

PACIFIC NORTHWEST FACES ANOTHER GRIM WINTER

Despite its booming mines, large segments of the Northwest's economy felt the effects
of the economic doldrums the nation had experienced for several years
overcapitalized ranches on the high plains were destroyed by the fierce winter
which ended the export market for cattle Washington Territory and Oregon -- 1886-1887
wheat prices sagged lower and lower
until the cost of shipping a bushel of grain three hundred miles
equaled what the farmer received for the same bushel at market

WASHINGTON NATIVE AMERICANS SUE THE STATE TO KEEP THEIR FISHING RIGHTS

Northwest Indians had long depended on the salmon harvest as a major source of food and wealth
salmon harvest for the Columbia River alone was estimated at 43,000,000 pounds yearly
United States government entered into a series of treaties with the Indians of Washington Territory
Territorial Governor Isaac I Stevens in the Medicine Creek Treaty [1854]
agreed Indians had rights
**“The right of taking fish at all usual and accustomed grounds and stations is secured to
said Indians in common with all citizens of the Territory, and of erecting temporary houses for the
purpose of curing the same; together with the privilege of hunting, gathering roots and berries, and
pasturing their horses on all open and unclaimed lands. Provided, however, That they shall not take
shell-fish from any beds staked or cultivated by citizens; and provided, also, that they shall alter all
stallions not intended for breeding, and keep up and confine the stallions themselves.”**⁴⁵³

Initially, the federal government honored its treaties with the Indians
but as an ever increasing numbers of settlers moved into Washington Territory
native fishing rights were increasingly infringed upon
there were more than forty salmon canneries on the Columbia River [1883]
three salmon canneries were established on Puget Sound [1894]
and twenty-four in [1905]

⁴⁵³ Medicine Creek Treaty December 1854.

new fishing techniques prevented salmon from reaching the tribal fishing areas
United States Indian Agent and several members of the Yakima tribe filed suit in territorial court
to enforce their right to off-reservation fishing locations -- *United States v. Taylor*
settler Frank Taylor had fenced off his land claim
in the process he prevented Yakima Indians
from accessing their traditional fishing grounds
territorial court ruled in favor of Taylor but the Supreme Court of the Territory of Washington
held Yakima Indians had reserved their rights to fish by signing a treaty -- January 25, 1887
Frank Taylor's land claim did not end the Indians' right to fish in their usual places
(this launched legal resistance that would endure for more than a century)

U.S. SENATE TAKES UP THE ISSUE OF WOMEN'S SUFFRAGE

For the only time in the Nineteenth Century Congress the U.S. Senate took up Women's suffrage
joint resolution (Senate Resolution 5) proposed an amendment to the U.S Constitution
extending the right of women to vote and serve on juries
this proposal required a two-thirds favorable vote in both houses of Congress
and ratification by three-fourths of the state legislatures to amend the Constitution
vote in the United States Senate resulted in the defeat of a proposed Amendment
thirty-four "Yea" to sixteen "No"
with twenty-five members were recorded as absent -- January 25, 1887

PRESIDENT GROVER CLEVELAND RESPONDS TO COMPLAINTS INVOLVING RAILROADS

Political reformer President Cleveland angered the railroad directors and investors
by ordering an investigation of western lands they held through government land grants
because the railroads had failed to extend their lines according to agreements
he forced them to return 81,000,000 acres of public land which returned to the public domain

WOMEN LOSE THE RIGHT TO VOTE IN WASHINGTON TERRITORY

Washington Territory Supreme Court took up the issue of women's right to vote
Jefferson J. Harland was charged with conducting a game to swindle people in Tacoma
Justice John P. Hoyt found Harland guilty
Harry Morgan was a saloon owner in Tacoma who wanted to make sure that women had no vote
he feared what they would do to his type of business
Morgan provided financial support for an appeal to the Territorial Supreme Court
claiming that women were not legal jurors and voters
Washington Territory Supreme Court took up the appeal of *Harland v. Territory of Washington*
Chief Justice Roger Greene and Justice John P. Hoyt who had ruled
women were eligible to serve on juries in both *Rosencrantz v. Territory of Washington* [1884]
and *Hays v. Washington Territory* [1884] were about to retire
Justice Hoyt, who had issued Harland's guilty verdict, recused himself
Chief Justice Roger Greene, Justices J. Langford and George Turner heard the case
Justice Turner wrote the verdict for the majority of Territorial Supreme Court justices
Jefferson J. Harland's conviction was overturned -- February 3, 1887
because women had served on the jury

the ruling was based on a technicality, namely that the official title of the suffrage act,
“An Act to Amend Section 3050, Chapter 238 of the Code of Washington,”
did not adequately describe the content

Turner also firmly believed that women were incapable of voting intelligently on public matters
he further wrote: **“From the earliest period in the history of the common law, jurors, grand and petit, have been composed of men. The language of the *venire facias* was that they be *liber et legalis homo*, and according to Blackstone, ‘under the word *homo*, though a name common to both sexes, the female, however, is excluded, *propter defectum sexus*.’ When legislators have prescribed the qualifications of jurors, the requirement that they should be males has always been implied. ... Whatever may be thought of the propriety of making females voters, there is but one opinion among the great mass of the people, male and female, concerning the imposition on the latter of jury duty, and that opinion is firmly and unalterably against such imposition. The legislature which passed the suffrage act, coming from the people, and representing their sentiments, cannot be supposed to have intended the accomplishment of that which the people so universally disapprove, and it is fair to suppose that they would have expressly limited the effect of their act if they had foreseen the lengths to which it would be attempted to carry it.”**

Justice Turner suggested that the legislature could re-enact a women’s suffrage law
if it was reckless enough to insist on a law
that **“...many men and women believe [to be] so disastrous.”**

Justice Roger Greene, as a reminder that he had not yet retired, issued a one sentence dissent:
“From all that is decisive, and from much that is not decisive, in the very able opinions just read by Messrs. Associate Justices Turner and Langford, I totally dissent, and will in due time, if circumstances admit, file a dissenting opinion.”⁴⁵⁴

INTERSTATE COMMERCE ACT PASSES CONGRESS

Interstate Commerce Act passed Congress -- February 4, 1887

it was designed to address issues of railroad abuse and discrimination in applying shipping rates
it required shipping rates to be “reasonable and just”
secret rebates to favored shippers or pools of shippers were outlawed
and rates had to be published
price discrimination against small markets was made illegal

Alleged attempts by railroads to obtain influence over city and state governments
and the widespread practice of granting free transportation in the form of yearly passes
to opinion leaders (elected officials, newspaper editors, ministers)
to dampen any opposition to railroad practices were addressed

This act granted the Interstate Commerce Commission power to investigate abuses and call witnesses
but it lacked the government funding to accomplish its lofty goals
this effort to regulate railroads established a commission which, in fact, exerted little control
over the transportation industry
(later presidents would assure that reform would not go too far
by appointing pro-railroad commissioners

⁴⁵⁴ *Jeff J. Harland v. Territory of Washington*, Supreme Court of the Territory of Washington, February 3, 1887, P. 15.

Interstate Commerce Commission was dissolved by act of Congress [December 31, 1995])

CONGRESS PASSES THE INDIAN GENERAL ALLOTMENT ACT

Indian Reservation land was collectively owned by members of the tribes living there

In the aftermath of military conflicts like the Battle of Little Big Horn [1876]

and the Nez Perce Retreat -- 1877

Congress and reformers alike showed renewed interest in individual Indian land ownership
this would advance the assimilation of natives into American life -- or so it was suggested
policy makers and reformers alike began to promote "allotment in severalty"

that is, a division of Indian reservations into individually owned parcels

unallocated lands would be offered for sale as a final solution to the "Indian problem"

Indian General Allotment Act passed Congress -- February 8, 1887

better known as the Dawes Severalty Act it sought to integrate Indians into American society

under the terms of the act the president could use his discretion

to identify which reservations would undergo allotment in severalty

original legislation gave each tribal member 160 acres of land to farm

while the remainder of the reservation's land would be turned over to white settlement

President Grover Cleveland decided to apply the Dawes Severalty Act to the Okanogan Reservation

each tribal member who be allocated 160 acres of land to farm

while the remainder of the reservation land was opened for general settlement --1887

CONGRESS PASSES THE COMPULSORY INDIAN EDUCATION ACT

Educators of Indian children had quotas to fill

considerable pressure was exerted on Indian families to send their youngsters to boarding schools

beginning when the child was six years old

if parents refused to send their children to school, authorities could withhold annuities

or rations or send them to jail

Many Indian parents were uncomfortable having their children sent far away from home

once their children were enrolled in a distant boarding school

parents lost control over decisions that affected them

some parents feared having their children taken to boarding school because they knew

that diseases such as tuberculosis and influenza took the lives of many Indian students

sometimes they hid their children or denied being Indian

however, some parents willingly sent their children to boarding schools to get an education

or to escape poverty

Indian children's contact with their families often was limited to summertime

however, requests for holiday leave could be denied by the superintendent for almost any reason

many students were sent to homes near the school to learn how to be "civilized"

that is, to be maids or farmhands

fear and loneliness caused by the early separation from family was a common experience

shared by all former students

CARLISLE INDIAN INDUSTRIAL SCHOOL BECOMES A MODEL FOR INDIAN EDUCATION

Compulsory Indian Education Act provided funding for more Indian boarding schools

Carlisle Indian Industrial School in Carlisle, Pennsylvania became the model
To carry the plan for assimilation of Indian students, boarding schools forbade the cultural identity of children by doing away with all outward signs of tribal life:

- children were not allowed to speak their native languages,
 - child's hair, which probably been growing uncut since birth, was cut off or trimmed depending on the child's gender,
 - each child received new "white" name including a surname (last names)
- strict rules and directives established by the Bureau of Indian Affairs were practiced
students marched to and from classes, meals, and dormitories
order, discipline and self-restraint were all prized values of white society
and were thought to make a person "civilized"
punishment was applied even for minor violations like speaking one's Native language
penalties consisted of confinement, kneeling in prayer, being deprived of privileges or food,
and corporal punishment (spanking with a paddle or switch)

OKANOGAN COUNTY REQUESTS FEDERAL RECLAMATION ASSISTANCE

Rainfall in Okanogan County is less than thirteen inches a year
Federal Reclamation Activities began in Washington in Okanogan County -- 1887
to assist farming, water was diverted from Salmon Creek
this small project proved the value and practicability of irrigation
farmers, seeing that irrigation projects would be too large a project for private financing
petitioned the Federal Reclamation Service for assistance
Federal reclamation activities for Washington Territory began on the Colville Indian Reservation
in Okanogan County -- 1887
when President Grover Cleveland selected that land for allotment in severalty
remainder of the reservation was opened for general settlement

WORK BEGINS AGAIN ON THE NORTHERN PACIFIC SWITCHBACKS UP STAMPEDE PASS

As spring approached Northern Pacific Railway survey and track crews again got underway
much of the track that had been hastily laid on frozen ground (the previous autumn)
had to be replaced after the first thaw
There were 500 whites and 300 Chinese at work on extending the rail line on the West side
of the NPRY Cascade Division from Tacoma to the Stampede Pass summit -- March 28, 1887
On the east side of Cascade Mountains high up on the east side of Stampede Pass
500 Chinese shovelers, worked in eight hour shifts to chop their way
through the forty-foot deep snow drifts
closely following them, 200 whites completed the trestle bridges and laid tracks as they went

SEATTLE LAKE SHORE AND EASTERN RAILWAY(SLS&E) BEGINS TO BUILD

(Seattle Lake Shore and Eastern Railway (SLS&E) had taken several steps toward layering track
Seattle granted a right-of-way through the city and a contract was signed
with Puget Sound Construction Company to begin construction [February 25, 1887]
Kern Brothers began to clear five miles of grade along Smith Cove [March 25, 1887])
Seattle Lake Shore and Eastern Railway (SLS&E) construction gangs laid six miles of track north

from downtown Seattle's harbor along Elliott Bay and Smith Cove to Salmon Bay
the industrial district for the lumber and fishing town of Ballard -- April 1, 1887
Salmon Bay was the end of the line because the railroad company
was unwilling to build a trestle to cross the bay to Ballard [until 1899]
Chinese labor for this project was supplied by the Wa Chong Company of Seattle
founding partner Chin Gee Hee became close friends with Judge Burke
Money invested in the line was spent largely in Seattle causing an economic boom
jobs were created by the railroad's construction
anticipation of more economic opportunity caused businesses such as sawmills and stores
to spring up beside the track of the new railroad

WASHINGTON TERRITORY RECEIVES A NEW TERRITORIAL GOVERNOR

Republican Territorial Governor Watson C. Squire was replaced
Democrat Eugene Semple was appointed Washington's thirteenth territorial governor
by Democratic President Grover Cleveland -- April 9, 1887
Governor Semple, a former newspaperman and lumberman,
had applied for the position [in 1885] but the appointment process consumed more than two years
as various political factions deluged Cleveland with petitions supporting Semple or his rivals
Semple's two-year term coincided with a period of turbulence and expansive territorial growth
an additional 95,000 people arrived in Washington Territory between 1887 and [1889] alone
raising the territory's population to more than 250,000 people
one in three new residents settled in Seattle, Tacoma, or Spokane
Many of the new immigrants were miners
whose demands for better working conditions and union recognition
led to additional violence in the coal mines of the Cascade Mountains
Territorial Governor Semple deplored the use of company strikebreakers,
but when called upon he refused to intervene forcefully on the workers' behalf
Semple made a sharp distinction between the interests of white workingmen and Chinese laborers
he thought of the Chinese as members of a "non-assimilating race"
during his efforts to gain the governorship and during his administration
he refused to condemn anti-Chinese rioters even though he asserted the Chinese
had a right to remain in Washington Territory
In addition to labor unrest, Territorial Governor Semple had to deal with other problems
he convinced the United States Congress and Interior Department to fund
an expansion of the territory's elementary school system and a school for delinquent youth
as well as construction of a new penitentiary and insane asylum

CHINESE LABORERS ON STAMPEDE PASS REACT TO THEIR POOR WORKING CONDITIONS

Some 15,000 Chinese in all worked to clear the land across Stampede Pass
they constructed bridges and laid down thousands of miles of railroad track
when there were not enough Chinese to do the work, shiploads were recruited from China
when the men got off the boat from China they were sent directly to the work sites
Irish immigrants were also heavily recruited
Chinese workers building the switchback route over Stampede Pass faced harsh conditions

near Sunday Creek strong winds ripped trees from their roots and sent them flying all directions
a huge tree fell across a tent occupied by sleeping Chinese laborers killing nine
and injuring four others -- April 1887 (*Tacoma Ledger* newspaper)

Although Chinese hiring agents convinced the frightened survivors to stay, their grievances festered
trouble began when a white foreman ordered some Chinese laborers

to camp higher up on the mountainside where the only shelter was an old log cabin
commotion broke out in the Chinese camp -- morning of April 11, 1887

workers tied a hated labor procurer to a tree and thrust a large knife into his back
security guards protecting the camp intervened and a full-scale riot broke out
guards, forced on the defensive, opened fire killing one Chinese laborer
and wounding five others

Chinese laborers dispersed -- but 300 quit and made their way south to work on a still not completed
Oregon and California Railroad along the Willamette River from Portland, Oregon
as track was laid from Roseburg, Oregon toward Sacramento, California

SWITCHBACK TRACKS REACH THE SUMMIT OF STAMPEDE PASS

Northern Pacific Railway track laying crews continued to lay switchback tracks up the Cascades
they worked between vertical walls of snow
until they reached the summit of Stampede Pass -- April 18, 1887

OREGON AND WASHINGTON TERRITORY RAILROAD SERVES SOUTHEAST WASHINGTON

Oregon and Washington Territory (O&WT) Railroad was incorporated -- May 4, 1887

to build from Wallula, Washington Territory to Pendleton, Oregon

O&WT was led by George Washington Hunt of Walla Walla but the primary financial backer
was Northern Pacific Railway (NPRY) director Charles Wright

O&WT was an independent company but was regarded as friendly to the Northern Pacific Railway
laying of track to link Wallula with Walla Walla quickly began

(when completed, the O&WT would link Wallula with Walla Walla through Dayton,
and Farmington and on to Spokane)

several branch lines in the area were constructed and several others were graded and surveyed

At the time the Northern Pacific Railway (NPRY) was involved in a complicated legal battle
with the Union Pacific Railroad (UP) to serve this region

NPRY backed the OW&T in order to gain a foothold into UP territory

(when the O&WT ran low on capital it was reorganized
as the Washington & Columbia River Railway)

OREGON AND CALIFORNIA RAILROAD IS SOLD

Oregon and California Railroad (O&C) was to run from Portland beside the Willamette River
to the Siskiyou Mountains and continue on to Sacramento, California

O&C was provided a land grant that included all odd-numbered sections of the Public Domain
within twenty miles of each side of the proposed railroad line

if this land was already homesteaded or otherwise claimed

O&C was allowed to extend their claim of unoccupied land to thirty miles from the rail line
total acreage of the Oregon portion of the land grant was 3,728,000 acres

three conditions were placed on the to the company regarding disposal of the lands granted:

- land had to be sold to bona fide settlers,
- no more than 160 acres could be sold to one individual,
- land could not be sold for more than \$2.50 per acre

Bankrupt Oregon and California Railroad and its very large land grant was acquired by the Southern Pacific Railroad Company -- May 12, 1887

both railroad companies violated all three conditions of the land-disposition rules but these activities went uncontested [until 1903]

Southern Pacific Railroad completed the route to Sacramento, California -- 1887

SEATTLE LAKE SHORE AND EASTERN RAILWAY(SLS&E) BEGINS OPERATION

After completion of Seattle Lake Shore and Eastern Railway (SLS&E) to Salmon Bay (Ballard)

SLS&E received its first locomotive, the D.H. Gilman

SLS&E's first depot was built on Seattle's waterfront at the foot of Columbia Street because the space for trackage and terminals was so limited,

Seattle created 120-foot wide Railroad Avenue (today's Alaska Way)

Seattle gave the new road thirty feet of the avenue for trackage

Northern Pacific Railway (NPRY) was offered an equal amount of land for a depot

but the offer was rejected because the railroad was content with its New Tacoma terminal

FIRST PASSENGER TRAIN ARRIVES IN VANCOUVER, BRITISH COLUMBIA

Port Moody, British Columbia had been selected by Canadian Pacific Railway (CPR) officials as the Pacific coast terminus for their railroad

however, the harbor facilities there proved to be inadequate

Canadian Pacific Railway track was extended eleven miles west

to a small collection of sawmills and shacks called Granville (today's Vancouver, B.C.)

which was chosen to be the site of the new railway terminal

Engine 374 pulled the first passenger train into Vancouver, British Columbia -- May 23, 1887

NORTHERN PACIFIC SWITCHBACK ROUTE OVER STAMPEDE PASS IS COMPLETED

Northern Pacific Railway's Cascade Division Stampede Pass temporary route

using a series of switchbacks, horseshoe curves and towering timber trestles

was completed as the last spike was driven -- June 1, 1887

NORTHERN PACIFIC RAILWAY USES THE WORLD'S LARGEST STEAM LOCOMOTIVES

At one point the grade reached a staggering 5.6%

to conquer its main line switchbacks over the Cascade Mountains the Northern Pacific Railway ordered the heaviest steam locomotives ever built in America (to that time)

To surmount the steep grade on both sides of the mountains

trains were limited to a mere five cars

two Baldwin decapods (ten-wheeled engines) were required

despite their size, the steep grades meant one locomotive was stationed

at each end of a five-car train to pull and push the cars over the Stampede Pass summit

each steam locomotive had specially designed water brakes

these huge locomotives were stationed on the route over Stampede Pass
at Easton and Weston, Washington Territory
Easton on the east side of the Cascades became a small railroad town
where helper engines were added at the start of the grade leading to the summit
or removed on the return trip down the east side
Weston, a small railroad town on the west side of the Cascades, served the same purpose

NORTHERN PACIFIC RAILWAY CASCADE BRANCH SWITCHBACK ROUTE IS OPENED

First experimental train successfully passed over the switchback tracks -- June 6, 1887
two great Baldwin Decapods, Nos. 1 and 2, pounded their small driver-wheels on sanded rails
as they pushed and pulled their five-car train over the Cascade Mountains
Crews drew hazard pay for running the huge locomotives
typically, trains took an hour and fifteen minutes to traverse the eight-mile-long section of track
every other car had a brakeman riding on the rooftop

Charles R. Wood, a brakeman, wrote of his experience during a crossing of Stampede Pass:
“Going up the grade was bad enough, but coming down again was a real hair raiser. Even a momentary loss of control could result in a runaway and disaster.”⁴⁵⁵

This difficult Stampede Pass switchback route was operated successfully for over a year
while construction continued on the Stampede Pass Tunnel through the Cascade Mountains
this treacherous climb and descent had a remarkable safety record
only one slight accident occurred to an engineer at Switch No. 2 when he was
slightly bruised by the edge of the snow shed covering the tail end of the switchback
(Even after the completion of the Stampede Pass Tunnel
switchback route was reopened for brief periods in the [1890s]
as maintenance work was carried out on the tunnel
very little remains to of the epic struggle to link Eastern and Western Washington
as the switchback grades are almost entirely obliterated by access roads to power lines)

CHINESE WORKERS ON STAMPEDE PASS ARE COMEMORATED

Influential American journalist Oswald Garrison Villard summed up the Chinese contribution
on the Northern Pacific Cascade Division construction effort as follows: **“I want to remind you of things that Chinese labor did in opening up the western portion of this country. ...[They] stormed the forest fastness, endured cold and heat and the risk at hands of hostile Indians to aid in the opening up of our northwestern empire. I have a dispatch from the chief engineer of the Northern Pacific telling how Chinese laborers went out into eight feet of snow with the temperature far below zero to carry on the work when no American dared face the conditions.”**⁴⁵⁶

UNION ORGANIZING SWEEPS THE UNITED STATES

To spread the available jobs around and put more people to work
American Federation of Labor (AFL) members demanded an eight-hour workday

⁴⁵⁵ Charles R. Wood, *The Northern Pacific: Main Street of the Northwest, A Pictorial History*, P. 77..

⁴⁵⁶ Richard A. Greenwald, *Exploring America's Past: A Reader in Social, Political and Cultural History, 1865-Present*, P. 36.

with no reduction in pay
it was argued an eight-hour day would restore to working people
their fair share of national wealth
unions hoped to gain the eight-hour day through negotiations with business managements
if these negotiations failed, the AFL would call the nation's first strike
National Knights of Labor leadership was opposed to strikes
but many local Knight union members did support the AFL effort
Huge union parades and mass meetings were held nation-wide
more than 150,000 workers won shorter hours without striking
another 42,000 won by successful strikes
many more workers won nine-hour workdays
Small labor unions in Seattle united with the American Federation of Labor -- 1887
but not to gain an eight-hour day
instead they demanded immigrants, primarily Chinese,
be stopped from taking the jobs of union members
anti-immigrant demands were ignored by most union affiliates across the country

COMPANIES RESIST GAINS MADE BY UNION MEMBERS

Many major newspapers were supported by their business advertisers
it was predicted violence and revolution would follow if there was a strike or strikes
newspapers spread a fear of union activities throughout the nation
women were expected to work for less pay and quit when they married

EMPLOYERS ORGANIZE A RESPONSE TO UNION DEMANDS

Union breaking strategies were used by companies:

- Yellow Dog Contract -- employees were forced to sign contracts that forbid union membership
- Black List -- names of union activists or members were collected
and exchanged with other employers
employers then refused to hire blacklisted workers

Strike breaking strategies were developed by companies:

- lockout -- workers were prevented from entering their workplace
factories or stores are closed
management refused to talk to represented workers or labor leaders
- during a strike management hired "scabs" (strikebreakers) who replaced striking workers
- court injunctions were issued by judges to force strikers involved in a legal action (strike) either:
-to do something (return to work)
-or refrain from doing something (maintain a picket line)

BATTLE FOR THE WEST COAST SALMON FISHERY EXPANDS

At the same time Washington and Oregon commercial fishers led by Ilwaco gillnetters
continued their battle against fish trap operators over fishing rights on the Columbia River
gillnetters hired armed guards to destroy fish traps
Governor Eugene Semple called out Washington Territory's militia to stop the vigilantes
and protect the property of fish trap owners

Salmon Wars of 1887 was settled when Governor Semple negotiated a peaceful armistice
however, the incident exposed the danger of private armed forces confronting one another
as well as inadequacies in the territory's own official armed forces in resolving local disputes
Washington's militia suffered from a lack of supplies, training and a clear chain of command
Territorial Governor Semple struggled with the militia throughout his time as governor
at times he was undermined by his own officers in such serious matters as troop deployments

EFFORTS ARE MADE TO BRING DIRECT DEMOCRACY TO THE UNITED STATES

Progressives believed the Republic (that is voters elect representatives to make political decisions)
system of government was corrupt
examples of abuse of political power were blatant and obvious to those who were concerned
government, railroads, public education, medicine, finance, insurance, industry, churches
and many other areas were cited as needing reform
Changing the Republic form of government to a Democratic form of government in which voters
were empowered to make political decisions directly rather than through representatives
was one purpose of the Progressive Era [1890-1920]
many activists including socialists, communists and anarchists joined to reform government

UTOPIAN MOVEMENT ARRIVES IN WASHINGTON TERRITORY

Utopia is an ideal and perfect place where everyone lives in harmony
all decisions and actions are for the good of everyone
Striving to develop utopian communities has a fairly strong tradition in America
Pilgrims' arrival at Plymouth and their desire to set up a "city upon a hill" was an early example
their motivation for leaving England was to set up a model society based around Puritanism
Puritans wanted to "purify" the Church of England
by following intensely strict religious principles
Puritans hoped they would be recognized by England as the "correct" way of living
based on the "correct" religion
ultimately they wanted nothing less than to change English society
over 150 years later the Mormon migration to Utah to escape persecution
was based on at least some desire for a utopian community founded on religious beliefs
Mormons hoped to live according to their own principals
other efforts were New Harmony, Illinois [1824] and Brook Farm, Massachusetts [1841]
although these endeavors were much smaller and had less impact
Reasons behind the development of communes changed during the 1880's
previously, religion served as the primary motivator
but following Edward Bellamy's influential book *Looking Backward* [1888]
political beliefs increasingly served as the basis for establishing communes
in his book, Bellamy took a Rip Van Winkle approach to describe
what a possible future of America would be like if socialism was allowed to flourish
this encouraged some radicals to develop what were referred to
as Bellamy or "Nationalist" clubs -- many of which eventually set up communities

PUGET SOUND COOPERATIVE COLONY BEGINS NEAR PORT ANGELES

Puget Sound Cooperative Colony (incorporated in Seattle the previous month) moved its headquarters to the small settlement of Port Angeles on the Olympic Peninsula -- June 1887

where its founder, leader and president, Seattle attorney George Venable Smith, envisioned establishing an ideal collective community as suggested by Edward Bellamy
Colony leaders paid \$15,000 for twenty-five blocks located a short distance east of Port Angeles
they also acquired 200 acres of timberland in the bargain

Dozens of idealistic and energetic utopian adherents were soon living at the colony site
these were Socialists who advocated:

- collective ownership and administration of both the means of production and the allocation of resources,
 - and equal access to the natural resources for all individuals, with compensation based on the amount of personal labor expended
- most Socialists believed capitalism unfairly concentrated power and wealth and that wealth was acquired through exploitation
capitalism created an unequal society and did not provide equal opportunities for everyone
Port Angeles Socialists gave equal rights to women
they stated women had a right to a full day's work with pay equal to a man

FIRST SCHEDULED PASSENGER TRAINS CROSS STAMPEDE PASS

Northern Pacific Railway had made progress available in Washington Territory
track from Spokane Falls to Pasco was in place

wooden and steel bridge was constructed across the Columbia River at Pasco

Northern Pacific Railway's switchback route over Stampede Pass opened for passenger service

Tacoma saw the first passengers leave the station to travel east -- 1:45 p.m., July 3, 1887

first inbound passenger train to arrive in Tacoma from Stampede Pass arrived -- 7:15 p.m. July 3
it was seven hours late

WASHINGTON TERRITORY IS LINKED WITH THE UNITED STATES BY RAIL

Cascade Division connected Puget Sound with the Yakima Valley though Stampede Pass
at last Tacoma was linked directly with Spokane Falls and thus Duluth, Minnesota

Portland no longer dominated Western Washington's economy

Tacoma celebrated the completion of its transcontinental railroad for a second time -- July 4, 1887
celebrants built a grandstand (where Stadium High School stands today)

President Grover Cleveland was invited to speak but the celebrants had to settle for

newly appointed Territorial Governor Eugene Semple who gave his usual uninspiring speech

Tacoma newspapers claimed eighteen thousand visitors came to town

(this suspicious figure was more than the combined populations of Seattle and Olympia)

none-the-less, festivities lasted for three days

MINING BOOMS EAST OF THE CASCADE MOUNTAINS

Simeon G. Reed purchased the claims and the Helena Concentrating Company reduction plant

(which had been built on the Sullivan side of Milo Gulch [September 1885])

for a total of \$750,000

Reed in partnership with his secretary Martin Winch and Noah Kellogg incorporated Bunker Hill and Sullivan Mining and Concentrating Company in Oregon -- July 29, 1887
Mining east of the Cascades came of age with the use of machines
Reed and his partners depended on cheap transportation between the mine and the reduction plant and then on to markets hundreds of miles away
railroads held the key to profits -- short lines branched out from the Northern Pacific trunk line
Spokane Falls took an early lead in this effort building branches to Coeur d' Alene and the promising area near Colville and Okanogan country
Colville became the supply post for miners in the northern Inland Empire

NEW STATES ARE BLOCKED FROM ENTERING THE UNION

Washington, Montana, and Dakota territories all aspired to join the Union
completion of the Northern Pacific Railway's Cascade Branch line
produced rapid growth in the Puget Sound region
property value jumped four fold in less than a year
United States House of Representatives and U.S. Senate were closely split by the two political parties
Democrats narrowly controlled the national House of Representatives
Republicans narrowly controlled the U.S. Senate
Possibility of adding new senators and congressmen of unknown political affiliation
greatly bothered Congress because control would be in doubt
as a result, all efforts toward admission to the Union were ignored by the federal government

CONTROL OF THE IDAHO PANHANDLE CONTINUES UNDER DISPUTE

After Congress's attempt to annex the Idaho panhandle to Washington Territory [1886]
was vetoed by President Cleveland
political leaders of Washington Territory next attempted to expand their own boundary
to include the Idaho panhandle
it was noted the population increase would speed statehood for Washington
Idaho's legislature realized that if the panhandle was annexed to Washington Territory
(as had been proposed the year before) then Idaho might cease to exist
with this new insight, the Idaho Legislature reversed its position -- 1887
they petitioned Congress to leave Idaho intact

HENRY VILLARD RETURNS FROM EUROPE

Departure of Villard [1883] as the corporate president of the Northern Pacific Railway (NPRY)
had brought only temporary relief from the company's financial problems
cost of building across the Cascade Mountains brought increased tension and infighting
within the Northern Pacific Railway's management
soon trouble with funding and revenue-building was as bad as before
spur lines were built from the main east-west trunk line to develop more business
but these projects only added to the financial strains on the company
settlement of the Pacific Northwestern did not progress rapidly enough
to bring in sufficient revenue to save the railroad from bankruptcy
Henry Villard was remembered not only as a man with great knowledge of railroads,

but also as a communicator and consensus builder
increasingly, he was called upon to arbitrate between the different factions of the company
still it came as a surprise to many when the NPRY board asked Villard
to resume the management of the company once again -- September 15, 1887
Henry Villard's task at the Northern Pacific Railway (NPRY) was not an easy one
he raised an additional \$5 million with new investors in Germany
he saved the Oregon & Transcontinental Company -- the NPRY's holding corporation
and its subsidiary the Oregon Railway and Navigation Company
(As a member of the railroad's board of directors Villard for the next two years
attempted earnestly, but unsuccessfully, to resolve the clashing interests
of the various cities and transportation companies of the Pacific Northwest
Oregon Railway and Navigation Company, the Oregon and Transcontinental Company,
the Union Pacific Railroad and the Northern Pacific Railway
duplicating lines took off in every direction in competing efforts to achieve supremacy
his failure led to his retirement from the Oregon Railway and Navigation Company
although, after a brief interval, he continued as chairman of the Northern Pacific [until 1893]
when his railway career came to an end)

FATHER CATALDO WANTS TO BEGIN A COLLEGE FOR CATHOLIC INDIANS

Father Joseph Cataldo had begun his missionary work in the Spokane Falls area [1865]
he recognized that if the Jesuits were to continue their Indian mission work
they must to build a catholic school and college for the most academic Indian boys in the area
Father Cataldo informed Rome of his idea and indicated that if such a school was not begun soon
forty years of missionary work would be wasted
Local leaders were extremely excited about the idea of a college
but they expected it to be a college for white students -- not for Father Cataldo's Indian students
none-the-less Gonzaga College was built
(During his lifetime Father Cataldo, the Catholic educator and visionary,
had suffered from many privations and narrow escapes
he served as Superior General of Rocky Mountain Missions for sixteen years
this great leader died while on a mission at Pendleton, Oregon at age ninety-one [1928])

GONZAGA COLLEGE OPENS IT DOORS

Gonzaga was named after St. Aloysius Gonzaga, the Saint of Children
when construction on the original phase of the college was finished about \$30,000 had been spent
Gonzaga held first class was held -- September 17, 1887
Gonzaga accepted children of elementary, high school and college ages
missionary Father Joseph Joset arrived with two Indian boys and tried to register them
Father Joset was told that the school was only for white boys
By the end of the school year attendance had increased to eighteen boys -- all white
(enrollment grew -- [by 1900] Gonzaga had a church, a four-story brick hall and 244 students
making it the largest Catholic school in the area)

PUGET SOUND AND GRAYS HARBOR RAILROAD BEGINS OPERATION

Puget Sound and Grays Harbor (PS&GH) was organized by the owners of the Port Blakely Mill

PS&GH was a small shortline railroad with five locomotives, three passenger cars,
eight general freight cars, and seventy-two logging cars

this small railroad was used primarily to transport timber products -- 1887

PS&GH stretched from Kamilche on the southern tip of Puget Sound to Grays Harbor

passing through Elma to Montesano thus placing the railroad

within fifteen miles of Grays Harbor

much of the PS&GH's right of way followed a route the Northern Pacific Railway desired

COMPETITION FOR THE RIGHT TO PRODUCE ELECTRICITY FOR SPOKANE FALLS BEGINS

Edward A. Fitch's privately owned Washington Power Company [founded in 1885]

owned the first electric generator in Spokane Falls which was housed

in the basement of his Echo Flour Plant

(located where Washington Water Power Company now stands by City Hall)

Sidney Z. Mitchell convinced Spokane businessmen to invest in 1,200 lightbulbs

Spokane businesses pooled their money to form the Spokane Falls Water Power Company

they agreed to use only Edison-patented equipment --1887

and to pay the Edison Electric Light Company thirty percent of its revenues as royalties

Edward A. Fitch's small electric generator located in his Echo Flour Plant

was purchased by the Spokane Electric Light and Power Company

Sidney Z. Mitchell, exclusive agent for the Edison Electric Light Company,

constructed a new 200-horsepower hydroelectric power generating station at Spokane Falls

in a bay near the end of the Post Street Bridge

Sidney Z. Mitchell's Spokane Falls Water Power Company power plant

supplied enough electricity to extend arc lighting

across the Post Street Bridge up to Main Avenue and east to Howard Street

(however, within a year the output of the little Spokane Falls plant was insufficient

additional power plants were built at Little Falls, Long Lake, Lake Chelan, and other places)

SPOKANE BUILDS A NEW OPERA HOUSE

Harry Hayward replaced the Joy Opera House with the Falls City Opera House

located across the street on the southwest corner of Riverside and Post Street -- 1887

at a cost \$250,000 to construct the Falls City Opera House was for many years

the largest and finest theater West of the Mississippi River

Spokane could brag of a legitimate entertainment palace with a capacity of 800 patrons

Opening feature was Giacomo Puccini's four act opera *Manon Lescaut*

performed by the Carleton Opera Company

Sidney Z. Mitchell's Spokane Falls Water Power Company lit Spokane's first opera performance

receipts for the two nights amounted to \$5,000

FARMERS IN THE UNITED STATES FACE SERIOUS PROBLEMS

An exceptional drought caused heavy damage and crop losses -- 1887

falling prices for harvested crops added to the financial crisis in the rural areas

Washington Territory farmland decreased in total assessed value

from 21% of the territory's wealth to 14%
(since the total assessed property in the territory showed a large increase from the previous year
spectacular growth in the value of industries, businesses and cities is evident)
Machinery replaced urban factory workers forcing them to move into less expensive rural areas
as manufactured goods and products increased in volume
employers received the benefit of increased production -- but workers did not
nationwide two million company employees were forced into unemployment

PUGET SOUND CO-OPERATIVE COLONY GROWS IN NUMBERS

Port Angeles Socialists' efforts were widely publicized
by agents who sold subscriptions for building lots at \$140 to \$220 each
Some 400 colonists arrived to double Port Angeles's population -- fall 1887
Puget Sound Co-operative Colony published a newspaper -- the *Model Commonwealth*
was edited by Mrs. Laura E. Hall
Puget Sound Co-operative Colony's population neared that of the existing town of Port Angeles
(at the end of eight months, membership had risen to 2,000 with funds of \$50,000)
original town became known as the "West End" with the colony referred to as the "East End"
considerable rivalry between the two developed but also many connections were developed
some longtime Port Angeles residents joined the colony
some colonists moved into town when they could not be accommodated on colony property
(over the next few years, colonists constructed Port Angeles' first sawmill, many homes, schools,
churches, its first office building, an ornate Opera House
and a hotel on the beach with a communal kitchen and dining room)
(As an experiment in co-operative living, the colony survived for only a few years,
but the energetic and committed settlers it attracted played a major role in the rise of Port Angeles
as the civic, commercial and industrial center of Clallam County)

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) GENERATES BUSINESS

Judge Thomas Burke and prominent Seattle lawyer Daniel Gilman began new construction
to Lake Union then veering north along Lake Washington near an old wagon road
north end of Lake Washington was reached -- October 1887
(this route follows today's Burke-Gilman Trail through Lake Forest Park)
all along the route logging camps, shingle mills, sawmills and mines sprang into existence
along the corridor as expected
Communities developed near many of the SLS&E's stations as noted by the opening of post offices
not only Ballard [1889] but towns like Ross (southwest of Fremont) [1888], Fremont [1890],
Latona (east Wallingford) [[1890], Edgewater (west Wallingford) [1889],
Brooklyn (west of the University District) [1889], Ravenna [1890],
Yesler (part of Laurelhurst) [1890], Bothell [1887], Pontiac (Sand Point) [1890],
and Lake (near today's Lake City)
but even so, the costs of operating the railroad outweighed the profits

EMPIRE BUILDER JAMES J. HILL STRETCHES HIS RAILROAD

In Dakota Territory Jim Hill's St. Paul, Minneapolis and Manitoba Railroad

had over 300 miles of track in operation
this line was completed to Great Falls, Montana Territory
St. Paul, Minneapolis and Manitoba Railroad met the year-old Montana Central Railroad
Hill made the younger company an offer
he would provide the financing to construct and equip the line to Helena and Butte
in return for Montana Central's stocks and bonds
Hill and his partners took the first through train from St. Paul to Helena -- November 18, 1887
Northern Pacific Railway watched all of this activity with growing concern

COLUMBIA RIVER IS TEMPORARILY BRIDGED BY THE NORTHERN PACIFIC RAILWAY

Construction on a temporary structure across the Columbia River
was completed -- December 3, 1887
Pasco was connected by rail to Kennewick, Washington Territory
for the first time transcontinental trains, which previously had crossed the river by ferry,
were able to run straight through to Tacoma using the Stampede Pass switchbacks
(part of the temporary bridge was swept away by winter ice, but it reopens [April 1888]
Northern Pacific Railway's permanent bridge was in place by [July 1888]
marking the final phase and completion of the transcontinental railroad route)

LIGHTHOUSES ARE ADDED TO THE COAST OF PUGET SOUND

Alki Point (in West Seattle) marked the southern entrance to Seattle's Elliott Bay
this land claim was owned by settler Hans Martin Hanson [purchased in 1868]
who with his brother-in-law, Knud Olson, lit a lamp at night as a service to mariners
post lanterns were usually used until a more permanent structure could be built
Lighthouse Service finally recognized the need for an official light
thus a wooden post held a lens-lantern elevated twelve feet in the air
Alki Point lantern had a large fuel tank encircling the top of the lens
that held enough coal oil to last for eight days
several barrels of fuel were dropped off every six months to fuel the beacon
(an octagonal tower and fog signal was added [1913])
Dofflemyer Point Light was the southernmost beacon on Puget Sound
located seven miles north of Olympia at Boston Harbor -- 1887
it marked the eastern side of the entrance to Budd Inlet -- an important turning point for ships
this lens-lantern was placed atop a twelve-foot stake several yards off shore
surrounded by tideflats, at high tide the light could only be reached by rowboat
(Lighthouse Service did not replace the lens-light until [1934] when the light
was upgraded to the present-day thirty-foot, pyramidal concrete tower
Dofflemyer Point was never assigned a formal keeper
instead, local residents were contracted to care for the light and activate the fog signal
until it was automated [1987])
Browns Point Light marked the eastern side of the entrance to Commencement Bay
which leads from Puget Sound to the port of Tacoma
lens-lantern was placed atop a post -- December 12, 1887
at that time Browns Point was considered remote

both the point and the hills above were covered with timber
part of the Puyallup Indian Reservation, the point was owned by an Indian, Joe Douette
contracted light keeper was hired to row to the point weekly to clean the glass, trim the wick
and refuel the tank

(one of the foggiest locations on Puget Sound

one keeper noted the whistle blew for 528 hours straight [1897]

requiring thirty-five tons of coal to be shoveled into the steam boiler
to ease the burden a second keeper and his family was added [1903])

at the same time a fog bell was added

an electrified fog horn [1922] blows about 837 hours a year -- most frequent on Puget Sound)

Point Robinson, located six and a half miles northwest of Browns Point,

on the northeast corner of Maury Island

saw safety improve with the addition of a lens-lantern shining fixed red

it was attached to a twenty-five-foot pole -- December 12, 1887

(this was replaced by a thirty-one-foot wooden tower which held the light)

Point Robinson's picturesque setting and closeness to civilization made it a preferred station
for lighthouse keepers

SEATTLE LAKE SHORE AND EASTERN RAILWAY REACHES WOODINVILLE JUNCTION

Seattle Lake Shore and Eastern Railway (SLS&E) roadbed

continued from Bothell to Woodinville Junction which was now linked to Seattle
transportation costs from Seattle to the junction were greatly reduced

SLS&E was expected to continue eastward from Woodinville Junction

where the line would link the coal rich area of Squak Lake with Seattle's waterfront

it was proposed by Eastern financiers that this line would continue to Spokane Falls

and even to Dakota Territory as a transcontinental railroad

Eastern Construction Company, incorporated by Judge Thomas Burke, Angus McIntosh,

F.M. Jones and W.H. Scott, started laying Seattle Lake Shore and Eastern Railway track

from Woodinville Junction twenty miles

toward the foot of the Cascade Mountains -- December 1887

at the rate progress was being made, it was anticipated that 300 miles of track

would be in place by [January 1, 1889]

WASHINGTON TERRITORIAL LEGISLATURE DEALS WITH FREIGHT RATES

Complaints against high fares and freight charges were considered by the legislature -- 1887-1888

several bills were offered to correct this evil

but the boards of trade of Seattle and Vancouver protested saying that legislation at that time
would drive away capital

and crush new local railroads which they depended on to compete with the great railroads
instead of passing restrictive laws the legislature, at the suggestion of the two boards of trade,

changed the existing railroad assessment law from a tax on the gross receipts

to a tax on all railroad property -- in the same manner as on that on individuals

except in specific exceptional cases

(When the state constitution was passed [1889] the legislature was given the power

to establish “responsible maximum rates” for transportation services)

WASHINGTON TERRITORY NATIONAL GUARD IS FOUNDED

In light of the [1887] “Great Salmon War,” Territorial Governor Eugene Semple was wary of vigilantes imposing their will on the residents of Washington he also was unsettled at the prospect of large territorial militias operating under the command of uncooperative officers who defied government authority Governor Semple requested the territorial legislature create a National Guard organization to replace the volunteer militia companies

Legislative approval was granted and the Washington Territorial Militia became the Washington Territory National Guard -- January 18, 1888

National Guard units were (and are) paid from the territory’s (state’s) general fund

WASHINGTON TERRITORY LEGISLATURE CLARIFIES THAT WOMEN CAN SIT ON JURIES

Justice George Turner’s [1887] majority opinion in *Harland v. Territory of Washington* stated that the territorial legislature could re-enact a women’s suffrage law if it wanted women to vote and serve on juries

Legislators, who had been elected in part by women voters, passed a new statute to overrule the Harland decision and clarified that all residents of the territory, “male or female,” were entitled to vote -- January 1888

this law limited itself to voting -- it also contained a proviso that **“nothing in this act shall be so construed as to make it lawful for women to serve as jurors.”**⁴⁵⁷

FIRE TAKES THE PORT BLAKELY SAWMILL

In the midst of all of the logging activity a devastating fire burned the Port Blakely mill to the ground -- February 4, 1888

Because winds were blowing onshore, rescuers were able to save shipping in the harbor by moving the logging fleet vessels out into Puget Sound

(Captain William Renton directed every step of the resurrection of his new sawmill which was built on the ruins of the old

he used less combustible material -- heavy timbers and corrugated iron roofing fire extinguishers, a system of water pipes and 850 sprinkler heads were installed)

CHUN CHING HOCK BUYS CHIN GEE HEE IS OUT OF THE WA CHONG COMPANY

Partnership between Chun Ching Hock and Chin Gee Hee was an uneasy one both men were good businessmen, but Chin Gee Hee wanted to develop the labor contracting side of the business

rather than focusing on its import-export relationship with China

Chun Ching Hock bought his partner's share in the Wa Chong Company -- 1888

Chin Gee Hee began his own import-export business, the Quong Tuck Company

⁴⁵⁷ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 19.

BLACK PIONEER GEORGE WASHINGTON CARES FOR HIS TOWN

Black pioneer and founder of Centralia George Washington's wife Mary Jane died 1888]
George Washington remained an active civic leader in the town he and his wife had founded
he was known for his willingness to help fellow residents in many ways
including selling property for little money down, offering loans at no interest
and providing work when no other was available
when residents could not afford their mortgage
Washington would buy the properties back and keep the city afloat

EASTERN WASHINGTON TERRITORY IS SERVED BY A NEW SHORTLINE RAILROAD

Central Washington Railroad was incorporated -- March 2, 1888
it operated as a wholly owned subsidiary of the Northern Pacific Railway Company
track extended from Cheney to Connelly, Lakeside, Midway, Four Lakes, Lakewood,
Fairchild, Deep Creek, Hite, Reardan, Mondovi and Davenport -- a total of 41.4 miles
(an additional 46.1 miles of track linked Davenport to Almira, [1889]
Almira was linked to Coulee City with nineteen miles of rail [November 1, 1890]
eventually this railroad was 106.5 miles long in all)

SEATTLE AND WEST COAST RAILWAY COMPANY COMES INTO EXISTENCE

Capitalized at a million dollars, Seattle and West Coast Railway Company (S&WCRC)
let five contracts to lay track in Snohomish County
Sinclair and company of New York, former builders for the Canadian Pacific Railway (CPR)
was the major contractor employed
they soon had several hundred men grading the route
between Woodinville Junction to Snohomish City

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) SERVICE BEGINS TO SQUAK

Seattle Coal and Iron Company, an entity with close ties to the SLS&E Railroad,
invested heavily in coal fields near the small town of Squak, (Issaquah), Washington Territory
Judge Thomas Burke's and prominent Seattle attorney Daniel Gilman's
Seattle Lake Shore and Eastern Railway (SLS&E) laid additional track from Woodville Junction
to the coal mining town of Squak thirty-two miles from Woodinville Junction
SLS&E's first train arrived in Squak -- March 19, 1888
Seattle Coal & Iron Company began coal mining and shipping by rail -- spring 1888
people of Squak benefited greatly from the boom in coal mining that soon followed
Seattle Lake Shore and Eastern Railway built a large wooden depot in the coal mining town [1889]
residents were so excited they even renamed their community Gilman
in honor of the Seattle Lake Shore and Eastern railway's founder attorney Daniel Gilman
(the town's name was changed again to Issaquah [1899])
Despite the so-called brisk business, the railroad was already in financial trouble

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) ATTEMPTS TO EXPAND

Judge Thomas Burke's and prominent Seattle attorney Daniel Gilman's
Seattle Lake Shore and Eastern Railway (SLS&E) planned to link Seattle and Spokane Falls

Pioneer Judge Thomas Burke had been corresponding with several men in eastern Washington he assured them their best hope to escape from the monopoly operations of the Northern Pacific Railway (NPRY) or Oregon Rail and Navigation Company (ORNC) was the Seattle Lake Shore and Eastern Railway (SLS&E) this new railroad would come their way when financing could be found Paul Mohr, the new general manager of the SLS&E, had been a resident of Spokane he was the logical choice to negotiate financing with the people there an arrangement was worked out by Mohr where the citizens of Spokane Falls pledged \$175,000 to the railroad if the railroad promised to begin construction from Spokane Falls westward within thirty days

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) HAS TWO DIVISIONS

Eastern Division construction of the Seattle Lake Shore and Eastern Railway had begun [1887] laying track west from Spokane Falls toward Seattle fifteen miles of track linked Spokane Falls with Medical Lake twenty miles of grade were in by (July) but lack of funds saw only ten miles of additional track laid by November] forty miles of railroad were planned to be ready for the (fall) harvest Northern Division was begun at this time when Seattle Lake Shore and Eastern Railway (SLS&E) acquired the Seattle and West Coast Railway Company (S&WCRC) in order to reach the Canadian border -- March 24, 1888 S&WCRC had 14.4 miles of graded roadbed from Woodinville Junction to Snohomish City

WOMEN'S RIGHT TO VOTE IS AGAIN TESTED IN WASHINGTON TERRITORY

After the territorial legislature had again passed a law providing women voting rights [January 1888] women voted in the next election -- April 1888 all of the votes, both men and women, were counted except for one Mrs. Nevada Bloomer had her vote challenged in Spokane Mrs. Bloomer sued John Todd and other Spokane election officials for \$5,000 damages for refusing to allow her to vote (*Bloomer v. Todd*) -- April 1888 unlike the better-known Amelia Bloomer of Seneca Falls, New York Mrs. Nevada Bloomer of Spokane was no suffragist Mrs. Nevada Bloomer's husband owned a tavern one of the chief opponents of women's suffrage was the alcohol industry because women were more likely than men to vote for prohibition John Todd supplied beer to the Bloomer's tavern thus it was believed the lawsuit was arranged to invalidate women's suffrage and protect the alcohol industry in Washington Territory

JUSTICE GEORGE TURNER RESIGNS FROM THE TERRITORIAL SUPREME COURT

George Turner became an attorney in *Bloomer v. Todd* defending Todd and the alcohol industry in opposition to women's voting rights -- April 9, 1888 This case was rushed through court system and reached the territorial supreme court in four months leaping over more than a few pending cases in the process

SPOKANE FALLS IS QUICK TO ADOPT NEW TRANSPORTATION TECHNOLOGY

Streetcars were a colorful addition to the streets of Spokane Falls

Spokane Fall's first streetcar line was the Spokane Street Railway Company

which was built specifically to sell lots in a new development of houses and mansions

in Browne's Addition a mile from the city on its western edge

Spokane Street Railway Company opened for business -- April 15, 1888

as the city's first streetcar was pulled down Riverside Avenue by a team of horses

this enterprise was an immediate hit

charging a nickel fare, the company paid for itself within eight months

At least four competitors followed closely behind

one company filed articles of incorporation three days after Spokane Street Railway Company

horses pulled that first streetcar

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD (BB&BC) STARTS AGAIN

Bellingham Bay and British Columbia Railroad (BB&BC) once again took up construction

after a four-year delay -- 1888

Marc L. Stangroom set to work carving out a railroad line from Whatcom Creek

through the virgin forest of Whatcom County

one branch line extended to the Bloedel Donovan lumber mill on Lake Whatcom

another line of the BB& BC went along the waterfront

through (today's Bellingham Cold Storage) then east along Squaticum

this line drifted through the county on a diagonal tangent

through place names like Wahl, Strandell, Everson and Hampton

STAMPEDE PASS TUNNEL BORE IS SUCCESSFUL

Contractors Sidney and Nelson Bennett offered a prize of \$1,000 for the first man

to pass through the bore where the two ends of the tunnel met

and a steak dinner and whiskey for the crew on the winner's side

Finally, a blast opened up the hole -- shortly after noon May 3, 1888

men who rushed into the smoke and rock dust after the blast felt a draft

west-side representative wriggled into the hole and collided head-on with an eastside worker

as the two men butted each other, their cohorts heaving and struggling pushed from behind

until at last the man from the west was shoved through

battered, bleeding and triumphant

Stampede Pass Tunnel project had killed twenty-nine white workers before it was completed

(five more would die after completion during the tunnel's masonry lining phase)

how many of the 15,000 Chinese employees were killed working on the switchbacks

and in the tunnel is not known as these records were not kept)

BRITISH COLUMBIA PROVINCIAL GOVERNMENT CHARTERS A RAILROAD

Canadian town of New Westminster felt they should be terminus

for the Canadian transcontinental Canadian Pacific Railway Pacific (CPR)

but they lost out to Port Moody (part of today's Vancouver, B.C.)

after years of frustration New Westminster's leaders decided to build a railroad of their own
to connect with the American railroad system then building toward the international border
New Westminster Southern Railway was incorporated
by the British Columbia provincial government -- May 12, 1888
Canada's federal government in Ottawa objected to British Columbia chartering a railroad
Canadian Pacific Railway (CPR) had been given a monopoly to build railroads in Canada
Once this issue was resolved, New Westminster Southern Railway hired an American firm,
Sheafe and Company, to build the railroad from the Fraser River south to Blaine, Washington
just across the international boundary
Sheafe and Company was the company building the Fairhaven and Southern Railroad (F&S)
from Fairhaven on Bellingham Bay north to the border

ANOTHER FIRST FOR THE STAMPEDE PASS TUNNEL

Tunnel contractor Captain Sidney Bennett's wife had long insisted to her husband
that she be the first to walk under the Cascade Mountains
At the very least she was the first of her gender to complete the passage -- but it took two attempts
her first effort to crawl through the hole blasted through the mountain ended in failure
she was a person of epic proportions and became stuck
members of the east-side gang managed to pull her back by the ankles
according to legend Mrs. Bennett, vexed but resolved, sent out for a bucket of lard
she walked down the tunnel past the men, removed some undergarments,
and coated her shoulders and hips with the lard
on this second effort the men of the west-side gang gallantly pulled her through
she stood, her hair coated with blasting residue and powdered basalt
and uttered the immortal words: **"The drinks, gentlemen, are on my husband."**⁴⁵⁸

NORTHERN PACIFIC RAILWAY STAMPEDE TUNNEL OPENS TO TRAIN TRAFFIC

Contractors Captain Sidney Nelson and his younger brother Nelson completed their Herculean task
the first train to rolled through the Stampede Pass Tunnel -- May 27, 1888
only seven days ahead of the federal government deadline
Northern Pacific Railway track stretched from Spokane Falls by way of North Yakima to Tacoma
Cascade Mountains were removed as a barrier
cannons thundered in Tacoma along Cliff Avenue
as the town waited impatiently for the flood of immigrants they knew would arrive
to advance the local way of life and drive yet another economic boom

NORTHERN PACIFIC TUNNEL PROVIDES PROGRESS TO WASHINGTON TERRITORY

While expensive to build, the Stampede Pass Tunnel gave the Northern Pacific Railway (NPRY)
access to huge tracts of large standing timber,
access to the growing agricultural towns of Washington Territory,
and better access to its expanding coalfields in the vicinity of Puyallup, Black Diamond

⁴⁵⁸ Murray C. Morgan, "Nelson Bennett and the Stampede Pass Tunnel," *Murray's People A Collection of Essays*.

and Roslyn, Washington Territory
value in farm goods increased three-fold in the decade of the 1880s
Perhaps more importantly, the NPRY now had an uninterrupted transcontinental rail route
comprised solely of its own track from Lake Superior to the waters of Puget Sound

WASHINGTON TERRITORY EXPERIENCES BOOMING GROWTH

Spectacular population growth in northwest section of the U.S. was due to the coming of the railroad
influx of immigrants arriving by train caused the territorial population to jump to 167,000 -- 1888
farmers arrived drawn into the region by cheap farmland
shipping of differing farm products such as wheat, hops, oats, corn and cattle
opened new areas of the plains and valleys to be farmed
miners arrived drawn by sudden booms of discoveries of silver, coal and other ore
they swelled the territorial populations in the mountainous regions
lumbering attracted loggers, mill hands and lumber ship crews
as vast acres of first-growth timber became available for harvest
However, Washington's newest population surge centered in the urban areas
perhaps the largest growth in the territory was seen in the metropolitan areas
visiting actors, actresses, and musicians drew sellout crowds at theaters and opera houses
daily and weekly newspapers, some written in German and Scandinavian,
trumpeted each local improvement

TACOMA ENJOYS A POPULATION AND INDUSTRY BOOM

Rush to build cities could be demonstrated by Tacoma's growth:

- streets were likely to end in a fifteen-foot drop-off into a blackberry bush;
- huge stumps stood close to the doors of the finest hotels;
- telegraph and light wires draped loosely over posts;
- salt air was filled with the smell of freshly cut sawdust;
- five-story buildings glowed with electric lights;
- construction of a gas works provided access to natural gas;
- two street car lines were constructed along Pacific Avenue and Tacoma Avenue
two horses pulled each of the yellow streetcars
these lines, carrying many passengers, were a success from the start
very soon they were extended
(street car lines sprang up, each beginning in downtown Tacoma,
extended into surrounding areas
this allowed for houses and business to develop into the suburbs)

TACOMA BECAME THE HOME OF THE NEW RYAN SMELTING PLANT

Well-known St. Paul, Minnesota millionaire Dennis Ryan
selected the North end of the Tacoma waterfront for the site
of the most complete ore smelting plant in America
construction of the plant cost of over \$200,000 -- 1888
Dennis Ryan hired William Rust to operate the plant
Ryan Smelter was prepared to handle gold, silver, lead and copper ores

150 employees worked three eight-hour shifts
(when the full complement of seven furnaces was finished, 10,000 men would be necessary
to smelt the 560 tons of ore daily)

Ryan Smelter's main building and flue dust chamber were ten feet square and 440 feet in length
they were built to accommodate seven smoke stacks

instead, a single huge smoke stack that contained nearly 2,500,000 bricks was built
boiler house had room for two additional boilers

calcining building, where ore was heated to remove impurities, was eighty-four feet by 101 feet
and held two furnaces seventeen feet by seventy-one feet

each furnace would smelt eighty tons of ore per day for a total of 160 tons daily

and required twenty-five tons of coke (soft coal) a day for fuel

interior of these furnaces was lined with fire brick that cost 5 cents each

ST. PAUL AND TACOMA LUMBER COMPANY IS FOUNDED IN TACOMA

This milling company was organized by Chauncey W. Griggs and his son Everett
who had noted the depletion of the forests of the Great Lakes region

Chauncey W. Griggs and his partners purchased 80,000 acres of Pierce County timberland
from the Northern Pacific Railway -- June 1888

St. Paul and Tacoma Lumber Company was founded to harvest this resource

(they built Washington Territory's first mill in designed to cut timber for transport by rail [1889]
rather than in the lumber schooners that until then had monopolized the trade)

NORTHERN PACIFIC RAILWAY EXPANDS IN EASTERN WASHINGTON

Completion of the Northern Pacific Railway ended the steamboat era in the Pacific Northwest
railroads brought thousands of immigrants into a triangle of Eastern Washington:

Colfax, Palouse City, Washington Territory and Moscow, Idaho Territory

Northern Pacific Railway mainline track ran southwest from Spokane Falls

through the Big Bend Country of Cheney, Sprague, Ritzville and on to Pasco

one branch line ran South into the heart of the Palouse

through Spangle, Rosalia, Oaksdale, Colfax and Uniontown

another branch line circled to the West

past Medical Lake, Davenport, Reardon and back to Medical Lake

RAILROADS ENJOY A MONOPOLY AND SET SHIPPING RATES

Inland Empire of Eastern Washington suffered under the weight of discriminatory freight charges
to satisfy big coastal wholesale companies and to provide these companies access to the interior

Northern Pacific and the Union Pacific carried goods to Portland or Tacoma

more cheaply than to inland points, even though the freight passed straight through
inland stations on the way to the coast

Spokane, for example, paid \$2.00 on writing paper delivered to coastal cities for \$1.75

and \$1.81 on steel rail shipped to port cities for 81¢

SHORTLINE RAILROADS OPEN NEW REGIONS OF WASHINGTON FOR DEVELOPMENT

Port Discovery, Quillayoute and Olympic Railroad was incorporated -- June 1888

it began operation in the Port Townsend area to provide service
to the Port Townsend Paper Company mill
Washington and Idaho Railroad began construction
from Tekoa, Washington Territory to Mullan, Idaho Territory -- 1888
Oregon Railway Extensions Company was incorporated in Portland -- 1888
this was a subsidiary of the Oregon Rail & Navigation Company (OR&N)
Oregon Railway Extensions Company's sixty-nine miles of track were completed:
•one branch served Washington Territory as it ran from Winona, Washington
through St. John to Seltice, Sunset and Thornton and on to Oakesdale;
•second branch served Oregon as it ran from La Grande, Oregon where it interchanged
with the Oregon Rail and Navigation Company (OR&N) line
and then ran northeast to Elgin, Oregon
(Oregon Railway Extensions Company was foreclosed on and sold to the OR&N [1896])
Port Angeles and West Shore Railway Company was incorporated as a logging route --1888

INCREASES IN POPULATION FORCE CONGRESS TO ACT

Democrats were fearful of losing their slight, vacillating majority in the national Senate and House
they knew that Republican voters from any new states would add Republican seats in Congress
and assure the loss of the slight political majority held by Democrats
But economic growth in the West had set the stage for statehoods
to the point that Congress could no longer ignore the demands from the West

ELECTION CAMPAIGN OF 1888 IS MORE SEDATE THAN THE 1884 ELECTION

(Democrats in their party convention held in the St. Louis Exposition and Music Hall [June 5 to 7]
nominated incumbent President Grover Cleveland as their candidate)
Republican convention in Chicago was more raucous affair -- June 19–25, 1888
front-runner James G. Blaine, unable to secure the nomination for himself, threw his support
to Benjamin Harrison in the hope of uniting the party against the Democratic incumbent,
in the hotly contested nomination fight that followed, Harrison became everyone's second choice
in a field of seven candidates
on the eighth ballots Harrison was selected along with New York banker Levi P. Morton as V.P.
Neither Cleveland nor Harrison campaigned as the task was taken over by their party organizations
there were posters, political cartoons, speeches, rallies, parades, bands and torchlight parades
race for the presidency centered around the tariff issue
however, bringing new states into the Union was pushed hard by Republicans

COAL MINING IN ROSLYN, WASHINGTON TERRITORY WAS VERY SUCCESSFUL

Oregon Improvement Company owned the Northwest Coal Company's mines in Roslyn
miners were attracted by the work the coal company offered
within two years of its founding, Roslyn's population grew to be over 1,000
European coal miners were joined by miners from the eastern United States
Prices for coal fluctuated seasonally
it was generally high in winter months providing for increased miners' salaries
during the summer, the price for coal dropped and the miners' wages were cut

Northwest Coal Company owners and the Knights of Labor union miners
struggled over wages and working conditions

ROSLYN IS BADLY DAMAGED BY FIRE

Like many 19th Century American towns, Roslyn experienced a major fire -- afternoon June 22, 1888
most of the town's commercial district was consumed
(Many of the buildings built after the fire used fire-resistant brick and sandstone
some of these structures are still in use including the [1889] Brick Tavern
and the [circa-1890] Fischer Building)

STEAMBOAT *BEAVER* ENDS ITS LONG AND SIGNIFICANT CAREER

(Sternwheeler *Beaver* had been launched in Blackwall, England [May 9, 1835]
she was used to service trading posts maintained by the Hudson's Bay Company
between the Columbia River and Russian-America [Alaska];
she served an important role in helping maintain British control in British Columbia
during the Fraser River Gold Rush [1855-1859];
she was chartered by the Royal Navy to survey and chart the coast of British Columbia;
she was purchased [1874] from the Hudson's Bay Company by a consortium
that became the British Columbia Towing and Transportation Company)
Steamer *Beaver* was used as a towboat by the British Columbia Towing and Transportation Company
until an inebriated crew ran her on the rocks at Prospect Point (in today's Stanley Park)
at the entrance to the Vancouver, British Columbia harbor -- July 25, 1888
(hulk was finally sunk [July 1892] by the wake of the passing steamer *Yosemite*
but only after enterprising locals had stripped much of the wreck for souvenirs)

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) FACES FINANCIAL PROBLEMS

Seattle Lake Shore and Eastern Railway (SLS&E) operating costs exceeded revenue
there was enough business for the company to expand operations and increase traffic,
but the company lacked equipment and could not afford more
Construction costs were higher than anticipated
Seattle Lake Shore and Eastern Railway (SLS&E) stocks did not sell well either
Competitors were a distraction, forcing the SLS&E to devote time and energy
to monitoring the activities of other rail companies and attempting to compete
New York financial institution, Smith, Cotting and Crawford, withdrew financial support -- July 1888
SLS&E needed more capital for ongoing construction
SLS&E's goal of being a transcontinental railroad diminished with growing financial concerns
being a railroad spur line for a transcontinental line was the next best thing

FARMER'S ALLIANCES ARE FORMED

Farmers' societies, clubs and protective organizations sprang up
in different parts of the county [1870s and 1880s]
each of them had the material betterment of agriculture as an industry as their focus
most of these organizations were only of local significance
Many farmers banded together in regional grassroots organizations known as the Farmers' Alliances

this regional organization was most active in the Southern and the Great Plains states
More radical Northern Alliance, a splinter group of the national movement, held its convention
in Kansas attended by more than 600 subordinate societies -- August 1888
they put forward a plan to establish exchange programs or purchasing agencies
through which members could borrow or buy farm implements and supplies
at lower prices than through ordinary mercantile businesses
benefits resulting from this proposal became apparent leading to a large membership increase

TERRITORIAL SUPREME COURT DENIES WOMEN THE RIGHT TO VOTE

Washington Territory Supreme Court justices ruled 4-1 in *Bloomer v. Todd*
that Mrs. Nevada Bloomer had suffered no injury when her right to vote was challenged
because she had no right to vote

Justice Richard Jones wrote for the majority joined by Justices William Langford and Frank Allyn
they argued that Congress did have a right to authorized women in the territory to vote
in fact, Congress authorized citizens other than criminals and the insane to vote
but following closely the brief submitted by attorney George Turner the court ruled

**“When this [1853 Organic Act creating Washington Territory] ...was passed, the word
‘citizen’ was used as a qualification for voting and holding office, and, in our judgment, the word
then meant and still signifies male citizenship, and must so be construed.”**

Territorial Supreme Court had taken the liberty to insert the word “male” into the Organic Act
which now read: “only ‘male’ citizens” -- thus Mrs. Bloomer did not qualify to vote
Washington Territory’s women’s suffrage movement came to an end
at the hands of the Territorial Supreme Court

ROSLYN COAL MINERS GO ON STRIKE

Tensions at the Roslyn coal mine increased dramatically between the Knights of Labor union
and the Oregon Improvement Company’s Northwest Coal Company mine owners
Management of the Northwest Coal Company laid off a number of union workers
who were petitioning for higher wages and an eight-hour day instead of a ten-hour day
These layoffs led to a strike by the Knights of Labor which shut down the mines -- August 17, 1888
five union men were killed when a drunken company train engineer overturned a flatcar
both sides of the dispute armed themselves
mine Superintendent Alexander Ronald was captured by the miners
they trussed him up “like a turkey” and placed him on the track of the Roslyn spur
as an incoming train moved down the track toward the bound mine superintendent
a sharp-eyed train engineer spotted Ronald and the mob but feared stopping the train
he told the fireman to climb to the cowcatcher and scoop up Ronald on the move
this strong and brave fireman was successful and Ronald’s life was saved

AFRICAN AMERICAN COAL MINERS ARRIVE IN ROSLYN

Rather than reconcile the demands of striking coal miners, the Northwest Coal Company
who operated the mine for the Oregon Improvement Company hired James E. Shepperson
to bring black miners from Virginia, North Carolina and Kentucky to replace the strikers
Most of the 317 black miners were transported across the continent to work in Roslyn

by two special trains --1888 and [1889]

these miners did not know at the time they were being recruited to break an ongoing strike
many brought their families, creating the single largest increase in black population
in the history of the territory

when they arrived the unintentional strikebreakers were located in the nearby town of Ronald
(named in honor of Mine Superintendent Alexander Ronald)

where they lived as they worked at Roslyn Mine No. 3

Ronald instantly became the third largest African American community in the territory
trailing only Seattle with 406 blacks and Spokane with 376

ROSLYN IS SEETHING WITH LABOR STRIFE

Roslyn residents had been very tolerant of different ethnic groups -- especially Chinese and Indians
but as could be expected, resentment grew among the white out-of-work miners
they were equally intolerant toward management
and anyone who attempted to break their strike

Forty-eight armed guards had been hired by the Northwest Coal Company
they escorted the first unit of fifty strikebreakers to Roslyn Mine No. 3
black miners also carried weapons for their own protection

Recruitment of armed guards by the Northwest Coal Company caught the attention
of Territorial Governor Eugene Semple who became alarmed by the prospect
of such a large private armed force operating within the territory

Governor Semple ordered Kittitas County Sheriff Samuel T. Packwood to investigate the situation
to try to find a way in which the government could lawfully disarm the guards

Kittitas County Sheriff Samuel T. Packwood reported to Territorial Governor Eugene Semple,

**“There is a bitter feeling against the Negroes and U.S. Marshals among the miners, and
I fear there will be bloodshed over the matter.”⁴⁵⁹**

Sheriff Packwood arrested all forty-eight private guards along with the black strikebreakers
on trespassing charges

sheriff was able to use trespassing charges because of an ongoing dispute
between the Northwest Coal Company and settler Alexander Ross
over the ownership of the land that began when coal was discovered [1885]

TERRITORIAL GOVERNOR EUGENE SEMPLE CALLS OUT THE NATIONAL GUARD

Once the forty-eight private guards were released from jail to stand trial

they constructed a barricade of logs and barbed wire at the site of the Roslyn mines

Washington Territory Governor Semple ordered a portion of the Washington National Guard
to prepare to provide assistance at Roslyn

Semple tried to have the private guards arrested on a trumped-up charge of vagrancy

because their jobs as guards were not officially recognized by the territorial government

AFTERMATH OF THE ROSLYN STRIKE

⁴⁵⁹ Quintard Taylor, *A History of Blacks in the Pacific Northwest, 1788-1970*. Ph.D. Dissertation, University of Minnesota, 1977.

Unsuccessful Roslyn coal miners' strike was broken
members of the Knights of Labor Union miners returned to work
Added demand for coal also meant expansion of mining in the region
this, in turn, generated considerable work -- competition for jobs among the miners was reduced

TOWN OF WENATCHEE, WASHINGTON TERRITORY IS PLATTED

Name Wenatchee applies to a river and its valley, a tribe (Wenatchi) and a town
archaeological evidence suggests that human habitation in the Wenatchee area
dates back as far as 10,000 years or more
first non-native residents of the area were Samuel C. Miller, Franklin Freer and his brother David
they began the Wenatchee Trading Post [1872]
to sell goods brought in over wretched mountain roads from Ellensburg
before steamboats began to carry freight up the Columbia River to the region
Wenatchee was platted -- September 1888
at first the town grew slowly because of the dry climate
and a lack of enough arable land to grow grain profitably
(today the county seat of Chelan County
it is located very near the precise geographic center of Washington state)

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) CONTINUES EASTWARD

In keeping with the plan envisioned by the remaining Eastern financiers
Seattle Lake Shore and Eastern Railway continued laying track toward the Cascade Mountains
with the hope of reaching Spokane Falls
From Squak (Issaquah) rails passed Preston, The Landing and Rangers
before reaching Fall City which was connected to Seattle by rail and telegraph
tracks continued on beside the wagon road (now Lake Alice Road) to Snoqualmie Falls
SLS&E's route reached Sallal Prairie -- a lumber center located at the foot of the Cascades
here the railroad stopped sixty-three miles from Seattle (near today's North Bend, Washington)

THOMAS FLETCHER OAKES BECOMES PRESIDENT OF NORTHERN PACIFIC RAILWAY

Thomas Fletcher Oakes had worked his way up to the position of vice-president and general manager
of the Oregon Railway and Navigation Company
in essence he served as Henry Villard's executive officer [May 1881-[November 1883]
he was promoted to the vice-presidency of the Northern Pacific Railway [November 1883]-1888
Thomas Fletcher Oakes succeeded Robert Harris as NPRY president -- September 20, 1888

MARROWSTONE LIGHT BEGINS OPERATION

Marrowstone Point, a low, broad sand-spit extends more than a half-mile into the water
it marks the entrance to Port Townsend Bay from the Admiralty Inlet
here the main shipping channel is narrow, making navigation in north Puget Sound hazardous
nearby shoals, dangerous rocks, heavy rip-tides and persistent fogs are a perpetual hazard
Marrowstone light on the exposed northeast end of Marrowstone Island
started as a fifteen-foot post lantern displaying a red light -- October 1, 1888
(a fog bell was installed eight years later [1896] but this was inadequate

mariners complained that the fog bell at the point was often inaudible
several stranding incidents and collisions occurred because the bell could not be heard
an electric light was placed atop a small, concrete structure [1902]
an experimental Scotch fog gun was tried in [1913] but it too proved to be inadequate
finally a three-trumpet fog horn was installed [1918]
this light was automated [1962])

FATHER PETER HYLEBOS ACHIEVES GREAT SUCCESS IN WESTERN WASHINGTON

Father Peter Hylebos was assigned to be secretary to the Bishop of the Diocese of Nisqually
(now the Diocese of Seattle)

Bishop Augustin Magloire Alexandre Blanchet (Archbishop Francis Norbert Blanchet's brother)

Father Hylebos settled in Vancouver, Washington Territory [October 25, 1870]

among his duties he became president of the Holy Angel's College there

he built two churches in Clark County, St. Philip Catholic Church on the Lewis River
and another at what was then called then called St. John (St. John the Evangelist)

he also built an elementary school while in Vancouver

Father Hylebos moved to St Francis Xavier Mission on Cowlitz Prairie (near today's Kelso)

he built a church, a school and a parish house during his stay there

Father Hylebos took charge of the existing mission at Steilacoom [1879]

he was the only priest from Carbonado, Washington Territory to Grays Harbor

his mission included the smaller missions of Olympia and Tacoma

Father Hylebos served as the priest of Olympia's St. Michael Catholic Church

when it was dedicated [October 1880]

he arranged for the donation of land for a school and a hospital in the Olympia area

three Sisters of Providence nuns arrived and transformed a small building

into a makeshift convent and school that was named Providence St. Amable Academy

classes began with thirty-five mostly Protestant girls [September 18, 1881]

Father Hylebos' hospital became St. Peters (today's Providence St. Peter Hospital)

Father Hylebos moved to Tacoma as this seemed a more logical headquarters from which to serve
the south Puget Sound area [1880]

he completed the construction of St. Leo Catholic Church

located on the corner (of what is now Division Street and Tacoma Avenue)

Father Hylebos covered his territory on horseback and by boat

he purchased many tracts of land with diocese funds in and near the sites of growing cities

in anticipation of establishing schools and hospitals donating the land as the need arose

Indians played a major role in Father Peter Hylebos' life -- he took a great interest in their welfare

he was so popular with Native Americans that the Catholic Church

put him on the Indian Commission of the Catholic Indian Bureau, Washington, D.C. [1883]

to resolve on-going disputes between the United States government

and the Catholic bishops over the running of Indian schools

Father Hylebos was able to help secure an amicable settlement of the conflict

Father Hylebos was named a commissioner to Washington, D.C.

where he represented the Indians and their claims [1886]

ST. GEORGE'S INDUSTRIAL SCHOOL OPENS

Father Peter Hylebos set about making preparations to establish a boarding school for Indians
he purchased one hundred forty-two acres of land in the area of (today's Gethsemane Cemetery
and the plateau just east of the cemetery in today's Federal Way, Washington)
only five or six acres had previously been cleared

Father Hylebos saw to the construction of one large building and several smaller buildings
lumber for these buildings had to be brought from Tacoma
there was no road from much of the way

St. George's Industrial School (usually referred to as St. George's Indian School)
opened to Indian pupils when the first teachers arrived -- October 19, 1888

**“the first children were brought to the school to receive the rudiments of a secular
education and the germs of true Christianity.”⁴⁶⁰**

First superintendent of the school was the Reverend Charles DeDecker, a young Belgian priest
there were six teachers on staff when the school opened
four were sisters of the Order of St. Francis who had arrived directly from the Mother House
of their order located in Glen Riddle, Pennsylvania
Sister Jerome served as the first superior
(two of the nuns died later at the school and were buried on the grounds
the other two, after serving a few years, were transferred to other schools of their order)

Protestant students were accepted as well as Catholics

St. George's School accommodated both boarding students and day students
religious instruction was emphasized at St. George's School

(St. George's Indian School was closed in [1936] and the 142 acres fell into disuse and deterioration
more than 3,000 pupils had attended the school during its forty-eight years of operation)

SEATTLE LAKE SHORE AND EASTERN RAILWAY'S NORTHERN DIVISION PROGRESSES

Seattle Lake Shore and Eastern Railway (SLS&E) provided scheduled passenger service
suburban service to Ballard transformed that neighborhood
tourists rode the train to Snoqualmie Falls

San Francisco Bridge Company completed a bridge over the Snohomish River [September 1888]
Seattle Lake Shore and Eastern Railway (SLS&E) Northern Division operated
freight and scheduled passenger trains traveled from Snohomish City
to Seattle beginning -- October 1888

San Francisco Bridge Company announced it was building a trestle over the Stillaguamish River
(when they finished, they moved north and built a swing-span drawbridge over the Skagit River
that allowed sternwheelers other tall-masted ships to continue upriver
this drawbridge was located a half mile west of Mortimer Cook's Sedro)

FEDERAL EFFORT TO COMPENSATE CHINESE FOR THE RACIAL HATRED IS MADE

Chinese Riots [1885] had led to the loss of laborers who would not soon be back to the Northwest
entrepreneurs and workers needed in growing industries such as fishing, timber and mining

⁴⁶⁰ *Reminiscences and Current Topics of the Ecclesiastical Province of Oregon, II, 2* (February, 1898), p. 23 as
quoted in Schoenberg, *A History of the Catholic Church in the Pacific Northwest*, p. 344.

and on the farms of Western Washington had been lost
Congress appropriated \$276,619.15 -- October 19, 1888
to compensate for the property losses of Chinese residents in the United States
because the individuals affected were scattered up and down the coast and were in China
their money was paid to the Government of China -- the actual victims never saw a dime

UNITED STATES ELECTS A NEW PRESIDENT AND CONGRESS

Incumbent Democratic President Grover Cleveland
received a slight majority of the popular vote -- November 6, 1888
but Republican Benjamin Harrison, the grandson of President William Henry Harrison,
received a 58% majority of Electoral votes: 233 to 168
During the same election, Republicans captured a clear majority of both houses of Congress
more Democratic delay of statehood for Washington, Montana and the Dakotas seemed pointless
if passage of statehood status was inevitable, so the Democrats thought,
why not be the ones to support such measures and secure political credit for it
An omnibus bill was passed by Congress inviting Washington, Montana and Dakota territories
to hold conventions to draw up state constitutions preparatory to admission
(feeling left out, Idaho and Wyoming summoned their own constitutional conventions
without congressional authority)

WASHINGTON TERRITORY VOTES ELECT A NEW DELEGATE TO CONGRESS

Republican John B. Allen was elected to represent the territory in Congress -- November 6, 1888
Allen had served as a private in the Union Army during the Civil War
he earned a law degree from the University of Michigan and passed the bar [1869]
he moved to Washington Territory [1870] and practiced law in Olympia
he served as reported for the Territorial Supreme Court [1878-1885]
John B. Allen will serve as the last Washington Territorial Delegate to Congress for Washington

LOCATION OF THE CAPITAL OF WASHINGTON AGAIN COMES UNDER DISPUTE

Territorial Governor Eugene Semple found the legislature divided on the question
of moving the capital city to a more central location
Ellensburg and North Yakima were suggested
residents of both towns entered the contest confident of their victory -- 1888
Northern Pacific Railway had brought population and prosperity to North Yakima and Ellensburg
North Yakima was a cattle raising area with an unlimited future
if irrigation could bring water to the arid land
Ellensburg's boom was started with the arrival of the railroad
opening Indian land under the [1877] Indian General Allotment Act (or Dawes Severalty Act)
led to wild land speculation in Okanogan country -- Ellensburg doubled in population

SPOKANE FALLS STREET CAR COMPANIES COMPETE

Spokane Street Railway Company, the city's first street car used horse drawn cars
to link Browne's Addition a mile from the city
(three days after that business was incorporated a competing company began operation)

Small steam cars replaced horse drawn cars on the streets of Spokane
Spokane & Montrose line, Spokane's first steam streetcar began operation -- November 17, 1888
steam engines were housed in streetcar bodies
in the mistaken hope they would not scare horses
Arlington Heights Motor Railway Company quickly began steam car competition

SEDRO, WASHINGTON TERRITORY IS FOUNDED IN SKAGIT COUNTY

Logging and mining were the main businesses up the Skagit River from Mount Vernon
after the roots of the logged trees were removed the soil underneath proved ideal for growing
timothy hay, corn, peas, beans and berry crops
Sternwheeler steamboats were still the main means of transportation and shipping in the region
Ball's Landing at Sterling, Washington was the last regular community stop
heading up the Skagit River through the late 1880s
Mortimer Cook arrived with his family from Santa Barbara, California -- 1888
he had twice been mayor of that city
Cook bought and cleared thirty-four acres along the Skagit River
(near what is now Riverfront Park)
Cook wanted to name the town after himself, but learned that Washington Territory already
he decided to name his new town "Bug" because of the thriving population of mosquitos
but his wife protested along with a handful of other wives
Cook settled on the name "cedro," the Spanish word for cedar,
but he replaced one letter to make the name unique: "Sedro"
Cook's original townsite twenty-five miles up the Skagit River from its mouth was a boom town
when higher water levels raised the Skagit River,
Mortimer Cook's wharf became a principal stopover for upriver business
When railroads began construction toward Sedro -- late 1888
speculators gambled huge sums that Sedro would become the crossroad
for a vast Puget Sound network of trains
Sedro would be the hub for businesses in the mercantile, hardware, real estate, restaurant
and the "sporting" trades

SEATTLE AND NORTHERN RAILROAD PLANS TO CROSS SKAGIT COUNTY

Oddly named Seattle & Northern Railroad (S&N) was incorporated -- November 19, 1888
(this railroad route ran west and east across Skagit County
and had nothing directly to do with Seattle)
investors from both Northern Pacific Railway and Union Pacific Railroad
funded initial track-laying by the Oregon Improvement Company
S&N's goal was to reach the coal mines located on the south side of the Skagit River
about eight miles upriver from Hamilton, Washington Territory

SEATTLE BECOMES THE ART CENTER OF THE REGION

Ella Shepard Bush, a leading figure in the art world for several years, arrived in Seattle -- 1888
her portraits and scenes of pioneers were (and still are) greatly admired
(she established the Seattle School of the Arts -- [1894])

which continued until she relocated to California)

MEDICAL LAKE, WASHINGTON TERRITORY BECOMES A DESTINATION LOCATION

(Medical Lake founded in [1883], had only a few settlers who operated one sawmill)

this changed radically thanks in large part to the efforts of Stanley Hallett

who realized the value of the region's lake

Hallett soon became one of the town's largest land owners and wealthiest entrepreneurs

he marketed Medical Lake soap, salts and powders

according to distributors, these products could cure most health problems

People began to flock to the lake to see and experience the healing powers of Medical Lake

Stanley Hallett profited from the economic boom based on the lake's reputation

as a health spa and vacation area

Medical Lake experienced tremendous growth

(featuring eleven hotels and boarding houses, twelve general stores, nine livery stables,

four saloons, two granite quarries, two lumber yards,

and eight real estate and insurance companies [1889])

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) ENDS EASTERN BUILDING

Over next few months construction for the Seattle Lake Shore and Eastern Railway (SLS&E)

Eastern Division from Spokane Falls reached Marshall, Four Lakes and Medical Lake

then money problems became acute and the track stopped at Wheatdale

Davenport offered to grade the five miles from Wheatdale

this offer was accepted and completed [October]

Eastern section of the SLS&E consisted of 50.05 miles from Spokane Falls to Davenport

SLS&E's first train covered the distance -- November 27, 1888

That was as far as that line was to go -- more than 200 miles from SLS&E track at Sallal Prairie

FAIRHAVEN AND SOUTHERN (F&S) RAILROAD IS INCORPORATED

Fairhaven and Southern Railroad (F&S) in the northwest part of Washington

was incorporated November 27, 1888

This shortline was built by the Fairhaven Land Company founded by E. M. Wilson, E. L. Cowgill,

Nelson Bennett, C.X. Larrabee, and Samuel E. Larrabee

Because the Bellingham Bay and British Columbia Railroad (BB&BC) was building to the north

F&S railroad headed south toward the coal mines of Skagit County

BEGINNING OF THE FAIRHAVEN AND SOUTHERN RAILROAD

Fairhaven and Southern Railroad (F&S), was incorporated -- November 27, 1888

this was the second railroad of Whatcom County

E. M. Wilson, E. L. Cowgill, Nelson Bennett, C.X. Larrabee and Samuel E. Larrabee

Oregon Improvement Company financed the railroad to bring coal

from mines in Skagit County's Cokesdale, east of Sedro to the Sehome wharf in Fairhaven

Construction on the F&S was begun by the Fairhaven Land Company [1889]

F&S route passed by Lake Samish on its way south

MEDICAL LAKE RISES IN PROMINENCE

Stanley Hallett, then a legislative Representative in Olympia, pushed through a bill to establish Eastern Washington Hospital for the Insane (today's Eastern State Hospital) (However, over the years the lake was dredged of most of its mineral deposits people began to wonder if the lake ever had the ability to heal its users also the lake showed the effects of the adjacent land developments algae blooms destroyed everything except the lake's recreational value)

EPIDEMICS SWEEPS THROUGH WASHINGTON TERRITORY INDIAN SCHOOLS

Indians of Washington Territory had no natural immunity from the diseases of the whites, **“an epidemic of whooping cough swept through the government schools in the lower Puget Sound area, hitting particularly hard at Puyallup and on the Olympic Peninsula.”**⁴⁶¹ -- early winter of 1888

“No sooner did the whooping cough subside than the schools were wracked by a violent epidemic of measles. Indians of all ages perished in these epidemics, but particularly the children in the government schools suffered because they were concentrated in one place, where they could easily catch both diseases. The winter saw a dreadful reduction in the number of Indians in the territory as they tried to apply their old medicines on the strange new diseases. Since some of the old treatments involved the use of steam baths and washing in cold streams, the treatments were nearly as bad as the sicknesses themselves. The agent at Puyallup described the effects of the two epidemics: ‘In many cases children of the same family have had both complaints at the same time, or one closely following the other. Their systems are generally weak anyway and a great deal of mortality has been the result.’ -- early winter 1888

“Even those students that did not die immediately of the whooping cough or measles found themselves weakened by the sicknesses so that they died of other causes. ‘In some instances whole families of children have been carried away,’ the agent sadly wrote. ‘I have in mind three families, each having four children, every one of whom has died’.”⁴⁶²

FAIRHAVEN AND SOUTHERN (F&S) RAILROAD BEGINS CONSTRUCTION

Work on the Fairhaven and Southern Railroad (F&S) began in Fairhaven, Washington (now part of Bellingham) – 1888
route of the railroad was surveyed toward Lake Samish and on to Sedro, Washington

ROSLYN MINERS LEAVE THE KNIGHTS OF LABOR UNION

Short strikes during the winter led to pay hikes -- 1888-1889
(but these were followed in a few months by pay cuts and layoffs)
Roslyn miners split from the Knights of Labor and joined the Miners' Protective League (which had been organized in New South Wales, Australia [1861])
Object of the new union was to organize and unite all the great laboring classes including miners into one grand harmonious confederation
they would share common concerns and goals and have the same rules of conduct

⁴⁶¹ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 67.

⁴⁶² Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 67-68.

members of the Miners' Progressive League would all be entitled to the same benefits

T.D. STIMPSON'S SONS MOVE TO SEATTLE TO SET UP A LUMBER OPERATION

Michigan Lumber baron Thomas Douglas (T.D.) Simpson sent his sons
Willard Horace (W.H.) and Charles Douglas (C.D.) Stimson and their families to Seattle
Simpson brothers wasted little time organizing and launching their business -- January 1890
W.H. cruised (explored) timberlands and purchased acreage
in Snohomish County, on Hood Canal and as far south as Oregon
his father, T.D., even bought several thousand acres in California
while W.H. was cruising for timberlands, C.D. searched for a sawmill site
he was able to purchase an existing mill on Salmon Bay in Ballard just north of Seattle
(Stimson Mill Company was incorporated
within the month it was busily processing lumber, laths and shingles -- January 1890

SUPPLY OF SALMON BEGINS TO DECREASE IN WASHINGTON TERRITORY

As the population of settlers increased, the supply of salmon in the Columbia River diminished
increased economic competition and less profit for the salmon canneries was the result
Puget Sound became the center of the fishing industry -- 1889
but as the salmon runs began to diminish on the Sound, canneries then shifted their operations
to Alaska for much of their catch
however, Seattle remained the base of the main fleet for some time
Chinese continued to dominate the work force in the canning industry
with the Chinese labor contractors at Seattle and Astoria controlling the labor force
which shifted to include Japanese and Filipino laborers
(Chinese were substantially out of the fishing business in the Washington State [1890s])

GROWTH OF INDUSTRY IN THE UNITED STATES

Before the Civil War only a small amount of money was needed to start a business
this was used to buy materials, find a building for a shop, workroom or store
hire a few workers who were usually known by the boss
in good times money was also used to enlarge the business and take in partners
Businesses became larger after the Civil War:

- factories grew in size and more materials were needed,
- new powerful machines put increasing numbers of workmen out of work,
- corporations were formed to sell stock to obtain the large amounts of needed money

Large corporations faced several disadvantages:

- working conditions were poor:
 - machinery was unsafe;
 - women and children worked fifteen hour days at low pay -- many earned \$5 a week;
- only a few heads of big businesses become rich and powerful;
- some small corporations grew to develop monopolies
since there was no competition the monopoly set prices and controlled wages

BUSINESS TRUSTS EMERGE

Trusts, combinations of corporations, were formed with the purpose of reducing competition and controlling prices
some businessmen bought up smaller businesses and became a giant corporation -- a trust
stock holders turned their stock over to a group of directors -- called trustees
trustees controlled not just the business but the whole industry
trusts were so large they could develop into a monopoly to control production
and eliminate competition in an industry
Farmers sold their products to meat packing and wheat milling trusts
they were paid low prices by the companies -- thus farmers felt trusts should be broken up

SEEKING STATEHOOD

Washington Territory's population was reported as 239,544 inhabitants
this was double the number used in recent years as the standard for statehood
and four times the requirement to become a state as stated
in the Northwest Ordinance [1787]: the official law defining how states enter the union
most of the people were recent arrivals -- many from the Midwest
When Republican Benjamin Harrison succeeded Democrat Grover Cleveland in the presidency
it was obvious territorial appointive officers were to change from Democrats to Republicans

CATTLEMAN BEN SNIPES EXPANDS HIS BUSINESS EMPIRE

Ben Snipes felt that he needed to branch out still further and he noted that Ellensburg had no bank
he decided to give the town a bank as a place to put his own cash and to provide loans
Snipes' bank opened for business -- February 22, 1889

OMNIBUS BILL TO CREATE NEW STATES

There were thirty-eight states in the Union -- 1889
three territories met the requirements for statehood -- Washington, Montana and Dakota
1889 Omnibus Bill outlined steps for statehood:
1) each territory was to be divided into seventy-five districts from which delegates were elected
to attend a convention [summer 1889] to draw up a state Constitution
Washington Territorial Governor Eugene Semple was instructed by Congress
to call for a Washington Constitutional Convention in Olympia
2) [fall] election was to be held to officially ratify each state's proposed constitution
and to elect local and national officials
Omnibus Bill was passed by Congress on George Washington's Birthday -- February 22, 1889
and was signed by outgoing Democratic President Grover Cleveland the same day
this Omnibus Bill outlined the steps necessary for statehood
it was entitled **"An act to provide for the division of Dakota, and to enable the people of
North Dakota, South Dakota, Montana, and Washington, to form constitutions and state
governments, and to be admitted into the Union on equal footing with the original states"**

FEDERAL GOVERNMENT SYSTEM

Federal government is a union of states which forms a national Republic
it consists of three Branches:

- Administrative Branch including the President, Vice President and Cabinet members
this branch serves as the law enforcement agency;
- Legislative Branch or Congress -- serves as the law making branch
this branch has sole authority to enact legislation to fund the federal government,
pass laws and declare war
United States Senate has the power to confirm or reject many Presidential appointments;
- Judicial Branch composed of the U.S. Supreme Court and all Federal Courts
this branch determines if laws may be enforced or are “unconstitutional”
this branch protects the rights of the individual

President and members of Congress are the peoples’ representatives

they are placed in office to manage national affairs

they can be voted out of office

if they do not administer the nation’s business to the satisfaction of the local voters

powers of elected officials are limited and their duties defined by the United States Constitution

no act of Congress or the President may violate the U.S. Constitution

U.S. Supreme Court has the power to review federal, state and local laws and treaties

if any of these are contrary to the U.S. Constitution

the Supreme Court can declare them “unconstitutional” and, therefore, null and void

STATEHOOD IS A LEGAL STATUS IN THE UNITED STATES

Each state is a constitutional republic

meaning it has its own a legislative body, administrative offices and courts

power is held by the people who elect officials to govern them

Each state must have a constitution

which defines the form of the state government and prescribes how it will operation

state constitutions must comply with the United States Constitution

LUMBER INDUSTRY BOOMS IN WASHINGTON TERRITORY

Railroads had brought a tremendous increase in the region’s population

thousands of homes and business buildings had to be constructed

There were 1,310 sawmills in Washington Territory -- 1889

lumber was the single most important industry

7,637 men were employed in the industry -- 1889

that year they cut 1,064,000,000 board feet of dressed lumber

323,600,000 board feet was exported to California

in addition, exports to foreign countries also increased

Puget Sound’s lumber fleet was made up of 184 vessels registered in a dozen countries

scores of square-rigger sailing schooners found shelter at Port Townsend

however, export trade was not as valuable as the number of ships would indicate

ordinary lumber cargoes ranged in value from \$1,000 to \$6,000

of even greater valuable was the domestic lumber use

FARMING EXPANDS IN WESTERN WASHINGTON THANKS TO DIKING AND DITCHING

On the West side of the Cascade Mountains early farmers had grown enough food

to meet their own needs -- but little surplus remained left to produce an income
Lumber industry had removed trees from vast acres of land
leaving rich farmland to be developed by the territory's agricultural industry
Western Washington farmland became very productive once the timber was removed
abundant rainfall and good climate provided long growing seasons that resulted in large harvests
of peas, potatoes and many kinds of berries
lush grazing land provided feed for herds of dairy cattle
local towns of mill workers were a ready market for surplus farm goods

EASTERN WASHINGTON FARMERS DIVERSIFY

Large herds of cattle and sheep grazed in the area around Colfax -- 1889
this became the scene of bitter fighting between sheep ranchers and wheat farmers
who competed for the rich soil
New disease resistant wheat seed from Russia was imported that could grow in very dry soil
additional machinery was used to open land formerly too dry to farm

FARMERS GRANGE MOVEMENT REMAINS POLITICALLY ACTIVE IN WASHINGTON

Grange Movement, which was composed of farmers, began to push their political agendas:
•government control of railroad trusts,
•elimination of lower transportation rates and railroad shipping prices for favored shippers,
•public-built grain elevators for storage of grain before it was sold,
•elimination of absentee landlords
which placed farm ownership into the hands of giant corporations
In addition, the Grange Movement continued its political fights
in favor of women's suffrage and prohibition of the sale of alcohol
State Grange of Washington organized as a separate entity -- 1889

CHANGE IN NATIONAL ADMINISTRATION TAKES PLACE

When Republican Benjamin Harrison succeeded Democrat Grover Cleveland -- March 4, 1889
territorial appointive officers also changed from Democrats to Republicans
It was expected Washington Territory would soon become a state

ELECTRIC STREETCARS COME TO WESTERN WASHINGTON

(Frank Julian Sprague was known as the "Father of Electric Traction"
his first practical electric trolley (or tram) was demonstrated in Richmond, Virginia [1887]
"trolley" gets its name from the "trolley pole" that projected up from the roof of the car
trolley pole touched an electric wire strung overhead along the middle of the street
electric trolley car was perfected when Sprague's Richmond Union Passenger Railway
went into service [1888]
Frank J. Sprague's invention offered a new, cleaner and more efficient way to move people
it also created one of the first commercially profitable uses for electricity
preceding the spread of electric lighting, commercial machinery and household appliances)
Seattle entrepreneur Frank Osgood converted his existing horse-drawn streetcar lines
to electricity -- March 30, 1889

despite fears the line would magnetize pocket watches
and zap pedestrians with runaway bolts of electricity
Fred Sander began construction on an electric line, Grant Street Electric Railway, to run from Seattle
to the southern municipality of Georgetown -- 1889 [completed 1893]
J. K. Edmiston began construction on another electric railway from Seattle to Renton -- 1889
(seven years later it became known as the Seattle, Renton & Southern Railway)

PUBLICALLY OWNED ELECTRIC COMPANIES FORM IN THE REGION

Pacific Northwest's first municipal (publicly-owned) electric company was formed
first plant was established in McMinnville, Oregon -- 1889
Two private power companies in Washington Territory expanded their generating capacity:

- Tacoma Light and Water Company began producing additional power
with its new 200-horsepower generator -- 1889
- privately owned Seattle Electric Railway and Power Company -- 1889
put a new 400-horsepower generator on line

WASHINGTON'S LAST TERRITORIAL GOVERNOR IS APPOINTED

Republican Miles Conway Moore of Walla Walla was appointed Territorial Governor
to replace Democrat Governor Semple by Republican President Benjamin Harrison -- April 1889
(Miles C. Moore had arrived in Walla Walla penniless
but with hard work and a pleasing personality he became a partner
in a general merchandise and farm implement business -- Paine Brothers & Moore
he married Mary Elizabeth Baker, the daughter of Dr. Dorsey Syng Baker
an early pioneer and railroad builder who was respected and admired
Moore was twice elected to the Walla Walla city council and served one term as mayor
Miles C. Moore formed a company with his father-in-law, M.C. Moore & Company,
and became involved in the grain business
when Dr. Baker passed away Moore became vice president of the Baker-Boyer Bank
and went on to become the bank's president [1899])
Territorial Governor Miles C. Moore was chief executive of the territory for seven months
he brought to the office both dignity of character and charm of personality

WASHINGTON TERRITORY IS FAR DIFFERENT FROM ITS EARLY BEGINNINGS

Territorial Governor Miles C. Moore reported 95,000 people
had recently arrived in Washington [1887]-1889
more than the total territorial population of [1880]
they were restless and in search of cheap land and new opportunities
also, increasing numbers of northern and eastern Europeans arrived
many settling along Puget Sound to farm, log and fish
most of the Indians had been placed on reservations
several hundred Chinese had been driven from Seattle, Tacoma and smaller towns
although a few remained to work in remote areas on short-line railroad construction
black pioneers resided in the larger cities where they enjoyed a quiet, middle-class lifestyle
only in the coal mining town of Roslyn were blacks a large proportion of the population

BLACK PIONEER WILLIAM GROSE IS A RESPECTED SEATTLE BUSINESSMAN

William Grose was a black Seattle pioneer who acquired one of the largest land holdings in the city
he was among those paying the most taxes
(Stories abounded regarding his generosity, integrity and honesty
legend had it that Grose sold his hotel to two young men for \$5,000
their business burned to the ground during the Seattle Fire
because the hotel was uninsured the two men faced bankruptcy
William Grose quietly looked up the new owners and returned their purchase money
he took the loss himself)

BLACK WOMEN HAVE AN IMPACT IN THEIR COMMUNITIES

Only a few black women lived in Washington Territory
in addition to keeping their house and children in order
black women were expected to help their husbands in their work
also, they were encouraged to bring home additional money as well
time-consuming tasks were primarily available to black women as jobs
washing clothes, preparing food, ironing, housecleaning -- all were all done by hand
most black women led lives of unrelenting drudgery
unappreciated for their hard work and perseverance and keeping the family together
these women, regardless of their marital status, were at the bottom socially

FAIRHAVEN AND SOUTHERN RAILROAD LINKS FAIRHAVEN AND SEDRO, WASHINGTON

Fairhaven and Southern Railroad (F&S) was built by the Oregon Improvement Company
to bring coal from Cokedale (near today's Sedro-Woolley) to the Sehome wharf in Fairhaven
Cokedale sat on a hillside through which veins of coal stretched starting near Nanaimo, B.C.
and continuing southeasterly on a diagonal to (today's Hamilton, Washington area
on the upper Skagit River
(Northern Pacific Railway construction engineer Nelson Bennett
first developed the mines (starting in [1888])
he later sold the rights to Montana mineral king C. X. Larrabee
who in turn sold the operation to James J. Hill, owner of the Great Northern Railway)
Grading of the railroad route southeast from Fairhaven (Bellingham) began -- April 1889
F&S crews laid a route east around Lake Samish and continued south
toward Skagit County following the route of (Interstate 5's southbound lanes today)
to a valley where land once again leveled out at Jarman's Prairie east of Bow Hill)
the next section took some time to build as the tracks followed Friday Creek
down the steep grade (past the modern fish hatchery)
switchbacks had to be constructed over Butler Hill
before starting the final straight stretch that ran on a diagonal southeast toward Sedro
tracks followed (today's F&S [Fairhaven Southern Railroad] Grade Road)
and crossed the south fork of the Samish River before continuing on to Cokedale
and beyond to Sedro, Washington and planned a connection
with the northbound Northern Pacific Railway

At the same time, crews built a roundhouse at the southeast corner of 24th and Donovan streets in Happy Valley east of the town of Fairhaven

SEATTLE ENTREPRENEUR LOU GRAHAM SERVES THE CITY

Lou Graham operated Seattle's best known house of ill-repute -- 1889
her four-story brick structure was decorated inside and out in Lou's flamboyant style
Lou struck a deal with local government officials
in return for the police not raiding her place of business
she would contribute a license fee to the municipal fund
\$50 per month per gaming table
and \$10 a month per working girl in her employ
as an inducement, she promised all city officials visiting her place of business
would be treated as guests -- without charge

DELEGATES ARE ELECTED TO THE CONSTITUTIONAL CONVENTION IN OLYMPIA

All delegates to the constitutional convention were to be elected -- May 1889
women had again lost their right to vote when the territorial supreme court
ruled they were not eligible in the *Bloomer v. Todd* case [1887]
women were unable to elect delegates to the Washington State Constitutional Convention
Women's suffrage remained a central issue during the writing of a proposed state constitution
there was a great concern that if women appealed the decision of the territorial supreme court
in *Bloomer v. Todd* statehood might be delayed
women were told to trust in the chivalry of men -- that suffrage would be incorporated
into the new state constitution

COAL PRODUCTION IN EAST PIERCE COUNTY INCREASES

Coal fields in the east Pierce County were known by several different names:
Pittsburg [1889-1909], Spiketon [1910-1916] and finally Morristown [1917-1927]
East Pierce County's Carbon River coal district was once dotted with a dozen small mining towns:
Wilkeson, Carbonado, South Prairie and Burnett survived
but Fairfax, Manley-Moore, Melmont, Montezuma, Morristown, and Wingate
all met the fate awaiting mining towns when their minerals cease to be economically viable

UNITED MINE WORKERS UNION ORGANIZES ROSLYN COAL MINERS

Racism had been rampant in the Roslyn community for a little while -- however labor tensions eased
white miners slowly reconciled themselves to working alongside black miners
they shared the dangers of coal mining in the late 1880s [and 1890s]
which helped to forge a bond of friendship between the two groups
When the United Mine Workers organized the Roslyn miners,
black and white miners left their former union -- the Miners' Progressive League
and entered the new union as equals -- 1889
Roslyn's multi-ethnic citizens created a vibrant community as the town's population grew
(peaking in [1930] at slightly more than 4,000 residents)
Several black fraternal organizations were created in Roslyn

including the first Prince Hall Masonic Lodge in Washington Territory
and a lodge of the Knights of Pythias
African Americans also formed both Baptist and African Methodist Episcopal (AME) churches
Black women in Roslyn joined such organizations
as the Eastern Star and the Daughters of Tabernacle
churches and fraternal organizations provided the community care during illness,
guaranteed burial rights and an active social life which included band concerts, speakers,
and charity benefits
African Americans were assimilated into the community
black residents Ronald and white inhabitants of Roslyn came to an understanding
when the Roslyn community needed a school house, Ronald inhabitants offered their church
eventually, most left Ronald and moved to Roslyn where they maintained their homes
(Roslyn elected William Craven the first black mayor in Washington state [1976])

MORE VALUABLE ORE IS DISCOVERED IN BRITISH COLUMBIA

Several rich silver-lead deposits were staked in the Ainsworth, B.C. mining camp -- 1889
located directly across Kootenay Lake from Robert Sproule's [1882] Bluebell Mine
(Sproule had been executed for shooting Thomas Hammill in an effort to protect his claim)
all of these mineral discoveries led to a stampede of prospective miners
accompanied by the inevitable speculators that followed on their heels
Railway magnates American Daniel Corbin and Canadian James Jerome (Jim) Hill
started making plans to push northward to the Ainsworth mining district
there were several possible routes to get to the mineral-rich area:

- from the south, the Columbia and Kootenay rivers could be followed;
- a good pack trail existed from Fort Colville to the present site of Castlegar
where the trail crossed the Columbia River to follow the Kootenay Valley
- easiest route was probably from Revelstoke, downstream on the Columbia River
to Sproat Landing, British Columbia

FIRE DEVASTATES THE CITY OF SEATTLE

Seattle was a firetrap
because of the easy access to lumber nearly every building in town
was constructed of affordable but flammable timber
also, because the area was at or below sea level, it was a frequent victim of massive floods
that required buildings to be built on wooden stilts
coal bunkers were located on the city wharfs
Seattle, like many Washington Territory towns, used hollowed out scrap logs
propped up on wooden braces as sewer and water pipes
sidewalks were wooden
one street, Skid Road, consisted of greased logs
all of this contributed to the disaster
Fire broke out in the city about 2:00 p.m., June 6, 1889
John E. Back, a worker in Victor Clairmont's cabinet-making shop
located near Front Street and Madison Avenue (four blocks north of today's Pioneer Square)

was heating glue over a gasoline fire -- glue pot boiled over onto the hot stove
John E. Back threw a pail of water onto the flames
which washed burning glue onto a pile of dry shavings on the floor
fed by the shop's timber and an unusually dry summer the blaze erupted
ironically the town's fire marshal was attending a fire prevention conference that day
efforts to pump water from Elliott Bay proved futile because of low tide
men formed a bucket brigade by 2:15 but by then the fire had spread out of control
as the entire block was quickly devoured by flames
Seattle's volunteer fire department, which was competent but inadequate,
was called out as the fire pushed by a north wind continued to spread rapidly -- 2:45 p.m.
Seattle's water supply was insufficient in fighting the inferno
fire hydrants, usually connected to small pipes, were sparsely located on every other street
there were so many hydrants in use during the fire that the water pressure became too weak
to fight such a massive blaze
concern focused on a couple of hardware stores holding several tons of ammunition
when it began exploding the firemen quickly retreated
Seattle Mayor Robert Moran ordered dynamite to blow up buildings along University Street
to remove fuel from the fire's path
resulting explosions spewed the burning embers higher and wider into the air
Fire reached the heart of the city -- by 6:00 P.M
as the smoke and reddish glow above Seattle became visible around Puget Sound
Tacoma sent a special train carrying fire-fighting equipment
with relief supplies soon following
neighboring towns of Olympia and Portland responded
still fifty blocks of the business core were consumed by the flames before midnight
it was necessary to call out the National Guard to secure the sixty acres of ruins

SEATTLE IS LAID WASTE

Fire had burned most of the city's twenty-five blocks -- by morning June 7, 1889
including the entire business district, four of the city's wharves and its railroad terminals
total losses were estimated at nearly \$15 million (in [1889] dollars)
according to the *Post-Intelligencer*, **“Every bank, every wholesale house, every hotel, every newspaper office, and nearly every store was swept out of existence.”**⁴⁶³
residential areas on the hillside were untouched
and the loss of life was limited to the waterfront's enormous rat population
Six hundred inhabitants gathered at a meeting to assess the losses
and to prepare for immediate rebuilding -- morning June 7
they voted down a suggestion to keep five hundred dollars recently raised
to aid victims of the recent [May 31, 1889] Johnstown, Pennsylvania Flood
that killed over 2,200 people and caused \$17 million of damage
Seattle needed help rapidly and in great amounts

⁴⁶³ Cecil Dryden, *History of Washington*, P. 204.

Governor Moore displayed commendable vigor and steadiness of purpose during the tragic event he proclaimed a disaster resulting in supplies and funds coming in from all over the West Coast, the United States and even from foreign countries to support the relief effort

SEATTLE FIRE ADDS TO A GROWING COMMUNITY SPIRIT

Community leaders launched a building boom that allowed for urban planning loss of Seattle's rickety wooden buildings had created a positive community spirit amid tents and temporary structures, the rebuilding got underway almost immediately building codes were improved:

- tiny building lots were consolidated into large city lots,
- streets were reorganized and widened,
- city ordinances set standards for the thickness of walls and required walls between buildings imposing new brick and stone edifices were constructed -- not wooden structures (features of post-fire construction on the ashes of the old wooden structures are still visible in Seattle's Pioneer Square district today)

More than \$10 million was spent in the next year

as 465 commercial buildings were rebuilt of brick and stone

Chinese businessman Chin Gee Hee constructed Seattle's first brick structure after the Seattle Fire -- Canton Building located at 208-210 Washington Street housed his import-export business the Quong Tuck Company

Seattle was forced to rebuild the waterfront

sixty wharves and warehouses were constructed and the streets were paved

Seattle *Times* expressed the positive spirit -- June 10, 1889

**“Slightly disfigured, but still in the ring,
This is the song Seattle will sing.”⁴⁶⁴**

(rebuilding of Seattle was completed within two years)

AFTER THE FIRE SEATTLE REBUILDS INTO A MAJOR CITY

Seattle's fire department shifted from a volunteer to a professional force with new firehouses and a new chief

Seattle took control of the water supply, increasing the number of hydrants and adding larger pipes inadequate private water company was replaced with a public utility

(In the year following the fire, Seattle's population actually grew to nearly double as new inhabitants arrived to help recreate the city

Seattle became the largest city in Washington)

THEA CHRISTIANSEN FOSS GETS A GREAT IDEA

Thea Christiansen was a recent immigrant from Norway to Minneapolis, Minnesota there she married Norwegian immigrant Andrew Foss and they moved to Tacoma Andrew Foss supported the couple as a carpenter

⁴⁶⁴ Cecil Dryden, *History of Washington*, P. 204.

he was hired to build a shed in the Puyallup Valley -- summer 1889
while he was gone, Thea was sitting on the porch of their houseboat on the Tacoma waterfront
she spotted a fuming, disgruntled, failed fisherman and offered to buy his boat for \$5
she painted the unappreciated dinghy green and white
Thea sold the rowboat for \$15 and purchased two more boats from discouraged fishermen
she began renting her boats for 50¢ a day
by the time Andrew returned from his shed-building job with \$32, Thea has accrued \$41
Andrew decided to build rowboats
In building and repairing rowboats Andrew learned new tactics and improved his skills
before very long Andrew and Thea had built or bought 200 boats
these were rented to fishermen, duck hunters and picnickers
they ferried workers who needed a ride to sawmills inaccessible by land during high tide
Thea delivered supplies to ships and crewmen in the increasingly busy Tacoma waterways
Andrew decided to establish a larger operation
he purchased the hulk of the steam vessel *St. Patrick* which had run aground
at the head of Commencement Bay
Andrew built a new hull and transferred the wrecked steamer's engine and boiler
to the new vessel and christened her the *St. Patrick* in the old ship's honor
Thea and Arthur then sold the sturdy *St. Patrick* for another steamer, the *Lizzie A.*
she proved to be worst vessel the Fosses ever owned -- she was slow and unreliable
Andrew spent hours incessantly puttering in an effort to improve her serviceability
one day, when Andrew was away, Thea sold the old thing for \$500 and a pair of horses
Andrew complained but with the money they purchased a Naphtha-fueled vessel, *Hope*
(for years the *Hope* provided transportation from ships at anchor to shore and back
to officers and crewmen working the increasingly boat-filled Commencement Bay)
Thea then expanded the business by transporting logs with towboats
(this became Foss Maritime -- the largest tugboat company in the western United States)

STATE CONSTITUTIONAL CONVENTION DELEGATES MEET IN OLYMPIA

Seventy-five Washington Territory Delegates had been elected to frame the state constitution
these delegates were mostly young, well-educated recent arrivals to Washington
about one-third had lived in Washington longer than fifteen years
only a few had attended the prior [1878] constitutional convention
Justice John P. Hoyt, a staunch supporter of women's rights, edged out
Justice George Turner, an equally staunch opponent of women's rights,
for the position of chair of the convention
Delegates met in the Territorial Capitol Building in Olympia and began their proceedings
to draft a constitution that would form the basis for all future Washington laws -- July 4, 1889
forty-three were Republicans, twenty-nine Democrats and three were listed as Independent
they represented a variety of occupations: elderly farmers, young stockmen, merchants,
bankers, teachers, newspaper editors, a preacher and a mining superintendent
several were physicians and young attorneys
First concern addressed by the delegates was the maintenance of local control over the government
governor, state officials, legislators and judges all were to be elected:

- state executive officers were to hold office for four-year terms;
- state bicameral legislature was composed of the House of Representatives and the Senate;
- judicial branch of state government was composed of the state supreme court and county superior courts;
- county and township governments were to be elected

LOCATION OF THE STATE CAPITAL CITY IS IN DISPUTE

Washington Territory's first Governor, Isaac Ingalls Stevens chose Olympia to serve as territorial capital [1853]

Statehood would provide an opportunity for citizens to vote for a new capital

if the capital could be moved the new seat of government would experience an enormous boom:

- new government buildings would be needed to house elected and appointed officials,
- new government agencies would have to be housed,
- new transportation and communication links would be necessary,
- land values would explode and business would flourish

Olympia had been a logical choice for the capital when the population in the territory was sparse but Prosser had experienced a population boom with the arrival of the Northern Pacific Railway both North Yakima and Ellensburg had booming populations and Northern Pacific Railway depots that offered access to travel and potential connections to possible future railroads

Centralia claimed to be the located near the best agricultural and timber lands and the best commercial center

further it could expand without spending thousands of dollars for street grades or water works

FIRE DESTROYS DOWNTOWN AND RESIDENTIAL ELLENSBURG

Ellensburg's devastating fire began in a grocery store -- 10:30 p.m., July 4, 1889

high winds spread the fire to the frame buildings nearby

this fire quickly became a holocaust despite valiant efforts by townspeople to fight the blaze using the town's limited mid-summer water supply

Almost 200 Victorian-era homes were destroyed and ten blocks of business were leveled

while the fire was raging, Governor Miles C. Moore wishing to speed all possible assistance, wired the town **"What do you want at Ellensburg?"**

city leaders quickly responded: **"We want the capital."**⁴⁶⁵

ELLENSBURG IS REDUCED TO ASHES

With the exception of the Ellensburg National Bank and the City Hotel

only a pile of rubble remained as a reminder of Ellensburg -- July 5, 1889

Ben Snipes reopened temporary banking quarters under the name Ben E. Snipes & Co

he quickly constructed a three-story stone bank building -- the first brick building in the little city and the finest in the state (this building still stands in Ellensburg)

Like many towns destroyed by fire, Ellensburg began rebuilding

⁴⁶⁵ Cecil Dryden, *History of Washington*, P. 322.

this time using less flammable material
arrival of the Northern Pacific Railway (three years earlier) meant building materials
could be brought in quickly by rail instead of laboriously by wagon
Ellensburg's notation of "1889" on many historic buildings
is testament to this period of rapid reconstruction

TACOMA, OLYMPIA AND PACIFIC (TO&PC) RAILROAD LINKS WITH GRAYS HARBOR

Shortline railroads, many of which existed only on paper to provide an attractive package
for the Northern Pacific Railway (NPRY) to purchase, were created
for example, the Tacoma, Olympia & Pacific (TO&P) was formed by a group of investors
to build a rail line from the Northern Pacific Railway terminus in Tacoma to a new town,
Ocosta-by-the-sea (later simply Ocosta) on Grays Harbor -- July 25, 1889
(Realizing the enormous potential of ocean shipping routes, the Northern Pacific Railway
purchased property in Ocosta-by-the-sea
their plan was to extend their railroad to the harbor and transfer cargo to ships,
thus connecting buyers and sellers in the United States, Canada, China, Japan
and other countries throughout the Western Hemisphere)

OREGON AND WASHINGTON TERRITORY RAILROAD EXPANDS INTO GRAYS HARBOR

It is unclear to what degree the Northern Pacific Railway (NPRY)
controlled the Oregon and Washington Territory Railroad (O&WT)
that served the wheat-growing region of Southeastern Washington Territory
around Pendleton, Oregon
but the O&WT made plans to reach the Olympic Peninsula's Grays Harbor -- summer 1889
Grays Harbor quivered with excitement at news of the O&WT's plans
population in Hoquiam, Washington Territory increased from 400 to 1500 nearly overnight
newly platted lots in Grays Harbor City, none less than \$500, were quickly sold
and a 6,600-foot trestle was erected out over the mud flats into the harbor
Unfortunately, primarily due to questionable legal actions brought by the NPRY,
the O&WT railroad was never completed and the O&WT fell into receivership
this failure was in spite of a pledged \$750,000 subsidy to support construction
promised by the residents of Grays Harbor City, Hoquiam, Aberdeen, and Montesano
Grays Harbor City never recovered -- shortly after the failure of the O&WT,
the town was deserted -- many of the buildings were moved on barges to Hoquiam

SPOKANE FALLS WAS THE THIRD MUNICIPALITY TO SUFFER FROM FIRE

Spokane Falls was no frontier town made entirely of makeshift wooden structures
but a fire did start in just such an area -- where rubbish between buildings provided ideal tinder
Bill Wolfe's lunchroom was in a row of wooden buildings on Railroad Avenue
across from old Northern Pacific Railway depot
hot grease in a frying pan exploded -- 6:00 p.m., August 4, 1889
uncontrolled, the fire spread through rooming houses and then moved on
smoky haze drifting from forest fires in the Coeur d'Alene region obscured the blaze at first
as people fled across the Spokane River in search of safety

a wall of fire advanced toward business center

Pacific Hotel, a fine new structure of brick and granite, was soon engulfed
Church bells and fire-station bells alerted the public and the five-year-old volunteer fire department
firefighters had inadequate leadership, were poorly equipped and had to haul their own hose carts
when attempting to put out the flames, they could not get sufficient water pressure in the hoses
men ran from hydrant to hydrant -- all were dry

Early newspaper accounts contained only one explanation for the weak water pressure
Superintendent of the Waterworks Rolla A. Jones was said to have gone fishing
after leaving the system in the charge of a complete incompetent

(later, city fathers later exonerated Jones, but this account, although false,
will be repeated in many histories of the fire)

there was blame enough to go around:

- lingering smoke from forest fires delayed widespread awareness of the fire,
- blaze had started in a trash-ridden area of flimsy wooden structures,
- there was no citywide siren system,
- pumping station for the water company had no telephone

Firefighters began dynamiting buildings in an attempt to deprive the fire of fuel,
but the flames jumped the spaces opened and soon created a firestorm

In a few hours the Great Spokane Fire, as it came to be called, had destroyed thirty-two square blocks
virtually the entire downtown

even substantial stone and brick buildings of the business district were destroyed
burning sawmills along the Spokane River's south bank sent sparks high into the sky
igniting buildings on the north bank

a log boom in the river was consumed

Howard Street Bridge over the Spokane River went up in flames

sparks from the bridge ignited a flour mill on the bank of the river

one eyewitness described the experience in the August 4, 1889 *Spokesman-Review*: **“The hoarse shouts of men running in all directions, the shrieks of women and children, the rattle of wagons, the tolling of church bells, the shrill whistles of locomotives as they hurried to and fro trying to save the cars lined on the [Northern Pacific Railway] tracks, the angry roar of the flames, the embers and shingles flying through the air.”**

Change in the wind direction eventually brought matters under control

but not until the central core of the city had been destroyed

SPOKANE FALLS LAY DEVASTATED BY THE FIRE

In the morning light only one building stood on Railroad Avenue -- August 5, 1889

losses were estimated at from \$5 to \$10 million with one-half to two-thirds of it insured
an enormous sum for the time

as in Seattle, the residential section had been spared

There was one fatality, George I. Davis, who died at Sacred Heart Hospital of burns and injuries
when he fled (or jumped) from his lodgings at the Arlington Hotel

many others were treated at the hospital, where the nuns served meals
to newly homeless boardinghouse dwellers, mostly working men,
plus others referred to in newspapers as the “sporting element”

Some of Spokane Fall's leading citizens immediately formed a relief committee
other cities donated food, supplies and money
even Seattle, just recovering from its own disastrous fire [of June 6] sent \$15,000
National Guardsmen were brought in to assure public order
to guard bank vaults and business safes standing amid the ruins and to prevent looting
Businesses resumed in a hastily built tent city
these included insurance adjusters, railroad ticket offices, banks, restaurants, clothing stores,
and even a tent in which the *Spokane Daily Chronicle* carried on publication
Mayor Fred Furth issued dire warnings to shop keepers against price gouging
Unemployed men immediately found work clearing the debris,
and any who declined the opportunity were invited to leave town
After the fire, the city prohibited wooden structures in or near the newly rising downtown
an electric fire alarm system was installed,
paid professional fire department with horse-drawn equipment was established

SPOKANE FALLS BECOMES SPOKANE

Spokane Falls rebuilt quickly, and a new city, Spokane, rose from the ashes
after the fire, theaters appeared in great numbers
battles were joined between establishment owners and the local Ministerial Association
which created a constant stir in the city
(several years later the last box theater in Spokane closed due to public outrage)

OTHER TOWNS ALSO ARE TOUCHED BY FIRE

Fires also devastated much of downtown Vancouver, Washington Territory
while parts Goldendale and Roslyn also were destroyed -- 1889

STATE CONSTITUTIONAL CONVENTION CONTINUES WORKING IN OLYMPIA

Convention delegates remained in session in Olympia -- August 1889
delegates worked steadily resolving differences in proposed wording
they borrowed from the constitutions of Oregon, California, Illinois and other states
and copied parts of a proposed model document submitted to them by a Portland resident
unhappily, the legislature did not appropriate funds to transcribe the minutes taken of the debates
(today all that historians have to work with are newspaper reports, interviews with delegates
and the journal of the convention when it was finally published [1962])

POLITICAL REFORMS ARE PLACED IN THE WASHINGTON STATE CONSTITUTION

Unique ideas from the constitutional convention delegates were added as many clauses were written
to limit politicians' freedoms of action in an effort to guarantee their good behavior:

- proposed state constitution promoted economy in government:
 - maximum salaries were set in the Constitution (later amended several times)
 - state could not loan its credit to individuals or companies;
- legislators were placed under strict restraints:
 - legislative sessions were limited to sixty days every two years,
 - limits were placed on public debt that the state and cities could accumulate,

- no money could be spent on religious worship or instruction,
- lotteries or divorces were not legal,
- state could not purchase the stock of any company
- “recall,” the method of removing officials from office if necessary, was also provided;
- delegates made ample provision for educating all children residing within the state’s borders regardless of race, color, caste, or gender although funding remained an unresolved issue

Proposed state constitution attempted to control railroads:

- lobbying at the constitutional convention by railroad interests was fierce powerful railroad lobby opposed restrictions on tideland use but they lost when Article Seventeen Section One was passed by the delegates;
- other restrictions were placed on the railroads in the proposed constitution:
 - discriminatory railroad charges were not allowed to be imposed,
 - there were to be no free railroad passes -- even to political leaders,
 - there was to be no consolidation of competing railroad lines,
 - legislature was to establish reasonable shipping rates for passengers and freight

Proposed Washington State Constitution also created the position of Commissioner of Public Lands to manage and protect three million acres of revenue-producing Federal land granted for the support of the public schools
(this land was placed in a public trust instead of being sold as was done in several states most of this land is still held in a permanent trust)

IDAHO TERRITORY HOLDS A CONSTITUTIONAL CONVENTION OF ITS OWN

Previously handicapped by erratic population growth,
Idaho was spurred on by the success of its neighboring new “Omnibus” states
Without the blessing of an Enabling Act from Congress
Idaho Territorial leaders called an unauthorized constitutional convention
sixty-eight delegates assembled in Boise, Idaho [July 3, 1889]
to drafted a constitution much like her neighboring states had drafted
after twenty-eight days of deliberation a final document composed of twenty-one articles
was completed and submitted to congress -- August 6, 1889
(congress had not authorized Idaho’s constitutional convention
and did not accept the delegates’ proposal)

WOMEN’S SUFFRAGE IS CONSIDERED BY CONSTITUTIONAL CONVENTION DELEGATES

Court case of *Bloomer v. Todd* [1888] set the stage for considerable debate over women’s suffrage during the constitutional convention -- August 1889
When Congress passed the Organic Act creating Washington Territory [February 10, 1853]
it provided that only white males of the age of twenty-one or older could vote or hold office
but the Organic Act went on to say that the legislative assembly of the territory
could alter those requirements for future elections
efforts were made by subsequent legislatures to change the eligibility requirements for voting:
•during the first session of the Washington Territory legislature in Olympia [1854]
Arthur A. Denny from Seattle sought to gain approval of a measure

- giving women the right to vote -- his effort failed;
- Washington Territory’s legislature had amended the election statutes [1867] in an effort to deny the vote to former Confederate soldiers but the amendment went on to grant the right to all “white American citizens, twenty-one years of age” Territory Speaker of the House Edward Eldridge at that time noted that he believed that women were American citizens and, thus, had the right to vote under this statute;
- Mrs. Mary Olney Brown and other women went to the polls and cast ballots until the territorial legislature passed an act [1871] which provided women had no right to vote except in school elections;
- Walla Walla Constitutional Convention delegates [1878] heard from prominent suffragists who urged the proposed constitution contain a provision providing women voting rights delegates did not agree with the suffragists but did overwhelmingly agree to submit a women’s suffrage proposal as an amendment to be voted on at the same time they voted on the proposed constitution

In spite of promises that suffrage would be incorporated into the new state constitution when the convention met only two of the seventy-five delegates were in favor of suffrage suffrage activists from Olympia petitioned the Convention to include women’s suffrage in the new State Constitution -- without success

WORK OF THE WASHINGTON STATE CONSTITUTIONAL CONVENTION IS COMPLETED

Finally, delegates reached a consensus and the convention concluded seventy-one of the seventy-five delegates signed the completed document -- August 22, 1889 only one of seventy-five delegates refused to sign the proposed Constitution three others failed to sign because they had gone home one of these, James Hungate, signed forty-two years later

Proposed Washington State Constitution passed but women’s suffrage and prohibition did not Article VI, Section 1 of the new Washington State Constitution limited the status of electors to “male persons” thus women’s right to vote was presented to (male) voters as an amendment on the ratification ballot alcohol prohibition was also on the ballot as an amendment

Delegates rushed home as soon as the convention adjourned to prepare for the [October 1] election that would decide the fate of the proposed constitution and the election of state officials if the voters approved, the constitution would be submitted to congress without much doubt of acceptance by the new Republican-controlled members

WASHINGTON’S PROPOSED CONSTITUTION FOLLOWS THE USUAL OUTLINE

Article One: rights of the people states, in part: **“All political power is inherent in the people, and governments derive their just powers from the consent of the governed, and are established to protect and maintain individual rights.”**

- Article Two: identifies how the Legislature shall be elected and carry on its business;
- Article Three: provides for the Executive or Administrative Department;
- Article Four: describes the organization and power of the state courts;
- Article Five: identifies reasons for which an official can be impeached;

Article Six: defines the rights of all qualified male persons of the age of twenty-one to vote;

Article Seven: makes provision for taxation;

Article Eight: specifies limitations on public debts;

Article Nine: establishes the public education system;

Article Ten: defines the State Militia;

in all there were twenty-seven Articles

Proposed State Constitution was to be submitted to the voters for their acceptance [October 1] however, delegates had ducked two thorny issues:

- suffrage was restricted as women were allowed to vote only in local school elections otherwise, women were not allowed to vote or serve on juries;
- permanent location of the capital was not identified

these concerns were to be addressed in Constitutional Amendments to be voted on separately

SCHOOL FUNDING REMAINS AN UNRESOLVED ISSUE IN THE NEW STATE CONSTITUTION

Federal law that created Washington Territory [1853], commonly called the “Organic Act,”

provided in part that land sections sixteen and thirty-six of each township be set aside for schools

(townships consisted of a surveyed square of land six miles by six miles

divided into mile square sections numbered one through thirty-six)

sale of this land provided early, if unstable, source of school funding

but it did almost nothing to actually organize an educational system for the new state

Washington’s proposed constitution made education state government’s most important obligation:

“It is the paramount duty of the state to make ample provision for the education of all children residing within its borders, without distinction or preference on account of race, color, caste, or sex.” (Constitution of the State of Washington, Article IX, Section 1)

“The legislature shall provide for a general and uniform system of public schools. The public school system shall include common schools, and such high schools, normal schools, and technical schools as may hereafter be established. But the entire revenue derived from the common school fund and the state tax for common schools shall be exclusively applied to the support of the common schools.” (Constitution of the State of Washington, Article IX, Section 2)

However, a method of adequately funding this paramount duty remained elusive

the **“state tax for common schools”** (Article IX, Section 2) was not defined nor was it imposed school funding remained largely the responsibility of counties and individual school districts

rather than implementing a reliable, recurring, tax-based funding source,

Washington’s constitution seemed to allocate to schools

only that public income that had not already gone to something else⁴⁶⁶

WASHINGTON TERRITORY EDUCATION AT THE TIME OF THE PORPOSED CONSTITUTION

Total number of high school students was placed at slightly over 300 pupils -- 1889

Seattle had a public-funded university -- Washington Territory University founded in [1861]

had grown to about 100 students -- 1889

(this would become the University of Washington)

⁴⁶⁶ John Caldbick, “Washington’s ‘Barefoot Schoolboy Act’ is passed on March 14, 1895,” HistoryLink.org Essay 10003, January 12, 2012.

several other privately funded colleges operated in the territory:

- Whitman Seminary was granted a charter by the Washington Territory legislature [1859] legislators issued a new charter [1883] changing the seminary to a four-year college;
- Holy Names Academy was founded by the Sisters of the Holy Names of Jesus and Mary incorporated a boarding school and grade school in Seattle [1880];
- Klickitat Academy [1882]
had been founded by Benjamin P. Cheney -- director of Northern Pacific Railway town of Cheney had lost the county seat to Spokane four years before
Ben Cheney had two favorite contacts in the legislature
Representative Stephen G. Grubb and Senator Alex Watt
political pressure brought to bear -- but to no avail;
- Anne Wright women's seminary in Tacoma was founded by Charles Barstow Wright and named for his daughter Annie [1884]
it opened with forty-six boarding students who arrived from Washington Territory, Oregon, British Columbia and Hawaii;
- Gonzaga College was founded in Spokane by Father Joseph Cataldo as a Jesuit school for boys [1887]
it soon attracted boarding students from around the West and day students from the growing city of Spokane;
- The Puget Sound University at Tacoma chartered by the Methodist Episcopal Church [1888] opened its doors would open to eighty-eight students [September 1890] progressive name changes followed: College of Puget Sound [1914] and University of Puget Sound [1960]

Statehood meant federal money would be provided for an agricultural college

OPPOSITION TO THE PROPOSED STATE CONSTITUTION

Farmers Grange, which represented the interests of farmers, was opposed to the proposed constitution to their way of thinking the proposed constitution created too many state officials with salaries that were "unreasonably high"

Another criticism indicated the document was too difficult to amend

Still others noted there was no guarantee against an invasion of Asian immigrants

CITIZENS OF WASHINGTON ARE READY FOR STATEHOOD

Most of the new state's population lived along Puget Sound although a generation had passed since the first settlements, Puget Sound's region buzzed with youthful vigor

South Puget Sound region had experienced phenomenal growth and development:

- Tacoma, the terminus of the Northern Pacific Railway had survived enough growth spurts and declines to develop a certain resiliency in addition to its railroad and lumber businesses, Tacoma acquired the Ryan Smelter built on Commencement Bay by Dennis Ryan [1888]
Scandinavian immigrant Thea Foss assembled a few rowboats and began a business (that eventually blossomed into the Sound's best known tugboat company which was run by her husband Andrew);

- Seattle was emerging as the local metropolis after a remarkable decade of growth and change (between [1880 and 1890] its population soared from 3,553 to almost 43,000) enormous physical and social improvements were made after its fire, Seattle acquired the look and feel of a confident, medium-sized city;
- farther south on Puget Sound, in contrast to the activity in Tacoma and Seattle:
 - Steilacoom languished after a dazzling start in the vicinity of the Hudson's Bay Company trading post before emerging into a population center, military post and mental hospital;
 - Olympia, a lumber and shipping village, struggled to elevate its position from that of territorial capital to the new position of capital of a new state;
 - Chehalis and Centralia were the center for farming and logging

To the north of Commencement and Elliot bays

three little towns of Whatcom, Sehome and Fairhaven sat beside Bellingham Bay (their merger into Bellingham was still more than a decade away)

near the mouth of the Skagit River, La Conner struggled to retain its early prominence now steamers chugged upriver and the railroad connected booming Anacortes with the surrounding area replacing La Conner as the focal point for commerce Port Gardner Bay, (Everett) was only a land developers' dream

West along the Strait of Juan de Fuca

lively Port Townsend was at the peak of its Victorian glory

Port Angeles was home to the growing Socialist Puget Sound Cooperative Colony where two hundred visionaries and hangers-on were thriving as they tried to create an ideal society

large lumber mills operated on the western shore of Puget Sound and along Hood Canal one of them, Port Gamble, boasted a sawmill that was the industrial pacesetter for the region Port Gamble's orderly pattern of white wooden houses and other buildings gave it the air of a New England company town transplanted into a western forest

Along Grays Harbor development was underway

town of Cosmopolis was supported by its local brick yard

sawmills at Aberdeen and Hoquiam tapped the vast inland forest reserves

in anticipation of the construction of a railroad connection with Puget Sound, Hoquiam's population jumped from four hundred to fifteen hundred -- 1889 grandiose plans were launched for Grays Harbor City on the northwestern shore as speculators hoped to create the grand port for the region (typical of boom-and-bust fashion, Grays Harbor City was a ghost town within two years)

On the bank of the great Columbia River

Kelso, Kalama, and other towns of the lower Columbia

watched commercial traffic between the Pacific Ocean and Portland pass them by Vancouver, the Hudson's Bay Company headquarters for the entire Pacific Northwest, bustled with sawmills and other industries across the river from Portland nearby Camas, Washington boasted a major paper manufacturing plant

Further east, on both sides of the Columbia River's great cut through the Cascade Mountains, occasional villages were located at portage and transshipment points Wallula, where the Walla Walla River enters the Columbia River,

remained a crucial transport point even after the arrival of the railroads
In Eastern Washington most of the good land appeared to have been taken by settlers
but in those days “good land” meant green and fertile river valley tracts
since irrigation projects of the time were small, private and uncertain propositions
planning was already underway for the Yakima Valley’s Sunnyside Canal
(which in a few years would initiate widespread reclamation of the arid land)
North Yakima was flourishing as a railroad company town
water mains were installed
Women’s Christian Temperance Union organized the first reading room there
first local telephone company was established in the town
Walla Walla, in the southeast corner of the new state, had been courted
by both the older Oregon and the proposed state of Washington
it continued to fill its accustomed role as the center of a rich agricultural region
however, its days as Eastern Washington’s most important community were passing

In the vicinity of the Idaho border

Spokane was home to nineteen thousand people
scarcely a decade old, the city was a railroad center that also thrived on flour milling
and on wheat, pine trees, lead, and silver ore brought in from the surrounding vicinity
already assuming the air of a comfortable, stable city of homes
local members of the elite built mansions in choice neighborhoods

Louis Davenport established a downtown restaurant in his village of Davenport
that would grow into the most elegant hotel and bar east of the Cascade Mountains

Most of Eastern Washington, with the exception of the northeast highland forests,
was arid country with the untamed Columbia River circling through it
settlers grazed livestock, but they as yet knew little about how to develop this dry land

Eastern Washington held only a few scattered villages
some were located on new railroad lines and were shipping points for their surround areas
Indian reservations were the location of a few settlements

John Muir, famous Pacific Slope naturalist (and namesake of Camp Muir on Mt. Rainier),
while considering the advances made in local settlements noted -- 1889

“But though young and loose-jointed, they are fast taking on the forms and manners of old cities, putting on airs, as some would say, like boys in haste to be men. They are already towns ‘with all modern improvements, first-class in every particular,’ as is said of hotels. They have electric motors and lights, paved broadways and boulevards, substantial business blocks, schools, churches, factories, and foundries. The lusty, titanic clang of boiler-making may be heard there, and plenty of the languid music of pianos mingling with the Babel noises of commerce carried on in a hundred tongues.

“The main streets are crowded with bright, wide-awake lawyers, ministers, merchants, agents for everything under the sun; ox-drivers and loggers in stiff, gummy overalls; back-slanting dudes, well-tailored and shiny; and fashions and bonnets of every feather and color bloom gaily in the noisy throng and advertise London and Paris. Vigorous life and strife are to be seen everywhere. The spirit of progress is in the air. Still it is hard to realize how much good work is being done here of a kind that makes for civilization -- the enthusiastic, exulting energy displayed in the building of

new towns, railroads and mills, in the opening of mines of coal and iron and the development of natural resources in general.”⁴⁶⁷

CAMPAIGN TO RATIFY THE PROPOSED CONSTITUTION IS LESS THAN HONEST

Those opposed to the Prohibition of the sale of alcohol did not bother to campaign leading up to the vote on the new state constitution because wholesale liquor businesses had offered to print the Republican ratification ballots without cost

Printing office of Seattle’s *Leader*, a prohibition newspaper, was hired for forty-eight hours printers from elsewhere were brought in

there was an understanding that the Republican ballots had been printed with all amendments to the constitution marked “no” in advance

when *Leader* printers returned to work and were cleaning the press a crumpled pre-marked ballot was found

one members of the Republican Party election committee was confronted

he admitted 2,000 or 3,000 fraudulent ballots had been printed for the liquor interests

he finally admitted the number was 60-70,000 -- the press registered 180,000

When their plot to distribute pre-marked ballots was discovered prohibitionists sent out 125 telegrams advising election officials to **“Watch for fraudulent votes.”**

before the election was held a large number of ballots were returned and clean ballots were delivered to the polling places

or, if that proved to be too inconvenient, none were delivered at all many polling places could not be reached

SEATTLE AND NORTHERN RAILROAD CROSSES SKAGIT COUNTY

Oregon Improvement Company’s Seattle & Northern Railroad (S&N) began construction at Ship Harbor (today’s Anacortes ferry terminal) -- 1889

investors in the line knew that all they had to do was reach Sedro, Washington as the Seattle Lake Shore & Eastern Railroad (SLS&E) line that was planned to run from Seattle to Sumas would pass through that town

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILROAD PLANS TO REACH PUGET SOUND

President of the St. Paul, Minneapolis and Manitoba Railroad and Montana Central Railroad was the astute Canadian-born James Jerome (Jim) Hill

who decided with his Manitoba line partners to extend this railroad line to the Pacific coast it was agreed to construct an extension from Fort Assiniboine, Montana to Puget Sound

St. Paul, Minneapolis and Manitoba Railroad organization was restructured they undertook forging various shortline railroad parts into one piece under the name of the “Great Northern Railway” (GNRY) -- September 18, 1889

Jim Hill and his Great Northern Railway partners started to build west to Seattle, Washington Territory and south from Vancouver, British Columbia

⁴⁶⁷ W. Storrs Lee, *Washington State*, P. 367.

they did not receive federal land grants or subsidies
but rather worked their way across the continent on a pay-as-you-go basis
however, they did incorporate the land grants of other railroads they were absorbed
Empire Builder Jim Hill developed markets and customers along the route
he also planned to open trade with China

SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E) CHANGES ITS PLANS

Judge Thomas Burke and attorney Daniel Gilman gave up the idea of linking Seattle and Spokane
with their Seattle Lake Shore and Eastern Railway (SLS&E) -- 1889
their dream of a direct connection with eastern Washington came to an end
as the Seattle Lake Shore and Eastern Railway ran out of money
however, suburban traffic around Seattle increased as did traffic on the Northern Division
Renewed interest by the remaining investors meant construction might resume
it was decided that rather than reaching east to Spokane
the railroad would reach north to Sumas, Washington on the international border
this would provide Seattle a railroad link with the Canadian Pacific Railway and the world
Northern Division construction resumed – September 1889

ELECTION IS HELD IN WASHINGTON TO RATIFY THE PROPOSED CONSTITUTION

As required by the Organic Act the new state Constitution was submitted to male voters
for their approval -- October 1, 1889
however, delegates had ducked three thorny issues:

- suffrage was restricted as women were allowed to vote only in local school elections
otherwise, women were not allowed to vote or serve on juries
women could not vote on the issue of ratifying the proposed state constitution;
- implementing prohibition of the sale of alcohol had not been addressed by delegates;
- location of the state capital city was not stated in the proposed constitution

these issues were addressed as amendments to the new constitution
and were to be voted on separately

VOTERS OF WASHINGTON TERRITORY RATIFY THE PROPOSED STATE CONSTITUTION

Washington State Constitution was ratified by a vote of 40,152 for and 11,789 against
in spite of challenges, thousands of fraudulent ballots were counted
Amendment to add women's suffrage was defeated 16,527 "for" to 34,513 "against"
(women did not win the right to vote in Washington until [1910]
when the people approved the fifth amendment to the Washington Constitution);
Amendment to add prohibition of the sale of alcohol lost 19,456 "for" to 31,487 "against"
Results of the vote to locate the capital: Olympia: 25,490; North Yakima: 14,718;
Ellensburg: 12,844; Centralia: 607; North Yakima: 314; Pasco: 120
Olympia failed to receive a majority of votes -- it received only a plurality
North Yakima and Ellensburg combined received more than half of the votes

after the loss of the capital to Olympia, the Ellensburg newspaper printed: **“Capital or no capital, Ellensburg speeds along, and will get there just the same. No grass in her streets, no flies on her back, no lard on her bangs. Whoop her up again, boys!”**⁴⁶⁸

(eventually, Western Washington had its way as voters decided on Olympia the next year thus the capital remained in Olympia)

With the new state Constitution approved by the voters, a certified copy was sent by courier to the President Benjamin Harrison for congressional approval this was necessary before Washington could be proclaimed a state days went by with no response from Washington, D.C.

WASHINGTON VOTERS ELECT THE FIRST STATE OFFICIALS

Officials for the new state of Washington, all Republicans, were elected -- October 1, 1889

Governor: Elisha P. Ferry had previously served two terms as Territorial Governor [1872-1880]

Lieutenant-Governor: Charles E. Laughton

Secretary of State: Allen Weir

Treasurer: A.A. Lindsley

Attorney-General: William C. Jones

Auditor: T.M. Reed

Superintendent of Public Instruction (non-partisan -- no political party): Robert B. Bryan

Commissioner of Public Lands: W.T. Forers

Supreme Court Justices:

- Chief Justice Thomas J. Anders,
- Ralph O. Dunbar,
- Theodore L. Stiles,
- John P. Hoyt,
- Elman Scott

Former Territorial Delegate to Congress John L. Wilson, Republican, was elected by the voters to the United States House of Representatives as Washington state's first Congressman he served in that capacity for three terms before resigning [1889-1895]

Also of note the son of black pioneer George Bush, Owen Bush, who was an outstanding farmer in his own right was elected to the first state legislature --1889

he helped to pass legislation establishing a college for the study of agricultural science (this later became Washington State University)

UNION PACIFIC RAILROAD OPENS A ROUTE TO SPOKANE

Union Pacific Railroad (UP) and Northern Pacific Railway (NPRY) signed a joint lease with the Oregon Railway & Navigation Company (ORN)

UP purchased half of the ORN shares owned by a NPRY holding company

Union Pacific's first train on a special run over the new branch line to Spokane arrived -- 2:20 p.m., October 7, 1889

⁴⁶⁸ Cecil Dryden, *History of Washington*, P. 322.

first regular Union Pacific passenger train into Spokane arrived at 10:10 p.m. the same day

JIM HILL'S GREAT NORTHERN RAILWAY SEARCHES FOR A PASS THROUGH THE ROCKIES

As Great Northern Railway was being built across the plains of North Dakota and eastern Montana engineers and surveyors were sent ahead to lay out the route through the Rocky Mountains competitor Northern Pacific Railway had followed a southerly route over Mullan Pass however, Jim Hill was determined to have his own route through the Rockies rather than parallel his competition with time running out to find a mountain pass Jim Hill sent survey engineer John F. Stevens to find a second pass through the Rockies before construction of the railroad must be delayed John F. Stevens was a young energetic engineer who had considerable success surveying for railroads (his first important construction project was accomplished in the northern part of Minnesota where he built his longest total mileage of track) if Stevens could find a different mountain pass in time, Jim Hill promised to name a pass after him John Stevens and a Flathead Indian guide explored several known passes through the Rocky Mountains -- fall 1889

SEVERAL NEWSPAPERS SERVE THE NEW STATE OF WASHINGTON

By the end of the territorial period Washington had eighteen daily and 118 weekly newspapers *Seattle Press*, one of the daily papers, reported a conversation as a news story -- October 23, 1889 newly elected State Governor Elisha P. Ferry talked with a *Seattle Press* reporter Ferry called for an expedition to cross the then unknown Olympic Mountains this news story was picked up by newspapers across the United States great interest in the unexplored wilderness was generated

STATEHOOD FOR NORTH DAKOTA AND SOUTH DAKOTA

Railroads had provided the driving force to deliver population requirements and development Dakota Territory had been split into two states to assure more Republican votes in Congress President Benjamin Harrison proclaimed North Dakota and South Dakota states -- November 2, 1889 Bismarck, North Dakota had been selected as the capital city Pierre was selected as the capital city of South Dakota

YAKIMA VALLEY IS PRIME LAND FOR IRRIGATION

Northern Pacific Railway (NPRY) had been granted vast amount of land by the federal government through the Yakima Valley along the railroad's right-of-way in return for the construction of a northern transcontinental railroad to encourage settlement the NPRY was required to sell the land within five years of completion of the line Entire Yakima Valley with its deep and rich soil and abundant sunshine seemed perfectly situated for irrigation using the Yakima River fed by reliable snowpack from the lofty Cascade Range Yakima's principal tributary, the Naches River, begins in the glaciers of Mount Rainier and flows a relatively short distance to meet the Yakima River near the location where the Northern Pacific Railway had lured the town of Yakima City

which moved and became North Yakima [1884]

EFFORTS ARE UNDERTAKEN TO ORGANIZE A PRIVATE IRRIGATION COMPANY

Northern Pacific Railway (NPRY) President Thomas Oakes

was impressed by the quantity and quality of crops grown by a small group of settlers near Union Gap in the Yakima River Valley

they had constructed a small irrigation system called the Konnewock Ditch and were farming 1,500 acres of irrigated land

Canal builder Walter Granger had completed three successful irrigation projects in America

Northern Pacific Railway President Thomas Oakes, aware of Granger's irrigation expertise, summoned Granger to the Yakima Valley to investigate its potential for irrigation there

Granger and Oakes' put together a syndicate, the St. Paul Investors,

to investigate developing a private irrigation project in the Yakima Valley

St. Paul investors hired a team of engineers headed by J. D. McIntyre

to survey the land and determine the best layout for an irrigation system

McIntyre completed his survey concluded that a vast canal, running from below North Yakima to near (today's Prosser) could irrigate a huge portion of the Yakima Valley and make it enormously productive

this project became known as the Sunnyside project. -- November 2, 1889

FALSE START IN STATE GOVERNMENT FOR WASHINGTON

Washington Territory received a message from the nation's capital -- November 4, 1889

stating that Territorial Governor Miles C. Moore had forgotten to sign the state constitution and President Benjamin Harrison could not approve it

Overnight a new copy was prepared (in long-hand since there were no copying machines in [1889]), and it was sent to the President by courier the next day

PROPOSED IDAHO CONSTITUTION IS RATIFIED BY IDAHO VOTERS

Although not authorized by Congress, Idaho's Constitutional Convention

proposed a state constitution that was adopted by a vote of 12,398 to 1,773 -- November 5, 1889

Congress took no action on the unofficial constitution as the document had never been authorized by the federal government

WASHINGTON STATE LEGISLATURE GOES INTO SESSION -- PREMATURELY

First Washington legislative session opened in Olympia -- November 6, 1889

although congress had not yet approved the state's proposed constitution

Charles Laughton was elected President of the State Senate

J.S. Feighan was elected Speaker of the State House of Representatives

Olympia served as the seat of three levels of government: state, county and city

SEAL OF THE STATE OF WASHINGTON IS DESIGNED

Local jeweler Charles Talcott was asked to engrave a very elaborate scenic design

of the port of Tacoma, Mt. Rainier, fields and livestock for the back of the new state seal

Talcott argued against that proposal

instead he designed the State Seal by drawing two concentric circles
and putting a two-cent George Washington stamp in the middle
(it is reported that the postage stamp image proved to be too poorly detailed to engrave
so Talcott instead used George's image from a crate of cough medicine
today the seal uses a Gilbert Stuart painting for Washington's portrait)

SEATTLE PRESS SPONCERES AN EXPEDITION ACROSS THE OLYMPIC PENINSULA

Thirty-five-year-old James Christie, a tall, hard-muscled Scot, was visiting friends in North Yakima
there he met twenty-two-year-old Christopher O'Connell Hayes
who was earning a living as a cowboy in the Yakima Valley
Hays agreed to travel with Christie to Seattle

in preparation for an expedition into the Olympic Mountains -- November 6, 1889

J.H. Christie responded to an add run in the *Seattle Press* newspaper

asking for adventurous mountaineers willing to risk danger in extreme circumstances

he sent a letter dated November 6, 1889: **"From your article upon the Olympics [J.H. Christie wrote] I judge that we are both interested in the unveiling of the mystery which as present exists regarding the Olympic country. My interest, aroused by the fact that the mountains have not as yet been penetrated by white men and an ambition to accomplish what others may have failed in, backed by an inherent love of adventure, caused me to form the resolution to penetrate the depths of the unknown range. It is my intention to act upon this resolution by entering the mountains this next month.**"⁴⁶⁹

Also joining with Christie and Hayes were John H. Crumback and John W. Sims
thirty-three-year-old Crumback, a Canadian, served as cook for the adventure
had been occupied as a cowboy, hunter, prospector and Indian fighter
twenty-eight-year-old Sims was a dark-haired Englishman
he was experienced at hunting, trapping, prospecting and trading
also, he had served in South Africa with the British Army

Members of what became known as the "Press Expedition" began preparations for their adventure

MONTANA BECOMES A STATE

President Benjamin Harrison proclaimed Montana the forty-first state -- November 8, 1889

Helena was selected by Montana's voters to serve as the capital city
fluid nature of miners made the population unstable

steady, more permanent farmer-ranching-merchant type of settler

were slow to arrive in numbers sufficient to impress Congress

but numbers adequate to meet statehood requirements were successfully achieved

WASHINGTON IS DECLARED THE FORTY-SECOND STATE IN THE UNION

President Benjamin Harrison admitted Washington State to the Union

proclamation was signed -- 5:27 p.m., Monday, November 11, 1889

with pen made of Washington gold

Washington Territorial Delegate to Congress Republican John L. Wilson

⁴⁶⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 15.

viewed the signing although he was suffering from painful boils at the time
When President Benjamin Harrison approved Washington's state constitution
he donated 132,000 acres of federal lands to the state with the stipulation
that income from the land be used solely for construction of a state capitol
This exciting news reached Olympia by telegram
sent from the office of Secretary of State James A. Blaine to Governor Elisha P. Ferry
since the State Department wired the message "collect,"

Governor Elisha P. Ferry had to pay 61 cents to read: "**The President signed the proclamation declaring Washington to be a state in the union at five o'clock and twenty seven minutes this afternoon.**"⁴⁷⁰

this message was read to state legislators who had already been in session for five days
Washington was the last of four new states admitted that month
to the vast majority of the American people the area in the Far Western corner of the nation
remained the "Wild and Woolly West"

WASHINGTON STATE ENTERS THE UNION OF STATES

Washington State, like all of the other states and the federal government, is a *Republic*
that is, power is reserved to the voters who elect their representatives
it is the voters' representatives who determine the political decisions to be implemented
(in a *Democracy* the voters would make political decisions themselves)
under the United States Constitution adopted by the nation's founders
only white, male landowners were empowered to vote
voters elected their member of congress, governor, state-wide officials
and state legislator (to the State Senate and State House of Representatives)
voters elected specific officials only indirectly -- by electing representatives to elect them:

- the president and vice-president are both elected to a four-year term
by the electoral college -- that is, political leaders who represent their state
- two United States Senators from each state
who were elected to a six-year term by members of each state senate

POSITIVE BEGINNING FOR WASHINGTON STATE

Washington came into the Union on a wave of economic prosperity brought largely by the railroads
business had been good, or at least had seemed good, throughout most of the eighties
optimists glowed with a mystic feeling that statehood would somehow make it even better
improvements added to the feeling of euphoria:

- Indian Wars were over,
- transcontinental railroad was complete,
- state was becoming increasingly politically organized,
- extractive industries, mining, farming, lumber -- all were doing well,

Edmond S. Meany, professor of botany and history at the University of Washington,
commented on the progress made by Washington in 1889: "**Washingtonians liked to think their commonwealth had come of age. It had a population of over 330,000. For six years it had possessed**

⁴⁷⁰ Carlos A. Schwantes, *The Pacific Northwest: An Interpretive History*, P. 258.

a railroad connection with the east, via the Columbia River, and now a slightly shorter route to Tacoma via Stampede Tunnel in the Cascades. The sawmill cities on Puget Sound were booming, mines were producing a wealth of ore; wheat fields and apple orchards east of the mountains were flourishing and expanding; the state had a university at Seattle and private Whitman College at Walla Walla; it had a commendable system of steamboat transportation on Puget Sound and the Columbia, a few stretches of macadam highway [compacted crushed rock], good public schools and churches, well-ordered government, excellent newspapers, and -- some thought -- a leaning toward cultural and literary pursuits.”⁴⁷¹

SPOKANE LEADS DEVELOPMENT OF EASTERN WASHINGTON

Spokane was the dominate city of the Inland Empire -- 1889
it claimed 590 business firms doing \$10 million in business
Spokane’s bankers were essential for financing wheat ranchers
shortline railroads linked mines and mills with Spokane

ELECTRIC TROLLY CARS ARE INTRODUCED INTO EASTERN WASHINGTON

Electric streetcars arrived in Spokane when operations began -- November 16, 1889
Ross Park Street Railway Company was the first to adopt this technology in Eastern Washington
the company installed a 500-horsepower system
and began to generate its own electricity from its own powerhouse on the Spokane River
Streetcars played an important role in Spokane’s expansion
real estate developers built early streetcar lines as an incentive for homebuyers to purchase lots
beyond walking distance of the downtown
(Steam-powered streetcars, cable cars and electric trolleys
were rolling through Spokane’s streets [by 1890])

JUBLIANT CELEBRATION OF WASHINGTON’S STATEHOOD IS HELD IN OLYMPIA

Scores of visitors arrived by road, train and steamer at gaily decorated Olympia
symbolically, morning rain gave way to sunshine as festivities began -- November 18, 1889
Bands, National Guard units and dignitaries
including early settlers Michael T. Simmons and Ezra Meeker
paraded to the modest white-framed capitol building
enthusiastic but frustrated citizens of other towns still competing for the right
to be the state’s capital also regaled in their new statehood status despite their disappointment
At the capitol building official proclamations were read
banners honoring the first territorial governor, Isaac Stevens,
and the first state governor, Elisha P. Ferry, flew above the assembled throng
a third banner carried the Indians words *Chinook quanism ancotty alta chee chaho alki*,
roughly translated, “Living hereto in the past we now begin to live in the future”
each of the new state’s elected leaders were sworn into office

⁴⁷¹ W. Storrs Lee, *Washington State*, P. 370.

FIRST “OFFICIAL” MEETING OF THE WASHINGTON STATE LEGISLATURE OPENS

Washington State legislators had met for thirteen days prematurely

Washington’s constitution had not yet been approved and the state had not entered the Union

As directed by the Enabling Act the first Washington state legislative session

was officially gavelled to order -- November 19, 1889

(this legislative session lasted for 143 days)

As mandated by the United States Constitution the new State Senate

elected Washington’s two National Senators -- Tuesday, November 19, 1889

- Republican and former Territorial Governor Watson C. Squire of Seattle was elected

he was a member of the Committee on Transportation Routes

to the Seaboard [1889-1891]

and served as chairman of the U.S. Senate Committee on Coast Defenses [1889-1893]

- Republican John B. Allen from Walla Walla was elected to the U.S. Senate

Allen had been Washington Territory’s last territorial delegate to congress

(after one term in the U.S. Senator, the state senate did not reelect him

he was reappointed to the Senate by Governor Elisha P. Ferry but was not seated

former U.S. Senator John B. Allen returned to the practice of law in Seattle)

QUESTION OF LAND OWNERSHIP REMAINS AN ISSUE IN WASHINGTON STATE

Legislators spent some time discussing ownership of the tidelands of the state

this legislature gave title to the state

Legislators spent less time regarding the question of property rights of aliens

the legislature added a broadly written statute to the Washington State Constitution

which declared that one had to declare their intent to naturalize “in good faith”

to be eligible for property ownership

this meant an applicant had to be eligible for naturalization

Asian immigrants were not eligible

(this distinction was not entirely eliminated until [1952])

SEATTLE PRESS NEWSPAPER EXPEDITION ORGANIZES IN SEATTLE

Party of four adventurers arrived in town -- last week of November 1889

J.H. Christie, Christopher Hayes, John Crumbach and John Sims

prepared to set out on their adventure to be the first white men to cross the Olympic Peninsula

S.R. Frazier, editor of the *Seattle Press* newspaper, suggested they take a topographer

Christie proposed his friend U.S. Revenue Marine Captain Charles A. Barnes

thirty-year-old adventurer was quickly accepted and served as topographer for the expedition

Also, a letter written by Puyallup’s Dr. Harris Boyle Runnals asking to join the expedition

was received by the editor of the *Seattle Press*

this thirty-five-year-old Englishman was the sixth member to be added to the expedition

he was assigned the role of natural historian

PHILIP A. WOOLLEY MOVES TO SKAGIT VALLEY

Railroad construction agent and real estate developer Philip A. Woolley

moved his family to the Skagit River -- December 1889

After consulting with the Washington Territory Attorney General James Bard Metcalfe, he learned that three railroads were projected to cross north of Sedro

YAKIMA LAND AND CANAL COMPANY IS INCORPORATED

Walter Granger's and Thomas Oakes' St. Paul Investors syndicate provided one million dollars to purchase an option on all of the Northern Pacific Railroad's land in the Yakima Valley
Yakima Land and Canal Company was formed -- December 4, 1889

Walter Granger was named president

James Millisch and Albert Kleinschmidt of Helena, Montana, were named secretary and treasurer

SEATTLE PRESS EXPEDITION SELECTS A ROUTE ACROSS THE OLYMPIC MOUNTAINS

Six members of the Press Expedition proposed to travel up the Elwha River near Port Angeles into the heart of the Olympic Mountains

and continue from Lake Quinault down the Quinault River to the Pacific Coast

inadvertently, they had chosen to cross a most difficult portion of the mountain range

As originally constituted, six men (J.H. Christie, Christopher Hayes, John Crumback, John Sims, Captain Charles A. Barnes, Dr. Harris Boyle Runnals) were accompanied by four dogs and fifteen hundred pounds of provisions

as they set out on the journey across the Olympic Mountains -- December 1889

“Winchester rifles, plenty of ammunition, a tent, canvas sheets, blankets, fishing tackle, axes, a whipsaw for cutting out logs, a few carpenter tools, the necessary tools for mineral prospecting, rope, snowshoes, a small but well selected assortment of cooking and other utensils, comprised a part of the general outfit. [Charles Barnes]”⁴⁷²

also the men carried a camera, enough film for 250 photos and scientific equipment

Six adventurers could not be aware the winter of 1889-1890 would be severe

(Weather Bureau records later showed an average of 5.24 degrees colder than normal

as recorded at four weather stations: Port Angeles, Tatoosh Island, Olympia and Vancouver)

SEATTLE PRESS EXPEDITION DEPARTED FROM SEATTLE

J.H. Christie, Christopher Hayes, John Crumback, John Sims and Captain Charles A. Barnes boarded the steamer *Ferndale* bound for Port Townsend -- December 8, 1889

Their baggage was transferred to the steamer *Evangel* for the voyage to Port Angeles -- December 9
conversations with local citizens of Port Angeles regarding the best approach to the take provided little useful information

Expedition leader J.H. Christie decided they would wait the remainder of December on the bank of the Elwha River at the cabin of Philip Meagher about two miles inland from Port Angeles

while there, they would construct a flatboat which they christened the *Gertie*

SURVEY ENGINEER JOHN F. STEVENS SEARCHES FOR A ROUTE THROUGH THE ROCKIES

With winter moving in and time running short, John Stevens decided to make a last attempt

⁴⁷² Robert L. Wood, *Across the Olympic Mountains*, P. 22.

to explore Marias Pass which had been used by Lewis and Clark on their [1804-1806] Expedition
Stevens considered this to be the most promising route through the Rocky Mountains
Temperature was forty degrees below zero -- December 1889
when he reached the 5,214-foot summit of Marias Pass survey engineer Stevens
was unable to stop to rest without risking freezing to death
Stevens returned east to send word of his investigation to Jim Hill
with this successful effort by Stevens construction of the railroad could be continued

FAIRHAVEN AND SOUTHERN RAILROAD (F&S) REACHES SEDRO, WASHINGTON

Fairhaven and Southern Railroad (F&S) train from Fairhaven (Bellingham) arrived at Sedro
on the northern bank of the Skagit River -- Christmas Eve 1889
F&S tracks traveled along (today's Jameson Avenue) before turning south
one block east of (Township Road) and continued down to Mortimer Cook's wharf
Sedro was the best potential crossing place on the Skagit River
(however, this area proved to be susceptible to flooding)
Initial businesses in Sedro were clustered a block west of the Fairhaven and Southern Railroad depot
this 24x60-foot structure was being constructed between Cook Avenue and McDonald Avenue
two blocks north of the Skagit River
(that site is now the parking lot for Sedro-Woolley's Riverfront Park)

MOSQUITO FLEET PROVIDES TRANSPORTATION ACROSS PUGET SOUND

Small steamboats linked towns and villages along Puget Sound
these left from the Northern Pacific Railway docks in Tacoma at the foot of Pacific Avenue
traveled to Olympia, Upper Puget Sound, Seattle, North Bay, Henderson Bay
and the San Juan Islands
they carried mail, freight, produce and passengers
fares were usually 25¢ unless a price war had driven the cost down to 10¢
Names of the many boats were well known on Puget Sound
Tyconda, *Concordia*, *Typhoon* (later became the *Virginia III*
the grandmother of the *Virginia V* -- one of the last of the Mosquito fleet)
but the best known was the *Bailey Gatzert* built in Ballard -- 1889-1890
Bailey Gatzert was named for early pioneer and mayor of Seattle
177-foot wood-burner was built to be fastest ship on Seattle-Tacoma Run
her engines were so powerful that the trip from Portland to The Dalles
was easily made in one day
(later she was widened and an elevator installed in bow [1920] she became first car ferry
and traveled from Seattle to Bremerton until [1926])

AREA AROUND PORT GARDNER BAY (EVERETT, WASHINGTON) BOOMS

Salish people had lived in the vicinity of Port Gardner Bay for thousands of years
principal Snohomish village, Hebolb, stood for centuries at the peninsula's tip
only a slight handful of non-Indian settlers had trickled in
Many Washington cities grew up quickly, but Everett's rise was faster than most
Jane Morris Rucker, her sons Wyatt and Bethel and Bethel's new wife Ruby Brown Rucker

all arrived at Port Gardner Bay --1889
Wyatt Rucker believed the forested peninsula between the Snohomish River and Port Gardner Bay
looked promising because of the timber
the fact that the Great Northern Railway was expected to reach Puget Sound in this vicinity
provided an added incentive
Jane Rucker and her sons purchased an existing homestead on Port Gardner Bay
they acquired thousands of acres (that would become the site of Everett) -- winter of 1889-1890
they started to plat a town named Port Gardner, but gave that up when they talked
with Tacoma lumberman Henry Hewitt, Jr. who had more grandiose plans
Hewitt brought in eastern investors who fronted for Charles L. Colby and John D. Rockefeller
together with the Ruckers and other local landowners they established the Everett Land Company
Ruckers transferred half of their land to the company but kept the remainder as their own
nationwide promotion of an industrial city on the site began immediately

1890-1899

SEATTLE PRESS EXPEDITION SPENDS TIME IN PREPARATION FOR ITS ADVENTURE

Members of the party were absent from Seattle for almost a month by New Year's Day 1890 but they had yet to escape the outer edge of civilization

The flatboat *Gertie* was used to carry supplies up the Elwha River -- January 1, 1890

this river proved difficult to contend with as rapids had to be portaged

boulders were completely covered with snow

a man would sink out of sight between them

as *Seattle Press* Expedition member Captain Charles Barnes noted: **“We had today a short but swift and difficult fall of rapids to drag through. We made three attempts to get over by towing, but the snow furnished such poor foothold that it was found impracticable to get her over that way. Finally the doctor [Dr. Harris Boyle Runnals] was sent ahead to take a turn about a tree with the two lines while the rest of us plunged to our belts into the water filled with floating ice and snow, and gradually, foot by foot, we dragged her over. It was terribly cold. The air registered 16 degrees when we looked at the thermometer after it was over.**

As we managed to get out of the freezing water the air changed our garments to ice in a moment. At one time we thought [John H.] Crumback was going to faint, and all of us were of a livid blue for some time after it was over, until we got circulation started again. The sensation of having feet and legs as ours were is a very peculiar one. They were utterly devoid of sensation so much so that we could scarcely preserve our balance to stand upright. We might have struck a pin an inch into our legs without feeling it.”⁴⁷³

POPULATION NUMBERS BOOM IN WASHINGTON STATE IN 1890

Population growth during the 1880s displayed the most striking increase in the nation

during that ten-year period Washington's census showed enormous growth

[1880] population of 175,116 residents had boomed to 349,390 in 1890

majority of the recent arrivals were white and American born

in addition, 9,000 Indians lived in the state

only a few Chinese and Japanese were noted

Washington State was 65% rural

growth of cities reflected that recent immigration was an urban movement:

- Seattle -- 1880: 3,533 -- 1890: 80,671,

- Tacoma -- 1880: 1,098 -- 1890: 36,006,

- Spokane -- 1880: 350 -- 1890: 19,992

twenty-six new cities had been created by the territorial legislature

eight new counties were added by the state legislature making thirty-four counties in all

Lumber production increased to one billion board feet per day statewide

Hoquiam, Aberdeen and Cosmopolis were important mill towns

much of the finished product was sent to California

⁴⁷³ Robert L. Wood, *Across the Olympic Mountains*, P. 46.

RAILROADS HOLD HUGE AMOUNTS OF LAND THUS BLOCKING SETTLEMENT

Before 1890 the political clamor in the West was for things such as wagon roads, steamboats, transcontinental railroads, improved mail service, land cessions, pacification of the Indians and statehood for the territories many of these needs had been met

Washington State enjoyed a period of booming optimism residents looked forward to a harmonious and prosperous future however, land for settlers was scarce because politicians gave so much of it to the railroads and to speculators millions of acres in land grants that could not be not taxed or settled were set aside for railroads logging companies frequently trespassed on public land since they usually were not prosecuted by the courts and if somehow a company was found guilty it had only to pay a small fine

WOMEN’S SUFFRAGE MOVEMENT FACES A MONUMENTAL TASK

Washington State’s Constitution was adopted providing women the right to vote only in school elections it was necessary to pass an amendment to the constitution to fully enfranchise women State legislators refused to expand women’s voting rights

WASHINGTON STATE LEGISLATURE DEFINES BASIC EDUCATION

In the first legislative session after statehood

legislators addressed the issues regarding the “paramount duty”⁴⁷⁴ of the state

Legislators passed the 1890 Educational Act of Washington State that:

- created an agency to administer the state’s schools,
- set minimum standards for teachers,
- established a “normal school” in Cheney, Washington dedicated to teacher training

1890 Educational Act established a broad common-school curriculum

“All common schools shall be taught in the English language, and instruction shall be given in the following branches, viz.: Reading, penmanship, orthography (spelling), written arithmetic, mental arithmetic, geography, English grammar, physiology (functions and parts of living organisms) and hygiene, with special reference to the effects of alcoholic stimulants and narcotics on the human system, history of the United States, and such other studies as may be prescribed by the board of education. Attention must be given during the entire course to the cultivation of manners, to the laws of health, physical exercise, ventilation and temperature of the school room.” (1889-1890 Wash. Session Laws, Ch. XII, Title IX, Sec. 46)

EDUCATION IN WASHINGTON STATE REMAINS POORLY FUNDED

⁴⁷⁴ Constitution of the State of Washington, Article IX, Section
leg.wa.gov/CodeReviser/documents/sessionlaw/1897c118.pdf

Passage of the 1890 Educational Act of Washington State improved education in the state⁴⁷⁵
(126 new school buildings were constructed within two years of its passage,
nearly 75 percent of the state's 106,130 children between the ages of five
and twenty-one were receiving an education in public schools)

But the new 1890 Educational Act failed to provide a rational system of school finance
the previous patchwork system of unreliable tax-based funding sources remained in place
funding inequality that characterized Washington's education effort
since territorial days remained
existence and quality of schools remained dependent to a large extent
on available local resources

EDUCATION ADVANCES IN WASHINGTON STATE

Several educational institutions were in existence in the new state:

- University of Washington -- Seattle [1861]
- Whitman College -- Walla Walla [1863]
- Holy Names Academy -- Seattle [1881]
- Gonzaga -- Spokane [1881]
- Benjamin P. Cheney Academy -- Cheney [1882]

Private colleges were also established:

- College (University) of Puget Sound -- Tacoma [1890]
- Pacific Lutheran Academy (College, and then University) -- Tacoma [1890]
- Whitworth -- Sumner 1890 (this college later moved to Spokane)

New state legislature created several institutions of higher learning -- 1890

Normal Schools (teacher's colleges) opened by acts of the legislature:

- Ellensburg Normal (Central College and then University) -- 1890
- Cheney Normal built on foundation of Benjamin P. Cheney Academy -- 1890
- a third Normal School was proposed by Chehalis State Senator Henry Long
he was about to persuade legislature to vote in favor when an amendment
changed the Normal School to a state reformatory for delinquents
betrayed, Senator Long voted against his own bill, but it passed anyway

Federal government established the State Agriculture College in Pullman
(this college was granted university status [1959])

Only five high schools in the state had a four-year academic program

however, this was an improvement over the territorial days
when none were known to have provided a complete academic year program

RESERVATION SCHOOLS PROVIDE ADDITIONAL OPPORTUNITIES FOR STUDENTS

“...There were some good practices in the schools. In the government school at the Nisqually reservation, the agent established a special position for the older Indian students so that they could participate in the administration of the school. Five older scholars were selected to assist the teacher,

⁴⁷⁵ John Caldbick, “Washington's ‘Barefoot Schoolboy Act’ is passed on March 14, 1895,” HistoryLink.org Essay 10003, January 12, 2012.

receiving a salary of five dollars a month, a munificent [generous] sum in those days for taking charge of the younger students during some of the activities. This program enabled the agent and the teacher to spend more time in actual teaching and planning of the programs, and many of the older students expressed an interest in remaining at the school after their graduation to work as regular staff.

“Outside activities were encouraged by the teachers on some of the reservations, and the students often took an interest in things outside their immediate locality. At the Puyallup school, a chapter of the Good Templars organization was created in 1890. This organization was one of the early popular fraternal groups of the Washington Territory and had a very large membership across the Pacific Northwest. Indian students seemed to like the group, since they quickly became delegated to the district and grand lodge sessions of the organization and traveled to several conferences while still students.”⁴⁷⁶

SEATTLE AND NORTHERN RAILROAD RUNS INTO FINANCIAL PROBLEMS

Oregon Improvement Company’s Seattle & Northern Railroad (S&N) had laid track from Ship Harbor (today’s Anacortes ferry terminal) through Sedro, Washington before it went broke and had to wait for a transfusion of funds -- early 1890 Seattle-based Northern Pacific Railway attorney and prominent Anacortes leader James McNaught and other Northern Pacific Railway investors financed the rest of the route and thus qualified for the NPRY’s land grant

SEATTLE PRESS EXPEDITION CONTINUES SLOW PROGRESS UP THE ELWHA RIVER

Day dawned cold and clear, but snow fell all afternoon and evening -- January 15, 1890 at about 10:00 o’clock a.m. the flatboat *Gertie* entered a strong rapid: **“It was all hands overboard in water to the waist, and cold. By much exertion we saved our entire cargo and passed it ashore, safe but wet -- all our sugar, coffee, flour, tea, somewhat the worse for the quarter of an hour under water. When lightened we hove her stern up with the windlass, bailed her clear of water and completed the passage of the rapids. Then we made portage of the cargo around the rapids, 200 yards, loaded the boat and poled up stream as far as we could make headway in that manner.** [Charles Barnes]”⁴⁷⁷

J.H. Christie described the day as **“cold, wet and disagreeable”** while Charles Barnes called it **“a day of rapids and wet clothes”**⁴⁷⁸

DR. RUNNALS LEAVES THE SEATTLE PRESS EXPEDITION

Dr. Harris Boyle Runnals’ wife suffered a serious illness in Puyallup this eliminated him from actually completing the expedition over the Olympic Mountains **“much to the regret of himself and of the [Seattle] Press”**⁴⁷⁹

SEATTLE PRESS EXPEDITION CHANGES TACTICS

⁴⁷⁶ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 67.

⁴⁷⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 47.

⁴⁷⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 47.

⁴⁷⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 22.

At the last outpost of civilization -- the homestead of William D. Macdonald
where the Little River enters the Elwha about two miles upriver from Meagher's Ranch
they had enough of pulling the flatboat *Gertie* up the Elwha River
and abandoned the project

Because they had a large quantity of supplies, provisions were carried in successive waves
if each man carried a fifty-pound pack they could move 250 pounds on each trip

Soft snow added to their difficulties, **“As I was plodding one day thinking that if I was accomplishing nothing else I was at least hardening my muscle and acquiring sore feet. I was suddenly shocked by hearing sundry strong expressions loudly and forcibly delivered. Upon looking about I found them to proceed from beneath the upturned roots of a great spruce tree. [John W.] Sims had carelessly stepped outside the trail and in an instant had gone down and out of sight into a deep cavity formed between the snow and the roots. His cries were so appealing that I assisted him and his pack, which consisted mainly of bacon, to solid footing again, and he excused himself for his outrageous language and promised not to do so again, or until the necessity arose. [Charles Barnes]”**⁴⁸⁰

TACOMA UNIONISTS SEEK A LABOR TEMPLE

Several union groups met in the Tacoma Knights of Labor Hall -- February 4, 1890
at the time the city and the Tacoma Chamber of Commerce
were in the process of exchanging building sites
it was the opinion of the unionists that the city was giving away a valuable property
they reasoned that if Tacoma was going to give a building site to the businessmen
it also should give a site to the laboring men

COMMERCE AND INDUSTRY IN WASHINGTON STATE SHOWS RAPID GROWTH

Fortunes could be made in the 1890s -- farmers would lead the way
principal industries were extractive in nature and production was limited
mining was too expensive for local capital to support the industry
lumber also demanded large investments of cash
lumber barons reinvested their profits back into their companies
even so, assessed property values and the worth of manufactured goods in Washington
stood at ten times higher in 1890 (over that in [1880])
value of manufactured goods in the 1890s rose from \$3.25 million to \$41.79 million
however, these increasing values were in response mainly to the growing population
since industry did not attempt to develop new markets
most businessmen, other than lumbermen, invested their finances in real estate

FISH CANNERIES ARE TOO SUCCESSFUL

Most fish canneries were located on the Columbia River because of the ease of harvest there
and the nearness of the Oregon and California markets
overfishing caused salmon runs to diminish on the Columbia River -- 1890s

⁴⁸⁰ Robert L. Wood, *Across the Olympic Mountains*, P. 62.

Population of Americans along Puget Sound increased
as did the demand for salmon canneries in that area

LOGGING IN WASHINGTON STATE IS WASTEFUL OF THE RESOURCE

Logging camps and mills represented a \$20 million investment
which returned \$15 million in annual production -- 1890
10,000 men earned \$4 million in annual payroll
Timber companies preferred to own their timberland rather than lease from another owner
an immense number of acres passed from public ownership into private ownership
land laws allowed for buying huge tracts at little expense to the company
Logging as it was then practiced was wasteful
twenty-foot stump, shaly and full of pitch, was often left in the ground
after the top was taken
at the same time a great deal of good wood also was left on the ground
Success of the logging industry led the way for the development of agriculture
in the huge tracts of land changed from forest to farmland

SAWMILLS ALSO WERE WASTEFUL OF THE RESOURCE

Working conditions in sawmills were only slightly better than conditions in the woods
Sawmills headed the list of industrial development in Washington -- 1890
more than 500 mills operated in the state
and a variety of factories produced timber products
in the sawmills double-bladed rotary saws turned a ½-inch strip of log
into sawdust on every cut
mountains of slabs and mill-ends were left to burn
there was no regard for grades or dimensions of the dressed lumber
Bandsaws proved to be more efficient and less wasteful than double-bladed rotary saws
Port Blakeley sawmill used a 3,000-horsepower engine to drive its saws
which cut 150-foot logs into 300,000 board feet of lumber each day -- 1890

SHINGLE WEAVERS FORM THE WEST COAST SHINGLE WEAVER'S UNION

As new shingle mills were established in the Puget Sound region around 1890
Puget Sound shingle weavers began efforts to form a union of their own -- 1890
West Coast Shingle Weavers' Union locals were formed in Ballard, Tacoma,
Snohomish, Arlington, Chehalis and Sedro-Woolley
West Coast Shingle Weavers' Union deserves a great deal of credit
wages increases were gained until ten cents per thousand shingles was achieved [1892]
(for several years, good industrial relations with shingle mill owners prevailed
local unions grew stronger as more and more men joined)

COAL MINES SUFFER FROM LABOR PROBLEMS

Green River coal fields (Franklin, Black Diamond, Lawson and Ravensdale)
were out producing King County
(where peak production [1903] at more than 700,000 tons)

Knights of Labor miners at the Gilman Coal Mine went on strike
crippling the local economy -- 1890
order was maintained as a large tent city was created
which was filled with members of the Washington State National Guard
Knights of Labor miners struck the coal mines in Franklin, Issaquah and Newcastle
Franklin (near Black Diamond, Washington) had been founded as a coal mining town
(in the early 1880s and later became a ghost town)
these coal miners had faced cave-ins, explosions, labor disputes
and "black damp" (lack of oxygen due to poor ventilation in the mine shaft)
several strikes in rapid succession closed these mines

FARMERS IN WESTERN WASHINGTON ARE VERY PRODUCTIVE

On West side of the Cascade Mountains early farmers had grown enough food
to meet their own needs -- but little surplus had been left for sale
Once the rich soil had been cleared by loggers
Western Washington farms became very productive
good climate, rich soil. abundant rainfall and a long growing season led to large harvests
of peas, potatoes and many kinds of berries
lush grazing land provided feed for herds of dairy cattle
towns of mill workers were a ready market for surplus farm goods
It was discovered a variety of bulbs imported from Holland thrived in Western Washington
especially in the Bellingham, Lynden, Mt. Vernon, Puyallup and Woodland areas
these crops provided such a bountiful yield that Holland itself
became the prime market for Washington grown bulbs

EASTERN WASHINGTON FARMERS FIND DRY FARMING DIFFICULT

Eastern Washington was the least developed of the developing regions in the West
Eastern Washington had the smallest number of acres under irrigation
and lagged behind other new states
much of the semi-arid land of Eastern Washington was being dry farmed
Eastern Washington faced a unique problem in that, with a few notable exceptions,
water from the Columbia River was not readily available for irrigation
because it ran far below the level of the farm land
shortage of water to successfully raise crops East of the Cascade Mountains
led to the growth of large cattle and sheep ranches
area around Colfax became the scene of bitter fighting
between sheep ranchers and wheat farmers who competed for the rich soil
Efforts had been made in Eastern Washington to dry farm the semi-arid land
using the residual moisture in the soil
new machinery opened land formerly too dry to farm
farmers used new disease resistant wheat seed from Russia
that could grow in very dry soil
fruit crops were planted in the Columbia River tributary valleys
Private efforts to irrigate the Yakima Valley had begun as early as [1867]

on a small scale, farmers used private irrigation systems
census of [1890] showed 1,046 irrigators had developed only 48,799 acres of farmland
this represented by far the smallest acreage being irrigated
in any of the other Western states
this water project, however, proved to be too expensive for farmers just starting out
large-scale irrigation projects would be necessary forcing local farmers
to become dependent on outside promoters and irrigation companies
Washington legislature attempted to help farmers in Eastern Washington
by providing money to dig wells

WASHINGTON STATE POULTRY INDUSTRY STRUGGLES

Chickens were introduced on both sides of the state before the turn of the Twentieth Century
farmers specialized their farms to produce eggs, fryers, boilers, or chicks
government help was not available to poultry farmers
low prices for their products often forced these farmers into bankruptcy

OYSTERS BECOME A MARKETABLE SEAFOOD

Native Americans had long gathered this delicacy from the tideflats of Willapa Bay
when Americans developed an appreciation for the seafood treat
Seattle and San Francisco became big markets
Willapa Bay oystermen gathered oysters from the tideflats
like the Indians they simply waited for the tide to go out to go to work
oystermen began to harvest oysters with such abandon they depleted stocks
Washington legislature allowed Indians and oystermen to file claims on tide flats
just like farmers filed claims for their lane
Oystermen began to cultivate shellfish rather than just gather them
improvements such as top floats and dikes were employed to enhance the harvest

FOSS LAUNCH COMPANY DOES MORE AND MORE BUSINESS

Andrew Foss designed boats to tow "raft booms" of huge Douglas fir logs
that were floated into Commencement Bay
(these powerful squat, snub-nosed, round-sterned craft can still be seen today)
Andrew Foss bought the steamboat *Wallowa*
from the Oregon Railway and Navigation Company
this vessel was 120-foot long, twenty-five-foot at the beam with a draft of sixteen feet
was renamed the *Arthur Foss* by her proud new owners -- Foss Launch and Tug
(*Arthur Foss* is now the oldest wooden-hulled tug afloat in the United States
she was donated by Foss Launch and Tug to Northwest Seaport [1970]
and can still be visited at the south end of Lake Union in Seattle)

SEATTLE PRESS EXPEDITION AGAIN CHANGES THEIR PLANS

Five members of the expedition entered the Elwha River Valley -- beginning of March 1890
here the snow was soft and deep making travel impossible
Captain Barnes scouted ahead continuing up the Elwha River

looking for a trail -- March 2, 1890
J.H. Christie, John Crumback, Christopher Hayes, and John Sims
descended from their location back to Macdonald's homestead
to bring up two mules: Jenny and Dollie -- March 6
they reached the Macdonald cabin the evening of the 6th,
rain delayed their departure until the 8th
Finding no easy trail ahead, Barnes worked his way back toward Macdonald's cabin
he was reunited with the main party leading
their mules up the Elwha River Valley -- March 9
While following a narrow trail 400 feet above a chasm the mule Jenny slipped
she plummeted down the cliff to her death

WASHINGTON STATE CREATES THE WASHINGTON FISH COMMISSION

Legislators imposed changes on the fishing industry -- March 1890
Governor Elisha Ferry appointed James Crawford as the first commissioner
Washington Fish Commission limited the amount of fish that could be caught
they closed fishing in some areas for certain years
they set up fish hatcheries and fish farms and rotated fish-breeding grounds
they reseeded bare hills to restore forest growth and cleared debris from streams
they built fishways around waterfalls
Improvements in both harvesting and packing fish soon came about

WASHINGTON STATE LEGISLATURE RESTRICTS INDIAN FISHING

Washington State legislators placed restrictions on Indian commercial fishing
fishing in most of northern Puget Sound was outlawed
during the months of [March, April and May]
this halted the traditional Indian salt water harvest of spring chinook salmon runs
In defiance of the legislature James Crawford, the first State Fish Commissioner,
believed the legislature should restrict only stream fishing
there was little need to have restrictions on salt water fishing
Crawford's proposal limited discrimination against the Indians
to those who generally fished river salmon runs rather than those in the open water

SEATTLE AND MONTANA RAILWAY IS INCORPORATED BY JAMES J. HILL

Dreams of a north-south railroad linking Seattle with Canada were progressing
Jim Hill had already purchased British Columbia's New Westminster and Southern
Jim Hill incorporated a new railroad line to run northward from Seattle -- March 7, 1890
to connect with the Fairhaven and Southern Railroad (F&S) at the Skagit River near Sedro
oddly, he named his new company the Seattle and Montana Railway
although it had nothing to do with Montana

NORTHERN PACIFIC RAILWAY SELLS ITS LAND GRANT LAND TO ITSELF

Northern Pacific Railway (NPRY) purchased
two-thirds of Walter Granger's Yakima Land and Canal Company -- March 1890

thus fulfilling its obligation to sell its land and acreage within five years of completion
by purchasing the land itself
Yakima Land and Canal Company's name was changed
to the Northern Pacific, Kittitas, and Yakima Irrigation Company
NPRY employee Paul Schulze, who headed the railroad's land department,
was named president of the irrigation company
Walter Granger became vice president and general manager
Granger was charged with creating and implementing the irrigation system
Northern Pacific Railway (NPRY) now busied itself buying up more Yakima Valley land
at \$4.00 an acre adding even more land to its original land grant
Northern Pacific, Kittitas, and Yakima Irrigation Company hired William Hamilton Hall
he was a well-known California irrigation engineer
Hall proposed a forty-two-mile-long irrigation canal in Kittitas and Yakima counties
to reclaim dry land around Sunnyside, Washington
by using water from the Yakima River

NORTHERN PACIFIC RAILWAY (NPRY) WATERS THE ARID LAND

Northern Pacific Railway's Northern Pacific, Kittitas, and Yakima Irrigation Company
began to reclaim dry land around Sunnyside by diverting water from Yakima River
into the Northern Pacific Railway's Sunnyside Canal at a cost of \$10.00 an acre for water
Northern Pacific Railway then sold the irrigated land to farmers for \$50.00 an acre
fruit crops were planted in the Columbia River tributary valleys

SEATTLE PRESS EXPEDITION REACHES A BEAUTIFUL VALLEY

J.H. Christie and John Crumback scouted ahead of the main party -- Sunday, March 16, 1890
about 10 o'clock that morning they discovered a beautiful valley
where the Elwha River is joined by what is today known as Long Creek
as described by Christie: **"The course of the river could be traced far away to the
southeast, while immediately opposite our lookout point, away to the south, arose a grand chain of
peaks as far as the eye could reach, an exquisite panorama of mountain scenery to a lover of solitary
natural grandeur. Enraptured with the scene before me, I demanded of Crumback if he did not
think it glorious, and was shocked to hear him give his opinion, low and impressive, that he
considered it a "damned rough lay out."** [J.H. Christie]⁴⁸¹

LEGISLATURE PROVIDES FOR DIKES AND DITCHES FOR WESTERN WASHINGTON

Washington's legislators approved money for Western Washington farmers
to build dikes and ditches
farmland was divided into diking and ditching districts
with elected commissioners to oversee construction efforts
Farming became more like other businesses
farmers specialized in one crop which they could sell for cash -- that is a "money crop"

⁴⁸¹ Robert L. Wood, *Across the Olympic Mountains*, P. 87.

for example, it was discovered a variety of bulbs imported from Holland thrived in Western Washington especially in the Bellingham, Lynden, Mt. Vernon, Puyallup and Woodland areas
these crops provided such a bountiful yield that Holland itself became the prime market for Washington-grown bulbs
In all, more than 1,800 new farms were established along Puget Sound (between 1880 and [1890])
crop values increased to nearly \$2 million
but farmers needed a good price for their products to stay in business as they often had to borrow money to buy land, seed and machinery
if prices for their crops fell farmers could not make the payments and lost their farm

LEGISLATURE ORGANIZES IRRIGATION DISTRICTS IN EASTERN WASHINGTON

Well digging efforts in Eastern Washington funded by the state legislature were far from adequate
Legislators next passed a law authorizing irrigation districts -- March 20, 1890
of course the state, like the private water companies, expected to get a return on its investment by leasing water rights to farmers
however, irrigating land cost more than the state could provide as much more water than could be provided was necessary
Washington State withdrew its offer to finance well drilling
state legislators asked Congress to provide irrigation funding for use in Eastern Washington

SEATTLE PRESS EXPEDITION DISCOVERS SIGNS OF ANCIENT HUMAN ACTIVITY

J.H. Christie, Charles Barnes, and Christopher Hayes left camp to explore the Elwha River ahead -- March 24, 1890
they took two day rations with them
John Sims and John Crumback remained behind
Christie, Barnes and Hayes followed an elk trail they found the upland they crossed had been burned at some former time
Shortly after noon the three adventurers noted the **“first discovery of the former presence of man”**⁴⁸²
when they came upon a tree double-blazed in the Indian fashion the concluded the blazes were two hundred years old
About a half mile later they came on further signs of ancient Indian life
“Upon a little knoll a few feet to our left, as we followed the old elk trail, overhung by firs of enormous growth and wide spreading foliage, stood a post about six feet in height and 12 inches in diameter at the base. The base was about two feet high and covered with the decayed remains of what was once bark. The upper part of the post had been hewed down to a diameter of seven inches. This was at once identified as an Indian wringing post for dressing skins. The post bore signs of

⁴⁸² Robert L. Wood, *Across the Olympic Mountains*, P. 98.

great antiquity. Although standing in a dry and sheltered place it was extremely rotten -- so rotten that a hard blow with the back of an axe would have shattered it, and a hunting knife could be driven into it to the hilt. [Charles Barnes]”⁴⁸³

SEATTLE PRESS EXPEDITION CONTINUES CROSSING THE OLYMPIC MOUNTAINS

J.H. Christie, Charles Barnes, and Christopher Hayes
followed an ancient Indian trail -- March 25, 1890

“We had found a trail blazed by the old Indian and still kept fresh by his successor, the elk. Logs lay across it in every direction, but it was still well defined and could easily be made passable. Moreover, we were cheered by finding ourselves on a road. Roads lead somewhere, and this one possibly led into some beautiful valley with lakes, or perhaps a pass through the mountains. But our little party of three was now out of provisions and we had to turn back to camp. Eight hours at a rapid gait back over the trail which we had partially cleared, brought us in shortly after dark, and over our coffee and pipes we cheered the boys with the news of a good trail ahead. [Charles Barnes]”⁴⁸⁴

FARMERS’ ALLIANCE EXTENDS ITS REACH

Farmers who depended on railroads to get their crops to market
felt shipping prices were too high
farmers increased their production to make more money -- over supply drove prices down
continually using the land wore out the soil
Federal Interstate Commerce Commission had not provided shipping rate relief
railroads argued that in shipping to the coast
they had to meet water-based competition

Farmers’ Alliance began to have a political significance -- March 25, 1890

Northern Alliance faction adopted a resolution declaring that: **“We will no longer divide on party lines, and will only cast our votes for candidates of the people, for the people, and by the people.”**

(during the next election members of both political parties were elected to office in several states thanks to political organization and efforts of the Farmers’ Alliance)

RIDE ON THE SEATTLE LAKE SHORE AND EASTERN RAILWAY (SLS&E)

Thirteen-year-old Otto Reinig wrote about his train ride
on the Seattle Lake Shore and Eastern Railway (SLS&E) route -- March 26, 1890

Otto departed from Seattle’s Columbia Street station **“and made the following stops: Boulevard, Fremont, Latona, Ravenna Park, Yesler Junction, Keith, Lake Wayne, Bothell, Woodinville, Derby, York, Redmond, Adelaide, Inglewood, Monohan, Gilman, Preston, Fall City and Snoqualmie Falls”⁴⁸⁵** where he arrived after a two hour fifty-minute journey
he had traveled about forty-five miles at an average speed of fifteen miles per hour

⁴⁸³ Robert L. Wood, *Across the Olympic Mountains*, P. 99.

⁴⁸⁴ Robert L. Wood, *Across the Olympic Mountains*, P. 105.

⁴⁸⁵ Seattle, Lake Shore & Eastern Railway, www.fallcityhistorical.org

FIRST SESSION OF THE WASHINGTON STATE LEGISLATURE ADJOURNS

Washington's Legislature adjourned *sine die* after 143 days -- March 28, 1890

(that is **“without assigning a day for a further meeting or hearing”**)

This session of the legislature had performed several necessary acts to better the government:

- created a reform school for both boys and girls at Chehalis;
(some years later the Training School for boys at Chehalis was begun
and the Training School for girls was started at Grand Mound).
- authorized a soldier's home in Orting, Washington,
- passed laws establishing various departments of state government,
- defined rights and duties of citizens,
- provided for boards, departments and commissions,
- passed 174 laws including civil and criminal codes

(State legislature's first Special Session

will meet for nine days beginning [September 3, 1890])

SEATTLE PRESS EXPEDITION FINDS THE GOING VERY DIFFICULT

Running low on supplies and completely out of meat the party was becoming concerned instead of a great central valley covered by rolling prairies as legends promised this country was becoming increasingly wild and rugged, the snow deeper, the mountainsides steeper and the canyons narrower⁴⁸⁶

Hungry expedition members set out -- early morning April 7, 1890

J.H. Christie and Charles Barnes climbed the lower slopes
when they came upon a long, narrow field

scanning the area with field glasses they saw an elk about 800 yards away

“He was lying upon the ground apparently asleep in the sun. His wide branching antlers lay against his back, his feet drawn up. That we had surprised his majesty seemed certain. It was long range, but the wind was right for a successful stalk. I dropped behind a log, covered him with my rifle, while in an instant Christie divested himself of unnecessary hamper and disappeared in the bushes on the right. I waited, and the elk seemed entirely unsuspecting of our presence. Presently I saw Christie emerge from a clump of undergrowth and glide as silently as an Indian to the shelter of a fallen log. Now and then I could see him slowly and cautiously getting nearer and nearer until he reached a big stump covered with mosses and vines within easy range of his prey. Ten minutes had passed and I began to feel the tension relaxing a bit as I saw him take careful aim through the vines. Already broiled steak and marrow bones seemed to greet my hungry palate. But there came no report. I wondered if his rifle had jammed. Presently his gun slowly dropped and his head cautiously appeared as he seemed to survey the animal in surprise. Then he came out from his hiding place, walked up to the prostrate elk and beckoned to me. [Charles Barnes]”⁴⁸⁷

Captain Barnes hurriedly joined Christie

as he approached, it became obvious the elk had been dead for over a month

⁴⁸⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 118.

⁴⁸⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 119-120.

“As he lay upon the ground we could not but admire his mammoth proportions. It was a bull, and his antlers, which we saved, measured 5 feet 6 inches across, and the animal when alive must have weighed 600.”⁴⁸⁸

apparently the animal had died of starvation

Later in the day, they were more fortunate when a bull elk was killed’

SEATTLE PRESS EXPEDITION CROSSES WHAT THEY NAMED “PRESS VALLEY”

It took a week to move their provisions the length of what they named the Press Valley which they first had noted a month before -- April 10 to April 16, 1890 their situation deteriorated as supplies ran lower and hunting was poor

PROGRESS IS APPARENT IN PIERCE COUNTY

William Rust took over Tacoma’s Ryan Smelter from the cash strapped Dennis Ryan who had built the facility two years before [1888]

Rust changed the name to the Tacoma Smelting and Refining Company -- spring 1890

William Rust also established a company town for his smelter employees with a remarkable lack of imagination for such a noted industrialist, he named the village “Smelter”

(this name was changed to *Ruston* by a vote of the residents [October 22, 1906] in honor of William Rust)

TACOMA TRADES COUNCIL IS ORGANIZED

Tacoma Trades Council grew out of an attempt by union member to build a labor Temple in Tacoma -- April 1890

Tacoma Trades Council formed to hold the title to a city building at the foot of 12th Street delegates for eight local organizations met in the Knights of Labor hall to organize these groups included:

- Knights of Labor,
- several railroad brotherhoods,
- Socialist Labor Party
- Tacoma’s Women’s Teacher’s Club

Tacoma Trades Council adopted the Preamble of the American Federation of Labor (AFL) but did not affiliate with the AFL

for the first year of its organization Tacoma Trades Council had no sustaining president rather a presiding officer was chosen for each meeting no person could serve twice in succession

theoretically, the plan seemed good -- but it failed and permanent officers were chosen Tacoma

Trades Council began a drive for shorter working hours

tailors came into the organization at the second meeting

eventually more than forty additional unions joined the Tacoma Trades Council

⁴⁸⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 120.

printers, horseshoers, shingle weavers, shipwrights and caulkers,
and street railway workers
Socialist movement was represented in the labor organization
by the National Club and the Socialist Party
both were later restricted for political reasons
Even more unions joined and the council helped additional new unions to organize
printers, brewery workers, cigarmakers and many building trades
achieved an eight- or nine-hour workday
many other unions in Tacoma gained shorter working hours with no reduction in pay
dry goods and clothing clerks campaigned to reduce their twelve-hour work day
by closing the shops at 6:00 p.m. -- but they did not succeed
(Although there was a break in the Tacoma Trades Council history [1895]
this organization provided the foundation for the Tacoma Central Labor Union
and later still, the Tacoma Central Labor Council)

SEATTLE PRESS EXPEDITION'S REMAINING PACK MULE IS TURNED LOOSE

The mule, Dollie, gave out and laid down -- April 21, 1890
they unloaded the mule, cached her pack, and left her on the trail to fend for herself

Five members of the Seattle Press Expedition faced a critical situation
it would take at least a month and, perhaps twice that long, to reach Lake Quinault
expedition was down to about two hundred pounds of supplies -- about ten days' worth

SEATTLE PRESS EXPEDITION LEAVES THE ELWHA RIVER

Five men and their three dogs left the Elwha River -- April 22, 1890
they headed southwest in hope of finding a pass to take them to the Quinault River
they had inadvertently selected the roughest part of the Olympic Mountains to cross
For a week they fought their way up what they named Goldie Canyon
progress was very slow
as they traveled the size of the river diminished in size
but the canyon grew deeper and more difficult

“The snow also became deeper as we advanced, and our daily progress slower. Beautiful scenery opened before us at every turn. At places the river was bridged with snow, so that we could cross with ease and safety. From the mountain sides magnificent cascades played hundreds of feet into the river below. Avalanches had at places stripped the mountain of its timber, and at these points the canyon was blocked up with a huge mass of mingled snow, rock and forest trees torn out by the roots. [Charles Barnes]”⁴⁸⁹

SEATTLE PRESS EXPEDITION WITNESSES NATURE'S FORCE

Although a Sunday, the men decided to continue their trek -- April 27, 1890

⁴⁸⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 138.

travel was necessary as supplies were dwindling at an alarming rate

Men viewed the “glorious range of mountains...Snow covered from base to summit, the range seemed to rise in a perpendicular wall. From its central position and lofty height it was evidently the backbone of the Olympic Mountains. We called it Bailey range, after Mr. William E. Bailey, proprietor of the [Seattle] *PRESS*. Two splendid peaks in the range rose immediately opposite us. The peak to the northward we gave the name Mount Ferry, after Governor E.P. Ferry of the state of Washington. The one to the southward we called Mt. Pulitzer after Mr. Joseph Pulitzer of the New York World.

“Bailey range from where we sat seemed like a long thin wedge. Its edge sharply defined against the sky, was covered with snow, through which sharp jagged rocks protruded like the teeth of a saw. The west wind which here prevails throughout the year, had drifted the snow along the summit in places into a huge overhang on our, or eastern side. It was like a great wave curling over. It seemed in some places to project thirty or forty feet. [Charles Barnes]”⁴⁹⁰

Throughout the day avalanches broke the silence of the mountains

directly opposite them not a mile away on Mt. Pulitzer a great mass of snow slipped down the mountain

“A glance revealed the origin of the movement. A piece of the overhanging snow had broken from the crest. The snow below it lay upon the mountain side a hundred feet in depth. Dislodging a great quantity of this the combined mass began to descend the almost perpendicular descent, gathering momentum and fresh accumulation every moment. To us as we watched it from a distance it seemed to move slowly, but in fact it was plowing and plunging down the shining white plane at a great velocity. Before it bounded great balls of snow, like sputtering drops of oil on a heated surface. As it neared the timber line we watched it with increased interest. From the base of the mountain the timber belt extended up its sides some thousand feet and lay directly across the path of the descending monster. We had not long to wait.

“Before the head of the avalanche struck the timbers the trees began to go down. It seemed as if the rushing column, or cushion, of air pressed forward, and sustained by the mighty downrush of the avalanche, struck the timber. It snapped them off like matches and hurled them before it hundreds of feet. Great forest trees gnarled with the hardy mountain growth of hundreds of years were torn up by the roots by the breath of the monster.

“The crash of timber and roar of the avalanche came to our ears like thunder -- like the continued roar of artillery. It cut a swath through the timber hundreds of yards in width, and poured -- a dirty mass of snow, broken timber, rocks and earth -- into the canyon below. It was all over in about the space of a minute, but to us who watched it seemed an hour. The movement of a mountain side, the tearing up of rocks and crashing of trees made it a most thrilling spectacle. After it was over, we had time to observe the awful effects which ensued from that little break at the top. Broken and splintered stumps marked all that was left of the great trees in its path. The smaller trees had bent forward with the weight of the snow and had remained comparatively uninjured. Great patches of bare earth and naked rock showed here and there where there had been pure, white snow a few minutes before.” [Charles Barnes]⁴⁹¹

⁴⁹⁰ Robert L. Wood, *Across the Olympic Mountains*, P. 142.

⁴⁹¹ Robert L. Wood, *Across the Olympic Mountains*, P. 142-143.

SEATTLE PRESS EXPEDITION SEES THE QUINAULT RIVER

Becoming desperate in their search for the Quinault River -- April 29, 1890

J.H. Christie and Charles Barnes scouted ahead
noting the “spectacle of mountain scenery”⁴⁹²

Charles Barnes reflected: **“One thought was uppermost in both our minds. For a moment we were almost stunned by the sea of mountains across the pathway to our journey’s end -- and we had but twelve day’s grub in camp by the utmost economy. For a moment only we gazed -- then in one breath we cried, ‘The Quinault!’ yes, there was the watershed of the Quinault, the aim of all our travel, separated from us at a distance of not over six or seven miles by a ‘height of land’ somewhat less than the height at which we stood. But what a watershed! What a route to travel! A deep gorge it seemed, its precipitous sides all rock and snow rising gradually to the snow-capped vapor-wreathed heights that formed its bounds. For some miles the pass appeared to run due south and then trended to the southwest, far away.**

“‘One pack a man,’ said Mr. Christie, after several minutes of silence, during which we looked and pondered upon the situation -- pondering in which pounds of flour and ounces of bacon largely figured.

“‘One pack,’ I assented.” [Charles Barnes]”⁴⁹³

SEATTLE PRESS EXPEDITION TRAVELS BECOME EVEN MORE TREACHEROUS

They were now in the high country between the Elwha and Quinault rivers
they divided the remaining supplies into five packs of seventy-five pound each
Camp was deserted -- 9:00 a.m., May 1, 1890

“All day long we passed steep inclines, bare of timber and heavy with snow. In two places avalanches had taken place, and we were in constant fear lest the jar of our weight would start others. For this reason we kept, as a rule, far apart, in order to bring as little weight as possible on any one point. The snow was soft and melting, little pieces started by our feet would go rolling or sliding sometimes thousands of feet, becoming great masses before reaching the bottom. We had to check the dogs from running above us on the slope, for even the small pieces of snow detached by them would often become dangerous by accretion [growth] by the time they reached us a little way below.” [Charles Barnes]”⁴⁹⁴

SEATTLE PRESS EXPEDITION FINDS SNOW REPLACED BY DIFFICULT ROCK

Crossing the high country between the Elwha and Quinault rivers was difficult
trekking through snow gave way to rock climbing -- May 4, 1890
they reached a rock ledge which appeared impassable, but Christie found a route

“At extreme hazard one of us, generally Mr. Christie, would climb slowly up to some jutting splinter of rock or stunted tree whose roots had a firm hold in the crevices, and then throw down a line. One by one and from one niche or shelf to another we gradually scaled the face of the rocks, some time hand over hand, and at others by means of a loop around the body, each man worked up after the leader. Our baggage we hauled up in the same manner. As for the dogs we would tie the

⁴⁹² Robert L. Wood, *Across the Olympic Mountains*, P.151.

⁴⁹³ Robert L. Wood, *Across the Olympic Mountains*, P. 151.

⁴⁹⁴ Robert L. Wood, *Across the Olympic Mountains*, P. 157.

rope around their necks and pull them up. Fortunately the rock work was free of snow. It was not pleasant to trust one's entire weight to a cod line, and when we reached the top we were all quite exhausted, more from the expenditure of nervous force than by physical." [Charles Barnes]⁴⁹⁵

ANOTHER SHORTLINE RAILROAD BEGINS OPERATION IN WASHINGTON

Tacoma, Olympia & Grays Harbor (TO&GH) Railroad was formed

as a subsidiary of the Northern Pacific Railway (NPRY) -- May 7, 1890

TO&GH's goal was to reach Grays Harbor from the NPRY's Pacific terminus in Tacoma

just as was the goal of the failed Tacoma, Olympia & Pacific (TO&P) Railroad [1889]

it was believed this route was so desirable

that the Northern Pacific Railway would purchase it

Shortly after its formation TO&GH purchased the portion of the Port Blakely Mill's

Puget Sound and Grays Harbor (PS&GH) railroad between Elma and Montesano

track was extended to Cosmopolis, Washington

SEATTLE PRESS EXPEDITION REACHES THE QUINAULT RIVER

They reached the Quinault River and were descending toward Lake Quinault -- May 9, 1890

once again they found an old elk trail through the extremely rough country

"Presently we found that the trail was blazed like that upon the other side, but the blazes were very old, like those upon the Elwha. We were immediately pleased by this discovery, for it is the broad road to civilization again. Following this old trail we found that it differed in several respects from that on the Elwha. While the blazes themselves do not appear to be older they are invariably on older trees. We saw no blaze on any tree of less diameter than three feet. Fully half of the blazed trees are dead and broken off, say from 10 to 15 feet from the ground. These old yellow stumps, decayed and devoid of bark, are so numerous that they make a long line through the woods, which can be seen for some distance, marking the trail of the old Indian." [Charles Barnes]⁴⁹⁶

SEATTLE PRESS EXPEDITION FINDS THE QUINAULT RIVER ALSO TO BE DIFFICULT

Tramping over the sodden, slick, canyon wall of the Quinault River

proved discouraging to the five men -- May 11, 1890

"Below camp the river entered a deep and gloomy gorge. Scrambling up the steep side of Mount Zindorf, as we named this mountain, we followed the mountain side to the southward. The underbrush became gradually more rank. The mountainside also became more moist and wet. The ground was sodden, water oozed up by the pressure of every footstep. In addition to this discomfort, which had to be borne in shoes of which by far the greater part, by weight, are worn away, it began to rain. We followed the side of the mountain until it curved to the westward, and then descended and found ourselves in a large valley.... There is so much moisture that a stick begins to rot as soon as it falls, and any kind of scar or blaze seems to kill the tree. The ground is encumbered with rotting logs for the most part so decayed that they crumble beneath a man's weight. Everything is rotten." [Charles Barnes]⁴⁹⁷

⁴⁹⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 164.

⁴⁹⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 179.

⁴⁹⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 181.

SEATTLE PRESS EXPEDITION TRAMPS THROUGH DEEP, PRIMEVAL WOODS

Showers occasionally fell throughout the day -- May 12, 1890

Sitting at lunch overlooking the Quinault River as it plunged through a deep gorge

“About here we began to be greatly puzzled by the outlook ahead. There is something much like exploring a dark rat hole in this following a stream in these woods, and enclosed by such hills as these. One can only see a few yards in any direction near the ground, and overhead the foliage shuts out even the sky. One cannot get a sight of the mountains or hills. At long intervals on approaching the river the most that can be seen is just sufficient to enable one by tracing the specks of light through the branches of the trees, to expect that the gap continues a little further in the given direction.” [Charles Barnes]⁴⁹⁸

As they continued on, they were forced to climb a steep and difficult mountain

here many tributaries entered the Quinault River which slowed their progress

They made camp for the night on a patch of bottomland and considered their plight

“The river is now flowing due east, and we are very uncertain as to the identity of the river. It is away off the course laid down for the Quinault on the maps. The maps in our possession indicate the west fork of the Skokomish as draining this section, and, as the river we are now on flows in the direction by them given to the Skokomish, we have much trouble on our minds to-night.” [Charles Barnes]⁴⁹⁹

SEATTLE PRESS EXPEDITION FINDS DRY LAND AND MEAT

Continuing along the Quinault River

their outlook turned more positive after a successful hunt for meat -- May 15, 1890

they were in a valley where there was no snow and the afternoon was warm and sunny

“For the first time in months, and finally, we hoped, we stood upon bare ground. We seemed to be near home now and the satisfaction of all hands was complete. After resting up a little while and enjoying the novelty of the change in our circumstances we again shouldered our packs and followed the left bank of the stream.” [Charles Barnes]⁵⁰⁰

SEATTLE PRESS EXPEDITION FINDS THE FIRST SIGN OF CIVILIZATION

After a night of drenching rain camped along the Quinault River the men were miserable

however, the sun came out shortly after breakfast -- May 17, 1890

Below the juncture of the two forks of the Quinault River (they had followed North Fork)

the adventurers suddenly emerged from the forest

into a little clearing embracing a log cabin

although the trapper's home was empty, it was the first sign of civilization

SEATTLE PRESS EXPEDITION MAKES HUMAN CONTACT

Day dawned clear and warm -- May 18, 1890

⁴⁹⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 182.

⁴⁹⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 183.

⁵⁰⁰ Robert L. Wood, *Across the Olympic Mountains*, P. 184

Captain Charles Barnes later wrote: **“This has been the day long looked forward to, of meeting white men and getting a taste of civilization, but coupled also with our greatest misfortune.”**⁵⁰¹

After breaking camp they were forced to climb through very dense forest

moving was accomplished only with great difficulty

they struck inland, but found the going no easier

Tired and foot sore, the men noticed the river flowing past them

what took an hour to traverse by walking could be covered in minutes on the river

it was decided to build a raft

reasons for this decision were provided by J.H. Christie: **“We were getting short of grub; we were now almost naked. The continued hard work and travel which the party had undergone, backed by the fact that we were traveling or rather forcing our way along the bank of a magnificent stream tended towards the making up of my mind to build a raft with which to reach the lake. On reaching a gravel beach some six miles below the east fork, dry wood being handy, I determined to collect timber and launch a raft at the point.”**⁵⁰²

While cutting down for a raft, trees the party was surprised to see a man

emerge from the forest across the river from where they were working

“He caught sight of us at the same moment and stepped back again out of sight. After another moment he came out and we mutually signaled by waving our hands. ‘A settler!’ cried one of the boys. ‘God help his plug of tobacco!’

“Our pleasure on seeing him can be imagined. We stopped working on the raft and centered our attention on the stranger who came down to the waters’ edge for hailing, as Mr. Christie reached a point opposite. The distance made communication difficult, but fortunately there came in sight around the bend from below his canoe paddled by his two Indian guides. The white man stepped into it, and in a few moments was along-side of us. He was evidently a little doubtful of us, for which we could hardly blame him, for we did look tough, but after a few moment’s conversation he became convinced of our honesty and became most kind and cordial. His name was F.S. Antrim of Aberdeen. He apologized for jumping behind the brush when he first saw us, because, as he explained, he was looking for elk or bear, and, not expecting to meet any man up here, his momentary impression was that we were game.” [Charles Barnes]⁵⁰³

SEATTLE PRESS EXPEDITION RUNS INTO MORE TROUBLE

F.S. Antrim gave them information about the river and offered to assist any way he could receiving assurances from the Indian guides that rafting down the river was possible

J.H. Christie, Christopher Hayes, John H. Crumback, John W. Sims

and Captain Charles A. Barnes busied themselves

with constructing a raft -- May 18, 1890

“[They pushed] out into the stream [and] we were soon gliding quietly and swiftly down. The steering oar in Mr. Christie’s experienced hands, assisted by an occasional check with the poles,

⁵⁰¹ Robert L. Wood, *Across the Olympic Mountains*, P. 188.

⁵⁰² Robert L. Wood, *Across the Olympic Mountains*, P. 188-189.

⁵⁰³ Robert L. Wood, *Across the Olympic Mountains*, P. 189.

served to keep us in mid channel. The river for over a mile continued as gentle as could be desired, and we congratulated ourselves on an early termination of our journey.” [Charles Barnes]⁵⁰⁴

As the raft rounded a sharp bend in the Quinault River they were horrified

to see the river narrow into a rapid channel with a great pile of drift timber to the right

Christie was able to swing the raft so it hit the pile broadside

John Crumback and John Sims leaped to the drift pile and were safe

Huge amounts of water covered the raft carrying away Barnes, Hays, dogs, and baggage

Christopher Hays was in danger of being swept under the drift pile

when Christie grabbed him by the arm and helped him climb the drift

Barnes came to the surface after he had passed under a corner of the drift pile

grabbed the pack which contained the expedition’s records

clung to a spar about fifty yards below where the raft had struck the river debris

Christie, with great effort, turned the raft until it cleared the drift pile

and steered toward Barnes

Barnes **“rather preferred to strike out and swim than run the risk of being struck by the raft.”**⁵⁰⁵

he released his hold on the snag and held tightly to the pack

he was carried downstream three hundred yards before successfully reaching shore

Christie shot past Barnes’ former location, but managed to beach the raft

he joined Barnes **“in spreading out his records and charts, saved by [Barnes’] exertion and at a very imminent risk of his life. We are indebted to his grit and pluck for preserving the records of our winter’s work within the charmed circle of Olympus.”** [J.H. Christie]⁵⁰⁶

Lost to the expedition was everything else: guns, ammunition, bear skins, fishing tackle,
and most of the mineral and other specimens

J.H. Christie and Charles Barnes collected the contents of the pack
and began to walk downstream

John Crumback, John W. Sims and Christopher Hayes, recovering on the opposite bank,
also began to walk out

That afternoon two more vacant log cabins were passed

Two camps were made for the night one on each side of the Quinault River

Christie and Barnes on one side -- Crumback, Sims and Hayes on the other
they estimated their location was about five miles from F.S. Antrim’s cabin

SEATTLE PRESS EXPEDITION REACHES LAKE QUINAULT

Both camps were broken at sunrise after spending a rainy night in the open -- May 19, 1890

J.H. Christie and Charles Barnes walked downstream
along one side of the Quinault River

John Crumback, John Sims and Christopher Hayes did likewise on the opposite side

Suddenly Mr. Antirm’s canoe appeared to Christie and Barnes

“It was a happy meeting. His offer of assistance was gratefully accepted, and we [all five expedition members] prepared to accompany him in the downward trip. He was, however, as wet as

⁵⁰⁴ Robert L. Wood, *Across the Olympic Mountains*, P. 190.

⁵⁰⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 191.

⁵⁰⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 192.

ourselves, and so we finished the drying out process and had the pleasure of adding to Mr. Antrim's wardrobe a pair of blanket 'duffels' for his feet, an acquisition which, however comfortable, may create some amusement in the family circle at Aberdeen. Duffels are a style of hosiery not as yet prescribed by the tyrant, Fashion. Mr. Antrim killed a bear this morning, which was in the boat, and while we were drying out the Indians skinned it." [Charles Barnes]⁵⁰⁷

When the expedition arrived at Mr. Antrim's cabin at the head of Lake Quinault the warmth of civilization was relished far into the night

SEATTLE PRESS EXPEDITION TRAVELS TO ABERDEEN

Crossing Lake Quinault and continuing to the river's mouth,
the five members of the Press Expedition reached the Quinault Indian Agency
Setting out from the Quinault Indian Agency at the mouth of the Quinault River
the party boarded a sloop bound for Grays Harbor

After traveling sixty miles in twenty-two hours
they arrived at Aberdeen -- 2:00 a.m., May 21, 1890
J.H. Christie wired the *Seattle Press* regarding their success
and requested \$125 to meet the expenses they had incurred

Captain Charles Barnes concluded: **"The people of the town were very kind and showed us every consideration. Unterrified by our tremendous appetites, they took us to their homes and gave us white folk's food.**

After two days of rest, which we needed so badly, we at length parted from our kind friends at Aberdeen and took the steamer for Montesano, and thence to Seattle, where our arrival at the steamer's wharf ended our journey after an absence of six months. Our exploration of the Olympics was completed."⁵⁰⁸

CONSTRUCTION BEGINS ON JIM HILL'S SEATTLE AND MONTANA RAILWAY

Contractors began clearing land, blasting stumps, driving pilings and building cribbing for trestles along the seventy-nine-mile route north from Seattle to the Skagit River -- May 1890

Jim Hill's proposed route had three major rivers to cross: Snohomish, Stillaguamish and the Skagit other difficulties also occurred:⁵⁰⁹

- some property owners balked at selling, forcing court condemnation to acquire their property;
- heavy rains flooded the Stillaguamish River forcing track to be laid along a muddy route that was expected to be dry;
- Stillaguamish River drawbridge was condemned as unsafe and had to be replaced;
- but the most difficult problems occurred along the stretch from Ballard's Salmon Bay to the Snohomish River
this route was surveyed along a shoreline where erosion and waves constantly battered the light rock-less soil
(a Christmas day storm washed out tracks for a mile near Richmond Beach);

⁵⁰⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 194.

⁵⁰⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 197.

⁵⁰⁹ Karen Prasse, Essay 8688 Historylink.org, September 13, 2008.

- another storm washed out the new track near Edmonds and Mukilteo because the tracks were only four feet above the tide line;
- Teredo worms (ship worms) infested the pilings along the salt water even so, contractors succeeded in clearing land, blasting stumps, filling cribbing on shorelines, pounding pilings, and constructing trestles along the Seattle and Montana Railway route

FAIRHAVEN AND SOUTHERN (F&S) RAILROAD REACHES SEDRO

Fairhaven and Southern Railroad (F&S) continued construction south from Fairhaven (Bellingham) track reached the coal mines in Skagit county and began operations [February 1, 1890]

Track was completed to Sedro – June 28, 1890

trains completed the trip from Fairhaven to Sedro over twenty-miles of track in fifty minutes

SEATTLE, LAKE SHORE AND EASTERN RAILROAD REACHES SKAGIT COUNTY

Judge Thomas Burke and Daniel Gilman's Seattle, Lake Shore and Eastern Railroad pushed the (SLS&E) track from Snohomish City

toward the settlement of Earle (east of Lake Stevens)

it took nine months of route clearing work to reach the Snohomish-Skagit County line

here the Seattle, Lake Shore and Eastern Railroad discovered another dilemma

they faced competition from the Fairhaven & Southern Railroad (F&S)

rack laying crew

RAILROAD COMPANIES COMPETE FOR THE LAKE MCMURRAY RIGHT-OF-WAY

Fairhaven and Southern Railroad (F&S) construction crew was camped

near Lake McMurray in Skagit County

they intended to begin construction work near the lake in the morning

Seattle Lake Shore and Eastern Railway (SLS&E)

also had a construction gang at work on their route near Lake McMurray

Both railroads needed the narrow pass around Lake McMurray to complete their route

SLS&E's construction crew arrived at Fir (near today's Conway, Washington)

workers proceeded by pack train and arrived in the vicinity of the pass late that night

they set up camp without lighting fires

SLS&E crews were up at an early hour the next morning

by the light of lanterns, they slunk through the woods and reached the pass

they were in full possession and at work on the pass

when the F&S men arrived fifteen minutes later

Seattle Lake Shore and Eastern Railway (SLS&E) won the battle

and soon won the war for the route from Seattle to the Canadian border

JIM HILL PURCHASES THE FAIRHAVEN AND SOUTHERN RAILROAD (F&S)

To advance his plan to connect Seattle with the Canadian Pacific Railway (CPR)

Jim Hill bought the Fairhaven and Southern Railroad (F&S)

and added F&S's fifty-one miles of track

to his growing Great Northern Railway – June 30, 1890

HORACE ROSCOE CAYTON BECOMES SEATTLE'S BLACK JOURNALIST

Horace R. Cayton arrived in Seattle sometime around 1890

Horace was born a slave in Mississippi [1859]

after the Civil War he attended Alcorn Agricultural and Mechanical College
where he became interested in journalism

Horace Cayton became a political reporter for the *Seattle Post-Intelligencer*

he was loyal to the Republican Party because under Abraham Lincoln it had freed the slaves

SHERMAN ANTI-TRUST ACT IS PASSED BY CONGRESS

Sherman Anti-Trust Act was enacted by Congress with little opposition -- July 2, 1890

this law was sponsored by powerful Ohio Republican U.S. Senator John Sherman
chairman of the Senate Finance Committee

Sherman Anti-Trust Act was to prevent businesses from joining together
to form monopolies or cartels to control trade in a product

(Sherman Anti-Trust Act had little or nothing to do with business trusts as we know them
and the law was distinctly not "Anti" Trusts)

in fact, the law did not stimulate the development of competition as had been anticipated
and later will later be twisted to weaken labor unions)

IDAHO BECOMES THE FORTY-THIRD STATE

(Citizens of Idaho Territory had held an unauthorized Constitutional Convention
in an effort to achieve the statehood status granted to its neighbors

Constitution of Idaho was adopted [August 6, 1889]

and approved by the voters [November 1889])

Congress gave its approval for writing an Idaho Constitution -- July 3, 1890

(this document was composed of twenty-one articles

and has been amended over a hundred times but despite the numerous amendments
the Idaho Constitution has never undergone a major revision

it remains essentially in the same form as when it was created)

George L. Shoup, last of the Wyoming territorial governors,

was elected the first chief executive of the Gem State

PUGET SOUND COOPERATIVE COLONY AT PORT ANGELES EXPANDS

As more settlers arrived and found no land available in the city

they became frustrated by the fact that some 3,000 acres remained locked up in federal reserve
this tangle of dense old-growth timber hemmed in the small settlement along the waterfront
and stymied development

especially that of the Puget Sound Cooperative Colony

Residents of the Socialist Puget Sound Cooperative Colony noted the federal government
had not responded to requests to open the reserve for settlement

John C. Murphy, an Irish American lawyer who moved to Port Angeles from Olympia
came up with the plan to force the issue

Murphy urged residents to open the reserve themselves by moving onto the government land
to stake out and occupy lots

Socialist squatters began their land rush -- July 4, 1890

they **“literally picked their beds up off the beach and walked into the timber”**⁵¹⁰

each squatter claimed two 50 by 140-foot lots and began making improvements
they felled timber, burned brush, grubbed out stumps, planted gardens, built fences
and set up a tent or shanty so they could “prove up” the claim by living on it
to keep things in order, the settlers formed the Squatters Aid Association of Port Angeles
headed by George Venable Smith

BEN SNIPES EXPANDS HIS BANKING SERVICE

Ben Snipes opened a branch of his Ellensburg bank in Roslyn, Washington -- 1890

this bank was robbed by brothers Tom and Bill McCarty and Matt Warner

this well-known gang called themselves the “Invincible Three” -- it was nearly true
(Matt Warner and Tom McCarty took Butch Cassidy on his first bank robbery in Telluride, Colorado
Cassidy later partnered in crime with Harry Longabaugh
who became known as the Sundance Kid)

In spite of several natural calamities and multiple financial disasters Ben Snipes achieved success:

- he had been a penniless young man who became known as the “Northwest Cattle King”
- he had two banks and accounts numbering in the thousands -- all doing well,
- more than a millionaire, he possessed more money than he or his family would ever need
he owed not a penny to anyone in the world,
- he was widely known -- admiration and respect greeted him on every hand,
- his palatial home in Seattle was all that a man could desire

Ben Snipes decided to retire to his Seattle manor house with his family -- July 1890

WYOMING BECOMES THE FORTY-FOURTH STATE

(Wyoming Territorial Legislature played a crucial role in the nation’s Suffragette Movement
only four years following the American Civil War and thirty-five years

before women’s suffrage became a highly visible political issue in the United States,

Wyoming Legislature granted all women above the age of twenty-one
the right to vote [December 10, 1869])

(Utah Territory followed suit the next year)

this effort by the Wyoming legislature was motivated by a number of factors:

- enticing Eastern women to the territory to increase its population,
- publicizing the new territory to bring more voters into the fold,
- genuine concerns that women should be allowed the vote

Wyoming Territory was also the home of other firsts for U.S. women in politics:

- women first served on a jury in Wyoming [Laramie, 1870],
- Wyoming had the first female court bailiff (Mary Atkinson, Laramie, [1870]),
- Wyoming had the first female justice of the peace

(Esther Hobart Morris, South Pass City, [1870])

Because of the territory’s voting rights laws, an anti-suffrage United States Congress

⁵¹⁰ William D. Welch, *A Brief History of Port Angeles*, P. 13.

was hostile to Wyoming and its legislature during the effort to make Wyoming a state [1889] and in writing a new constitution [1890]

Congress threatened to withhold statehood unless the suffrage law was changed
Wyoming's territorial legislature and government sent a threatening telegram back insisting that Wyoming would remain out of the United States for 100 years rather than become a state without women's suffrage

Congress withdrew its threat

President Benjamin Harrison signed into law the declaration making Wyoming the 44th state -- July 10, 1890
(Wyoming's early entry into female politics continued into the 20th Century
Democrat Nellie Tayloe Ross, who was elected in [1924] and took office in [January 1925], to become the first elected woman governor of a U.S. state)
Because of rights given to women, Wyoming earned the nickname "The Equality State"

MCNEIL ISLAND CHANGES FROM A TERRITORIAL PRISON TO A FEDERAL PENITENTIARY

U.S. Attorney General responsible for directing federal prisons formally offered the penitentiary on McNeil Island to Washington Governor Elisha P. Ferry -- July 1890⁵¹¹
this gift was declined with the explanation that permission from the legislature was required before the state could assume responsibility for the prison
Washington State Legislature never took action and the facility remained in federal hands
name was changed from the Washington Territorial Prison to McNeil Island Federal Penitentiary
however, it was a change in name only as the U.S. Attorney General neglected the prison shamefully
perhaps because it was out of the way and communications were difficult

CRUSHING PERSONAL DEBT IS REACHING A CRISIS LEVEL IN THE NATION

Steady decline in the market price of silver bullion combined with a deep economic downturn -- 1890
farmers and wage earners blamed the gold standard and "tight money"
(reliance on gold alone to back money -- thus limiting the supply)
one in four farms in the Pacific Northwest was mortgaged
Debtors believed that stingy circulation of money was largely responsible for their economic woes
they believed economic problems would be solved by using both gold and silver to back dollars
thus allowing for more money in circulation -- and therefore more cash to spend
more cash would drive farm prices and wages up
they demanded more currency be put into circulation regardless of the inflationary results
silver mining companies supported this position as it would be good for their business
Republican members of Congress had long stood against the idea of generating inflation
however, new pro-silver Republicans senators and representatives from the Far West entered into what seemed a treacherous alliance with the more radical Democrats in Congress
to help force passage of the Sherman Silver Purchase Act of 1890
in return new Western Congressmen supported high tariffs on trade

⁵¹¹ Daryl C. McClary, *McNeil Island and the Federal Penitentiary*, Essay 5238, Link.org, April 17, 2003.

to protect Eastern businesses interests

SHERMAN SILVER ACT IS PASSED BY CONGRESS

Senate Finance Committee Chairman Ohio Republican U.S. Senator John Sherman saw to the passage of his legislation -- July 14, 1890

Sherman Silver Act reflected the desires of debt-ridden Western farmers and Western mine owners seeking a market for their ore

Sherman Silver Act was diametrically opposed to the views of conservative Republicans who feared runaway inflation

Sherman Silver Act did not offer “free coinage” of money backed by silver as demanded by Free Silver supporters

but the government was forced to buy four and a half million ounces of silver each month bank notes were to be redeemable in either gold or silver

these notes were then sent back into circulation to be again redeemed with gold or silver amount of money in circulation expanded

but not as dramatically as Free Silver advocates demanded

For their efforts in seeking passage of the financial change,

newly elected Western senators and representatives were duly appreciated by their constituents

SEATTLE AND NORTHERN (S&N) RAILROAD BEGINS OPERATION

Investors from Northern Pacific Railway (NPRY) and Union Pacific Railroad (UP) decided to build a shortline route from Anacortes' Ship Harbor (today's Anacortes ferry terminal)

to Sedro, Washington where a connection with the main north-south railroad could be made NPRY's Oregon Improvement Company operated by the railroad

it was hoped that Anacortes might become the new terminus for the transcontinental railroad

Seattle and Northern Railway (S&N) ran its first train from Ship Harbor

to seven miles beyond Sedro, Washington -- August 15, 1890

(S&N extended east from Sedro but the line terminated at Rockport, Washington [1901])

James Jerome Hill purchased the S&N through his Seattle and Montana Railroad

Seattle & Northern became part of the Great Northern Railway empire [1901])

RAILROADS LEAD TO THE DEVELOPMENT OF SEDRO, WASHINGTON

(Within months two more of the Fairhaven and Southern Railroad (F&S) reaching Sedro

two other railroads crossed the F&S road bed half mile north of Sedro

this formed a triangle where P.A. Woolley started his namesake company town

and began selling railroad ties produced by his Skagit River Lumber & Shingle Mill to the three rail companies that intersected there)

Railroads, given names comprehensible only to the owners, served the region near Sedro:

- Fairhaven and Southern Railroad (F&S) linked Fairhaven (Bellingham) and the Skagit River,
- Seattle and Montana Railway (S&M) connected Sedro with Fairhaven on Bellingham Bay;
- Seattle and Northern (S&N) ran east and west connecting Anacortes with Sedro

and continued eastward through Hamilton, the head of navigation on the Skagit River one of the largest navigable streams in Washington

(S&N would eventually reach Rockport)

Eleven trains eventually arrived daily at Sedro

WILLIAM RUST'S TACOMA SMELTING AND REFINING COMPANY BEGINS OPERATION

Two schooner loads of limestone from the San Juan Island quarries on Orcas Island arrived at the Tacoma Smelting and Refining Company smelter -- September 15, 1890
“blowing in” process was begun as oxygen was blown into a converter from the top and carbon dioxide was blown in from the bottom
ore held in a crucible (container) inside the converter was smelted into liquid metal

TACOMA SMELTING AND REFINING COMPANY PRODUCES BULLION

Tacoma Smelting and Refining employed fifty men
who turned out 110 bars of bullion a day from the single operation
Steamship *Queen of the Pacific* carried the first consignment of bullion from Tacoma to San Francisco -- September 27, 1890
this shipment consisted of twenty-three tons of gold, silver and lead valued at almost \$10,000 per ton

SEATTLE STREETCAR OPERATIONS LACK COORDINATION AND PLANNING

Streetcar services and most other utilities were privately financed and owned but their performance was subject to franchises granted by cities and other local governments
rapid multiplication of uncoordinated streetcar and interurban lines demanded consolidation
Grant Street Electric Railway extended its Seattle streetcar line to the city of Ballard -- 1890
connecting that port town through Seattle to Georgetown to the south
(Ballard and Georgetown both were later annexed to Seattle but prior to the annexation Grant Street Electric Railway constituted King County's first interurban railway system)

ERASTUS BRAINERD TAKES OVER THE *SEATTLE PRESS*

Brainerd was a Harvard graduate who had been a reporter for the *New York Times*, *New York World* also served as editor of the *Atlanta Star* and *Philadelphia Press*
He came to Seattle with his family to run the *Seattle Press* -- 1890
this newspaper was soon hybridized into the *Seattle Press-Times* -- an afternoon daily
Seattle Press-Times soon folded and Brainerd was appointed Consul to Paraguay stationed in Seattle
he used this position to look for a more lucrative opportunity while he remained politically active

SPOKANE EXPERIENCES THE FIRST INDUSTRIAL FAIR IN THE STATE

Spokane hosted the Northwest Industrial Exposition -- October 1, [to November 1], 1890
Spokane's pride was expressed in a souvenir booklet published at the time:

“We stand today before the world as a young state, yet in its infancy, but we have given abundant proof of our strength and assurance for our future.

“Only a few months have passed since we were admitted into the sisterhood of states, yet we are proudly referred to as the richest acquisition.

“The eyes of the entire Union and of the world are upon us and, with a graceful bow, we acknowledge the compliment and blushing request a closer acquaintance.”⁵¹²

Spokane owned the newly operational Washington Water Power Company that provided electricity for the imposing new exposition building sadly, the building burned down shortly after the fair had ended (but the influence of the exposition endured)

ANNUAL CONVENTION OF THE FARMERS’ ALLIANCE IS HELD IN FLORIDA

During the farmer’s convention, there was a strong element from the West demanding independent action be taken -- December 2, 1890

Several alliances around the country including the Northwest Farmers’ Alliance joined together they agreed to battle against individuals and corporations

they believed were controlling the government for their own profit

Delegates adopted a convention platform that was more radical than any previous demands:

- abolition of national banks was demanded;
- free and unlimited coinage of silver to expand the supply of money was demanded;
- legal tender notes (backed by gold and silver) be substituted for national bank currency;
- cash in circulation be immediately increased to \$50 per person;
- establishment of depositories, where farmers could store their surplus products such as grain and use this as collateral for loans at rates of interest not exceeding two per cent;
- laws to prevent Congress from future intervention in agricultural and mechanical production;
- reclaiming all land held by railroads and other corporations not actually used by them, this reclaimed land was to be redistributed to actual settlers;
- laws to prevent foreigners from owning land in this country;
- government control of all means of transportation and communication, and if necessary, absolute ownership by the government of all railways, telephone and telegraph lines, etc.;
- call for a conference at Cincinnati, Ohio [May 19, 1891] for the organization of a third political party -- the People’s Party

JOHN RANKIN ROGERS MOVES TO WASHINGTON STATE

(John R. Rogers was born in Brunswick, Maine [September 4, 1838]

where he was influenced by the political beliefs and agrarian ideals of Thomas Jefferson after finishing school, he moved to Boston and apprenticed as a pharmacist

Rogers next worked at a commissary on a relative’s plantation near Jackson, Mississippi [1850s]

he married Sarah L. Greene [1861] and moved to Illinois where he farmed,

worked as a pharmacist and taught school -- he successfully avoided the Civil War draft

John R. Rogers moved his to Newton, Kansas [1876] and became a farmer

he also was an organizer for the Farmers Alliance [1878]

Rogers settled in Wichita where he edited the *Kansas Commoner*

a newspaper he published with his son Edwin R. Rogers

Kansas Commoner was affiliated with the Union Labor Party

⁵¹² Rowland Bond, *Spokane Falls Exposition in 1890 Great Event*, Spokane Daily Chronicle, June 16, 1962.

Rogers sold his Kansas newspaper)
John R. Rogers and his wife Sarah followed their son Edwin R. Rogers west
to the newly created state of Washington -- 1890
John R. Rogers settled in Puyallup where he ran a drugstore and dealt in real estate
John Rogers became active in local politics and printed the *Puyallup Citizen* a weekly newspaper
in which he advocated the core of the reformer's principals: democratic humanitarian

UNIVERSITY OF WASHINGTON MOVES TO ITS PRESENT LOCATION

Seattle had grown from a little village of 250 to a city of over 50,000 -- 1891
Seattle surrounded the ten-acre territorial university campus in the heart of the city
existing buildings were overcrowded and poorly maintained
There was a need to relocate the campus to a site that would allow for expansion
and would protect scholars from the excitements and temptations found in city life
at least, that was the opinion of the university's Board of Regents
Edmond S. Meany was the valedictorian of the University of Washington Class of [1885]
he was selected to chair of a university committee to find a new location -- January 1891
Meany was able to get free railroad passes to bring members of the Legislature to Seattle
to look at a site on Lake Washington's Union Bay

AMERICAN AND CANADIAN RAILROADS LINK AT THE INTERNATIONAL BOUNDARY

Two special excursion trains, one the American Fairhaven and Southern railroad (F&S)
and the other belonging to the New Westminster Southern Railway met at the border
to celebrate driving the last spikes -- February 14, 1891

TIMBER BARON FREDERICK WEYERHAEUSER MOVES TO ST. PAUL, MINNESOTA

(Most of the old growth forests in the Great Lakes region were logged off [by 1889])
Frederick Weyerhaeuser continued to investigate Southern and Western states
in search of standing timber
Weyerhaeuser decided to move to St. Paul, Minnesota [1889]
leaving his eldest son John in charge of the mill in Rock Island, Illinois
St. Paul had emerged as the new center of lumbering
"twin cities" of Minneapolis and St. Paul had grown rapidly
number of Minneapolis sawmills likewise increased from fifteen [1870] to 234 [1880])
Frederick Weyerhaeuser purchased a mansion at 226 Summit Hill Road on a bluff
overlooking the Mississippi River in St. Paul's upscale Summit Avenue neighborhood -- 1891
he became a neighbor and friend of an old-time St. Paul resident
president of the Great Northern Railway -- Empire Builder James Jerome Hill
Jim Hill had acquired millions of acres of land from Lake Superior to Puget Sound
this land originally was given to the railroad by the federal government
in return for constructing a transcontinental rail line in the [1870s] and early [1880s]

U.S. GOVERNMENT INVESTIGATES TIMBERLAND FRAUD

(Cyrus A. Mosier had been appointed by President Benjamin Harrison [1889]
as special agent of the Interior Department's General Land Office in Washington Territory

he was assigned to administer the public lands throughout the Western states
in that capacity, he was to study the prospect of creation of forest reserves
he was handed 2,600 cases of suspended land fraud all over the Pacific coast)
Cy Mosier was shocked to see the damage done by the wasteful practices of timber companies
in addition to their carelessness and recklessness
they were unconcerned about the safety of campers and other wilderness enthusiasts
Cyrus A. Mosier recommended the federal government take immediate action
to preserve what forest was left

FOREST RESERVE ACT OF 1891 SETS ASIDE PUBLIC OWNED LAND

United States had four national parks: Yellowstone, Yosemite, Sequoia and General Grant
Conservationist Congressmen at the last minute slipped an amendment into the Forest Reserve Act
that allowed the president by proclamation to **“set apart and reserve ... any part of the public
lands wholly or in part covered with timber or undergrowth, whether of commercial value or not, as
public reservations”** -- March 3, 1891

this amendment gave the President the authority to establish forest reservations from public lands
passage of the bill reflected the growing strength of the conservationist movement
specifically, the law limited the unrestrained cutting of timber on public lands
Department of the Interior field inspections led to a recommendation
that a reserve be created to protect the forests around Mount Rainier -- 1891 and [1892]

PUGET SOUND COOPERATIVE COLONY NEAR PORT ANGELES EXPANDS AGAIN

As the process of legalizing the claims taken on federal reserve land near (today's Port Angeles)
led by attorney John C. Murphy dragged on
Socialist in the colony formed second squatters' association
this time headed by another Puget Sound Cooperative Colony alumnus John Henson
Forcing the issue of ownership of the federal government's 3,000-acre reserve
accomplished just what attorney John C. Murphy had predicted
President Grover Cleveland signed legislation opening the reserve -- March 3, 1891
allowing the squatters to receive title to two lots each on which they had homesteaded
(three years later, beginning on [January 1, 1894], the remaining lots were auctioned off)
Port Angeles established the first municipal electric generating plant in Washington -- 1891
when they followed the lead of McMinnville, Oregon

SOMETIMES EMPIRE BUILDER JAMES J. HILL'S METHODS ARE DEVIOUS

Empire Builder James Jerome Hill bought many shortline railroads and spiked them together
he claimed the federal land grants held by each of those railroads he acquired
When Jim Hill pushed his Great Northern Railway across the Red River Valley of North Dakota
settlers there had been farming the valley for thirty years
they had been given clear titles to their property by land agents who were unaware
that congress had promised any potential railroad a land grant of their farms and towns
Hill and his Great Northern Railway claimed all of the land that congress had offered
as an incentive to the first railroad to cross the Red River Valley -- 1891
he therefore acquired the rights to farmland claimed by Red River Valley settlers

eviction proceedings were suddenly begun
Red River Valley farmers objected to having their cropland given to the Great Northern Railway
courts upheld Jim Hill -- astonished farmers appealed to the federal government for relief
Generously, Jim Hill negotiated with congress
to spare the Red River Valley farmers from destruction
an embarrassed congress offered Hill his choice of equal amounts of government land elsewhere
piously he consented to accept sixty-five thousand acres of timberland in the Pacific Northwest
by strange coincidence (or not) his timber cruisers had just identified this land
as the best timberland in the state of Washington
Empire Builder James J. Hill made ready for an anticipated explosion in demand for forest products
he began gathering in every acre of trees he could lay his hands on in the Pacific Northwest

TOWN OF SEDRO INCORPORATES

Two original towns, Old Sedro and New Sedro, on the Skagit River voted to merge
and become a fourth-class city -- March 4, 1891
residents preferred fourth class status to avoid the requirement
of costly police and fire departments necessary for third class cities

WASHINGTON LEGISLATURE AUTHORIZES MOVING THE UNIVERSITY OF WASHINGTON

After visiting the University of Washington in downtown Seattle,
state legislators passed “**An Act providing for the establishment, location, maintenance and support of the University of Washington**” -- March 7, 1891
this created a board of commissioners to oversee the university’s land and building
who were authorized to sell the original campus in downtown Seattle to the highest bidder
and to locate the new campus at b Lake Washington’s Union Bay site
Half of 200,000 acres of federal land granted to the State by the [1889] statehood enabling act
were assigned to the support of the Territorial University
Seattle architect William Boone was hired to plan the new campus
several buildings were recommended by the architect,
notices were published inviting bids for construction of the first building,
work began on clearing the site
However, the new campus plan was considered extravagant by many
including university site selection committee chair Edmond S. Meany
work on the new campus was suspended

ENGINEER JOHN F. STEVENS DEVELOPS PLANS TO CONQUER THE CASCADE MOUNTAINS

Great Northern Railway track climbed the area between the Wenatchee River and Nason Creek
toward the 4,062-foot summit of what had been named Stevens Pass
John Stevens used his imaginative engineering skills to design a switchback four percent grade
system of tracks near the summit -- 1891
this would serve as a temporary crossing of the Cascade Mountains until a tunnel could be built
Empire Builder Jim Hill was so impressed with engineer John Stevens’
plan for a “switchback” solution that Hill raised his salary from \$200 a month to \$300
Jim Hill went west at once to oversee the advance of his Great Northern Railway (GNRY)

good to his word, Jim Hill named the mountain pass in John Steven's honor

ANACORTES ATTEMPTS TO INSTALL INTERURBAN RAILWAY SERVICE

Fidalgo City and Anacortes Railway Company built an eleven-mile line electric interurban railway between Anacortes and the proposed town of Fidalgo City
(while little is recorded regarding the company
apparently it was built so the promoters could obtain a large land grant)
it was reported that cars made only one or two round trips on opening day -- March 29, 1891
this was the only day the line operated (the route was completely abandoned [1893])

SEATTLE LAKE SHORE AND EASTERN RAILWAY REACHES THE CANADIAN BORDER

Seattle Lake Shore and Eastern Railway (SLS&E)
reached the international boundary -- April 1891
from Woodinville Junction the route traveled through Snohomish City, Hartford, Arlington, Sedro and ended at Sumas, Washington
where the line connected to the Canadian Pacific Railway (CPR)
SLS&E's goal of becoming or connecting to a transcontinental railroad was achieved
This success by the SLS&E was soon perceived as a threat to the Northern Pacific Railway (NPRY)
generating plans to have the NPRY gain control of the Seattle Lake Shore and Eastern Railway

PUGET SOUND NAVAL SHIPYARD GETS ITS START

Bremerton, Washington had its early economic activities centered on the timber and lumber industry
Great concern was expressed for the protection of the region from enemy attack
(Navy commission chose Point Turner, between the protected waters of Sinclair and Dyes inlets,
as the best site in the Pacific Northwest on which to establish a naval shipyard [1888])
Recognizing the large number of workers such a facility would employ,
William Bremer along with his partner Henry Hensel realized the economic potential of a town
located close to the Naval Station
they purchased undeveloped land near Point Turner at the inflated price of \$200 per acre
William Bremer sold 190 acres to the U.S. government
for \$19,587.25 (\$50 an acre) -- April 1891
this land became part of the initial Puget Sound Navy facility
Lieutenant A.B. Wyckoff of the United States Navy
became the first commandant of Puget Sound Naval Yard on Point Turner
this base was to be used as a repair station for Navy ships
(William Bremer platted the town of Bremerton [December 10, 1891]
through his promotional efforts, businesses and families were encouraged to relocate to there
to provide the goods, services and manpower required to operate a Naval shipyard)

YAKIMA IS HOME TO ANOTHER IRRIGATION COMPANY

Yakima Irrigation and Improvement Company came into existence
a few miles upstream from Richland, Washington -- 1891
at Horn Rapids Dam (sometimes known as Lake Wanawish Dam)
this dam filled irrigation canals along both banks of the Yakima River

(when the company went under [1896], the dam was bought
by the Northwestern Pacific Company -- a subsidiary of Northern Pacific Railway)

P.A. WOOLLEY ATTEMPTS TO INCORPORATE HIS TOWN

Residents living on land developed by P.A. Woolley voted in favor of incorporation -- May 11, 1891
William Murdoch became the first mayor and launched the *Woolley Times* newspaper
which pushed hard for consolidation with the town of Sedro
Woolley city attorney A.W. Salisbury stopped the effort ruling that a merger was illegal
he pointed out that neither town had conducted a municipal election as required by law
elections of municipal officers were just temporary until an election to full terms
called for [on December 8] could be held
also fourth class cities were limited to one square mile in area -- less than would be required
(as a result, three towns were listed in the [1900] and [1910] census:
Sedro, Woolley, and Sedro-Woolley -- these towns finally merged [December 19, 1898])

ECONOMIC CONDITIONS IN WASHINGTON STATE BECOME INCREASINGLY DIFFICULT

Business organizations and business leaders controlled both the state and federal governments -- 1891
they used their power to their advantage as corporations, often headquartered outside the region,
distributed or withheld profits as if by whim
railroad shipping rates were not set by the distance products were hauled
but rather were dictated by the desire for profits by the railroad monopoly
Property taxes in the state were high -- especially for farmers
businesses often did not pay their share of government costs or escaped paying taxes all together
farmland was scarce because politicians allowed it to be sold to speculators for development
money was scarce because banks refused to provide credit
and because limited amounts of cash were in circulation
Voices of gloom and protest began to sound
powerful corporations, it was said, were robbing the producer and undermining the democracy
many Washington residents agreed

FARMERS' ALLIANCE CONVENTION MEETS IN CINCINNATI, OHIO

Poorer elements of American society -- especially farmers
believed their economic failures and bankruptcies
were due to the upsurge in business consolidations during the [1880s]
poor people had been ignored during the good times and now were left to the mercy of the trusts
both the Republican and Democratic Parties had long ignored cries for political reform
American farmers were becoming ever more frustrated and angered by:
• American government policy-makers,
• greed of the railroads,
• mechanization of agriculture,
• economic oppression,
• and the whims of nature
Farmers' Alliance Convention in Cincinnati, Ohio -- May 19, 1891
this meeting gave voice to the alienated and disillusioned message of Populism that supported

the rights and powers of the common people in their struggle with the privileged elite

SECOND INTERNATIONAL RAILROAD ENTERS WASHINGTON STATE

Bellingham Bay and British Columbia Railroad (BB&BC) completed the last half mile of track necessary to reach Sumas, Washington skipping Lynden which caused resentment in the town (BB&BC would continue on to Kendall, Maple Falls and Glacier

a branch line from Sumas to Lynden was eventually completed and is still operated by the Burlington Northern Santa Fe Railway)

Canadian Pacific Railway (CPR) constructed a branch line south from Mission, B.C.

to meet the BB&BC track that crossed the border at Sumas and continued on to Huntington, B.C.

First Canadian Pacific through-train rolled south into New Whatcom (Bellingham) -- May 28, 1891

during the celebration an infamous "water fight" broke out as competing local fire brigades, trying to create an arch of water on Railroad Avenue to welcome the arriving train, sprayed the train's coaches with enough force to break numerous windows and soak the dignitaries

there was also an ugly disagreement over the relative positioning of the Canadian and United States' flags at the event

Northern Whatcom County logs, lumber and shingles

were destined for the mills on the Bellingham Bay

Northern Whatcom County farm products and Canadian goods were shipped

over the BB&BC's Sehome Wharf to be transported to Seattle, Tacoma and ports all along Puget Sound

Local Sehome businesses flourished

grocery stores, feed and seed stores, warehouse companies, taverns and brothels all prospered side by side

CANADIAN PACIFIC RAILWAY FEELS THREATENED BY AMERICAN RAILROAD GROWTH

Successful silver-lead mining operations expanded in Southern British Columbia

Columbia River and Kootenay River provided easy north-south transportation corridors

Canadian Pacific Railway (CPR) President William Van Horne

knew Americans would be quick to invade

American railways advanced north to secure ore concentrates for the Spokane smelters

Van Horne, with a few shrewd moves, was able to counteract the American pressure

by gradually building up Canadian Pacific Railway (CPR) assets along the international border

CPR's very first asset was the Columbia and Kootenay Railway from Nelson to Sproat's Landing

which Van Horne referred to as the railroad from nowhere to nowhere -- 1891

this became the first segment of the southern trans-provincial railway

OREGON IMPROVEMENT COMPANY COAL MINERS DEMAND IMPROVEMENTS

After a series of miner strikes at the Franklin, Issaquah and Newcastle Mines,

Oregon Improvement Company distributed handbills nationwide reading: **"Wanted for the New Coal Mines in the New State of Washington...500 colored coal miners and laborers for inside and**

outside work.... Good wages will be paid.... Steady work for three years.... No strike or trouble of any kind.... The finest country on earth!"⁵¹³

More than 400 African American miners and their families were brought in from Missouri, Illinois, Kentucky and Tennessee to replace striking miners with offers of good paying jobs and free transportation these were experienced coal miners; some were former slaves -- none knew of the ongoing strikes most of the black families came on a Northern Pacific Railway express train from St. Paul which became known as "The Black Train" -- late May 1891 Franklin, located in the Green River Gorge, about 1.6 miles east of Black Diamond, immediately became the second predominantly black community in Washington after Roslyn in the Cascade Mountains

Newly arrived miners were separated from their families they were given cheap rifles to protect themselves from fuming strikers they were marched to and from dingy, dangerous mining holes where they worked earning three dollars a day

White miners who were on strike took exception to the African American strikebreakers (tensions grew for a month and a half)

VIOLENCE ERRUPTS AT THE FRANKIN COAL MINES

Five weeks after African American coal miners arrived at the mining town, a riot broke out -- early July 1891 two strikers were shot and killed by a mine boss

Governor Elisha P. Ferry dispatched the National Guard to Franklin to restore order

FARMERS' ALLIANCE MOVEMENT TAKES HOLD IN WASHINGTON STATE

National economic woes reached into Washington State transportation costs were exorbitantly high railroads made as much money carrying a bushel of wheat 300 miles as the farmer who grew it did

overproduction forced the cash return on farmers crops to decline until the market price for their harvests were very low

depression hit agriculture as interest rates on farm mortgages reached 20%

Southern and mid-Western States Farmers' Alliance organizations had been politically successful as they saw to the election of several governors [1890]

Less successful politically was the Northwest Farmers' Alliance, but they maintained a close relationship with the union members of the Knights of Labor

Northwest Farmers' Alliance had 183 Locals active in Eastern Washington wheat ranchers were the most active Washington participants

Northwest Farmers' Alliance reformers met in a convention in North Yakima -- July 1891 included in the meeting were the Knights of Labor who sent thirty-eight delegates convention's platform for change reflected workers' interests as they demanded:

⁵¹³ Robert A. Campbell, "Blacks and the Coal Mines of Western Washington, 1888-1896," Pacific Northwest.

- protection against railroads that had established a monopoly on shipping rates,
- that railroad, telegraph and telephone systems be nationalized,
- farmers, who could not increase their acreage because huge sections of land were owned by railroad speculators, be allowed to purchase that land,
- lumber companies, who owned tax exempt timberland, be taxed based on the value of the land,
- graduated personal income tax be instituted,
- free coinage of silver to increase available cash and expand credit,
- national banks be abolished because bankers instead of the federal government controlled cash flow -- bankers kept cash scarce as a protection against inflation,
- and a provision for direct election of all political officers including National Senators rather than election by State Senators (as was then the process)

WILLIAM RENTON, OWNER OF THE NEWLY BUILT PORT BLAKELY SAWMILL, DIES

Captain William Renton died of peritonitis (inflammation of the abdomen lining) at his sister's home -- July 18, 1891

On the day Captain Renton was buried, the Bainbridge Island Port Blakely sawmill became quiet ships in the harbor were draped in black crepe

Seattle Press-Times reported **“the strong man was gone, but the stern philosophy of his life had put life into the commerce of Puget Sound.”**

(Captain Renton's new sawmill had outlasted its owner, but it too burned to the ground [April 1907] Port Blakely mill was rebuilt once more but changing circumstances brought about its permanent closure and demolition in [1922] town of Port Blakely clung to life because of its ferry terminal which was moved farther north to Eagle Harbor -- [1937])

TACOMA AND STEILACOOM RAILWAY IS ONE OF THE FIRST INTERURBANS IN THE U.S.

Tacoma and Steilacoom Railway Company was one of the first interurban lines in the United States this line ran from downtown Tacoma through a forest of giant fir trees beside Chambers Creek to Steilacoom its twelve miles of track constituted the longest electric line in the world at that time although streetcar equipment was used, it was a true interurban linking the city and its suburbs interurban railway service began -- August 4, 1891

Tacomans traveled to Steilacoom for a fancy evening of fine dining or for a relaxing weekend getaway at one of the several posh Steilacoom hotels

Tacoma and Steilacoom Railway Company used horse drawn trolley cars (but in less than a year electric cars replaced the horse-drawn trolleys to shuttle city residents to the bustling towns

branch lines reached out to Spanaway, Puyallup and American Lake)

(Tacoma and Steilacoom Railway was absorbed by the Tacoma Railway and Motor Company which had served Tacoma since [1888]

later still, the Tacoma Railway and Power Company operated the electric railway system until it was abandoned [July 26, 1916])

KNIGHTS OF LABOR COAL MINERS STRIKE IS BROKEN

Oregon Improvement Company was little concerned
about the Franklin, Issaquah and Newcastle coal miners' strike
as the coal mine at Coal Creek produced more than enough coal to meet the demand
After more than three months on the picket line the union's strike crumbled -- August 1891
Oregon Improvement Company forced the Knights of Labor members back to work
partly because of the hard work of black miners imported from the Midwest and South
who were used as strike breakers at the Franklin mines
but by the time a settlement was reached, the usual seasonal slump in demand arrived
Oregon Improvement Company was forced to lower the price of coal it had for sale

BLACK PIONEER GEORGE WASHINGTON IS PROUD OF HIS TOWN

Washington was interested in developing the town of Centerville (platted as Centralia)
on the Northern Pacific Railway line mid-way between Portland and Puget Sound
He donated land in his town for use by the settlers
several churches were constructed on land donated by him
as a symbol of public spirit George Washington platted and designated a block of land
as a public square for the town -- 1891

SEATTLE AND MONTANA RAILWAY TRACK LAYING EQUIPMENT IS REPOSITIONED

Fairhaven and Southern Railroad (F&S) linked Fairhaven and Whatcom (Bellingham)
with the Skagit River – a distance of forty-nine miles
about seventy-nine miles of track remained to complete the route to Seattle
Fairhaven and Southern Railroad (F&S) track-laying machine began working from the Skagit River
toward the Stillaguamish River

One eyewitness reported: “It was in September of 1891 **the track-laying machine started south from Skagit towards the Stillaguamish Valley. This machine was at the head of about 12 or more flatcars loaded with ties and rails that were gradually put down on a system of rollers on each side of the train. The ties and rails were carried forward to where the track-laying crew took them and were placed in proper position on the roadway. Rails were then bolted together and spiked down to the ties. Back of these flatcars was the locomotive with its big smokestack and real cowcatcher to which the track-laying machine gave its signals. Back of that locomotive was also string of cars with houses built on them, some of which were used for mess halls, other for sleepers or for the care of those who got hurt ... The two would be blowing their whistles almost every minute. It was in every way an exciting experience for the community that never dared to hope for seeing a railway built through such a wilderness as this. Here was the only unfinished section on the whole road between Seattle and Brownsville, B.C....**”⁵¹⁴

TACOMA, OLYMPIA & GRAYS HARBOR RAILROAD LINKS TACOMA AND GRAYS HARBOR

Northern Pacific Railway's Tacoma, Olympia and Grays Harbor Railroad (TO&GH)
operated trains between Tacoma and Montesano, Washington

⁵¹⁴ Gustav B. Joergenson, “History of the Twin Cities Country,” *Twin City News*, March 31, 1949, P. 2.

and was negotiating with town leaders and land owners along Grays Harbor
Northern Pacific Railway (NPRY) officials had second thoughts about Ocosta-by-the-sea
because it was marshy and the harbor was shallow
also, there was only a small population and the railroad received little public support
NPRY offered to build a line into Aberdeen
if the city would donate ground and build a depot that cost no less than \$2,500
and donate the right of way through streets and private property
Aberdeen officials did not accept the offer -- September 24, 1891

JIM HILL VISITS SPOKANE

Empire Builder James J. Hill was pushing his new transcontinental Great Northern Railway (GNRY)
surveying parties were in the field at many places and were approaching Spokane
Jim Hill himself visited Spokane in anticipation of the coming of his railroad
he arrived in a Minneapolis, St. Paul and Sault Ste. Marie Railway (Soo Line) palace car
using Northern Pacific Railway track -- Saturday morning September 25, 1891
In a discussion with local leaders Hill focused on shipping rates
which were higher for Spokane than for coastal ports
he said the present rate of \$2.50 per ton was very high and was hindering business
he believed Spokane should become a great milling center -- shipping flour rather than wheat
he spoke of shipping fresh fruit and building canneries and even of constructing a smelter
cheap coal and cheap transportation were what was needed to develop the town
he could provide both

Carriages were summoned and the railroad president and his surveying engineer
drove along the dusty road to the surveyors' camp located at Mead north of Spokane

One of Spokane's newspapers, the *Spokesman*, sent a reporter to interview the Empire Builder

his story read: **"Mr. Hill is about medium height, bald, wears his whiskers in a manner that proclaims his Canadian nationality and draws his mouth up in a half smile after each sentence as much as to say 'You see what I mean.' He gesticulates a good deal while talking. He wore a suit of light grey Cheviot tweed and seemed thoroughly the man of business.**

"I can say nothing definite at this time," he said, "any further than that the Great Northern is certainly coming to town. At present I have a corps of engineers making a preliminary survey to this city. They should get to Spokane by Wednesday or Thursday of next week. I must have a 1½ per cent grade to run my line to Spokane. The first corps of engineers only found a two per cent grade. I discharged them and sent a new party into the field."

"I took a birds-eye view of your town as I drove through and I believe it is going to be a very big city," he said, expressing the opinion that eventually Spokane would be a 'second Minneapolis.' 'I propose to run a road from the Mississippi Valley to the Pacific Coast that can carry freight 20 per cent cheaper than any of existing lines,' he said. 'You have in Washington three great products that a railroad can calculate on for freight: 'first, your timber, (a smile), second, your grain (another smile), and your mineral (another smile).'"⁵¹⁵

Jim Hill knew he had struck one of the city's leaders' throbbing nerves

⁵¹⁵ Joel E. Ferris edited by David W. Wilma, "Hill, James Jerome (1838-1916)," Essay 7294, HistoryLink.org, July 10, 2005.

lower rates for coastal cities than Spokane enjoyed was causing bitterness (and years of litigation) placing Spokane's businessmen and shippers in a never-ending struggle
James Hill and his plans caused a great deal of rejoicing and enthusiastic support in Spokane

JOHN CONSIDINE BECOMES A SUCCESSFUL SEATTLE BUSINESSMAN

Born in Chicago, Illinois where he served briefly as a policeman before becoming a traveling actor
John Considine eventually arrived in Seattle [1889]

he managed the People's Theater, a box house, in Seattle's wide-open "restricted district" below Yesler Way (in what is now the Pioneer Square neighborhood) -- 1891
Considine was friendly and outgoing, but a resolutely sober man who resided in a rowdy environment he dealt cards but did not play, he made money from the sale of liquor but did not drink, he managed a business whose profits depended on its female performers hustling drinks but was reputed to be a faithful family man

TOWNS OF NORTHERN WASHINGTON EXPERIENCE A GREAT BOOM

Towns on Puget Sound in addition to Tacoma, Olympia and Seattle also boomed:

- Whatcom, Washington located on northern edge of Bellingham Bay was blessed with undeveloped agricultural land and deposits of coal and iron (this was the first point on Puget Sound where coal was mined) -- 1891;
- La Conner, located beside the Swinomish Channel which links Skagit Bay and Padilla Bay, served as a lumbering town with considerable agricultural land nearby;
- Anacortes, a seaport on Fidalgo Island facing Ship Harbor, was linked by the Seattle and Northern Railroad to the Seattle, Lake Shore and Eastern track; at Sedro and with the coal mines of Hamilton, Washington
- Everett became the home of the Pacific Coast Steel Barge Company shipyard which built and repaired the newest ocean-going ships it also was home to one of the largest paper mills in the world another important company in Everett manufactured steel wire nails lumbering, logging and farming on the tide flats were additional industries;
- Mukilteo, the original (and temporary) county seat of Snohomish County (had lost the County Seat election to the town of Snohomish City by a vote of seventeen to ten Emory Ferguson (Snohomish founder) cast one of the deciding ballots [July 9, 1861] then he carried home the Snohomish County records in his vest pocket);
- Snohomish City, new county seat of Snohomish County, was surrounded by fine agricultural land it served as the center of the cedar shingle making industry at Snohomish the main Seattle, Lake Shore and Eastern track crossed the Everett and Monte Cristo line that reached from Everett on Puget Sound to the new silver mining district in the Cascade Mountains after another shift in population, Everett was voted the new Snohomish County Seat -- 1891;
- Sedro was an important lumbering town in Skagit County located sixty-eight miles north of Seattle in the center of a heavily timbered region Sedro claimed a sawmill capable of cutting 20,000 board feet of dressed lumber a day

- and a shingle mill that could turn out 100,000 shingles feet a day;
- Woolley was begun by railroad developer Philip A. Woolley who bought land around the triangle of railroad tracks a half mile from Sedro
Woolley built the Skagit River Lumber & Shingle Mill next to where the railroads crossed
he started his namesake company town and specialized in the sale of railroad ties (adjoining towns of Sedro and Woolley united [December 19, 1898]);
- Port Townsend became known as the “Gate City of the Sound”
situated at the entrance of Admiralty Inlet on the Strait of Juan de Fuca
it has an excellent, sheltered harbor that abutted the town
t was the port of entry for the entire Puget Sound district
it served as the main supply center for arriving and departing ships
and had the customs house
a military post, a pig-iron manufacturing plant which is the product of smelted iron ore
pig-iron is very brittle and not useful as a building material

GREAT NORTHRN RAILWAY LINKS SEATTLE WITH NEW WESTMINSTER, BC.

Empire Builder Jim Hill’s Seattle and Montana Railway completed its international route between Seattle and New Westminster, British Columbia when the north and south tracks met about two miles north of the Stillaguamish Bridge crossing -- October 11, 1891 (official ceremonies occurred two weeks later [November 27, 1891])

SEATTLE AND MONTANA RAILWAY TRAIN TRAVELS FROM SEATTLE TO CANADA

Empire Builder James Jerome Hill’s Seattle and Montana Railway’s “Coast Line” passenger train left Seattle bound for Fairhaven (Bellingham) -- October 12, 1891
for the gala occasion this ten-car train was decorated with evergreens, chrysanthemums and festoons of red, white and blue
it carried 275 prominent civic, business and railway officials and their ladies
when it left Seattle

an eyewitness reported: **“...I shall never forget that very big crowd of people as they were at rest upon the hillside of our highland [above East Stanwood] on that fine Sunday of October 11th, 1891 and to see the first train come along slowly -- but surely. On October 12th, the next day, the last spike was driven on the Westside of the trestle over Nevill’s Slough and which is south of Woodland [east of Stanwood].”**⁵¹⁶

by the time the Coast Line train had reached the south bank of the Fraser River
the number had swelled to nearly 600
each of the ladies in the party carried a bouquet, while the men wore badges inscribed:
“We rejoice in the completion of the Washington and British Columbia sections.”⁵¹⁷
at the Fraser River the train was met by steamers which carried the celebrants
to New Westminster where they were greeted by His Worship the Mayor
and entertained at lunch by the Chamber of Commerce
Seattle and Montana Railway cut the length of time

⁵¹⁶ Gustav B. Joergenson, “History of the Twin Cities Country,” *Twin City News*, March 31, 1949, P. 2.

⁵¹⁷ Seattle and Great Northern Railway, From the Public Relations Department, Seattle, Washington, 1952.

it took to travel from Seattle to Fairhaven (Bellingham) from eight to ten hours on a steamer to four hours on a train

EDMUND S. MEANY IS ELECTED TO THE STATE LEGISLATURE

Edmond Meany, graduate of the University of Washington and activist for the institution was elected to the State Legislature at twenty-nine years of age -- November 1891

Meany played a leading role in drafting and passing legislation regarding the location and support of the University of Washington (During his long career he served as Secretary of the Board of Regents, as Registrar, and from [1897] to his death in [1935], as a professor of history at the university

- he was an author of numerous publications on Pacific Northwest history,
- he was a founder of the Seattle Mountaineers and served as its president for twenty-eight years,
- he organized the first Campus Day [1894],
- he was known at the University as “Keeper of Traditions,”
- later in life he was known as the University’s “Grand Old Man”

Meany Hall on campus and the Meany Tower Hotel in the University District are named in his honor)

EMPIRE BUILDER JAMES JEROME HILL UNITES HIS WESTERN RAILROADS

Fairhaven and Southern, New Westminster and Southern, Seattle and Northern and Seattle and Montana railroads were all consolidated into the Great Northern Railway system as part of the “Coast Line” system -- November 27, 1891

WASHINGTON STATE SUPREME COURT UPHOLDS WOMEN’S RIGHTS TO SIT ON JURIES

Justice John P. Hoyt was one of five members of the Washington State Supreme Court when it considered in *Marston v. Humes* [1891] whether a statute titled

“An act to amend sections 76, 77, and 109 of the Code of Washington of 1881”

would comply with title requirements demanded in the Washington State Constitution Hoyt took revenge on Justice George Turner who had struck women’s rights to serve on juries Justice Hoyt’s opinion noted Turner’s errors in *Harland v. Territory of Washington* at length including the fact Hoyt had been excluded from the Supreme Court when the legally incorrect verdict was written by Justice Turner

Hoyt also noted: **“at that time very few books were accessible to the court, and ... a large number of the cases cited in said [Turner’s] opinion are said to have been so cited from digests thereof, rather than from the cases themselves.”**⁵¹⁸

that is, Justice Turner had misinterpreted each of the cases he had relied on

GREAT NORTHERN RAILWAY BEGINS WORK ON THE WESTERN END OF ITS ROUTE

Havre, Montana served as the supply center for Great Northern Railway’s construction to the Pacific construction had been started from the existing line at Pacific Junction four miles west of Havre

⁵¹⁸ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 16.

extended rails reached from near Havre to Kalispell, Montana -- winter 1891-1892
To hasten construction, work was started from the Pacific Coast up the west side of the Cascades
Shepard, Henry and Company of St. Paul was a combination of contracting firms
that included Shepard, Siems and Company (responsible for the eastern end of the railroad)
that signed a contract to build the western portion of the Great Northern Railway
from near Everett, Washington at the mouth of the Snohomish River -- late 1891
Western end of the Great Northern Railway (GNRY) line ran on the left bank to the Skykomish River
up its south fork to Stevens Pass

WASHINGTON STATE OPENS A LAND GRANT COLLEGE

Agricultural College, Experiment Station, and School of Science of the State of Washington
opened its doors to an initial class of fifty-nine students -- January 13, 1892
this was an Agricultural Land Grant College created under the [1890] Morrill Act
(also known as the Agricultural College Act of [1890])
This newest land-grant institution consisted of one tiny building
on a treeless, twenty-five-acre campus near the small town of Pullman
(this college became Washington State College -- later Washington State University)
and is recognized as one of the top public research universities in the United States)

CONSTRUCTION OF THE GREAT NORTHERN RAILWAY SWITCHBACK ROUTE BEGINS

Survey engineer John F. Stevens employed John Maloney to help his engineers
with the survey and construction of the railroad tracks over the Cascade Mountains
to complete the link between the West Coast and St. Paul, Minnesota -- 1892
Great Northern Railway (GNRY) track was laid from Wenatchee using three legs of switchbacks
to climb the eastern slope of the Cascade Mountains
GNRY track stretched eastward from Everett to Snohomish then up the Skykomish River
to Scenic, Washington where five switchbacks ascended the West side of the Cascades
to the 4,062-foot summit of Stevens Pass
Trains traversing the route entered a spur about 1000 feet long at the end of each switchback,
the track was switched and the train moved out again to the next leg,
a tedious process of going forward and then in reverse until the Cascade Range was crossed
thirteen miles of track were needed to connect two points three miles apart
operation over the switchbacks was expensive in time, manpower and locomotive power
rains had to be broken into five car sections and two engines put on each end
heavy snow in winter complicated train movements a great deal)
During the switchback construction a town known as Maloney's Siding sprung up
its railroad depot was a boxcar sidetracked for this purpose
Engineer John Stevens advised Maloney to develop a homestead at the construction site
on the western slope of the Cascades because he felt it would become an important location
in the operation of the Great Northern Railway (GNRY)
Stevens, himself, later became involved in several logging and sawmill ventures in the area

FARMERS' ALLIANCE MEETS IN CONVENTION IN OMAHA, NEBRASKA

Failure of both the Democrat and Republican parties to address the needs of most Americans

encourage the farmers of the West and South seek political solutions to their dilemmas
powerful Farmers' Alliance members attended the organization's convention
held in Omaha -- February 1892

Out of this convention came a call to create a new political party
economic deflation of the [1880s] has given rise to a movement to form a new political party
one very significant issue was the call for unlimited coinage of silver
which would expand the supply of cash and credit (and, perhaps, lead to inflation)
Failure of the Farmers' Alliance to achieve political success prompted a new political movement
Populism came of age
steps were taken at this gathering to form a Third Political Party
which would focus attention on the plight of farmers and laborers
and field its own slate of candidates in upcoming national election

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD (BB&BC) BUILDS A DEPOT

At one time there were three BB&BC tracks on Railroad Avenue
with a Northern Pacific Railway track running along the alley to the east
serving its freight and passenger terminal (where the WTA bus station is now)
Bellingham Bay and British Columbia Railroad built an ornate passenger and freight Depot
on the block between Sehome's Maple and Chestnut streets -- 1892
(several years later a hotel was added just to the north of the Depot building)
(on the site of today's Depot Market Square -- Bellingham Farmers Market
Depot Market Square was named in honor of that old pioneer structure
and was designed to emulate its Victorian roofline and towers)
(BB&BC was bought by the Chicago, Milwaukee and Saint Paul Railway [1911]
and renamed it the Burlington and Northern
(Railroad Avenue remained a railroad street [until 1980] when operations were abandoned
and much of the land on Railroad Avenue was sold to the city)

EMPIRE BUILDER JAMES JEROME HILL MAKES A SECOND VISIT TO SPOKANE

Traveling in his private railroad car, the *Manitoba*, Jim Hill arrived -- February 9, 1892
this car became his office and headquarters during his stay
he declined the offer of hotel accommodations
After breakfast Jim Hill made the only statement he would give the newspapers on this visit
"I am coming here to get your business and to carry your freight." (*The Spokesman-Review*)
He went to the office of Spokane businessman L. C. Dillman for a long discussion
Hill explained that Spokane was very hard to get into and away from
he estimated it would cost one million dollars to lay track through the town
he said he planned to follow the Little Spokane River
which ran five miles outside of town instead of entering Spokane
Although Jim Hill would not make any statements for the newspapers
when Hill's plans got out local people went into shock
at the thought of being skipped by the Great Northern (GNRY)

EMPIRE BUILDER JAMES J. HILL MAKES A PROPOSAL TO SPOKANE

Spokane citizens thronged to the Auditorium Theatre to hear Jim Hill speak -- February 11, 1892 there on the platform with him were Mayor David B. Fotheringham, ex-Mayor C.F. Clough, and businessmen L. C. Dillman, J. J. Browne, A. M. Cannon, C. R. Burns and S. S. Glidden Hill gave a speech outlining his plans for the Great Northern Railway and his vision for Spokane he presented his request for a right-of-way through the heart of the city so that he could rival the already established Northern Pacific and Union Pacific railroads he offered to pay for the land needed for a switching yards and terminals but in return for locating his repair shops nearby, maintaining a payroll, and, perhaps (the point was vague), decreasing shipping costs he wanted the right-of-way provided by the city free of charge Spokane *Review* pointed out in its newspaper immediately after the Auditorium speech, “**At saying one thing and conveying another, Mr. Hill is adept.**” [February 13, 1892]

SUNNYSIDE CANAL BEGINS TO DELIVER WATER TO THE YAKIMA VALLEY

Northern Pacific Railway’s Sunnyside Canal plan was an ambitious undertaking featuring a main ditch eight feet deep and sixty-two feet wide at the top When twenty-five miles of the canal had been shoveled out -- March 26, 1892 local residents were invited to attend the dedication of what the company called “**the beginning of the most important system of irrigating canals in America**”⁵¹⁹ bands played, anvils boomed, farmers and speculators raised their voices in unison Miss Dora Allen destroyed a bottle of champagne against the valves and cried: “**Flow on, thou liquid savior of our land!**”⁵²⁰ Soon large-scale private irrigation projects were in place in Kittitas and Yakima counties these were a continuation of the Sunnyside Canal

DEVELOPMENT OF A NEW TOWN IN THE YAKIMA DESERT

Walter Granger, General Superintendent of the recently developed Sunnyside Canal, and Thomas F. Oakes, President of the Northern Pacific Railway, his wife Abbey and their nineteen-year-old daughter Zillah were members of a party that visited an unnamed town site on the north bank of the Yakima River -- April 1892 they envisioned transforming the arid desert land of the lower valley into a lush, green region of agricultural productivity It was decided to name the new town Zillah in honor of the NPRY president’s daughter Walter Granger became president of the Zillah Townsite Company seventy acres of railroad land grant and state-owned land were platted for the town development occurred quickly with the construction of a hotel, followed by a general store, drug store and a blacksmith shop

EXPLOSION AT THE ROSLYN COAL MINE

Roslyn Mine No. 1 owned by the Oregon Improvement Company’s Northern Pacific Coal Company had expanded to seven levels and a depth of 2,700 feet below the town -- 1892

⁵¹⁹ David Lavender, *Land of Giant*, P, 437.

⁵²⁰ David Lavender, *Land of Giant*, P, 437.

Coal contains methane gas

in a dusty coal mine an explosion immediately distills more gas from the coal dust fueling the fire
eleven furnaces burned around the clock to generate drafts to ventilate the mine

and disperse the volatile methane gas (called “firedamp” at the time)

however, in Roslyn Mine No. 1 the main airway did not extend below the fourth level

a passage had been cut into the slope below the fourth level which provided

only a limited amount of ventilation

Miners in Mine No. 1 were in the process of connecting the airway from the fifth level

down to the sixth level and seventh levels when volatile methane gas detonated

workers not killed by the explosion itself were asphyxiated -- 1:45 p.m., Tuesday, May 10, 1892

Mine officials started a recovery effort,

but many miners were reluctant to go back down into the mine

during that day workers removed fourteen bodies

ROSLYN COAL MINE DISASTER IS THE WORST IN STATE HISTORY

All forty-five bodies were removed by Thursday afternoon May 12, 1892

this disaster created twenty-nine widows -- ninety-one children were left fatherless

(this will prove to be the worst coal mine disaster in Washington state history)

victims were buried in local cemeteries segregated by race and country of origin

(Mining was a bloody occupation -- these coal mine fatalities were some of the 50,000 coal miners

killed on the job in the United States between [1870 and 1914])

AN INVESTIGATION IS CONDUCTED AT THE ROSLYN COAL MINES

Most miners worked by the light from an open flame attached to their hats

miners working on the airway used gauze safety lamps

air passing through the gauze controlled the amount of heat generated

Two committees, one composed of mine officials and one of miners, launched investigations

in addition, State Coal Mine Inspector David Edmunds conducted an official inquiry

There was no small disagreement regarding the location of the explosion

- company’s committee set the location of the explosion at the airway

being driven between the fifth and sixth levels;

it stated that the explosion was touched off by blasting powder used to break up rock;

- State Inspector of Mines believed that the mining blast opened a crack to a pocket of gas

then a miner’s lamp on the slope side set off the explosion;

- miners’ committee disagreed with the company and agreed with the state coal mine inspector;

- coroner’s jury established that **“the death was caused by an explosion of gas caused by**

‘deficient ventilation’” at Roslyn Mine No.1⁵²¹

(Some families filed suit against the Northern Pacific Coal Company

all parties settled with \$1,000 going to each widow except where there was a working age son

then the payment was \$500)

(Later coal mines were sprinkled with water to control the dust,

⁵²¹ David Wilma, *Worst coalmine disaster in Washington history kills 45 miners at Roslyn on May 10, 1892,*

later still mines were rock-dusted, usually with powdered limestone,
to dilute the highly combustible coal dust
sprinkling or rock-dusting greatly reduced the danger of explosion and fire,
but the Roslyn explosion was before these safety improvements were incorporated)
(Last Roslyn coal mine closed in [1962])

SEATTLE LAKE SHORE AND EASTERN RAILWAY(SLS&E) IS SOLD

Fraud and mismanagement had forced the Seattle Lake Shore and Eastern Railway (SLS&E)
into receivership
Northern Pacific Railway (NPRY) President Thomas Oakes announced his company
had purchased a majority of Seattle Lake Shore and Eastern Railway (SLS&E) stock
for \$40 million in an effort to secure control of the Pacific Northwest -- May 23, 1890
Northern Pacific Railway acquired control of the railroad
that ironically had been built to oppose the Northern Pacific Railway
It was quickly apparent that the SLS&E had been looted by its promoters
and was built to such poor standards a massive investment was required to make it viable
eastern division of the SLS&E (Spokane to Davenport)
became the independent Spokane and Seattle Railway

SPOKANE GIVES JIM HILL EVERYTHING HE DEMANDS

Eighteen prominent citizens, several of whom had been on the platform with Jim Hill,
formed a committee and entered into a contract with the Great Northern Railway (GNRY)
Aglow with excitement, city leaders gave Jim Hill everything he wanted
they guaranteed to secure and donate the right-of-way through the city limits
Hill agreed to place his railroad shops at a convenient location in or adjacent to Spokane
(in time Spokane got the repair shops -- but not the cheaper shipping rates
forty-nine more years were to pass before the Inland Empire
at last achieved freight treatment comparable to that enjoyed by the coast cities)

GREAT NORTHERN RAILWAY TRACKS EXTEND WESTWARD FROM SPOKANE

Great Northern Railway (GNRY) track was laid from Spokane in the east and Everett in the west
track extended across Big Bend of the Columbia River to Wenatchee, Washington
Wenatchee became the division headquarters for the Great Northern Railway
and base for steamboat operations to the Okanogan Mountains
Wenatchee was established as the dominate community of North Central Washington

NATIONAL PEOPLE'S PARTY (POPULIST PARTY) IS FORMED

Formative convention of the National People's Party was held in Omaha, Nebraska -- July 4, 1892
National People's Party was later erroneously also known as the "Populist Party"
term "populist" (from the Latin *populous*, meaning people)
has since become a generic term in the United States for politics which appeals
to the interests of the public in opposition to the interests of the establishment
Populists believed in the idealistic notion
that better living and working conditions would improve the human condition

progress was inevitable and the world was destined to become a better place
most reformers were members of the middle class
who were personally untouched by the problems they wanted to correct
National People's Party's collective strength centered in uniting the support of farmers
who hoped they would be joined by Eastern factory workers and their organized unions
National People's Party attempted to unite the North and South politically
by nominating Union General James B. Weaver for President of the United States
and Confederate General James G. Field for Vice-President

National People's Party approved its political Platform

Populists ran national and state candidates for political offices on a Platform of reform
National People's Party's list of proposals provided a clear stand on controversial issues

Populist Party demanded changes in government:

- federal government control of railroads and steamships,
- federal government ownership and control of telegraph and telephone systems,
- direct popular election of national senators rather than election by state senates,
- secret ballot for all federal elections

Populist Party demanded changes in the money system:

- federal government must exert greater economic restraint,
- unlimited coinage of silver to back an increase of money in circulation,
- postal savings bank,
- graduated personal income tax (percentage of tax collected increased as wealth increased)

Populist Party demanded changes in working conditions and labor reform:

- eight-hour work day;
- increase in hourly wages;
- restrictions on immigration to reduce the size of the labor force

POPULIST PARTY FIGHTS TO PROTECT INDIVIDUALS FROM CORPORATE EXCESSES

Populist Party was the most prominent political movement after the Civil War

it represented the culmination of agrarian movements

protesting against established political order

Populism protested business trusts, low farm prices, scarce money, public land policies,
the prevailing tax system, and other aspects of capitalism and the federal government

Local voices of gloom and protest sang out the chorus of the National Populist Party -- 1892

powerful corporations were robbing the producer and undermining democratic government

Some activists formed the People's Party of Washington as a political storm swept over the state

NATIONAL PEOPLE'S PARTY ADVANCES IN WASHINGTON STATE

Populist Party in Washington State drew their strength from discontented farmers

and to a lesser degree from labor

this mixture of many, if not all, of the discontented and "oppressed" factions of society

provided hope for changing the political process in America

New Populist newspapers appeared with increasing regularity

in Seattle, *The People's Call*, reflected the old style of Western journalism

as “Skookum the Trapper” declared in an article: **“Over-production of blood-suckers, money lenders, boodlers and knaves, vote buyers, ward heelers and ignorant politicians’ were at the source of evil.”**⁵²²

WASHINGTON POPULISTS STATE CONVENTION IS HELD IN ELLENSBURG

National People’s Party held their state convention in Ellensburg -- July 1892

they nominated candidates for all statewide offices

and ran many local candidates for the legislature and judiciary positions

State Populist Party platform was in many ways identical to national platform proposals adopted by the 1892 Farmer’s Alliance Omaha national convention

“free silver”, public ownership of railroads, initiative legislation, shorter workday

civil service reform of government employment, and other labor reforms

in addition, planks reflecting local issues were added at the state level:

- improved navigation on the Columbia River,
- construction of a government-owned railroad along the Columbia River,
- changes in state tax laws,
- regulation of railroad rates,
- prohibition of Chinese immigrants

a proposal to join with Democrats and Prohibitionists to achieve political results

was rejected by the convention delegates

State Populist Party organization placed its candidate for governor before excited delegates

Cyrus Wilbur Young, known as “C.W.” was selected by acclamation

he was a large man with a deep voice

he was described as heavy-set, ruddy-complexioned man with a “brick-dust” beard

(he had been raised in Missouri and attended law school in Iowa

before moving to Oregon where he was employed as a teacher

he moved to a 1,400-acre farm in Whitman County, Washington Territory [1879]

and became involved with the Farmers’ and Traders’ Bank of Pullman)

C.W. Young had actually been a delegate at the Omaha People’s Party Convention

Greatest passion of Washington Populists was directed against the railroads

which they hated because of the generous land grants they received

and for their monopolistic shipping rates and practices

Populist platform demanded the seizure of all lands owned by the Northern Pacific Railway (NPRY)

between Kalama and Tacoma as well as a mandatory reduction for freight rates

and other measures to curb “corporate oppression” by the railroads

Republicans, the leading political party in the state, were concerned about the sudden emergence of a feisty third political party

POLITICAL REFORMERS SPREAD ACROSS THE STATE

Utopian Radicals represented the extreme end of the Populist spectrum

Socialist movement believed each person was to do the work for which they were best suited

⁵²² Oscar Osburn Winther, *The Great Northwest*, P. 399.

from the sale of the community's products, each person was guaranteed
good wages, freedom of thought and behavior, free land, free libraries, no taxes, no rent
Utopian Radical Populists believed the federal government should own and operate all major utilities
they demanded the creation of Public Utility Districts (P.U.D.s)
they advocated and backed public ownership of electric power production and delivery
public power was the dominant theme of Populism in the Northwest
private power advocates cried "Socialism" when debating public power supporters

WASHINGTON'S POLITICAL CAMPAIGN OF 1892 TURNS NASTY

Washington State's second gubernatorial contest was a three-way race -- all had the potential to win:
Republican John Harte McGraw,
Democrat Henry Joseph Snively,
Populist Cyrus W. (C.W.) Young
a fourth candidate, Prohibition Party member Roger S. Greene, easily could have been a spoiler
Populist Presidential candidate James Weaver visited both Washington and Oregon
he made fifteen to twenty appearances locally as he campaigned for office
and to support gubernatorial candidate C.W. Young
Election of the new governor came down to a fight between King and Pierce counties
Seattle Republican John Harte McGraw supported creation of ship canal
from Lake Washington to Puget Sound
King County-based Republicans were behind the project
McGraw and other Seattle businessmen had invested in land along the lake
Democrats were split on the issue but the anti-canal faction was led by Pierce County
C.W. Young and the Populists stayed out of the Lake Washington canal issue controversy
Republican and Democratic candidates, officials and campaign workers
busied themselves slinging mud at one another
McGraw-Snively forces played right into the Populist hands
who simply pointed out how corrupt the political system was

EMPIRE BUILDER JIM HILL'S GREAT NORTHERN RAILWAY REACHES SPOKANE

Great Northern Railway (GNRY) tracks were laid from Kootenai Falls, Montana reaching West
they entered Idaho, both Bonners Ferry and Sandpoint were connected
Great Northern Railway route continued southwest into Washington
and reached Spokane -- summer 1892
with the exception of a small portion of the line east of Albeni Falls, Idaho,
on the Pend Oreille River, all the track to Spokane was laid from the east

LABOR DAY PARADE TAKES PLACE IN TACOMA

Labor Day became a legal holiday in Washington State -- 1892
this holiday reflected the optimism and pride of the young labor movement in the state
most stores closed and many buildings decorated for the event
Tacoma held a grand Labor Day parade
in a show of solidarity city officials in carriages led the parade
followed by Trades Council leaders

floats depicted union members at work -- union bands at intervals enlivened the procession
unorganized laborers from the Northern Pacific Railway (NPRY) car shops
and the city public works department joined the parade and the day's festivities
in all more than 3,000 marchers paraded for nineteen blocks through town -- September 5, 1892
Tacoma Daily News marveled: **“that the men without any other capital than their strong arms
and well-trained minds would have a day taken out of the year in celebration of their triumphs and
the dependence of the world upon them.”**

(This was the last Labor Day parade for working people in the Tacoma streets
depressed economic times depicted in the Panic of [1893] devastated the city's fragile economy)

STATE ELECTION CAMPAIGNS TURN HOSTILE

Campaigning, especially for the position of governor, turned hostile as Election Day neared
Seattle P-I, a pro-McGraw paper, published a story that claimed Democrat Henry Snively
had fled West Virginia in the dead of night owing creditors thousands of dollars
among the people he swindled were said to be poor orphans
Snively denied all wrong-doing and threatened a lawsuit

Tacoma Ledger, a pro-Snively paper, the next day published a parallel story
about Republican John McGraw's long list of swindled victims back in Maine
McGraw denied all wrong-doing

New York Times reported: **“The first national election in which Washington takes part as a
State will be characterized by a bitterness such as could hardly be surpassed in a doubtful State on
which the national result depended. Local rivalries and personal feeling have split both parties, and
as doubt as to the outcome of the contest has grown in their minds, their fury has become so great
that their two candidates for Governor stand accused of swindling and embezzlement in their
former homes in the East.... The Populists have at the same time developed such strength that they
have added a new element of uncertainty to the situation.”** [November 2, 1892]

1892 PRESIDENTIAL ELECTION FEATURES TWO FORMER PRESIDENTS VYING FOR OFFICE

Race for the presidency was a three-way event -- November 8, 1892

Republican President Benjamin Harrison was seeking a second term in office
former Democratic President Grover Cleveland had already served as president [1885-1889]
he had run for re-election [1888] and although he received a majority of popular votes
he lost the electoral college vote to Republican Benjamin Harrison

People's Party James Weaver was also a strong candidate

Grover Cleveland won the election thus becoming the only person in United States history
to be elected to a second, non-consecutive, presidential term:

- Democrat Grover Cleveland -- 5,556,918 Popular Votes (46%) -- 277 Electoral Votes,
- Republican Benjamin Harrison -- 5,176,108 Popular Votes (43%) -- 145 Electoral Votes,
- People's Party James Weaver -- 1,041,028 Popular Votes (8.5%) -- 22 Electoral Votes

Cleveland is the only individual to be counted twice in the numbering of the presidents

When Election Day was over, even the Populists were surprised at their success

People's Party candidates gathered more than one million popular votes nationwide
several of their party members were elected to Congress

WASHINGTON STATE ELECTION RESULTS

Democrats in the state of Washington suffer badly in the election -- November 8, 1892

Washington State was expected to support Republican Benjamin Harrison for President and in fact they did

Harrison received 36,457 popular Washington votes in the state in his bid for re-election National People's Party candidate James B. Weaver received 30% of the popular vote in Washington, Oregon and Idaho

final election results for the office of Washington State governor showed:

- Republican John Harte McGraw -- 33,281 votes: 37.01%,
in fact, Republicans took every statewide office

- Democrat Henry Joseph Snively -- 28,960 votes: 32.20%

Snively ran ahead of other Democratic candidates running for office on his ticket

- National People's Party candidate Cyrus W. (C.W.) Young -- 23,750 votes: 26.41%,
Populist presidential candidate Young received 19,105 votes in Washington statewide Young placed a very strong third place in Washington

he carried Douglas, Kitsap and Whatcom counties and he was runner-up in ten more he had outpaced other candidates running on the Populist national ticket

- Prohibition Party member Roger S. Greene received 3,937 votes: 4.38%
he had no effect on the outcome of the state election

State Senate saw twenty-five Republicans and nine Democrats elected

House of Representatives seated fifty Republicans, nineteen Democrats and nine People's Party one of these was Populist John R. Rogers who was elected to the legislature from Puyallup

SOUND BEND CHALLENGES OYSTERVILLE TO BE COUNTY SEAT OF PACIFIC COUNTY

Oysterville, a prosperous settlement located on the Long Beach Peninsula, served as the county seat for Pacific County since [1854]

After thirty-eight years Pacific County's population had shifted

from Oysterville and the Long Beach Peninsula to South Bend on the east side of Willapa Bay with Oysterville now off the beaten track, Pacific County residents again considered moving their county seat and the business it would bring

Residents of Pacific County held an election -- November 8, 1892

that pit Oysterville against Sealand (now part of Nahcotta) and South Bend

South Bend was vilified in the newspapers of other towns

because its comparatively large population gave it an advantage in influencing the election after a heated campaign, voters approved moving the county seat to South Bend

with a vote of 984 for South Bend, 376 for Sealand,
and 109 against moving the county seat from Oysterville⁵²³

Oysterville residents refused to turn over the county records

and promptly filed a law suit challenging the vote

on the grounds that not all of the voters were legally eligible to vote

Superior Court granted an injunction stopping the move of the county seat away from Oysterville

⁵²³ Jennifer Ott, "South Bend residents seize Pacific County records from Oysterville on February 5, 1893," Essay

GREAT NORTHERN RAILWAY (GNRY) CONTINUES TO EXPAND

Empire Builder James Jerome Hill's chief surveying engineer John F. Stevens organized construction of the Western end of the railroad route

but nature added to the problems faced by Stevens

hard rains washed out some track and bridges -- late 1892

then early and heavy snow in the mountains made progress difficult

as subcontractors faced multiple problems

John Stevens was able to attract competent men and delegate responsibility to them

A. H. Hogeland became the principal assistant engineer to Steven

Stevens appointed an engineer of buildings and another engineer of bridges

Stevens planned to upgrade structures such as stations, freight houses and bridges

resident engineers were located in St. Paul, Great Falls and Spokane -- their number increased

John Stevens used a total of sixty men on night-and-day shifts

at both ends of the troublesome Western construction project

his efforts were strongly supported by the Great Northern Railway's top management

such large crews indicated the significance of the effort to those in charge of the work

Stevens' gifted leadership resulted in the completion of a dramatically extensive construction project

that emphasized widespread improvements and sound maintenance

while at the same time keeping tight personal control as the project advanced

SEATTLE'S LACK OF A RAILROAD IMPEDES GROWTH

Seattle's businesses remained focused on shingle manufacturing centered in Ballard

only Stimson Shingle Mill Company there ranked among the state's important firms

shingles could be shipped east by rail

Northern Pacific Railway's Seattle Lake Shore and Eastern Railway (SLS&E)

largely controlled the approaches to the city of Seattle

(SLS&E had been bought out by the Northern Pacific Railway [1892] not to help Seattle

but to keep Jim Hill from using the line to gain access to Puget Sound)

Seattle was humbled by being served only by an indifferent Northern Pacific Railway (NPRY)

branch line that used Seattle Lake Shore and Eastern Railway (SLS&E) track

JIM HILL PROVIDES THE PACIFIC NORTHWEST WITH A RAILROAD

Seattle would have liked to greet Great Northern Railway's James Jerome Hill

even more handsomely than Spokane had greeted the Empire Builder

but she could not because the town was undeveloped

Seattle's problem bothered Jim Hill not at all

he had incorporated a subsidiary railroad called the Seattle and Montana Railway [1890]

to build from Seattle to the Canadian border

Jim Hill's Seattle and Montana Railway, part of his Great Northern Railway (GNRY) system,

secured an entry into Seattle across the tide flats made usable by a broad earth fill

laying thirty-three miles of track from Seattle north to Everett was begun

(when completed, Jim Hill 3,765-mile long transcontinental railroad system had not used

one acre of the usual government land grants to fund new construction)

GREAT NORTHERN RAILWAY CROSSES THE CASCADE MOUNTAINS

Great Northern Railway's (GNRY) transcontinental route was completed -- January 6, 1893
Everett was linked with Helena, Montana and on to St. Paul, Minnesota
as the last rail on the 834-mile stretch from Fort Assiniboine, Montana to Puget Sound
was hammered into place at Scenic, Washington on the west side of the Cascades
Chief Construction Engineer John F. Stevens had proven once again
he could work with construction contractors even under the most difficult circumstances

WASHINGTON STATE LEGISLATORS GO INTO SESSION

Republican John Harte McGraw was sworn into office -- January 9, 1893
as were all other state-wide elected officials -- all Republicans
Third regular session of the Washington State legislature begins -- January 9
(this session made Everett attorney and Republican state legislator C. T. Roscoe
nationally famous, as he sponsored legislation to ban the sale of cigarettes
to everyone -- adults as well as minors
this law was struck down in federal court the following [July])

PLANS ARE LAID FOR A NEW CAPITOL BUILDING IN OLYMPIA

Members of the legislature formed a State Capitol Commission
to oversee the creation of a new capitol building on state property in Olympia -- 1893
commissioners announced that \$500,000 had been appropriated for a legislative building
Washington State Capitol Commission held a nationwide competition to find an architect
from 186 submissions, the commission chose young architect Ernest Flagg of New York City
Flagg planned a compact single structure, horizontal in orientation covered with ornamentation
this proposed building was sheathed in Tenino stone
it featured a short dome and Corinthian columns running the length of its entry facade
it faced directly south with its back to the vista of Puget Sound
presumably so that sunlight could enhance the entry portico

HORACE CAYTON FAILS AS A SEATTLE NEWSPAPER PUBLISHER

Former *Seattle Post-Intelligencer* reporter Horace Cayton
dreamed of publishing his own newspaper for the local black community
he leased *The Standard* -- the only black newspaper in Seattle
which previously had been published by Britt Oxendine
as soon as he began printing his version of *The Standard*, Cayton attacked state and local officials
Seattle's black population became so alarmed they disavowed the new publisher
Oxendine pulled the lease from Cayton and removed the publishing equipment

SOUTH BEND VS. OYSTERVILLE FEUD FOR THE COUNTY SEAT CONTINUES⁵²⁴

Superior Court had issued an injunction that stopped the move of the Pacific County seat

⁵²⁴ Jennifer Ott, "South Bend residents seize Pacific County records from Oysterville on February 5, 1893," Essay 9838, HistoryLink.org, June 06, 2011.

but Oysterville residents still refused to relinquish the county government
South Bend community members held a meeting to discuss the situation
they nominated a committee to develop a plan for taking the county government by force
committee members acquired a court order that ended the court injunction
stopping the Pacific County Seat from being moved from Oysterville to South Bend
Eighty-five men from South Bend boarded the steamers *Cruiser* and *Edgar* bound for Oysterville
when they arrived they found the bay too shallow for landing -- Sunday February 5, 1893
Edgar unloaded its passengers onto smaller boats for landing
while the *Cruiser* traveled on to Sealand, Washington to unload at the dock
these passengers then walked to Oysterville
both groups united just outside of Oysterville
and sent a small group forward to assess the situation, then, **“the coast being found clear the parties quietly marched through the town and took possession of the court house. County Clerk Anthony Bowen threw open wide his office door and directed the removal of the records of his office, which were carried in boxes to the shore and from there transported to the steamer Edgar in the bateaux.”**⁵²⁵

Other county officials on hand cooperated with the crowd
except for County Auditor Phil D. Barney who refused to receive the court order
that dissolved the court injunction because it was a Sunday
he was not required to accept orders from a court order on Sundays
someone broke into Barney’s office and removed all of its contents
except for records sealed in the vault which were left
Auditor Phil D. Barney picked up a chair leg and menaced John Hudson from South Bend
but bystanders counseled restraint and violence was averted
Eighty-five invaders re-boarded the steamboats *Cruiser* and the *Edgar* and returned to South Bend
they established the county government in the Bristol and Leonard building
in downtown South Bend
(County Auditor Phil D. Barney relented the following week
and turned the remaining county records over to South Bend)

PACIFIC FOREST RESERVE PROTECTS MOUNT RAINIER

U.S. Department of the Interior field inspectors recommended a federal reserve be created
to protect the forests around Mount Rainier [1891-1892]
Washington’s U.S. Senator Watson C. Squire applied political pressure to accomplish this goal
President Benjamin Harrison signed a proclamation
establishing a reserve at Mount Rainier -- 1893
Pacific Forest Reserve specified a vast region of Washington be set aside as wilderness
(including much of what would later become Mount Rainier National Park)
southern boundary was drawn along township lines through the upper Cowlitz River valley

FINANCIAL PANIC OF 1893 HITS THE UNITED STATES

⁵²⁵ *South Bend Journal*, “Removed!” February 10, 1893, P. 1.

During the “Gilded Age “of the [1870s and 1880s] the United States experienced economic growth and geographic expansion as Western territories were brought into the Union as states but much of this growth was financed by large amounts of international investment money (Mark Twain had labeled this period of history in a book entitled *The Gilded Age* that satirized an era of serious social problems masked by a thin layer of gold gilding) One of the first clear signs of financial trouble came thirteen days before the inauguration of U.S. president Grover Cleveland -- February 20, 1893 Philadelphia and Reading Railroad went into bankruptcy and was placed under receivership hundreds of banks, businesses and other railroads were dependent on the bankrupt railroad shock and fear raced through the financial markets and the American economy collapsed

NOT ALL BUSINESSES SUFFER

New York financiers gained control of the mighty Bunker Hill & Sullivan gold-lead-silver-zinc mines at the same time the Northern Pacific and Union Pacific railroads absorbed local rail shortlines Corporate management seemed to grow increasingly impersonal toward their employees as more and more money flowed in from a wide variety of sources

NEW NORTHWEST NORMAL SCHOOL OPENS IN BELLINGHAM

Washington’s second governor, John McGraw, approved a charter for the state’s first public teacher-training school -- February 24, 1893 Phoebe Judson’s Lynden Academy became the New Whatcom Normal School but the state legislature did not provide money to build or run the new school Whatcom County boosters of the school had to raise their own funds Students, mostly young women, came to the Bellingham Bay area from all over the state to learn to become teachers in tiny towns and one-room schoolhouses throughout Washington they attended classes, ate their meals, socialized and studied in Old Main they lived in private boardinghouses near campus where housemothers and school officials kept a close eye on them students took courses in algebra, grammar, physiology, drawing, vocal music, reading, orthography (spelling) and physical culture (physical education [P.E.]) they joined literary societies, wrote for the school paper -- the *Normal Messenger* which later became the *Northwest Viking* [1928], *Collegian* [1939], *Straight News* [1966] and the *Western Front* [1967–] for recreation they auditioned for plays and tried out for sports teams they also hiked and skied in the North Cascade Mountains (Over the years, the school will change its name several times it will become the Western Washington State College of Education [1937] Western Washington State College [1961] Western Washington University [1977])

PRESIDENT GROVER CLEVELAND IS SWORN INTO OFFICE

President Cleveland was sworn into office for a second, nonconsecutive, term -- March 4, 1892 during his second terms as president thousands of businesses were ruined

and more than four million people were unemployed
Cleveland did little to address the growing crisis -- he sat on the sidelines and failed to lead
he believed, like most of the leaders of both major political parties, that the business cycle
was a natural occurrence and should not be tampered with by politicians
an ongoing agricultural depression in the West and South deepened
spreading the misery to those regions
Economic depression soon gripped the European side of the Atlantic Ocean as well

SPOKANE IS HOME TO A NEW INTERNATIONAL RAILROAD LINE

Another small gold find was discovered near the United States-Canadian border
eight hundred gold-seekers flocked to the United States side of the line -- 1893
Railroad entrepreneur Daniel Chase Corbin built the Spokane International Railroad
after the Canadian Pacific Railway (CP) agreed to fund much of the construction cost
buy underwriting the construction bonds
Spokane International Railroad reached Kingsgate, British Columbia
where it connected with Canadian Pacific Railway (CPR) track
it became easier to ship ores from British Columbia to Spokane for smelting
than it was to use Canadian smelters
completion of the line also meant the Canadian Pacific Railway could compete
with the Northern Pacific Railway (and Great Northern Railway [GNRY] when completed)
for transportation between the Midwest and Puget Sound
Spokane International Railroad also gave the Canadian Pacific Railway a connection
to the Union Pacific Railroad (UPRR) and Portland, Oregon
(Later [1910] a branch line of the Spokane International Railroad
reached to Lake Pend Oreille and Coeur d'Alene)

TACOMA LIGHT AND WATER COMPANY IS NOT APPRECIATED BY TACOMANS

There were multiple complaints about Charles Wright's Tacoma Light and Water Company
Tacomans had grown tired of electric rates nine times higher than Seattle
and poorly maintained street lights that were not bright enough when they did work
residents also were frustrated by the poor quality, unreliability and high cost of their water supply
Charles Wright ran the utility from Philadelphia where he lived
he became impatient with both the criticism and the slow rate of return on his investment
and suggested the city buy his company
Residents of Tacoma voted to purchase Tacoma Light and Water Company -- April 11, 1893
Tacoma became the second municipal electric company in Washington following Spokane [1890]

GOLD RESERVES CAN NOT SUPPORT THE SUPPLY OF MONEY IN CIRCULATION

Sherman Silver Act [1890] had increase the amount of money in circulation
but also demanded treasury notes (paper money) be redeemable in both gold and silver
gold flowed out of the United States treasury until the nation's reserves
fell below \$100 million -- a psychological barrier -- weakening public trust
silver under impact of the Sherman Silver Act had risen from 84¢ to \$1.05 per ounce
but soon declined again touching 78¢ an ounce -- April 15, 1893

meanwhile huge Western mines were chewing deeper and deeper into the earth
During the last years of Republican Benjamin Harrison's administration
United States gold reserves steadily declined
fifty-first Congress, the "Billion Dollar Congress, had spent lavishly
President Grover Cleveland, only recently sworn in for a second, interrupted term
was deeply concerned about the steadily declining gold reserve and the security of money
as investors demanded payment in gold rather than treasury notes (money)

BANK FAILURES SWEEP THE NATION

National economic crisis was led by railroad overbuilding and shaky railroad financing
that set off a series of bank failures
railroads once welcomed as the slayer of steamboat monopolies
had turned themselves into villains by their very success
As concern for the state of the economy worsened, people rushed to withdraw money from banks
all demand gold rather than treasury notes (money) and then hoarded the gold
many banks merged to salvage their investments
this "run" on the banks removed large amounts of money that had been available to make loans
and a "credit crunch" quickly rippled through the economy
In addition, a financial panic in the United Kingdom and a drop in European trade in Europe
caused foreign investors to sell their American stocks and demand payment in American gold

NEW YORK STOCK EXCHANGE PLUNGES IN VALUE

Trading on the New York Stock Exchange was frenzied -- May 5, 1893
three trading houses, S. V. White, Ferris & Kimball and W.L. Patton, all failed
The New York Times wrote of that hectic day: **"All through the trading hours the brokers had been under the most intense of strains; they had seen three failures, accompanied by almost unheard-of slumps in securities, and, gathered on the floor of the Stock Exchange, they had cheered wildly when 3 o'clock struck and business for the day was over...."**

PRESIDENT GROVER CLEVELAND FACES HEALTH PROBLEMS

Early in his second term it was discovered President Cleveland was afflicted with oral cancer
he needed surgery immediately but the country was in the grip of an economic depression
it was feared that announcing the president's condition might add to the chaos
only family members and a few close advisors were alerted
the cabinet was not informed

FIRST PASSENGER TRAIN LEAVES SEATTLE BOUND FOR ST. PAUL, MINNESOTA

First scheduled Great Northern Railway (GNRY) passenger train
departed Seattle's depot at the foot of Marion Street -- 8:15 a.m., June 18, 1893
a small crowd let out a mighty cheer when the train left on its sixty-nine-hour trip to St. Paul
other than the engine which was brand new, the train was made up of old equipment
that consisted of a baggage car, two coaches, a dining car and a sleeper
this train was loaded with passengers although only about twenty were making the full trip
about twenty other people leaving from Seattle were going only as far as Spokane

two passengers aboard the eastbound train were to meet the westbound train and return on it after leaving Seattle, the train picked up a few more passengers in Everett Empire Builder James J. Hill's first Great Northern Railway passenger train passed through Skykomish and reached the five switchbacks on the West side of the Cascade Mountains, crossed Stevens Pass, descended the three legs of switchbacks on the east side of the Cascades

GREAT NORTHERN RAILWAY TRAIN FROM ST. PAUL, MINNESOTA ARRIVES IN SEATTLE

Empire Builder James Jerome Hill's Great Northern Railway train reached Seattle's depot at the foot of Marion Street -- 5:10 p.m., June 22, 1893
run to Seattle took seventy-seven hours and forty-five minutes
Great Northern Railway's westbound train was much more luxurious than the one that had left Seattle four days earlier
in addition to the train's passenger cars
Great Northern General Superintendent C. Shields had his private car attached
now passengers traveling east would also be riding in style

SEATTLE WAITS IMPATIENTLY FOR THE FIRST TRAIN FROM ST. PAUL, MINNESOTA

Seattle newspapers chronicled the progress of the first west bound Great Northern Railway train telegraph dispatches arrived telling how the train was cheered at every town through which it passed on its way to Puget Sound passengers waved back their greetings to the locals with hats and handkerchiefs Reporters soared to poetic heights as they described the train's equipment in addition to a sleeper car named *Seattle*, **“‘Handsomest of all,’ declared one, ‘is the buffet car, which is an addition to the equipment of this line. It is sixty feet long and is finished in old gold and polished oak. It has its large sitting room, with a dozen easy chairs of willow with easy cushions, and its graceful refreshment stands, whereon can be deposited the refreshments to come from the buffet in the corner. At one end is a library Containing anything from Gibson’s ‘Decline of the Roman Empire’ [sic] to a French novel that will curl the hair like a blast from a Great Northern locomotive on a Montana prairie. At the other end is a writing table fairly littered with all of the late periodicals and daily papers. Then come little tete-a-tete rooms, separated by delicate screens of scroll work and velvet, where little parties can assemble by themselves in the company of royal personages, kings and queens. Next comes the barber shop, where a tonsorial artist will give the traveler a clean shave, shampoo, sea foam and cut his hair every day on the trip, so that he will be ready to attend a church sociable or meeting of the city council when he arrives at his destination. To complete the equipment, a bathroom is ready for anyone who finds traveling is dusty.”**
[*Seattle Post-Intelligencer*, June 23, 1893]

JIM HILL CUTS PASSENGER TICKET FARES FOR HIS TRANSCONTINENTAL TRAIN

Establishment of through service on the Great Northern Railway (GNRY) precipitated a rate war both freight and passenger rates were cut by Jim Hill
When the first train left Seattle the passenger fare one-way fare to St. Paul, Minnesota was \$35
GNRY s announced a new rate reducing the first-class fare between Seattle and St. Paul to \$25
round-trip fare to Chicago, Illinois was \$86.20

Another innovation introduced was a “3000-mile ticket” which sold for \$75
this was good for one year and could be used anywhere on the entire system

EMPIRE BUILDER JIM HILL CONTROLS A LARGE PART OF SEATTLE’S WATERFRONT

By the time the Great Northern Railway passenger train arrived in Seattle
Jim Hill controlled a large section of the waterfront which was built largely
on reclaimed tidelands -- this was the ocean gateway for Hill’s railway
Hill and other Seattle leaders envisioned a trans-Pacific trade network
of rails and steamships revisiting an old theme in American commerce
trade with China and East Asia

GREAT NORTHERN RAILWAY OPENS NEW MARKETS

At this time the spruce and pine timberlands of the Great Lakes region were nearing exhaustion
it was necessary for the lumber business to seek new footholds

Empire Builder James Jerome Hill had negotiated with Congress to swap
North Dakota Red River Valley farmland for prime timber land in Western Washington [1891]
now Jim Hill enthusiastically advertised the Northwest timber stands as a replacement
for Great Lakes timber and the pine forests of the American South
Hill displayed a monster Western Washington Douglas fir log pulled by twenty horses
in a parade held in St. Paul, Minnesota celebrating completion
of the Great Northern Railway (GNRY)

Jim Hill followed up his advertising with action
he reduced shipping rates on lumber transported from Puget Sound to Minneapolis
at first the effect was limited as the best markets in the Midwest were south of Minneapolis
and beyond the reach of the Great Northern Railway
(also the depression years following 1893 prevented rapid expansion
but when crop prices picked up in the Midwest so would the demand for lumber)

WEST COAST SHINGLE WEAVERS’ UNION GOES ON STRIKE

Shingle mill owners attempted to kill the union movement by forming an association of their own
Shingle mill owners resisted the efforts of the West Coast Shingle Weavers’ Union
to increase wages

Shingle Mill Owners’ Association announced a one cent per thousand shingle cut in wages -- 1893
West Coast Shingle Weavers’ Union called a strike at the Ballard shingle mill

STOCK SELLING PANIC SWEEPS ACROSS WALL STREET

New York Stock Exchange crashed -- June 27, 1893

causes of the financial crash were attributed to:

- rampant political corruption:
 - logging companies were permitted to strip forests from public lands
and received only token fines in court;
 - railroad land grants stretching over millions of acres were not taxed
nor could the land be purchased by settlers or farmers;
 - high railroad shipping rates were forcing farmers out of business;

- government failed to regulate business:
 - corporate pricing policies were not based on costs and were unfair to customers,
 - working conditions were unsafe and wages were low,
 - child labor laws were lax

Financial collapse of the Philadelphia and Reading Railroad and other railroads was quickly magnified by the failures of hundreds of banks causing credit to dry up and businesses causing investors to lose money and factories putting employees out of work

PRESIDENT GROVER CLEVELAND HAS SECRET SURGERY FOR ORAL CANCER

After Congress adjourned -- June 30, 1893

President Cleveland boarded the yacht *Oneida*, on the pretext of leaving for a fishing vacation at his cottage on Cape Cod as the yacht sailed out of the East River in New York City and on to Long Island Sound oral surgery was performed as a portion of the President's upper left jaw was removed and he was fitted with a rubber prosthesis because the surgery was performed inside the president's mouth no evidence was visible on the outside (Cleveland underwent a follow-up operation and recuperated at his summer cottage)

NORTHERN PACIFIC RAILWAY SELLS THE SLS&E RAILWAY

Northern Pacific Railway (NPRY) had stopped service from Seattle on the Seattle Lake Shore and Eastern Railway (SLS&E) line Seattle's link with Canada no longer existed

nor did the city's route to the Squak (Issaquah) coal mines

Jim Hill's Great Northern Railway (GNRY) had arrived in Seattle

Northern Pacific Railway (NPRY) sold the Seattle Lake Shore and Eastern Railway (SLS&E) since Hill was no longer blocked out of Seattle and its deep water port – July 1, 1893

Seattle Lake Shore and Eastern Railway (SLS&E) was reorganized into three railroad:

- Spokane and Seattle Railroad – July 1, 1893,
- Seattle and International Railroad [May 16, 1896],
- Seattle and International Railway [June 30, 1898]

TACOMA ENTERS THE PUBLIC UTILITY BUSINESS

After they voted to purchase Charles Wright's Tacoma Light and Water Company [April 11, 1893]

residents of Tacoma learned the deal offered to the city by Charles wright was one sided

some of the Tacoma Light and Water Company's creeks used to provide water

were not owned by the company at all and the wells produced less water than advertised

consumers complained of dirty, bad smelling, bad tasting water

Tacoma's city engineer looked at the newly acquired water system

and estimated it lost 1.5 million gallons a day because of leaky hollow log pipes

an equivalent amount was lost when a dam on Galliher's Gulch failed

Tacoma leaders worked to secure a dependable and safe source of drinking water

their choice boiled down to digging more wells, an effort that did not always provide success,

or tapping the Green River and letting gravity move water to Tacoma
(gravity option was much more expensive than anticipated
and voters rejected that plan [September 1907])

TACOMA CITY LIGHT IS THE DELIGHT OF THE POPULIST MOVEMENT

While Tacoma's water company was a dismal failure,
Charles Wright's Tacoma Light and Water Company's electricity generating plant
proved to be a success for the city-owned utility company
Tacoma City Light provided consumers the cheapest power rates in the nation
this utility was the ideal expression of Populist values
a cheap public commodity stripped of private profit
Tacoma promptly reduced electricity rates by twenty-five percent the next year
(and reduced rates by seventy-five percent in [1903])
Rural Populists who were still angry by the memory of railroads
that had built the state and then gouged its citizens for profits
were energized by the success of Tacoma City Light
they campaigned for two of their most important issues:

- the need to regulate railroads,
- the need to establish other publicly owned utilities

SEATTLE CELEBRATES THE ARRIVAL OF THE GREAT NORTHERN RAILWAY (GNRY)

Empire Builder James Jerome Hill was forced to postpone his planned visit to Seattle to celebrate
completion of his transcontinental railroad because of economic panic sweeping the nation
as a result, the celebration had to be moved to July 4, 1893

Seattle launched **“the grandest demonstration in the history of the Northwest”**⁵²⁶

special excursion rates on trains and boats were established
thousands of celebrants poured into Seattle from neighboring communities
torchlight and bicycle parades, elaborate floats, songfests, speeches and dancing were featured
“Coal, Lumber and Mineral Palace” on Pioneer Square was the centerpiece for the festivities
this was an elaborate and ingenious showplace for the resources of the region
above the north entrance was a design in electric lights
that symbolized the union of St. Paul and Seattle by the locomotive, “J. J. Hill”
this display was proudly described as consisting of **“about 500 electric lamps, ranging**

**from a 32 candlepower down to miniatures, the power being furnished by a 50-horsepower
generator, and the lights forming the wheels of the locomotive flashing in and out so as to cause the
illusion that the engine is in motion.”**⁵²⁷

ECONOMIC DEPRESSION BECOMES THE FINANCIAL PANIC OF 1893

President Grover Cleveland's small efforts had little impact on the deepening economic depression
nor could the President get Congress to act
there was no effort made to end the Depression or to help the jobless

⁵²⁶ Seattle and Great Northern Railway, From the Public Relations Department, Seattle, Washington, 1952.

⁵²⁷ Seattle and Great Northern Railway, From the Public Relations Department, Seattle, Washington, 1952.

as a result, stock prices declined, 500 banks closed, 15,000 businesses failed,
numerous farms ceased operation
unemployment rate hit 25% in Pennsylvania, 35% in New York, and 43% in Michigan
soup kitchens were opened to help feed the destitute
facing starvation, people chopped wood, broke rocks and sewed in exchange for food
in some cases, women resorted to prostitution to feed their families
Panic of 1893 had a lasting impact -- the depression did not fully abate until [1897]
one response to the series of business failures and bankruptcies
was an upsurge in business consolidations
poorer elements of society believed they were being ignored during the hard times
and were left at the mercy of huge trusts operated by greedy tycoons

WEST COAST SHINGLE WEAVERS' UNION COLLAPSES

West Coast Shingle Weavers' Union strike at Ballard was lost and the men returned to work
wages were reduced to nine cents per thousand shingles produced
West Coast Shingle Weavers' Union collapsed when the ill-timed strike
was quickly followed by the economic Panic of 1893
(during the next few years wages for shingle weavers fell
until the men were packing for three cents per thousand)

NORTHERN PACIFIC RAILWAY (NPRY) GOES INTO RECEIVERSHIP

After the Northern Pacific Railway (NPRY) had completed its main lines between the Great Lakes
and the Pacific Northwest at Tacoma
it worked to build numerous branch lines across Minnesota,
Washington and other Northwestern states
huge costs involved in building such a massive railroad in extremely rugged topography
cost the railroad heavily
Northern Pacific Railway (NPRY) fell into receivership -- August 17, 1893
NPRY vice-president and general manager Thomas Oakes was named receiver
former chairman of the New York Stock Exchange Brayton Ives became president
(for the next three years Oakes and Ives feuded for control of the Northern Pacific Railway)

OREGON RAIL AND NAVIGATION COMPANY FAILS

As a result of the on-going economic crisis,
management of the Oregon Rail and Navigation Company (OR&N)
was placed in receivership held by the Union Pacific Railroad (UP)
which significantly impacted the economy of Portland, Oregon
freight rates to and from Tacoma were considerably cheaper than rates for Portland
because Tacoma was easily accessible by ship while ships to and from Portland
faced the still dangerous sandbars and shoals at the mouth of the Columbia River
OR&N receivership increased its investment in a Columbia River bar tug service
and towboat operation which allowed for better international freight service rates for Portland
Portland could now compete nearly on a level footing with Tacoma
more improvements were made allowing for increased revenue and freight traffic

along the Oregon Rail and Navigation (OR&N) line

EASTERN WASHINGTON STATE FARMERS SUFFER A SERIES OF FINANCIAL CRISES

Sheep prices dropped due to overproduction of wool and mutton

a general period of decline set in that crushed the herding industry

also, the arrival of additional dry farming homesteaders encroached on their rangeland Washington

Northern Pacific Railway's Sunnyside Canal Project in the Yakima River Valley

and several dozen smaller ditch operations had claimed more water

than the Yakima River carried in a normal year

these inflated demands for water could not be met

which resulted in crops going without water

Farm prices for crops and land dropped ever lower

many farmers paid up to 20% interest on their mortgages

farmers' land values became "upside-down" as the land was worth less than the mortgage

farmers with heavy mortgages lost their farms

property taxes were also a heavy burden for the farmer

along Puget Sound land values depreciated up to 80%

Eastern Washington wheat ranchers were in disbelief as prices for their harvest plunged downward

Walla Walla suffered its first crop failure due to unusual [August] rains

(summer) wheat rotted in the fields before it could be harvested

rain forced (winter) wheat to sprout in sacks before it could be planted

many farmers moved to the Nez Perce Reservation in Idaho to find new ground

Railroad shipping rates continued to soar upward

PROBLEMS ABOUND FOR INDUSTRY IN WASHINGTON

Business activities slowed in Washington State:

- in Tacoma twenty-one of twenty-eight banks failed;

- in Seattle eleven banks failed;

- in Bellingham five of six banks failed;

- in Spokane three of seven banks failed;

- Ben Snipes' banks in Ellensburg and Roslyn failed

brought on by some questionable business practices and the depth of the economic depression

Snipes holdings were seized and sold for pennies on the dollar;

- after lumber companies had clear-cut public land the lumber market declined

saw mills shut down due to lack of logs

three of out of four shingle mills closed within two years;

- rail trade with the East collapsed

company growth had been based on local immigration

little effort to expand the market beyond the immediate area;

- fishing industry was composed of small canneries with little marketing skill or opportunity

canneries simply moved with the fish

machinery reduced labor costs but required more capital

over-production drove prices down;

Labor suffered as unemployment swept through the ranks of union members

Shingle Weavers' pay was cut from 10¢ per thousand to 3¢ per thousand;
An eerie silence fell over Port Townsend which had been built on the anticipated arrival
of thousands of people driven by the hope the Union Pacific Railroad would turn the town
into a salt-water rival to Tacoma and Seattle -- but the Union Pacific failed
Port Townsend died

JIM HILL'S RAILROAD EMPIRE MAKES HUGE PROFITS

Even during the financial panic, Jim Hill's Great Northern Railway Company (GNRY)
paid five per cent dividends and held a surplus of one million dollars
Secret to Hill's success was to seek out routes which made long hauls economical
he laid track with the idea of keeping down operating costs
by using the most level route possible to allow for long trains with heavy loads
thus showing a larger margin of profit than his competition
Hill had ceased to worry about his transcontinental rivals as nationwide panic swept the nation
he doubted if either the Union Pacific (UP) or Northern Pacific (NPRY) railroads would survive
in their struggle to dominate the lower part of the Columbia River Basin
they had grievously overbuilt their competing branch lines
furthermore, the Union Pacific Railroad had just overstrained itself

FRAUD SCHEMES ARE USED TO SELL DESERT LAND IN WASHINGTON AND OREGON

In the high deserts of the Inland Empire and south into Oregon, real estate scammers
put boats on wheels and had them pulled through the sagebrush
scammers would then solemnly swear they had boated across the region
or scammers cynically would claim desert land under various swamp-act reclamation provisions
much of the "swamp land" went to politicians
one hundred thousand acres went to Governor William Thayer of Oregon, for instance

JOHN CONSIDINE IS A LEADING THEATRICAL FIGURE IN SEATTLE

John Considine, manager of the People's Theater in the Pioneer Square neighborhood,
decided that he could out-compete other box houses by raising the level of entertainment
He hired professional actresses for the stage -- other girls worked the floor and the dark booths
he had enjoyed great prosperity for a while -- until he was brought down by the Panic of 1893

HARD TIMES AND UNEMPLOYMENT OVERTAKES THE PACIFIC NORTHWEST

Thousands of unemployed gathered at street meetings to denounce land speculators and corporations
idle railroad workers, loggers, mill hands, shingle weavers, sailors, fishermen, laborers
and farmless farmers congregated in mobs to rage against the powers that made them poor

CLAM BAKES STAVE OFF STARVATION

People from all walks of life could be found along the clam beds of Puget Sound
beaches provided both food and fire wood for cooking
Clambakes were a social function and an economic necessity
deep holes were dug in the sand, and dry wood and calms were laid inside
seaweed was distributed over the clams to hold in the heat

everything except the shovel to dig the clams was free
long summer evenings were lit by the clam diggers' beach fires

BLACK PIONEER GEORGE WASHINGTON PROTECTS HIS SETTLEMENT OF CENTRALIA

George Washington's assistance became crucial
when the financial panic of 1893 hit Washington State
Centralia, with the rest of the country, went into an economic downspin (for most of the decade)
on his own initiative, Washington organized a private relief program for needy residents
he drove to Portland, Oregon by wagon to bring back tons of staples like rice, flour and sugar,
which he distributed along with lard and bacon that he bought wholesale in Chehalis
Washington declined to foreclose on mortgages he held
when other properties went up for auction, he bought them
to save the town from absentee ownership or bankruptcy
although population and property values declined, Centralia survived
(by the end of the decade the town began to rebound
and entered the Twentieth Century with a population of around 1,600)
(George Washington remained active and involved in Centralia business and civic affairs
until shortly before his death [August 26, 1905] -- eleven days after his eighty-eighth birthday
when he was killed in a buggy accident
Centralia's mayor proclaimed a day of mourning
he asked that all local businesses close during Washington's funeral,
which was reputed to be the largest in Centralia's history,
held at the Baptist church the pioneer had supported
Centralia's founder was buried in the cemetery he had donated)

WASHINGTON STATE UTILITIES SUFFER DURING THE DEPRESSION

Financial Panic of 1893 plunged many of the state's small private utilities into bankruptcy
while most continued to operate under court-appointed trustees
these companies were rundown, poorly maintained
and unable to serve the needs of the growing population
what was necessary was a complete reorganization of the utility systems
giant consultant-management company Stone & Webster was happy to oblige

STONE & WEBSTER COMES TO SEATTLE

Stone & Webster Management Company, had been founded in Boston
by engineer-entrepreneurs Charles A. Stone and Edwin S. Webster
they attracted capital for purchasing and developing urban utilities and transportation systems
all across the nation
Stone & Webster consolidated Seattle's surviving lighting and rail services under a single entity
called the Seattle Electric Company
which began to expand throughout the Puget Sound region
(eventually merging 150 utilities in nineteen Washington counties)

COLUMBIA RIVER BIG BEND REGION OF WASHINGTON IS SURVEYED FOR IRRIGATION

Many private irrigation projects in the Yakima River Valley failed during the Financial Panic of 1893
United States Geological Survey conducted a study under Israel C. Russell for the purpose “**of ascertaining to what extent the conditions there existing favor the project of obtaining artesian water for irrigation.**”⁵²⁸ -- 1893

 this federal project was to be an individual, partnership, and co-operative enterprise
 to reclaim a 200-mile long and 50-mile wide swath of the Yakima Valley
 in an arid region between productive wheat lands and the Cascade Mountains
Israel C. Russell’s report was negative regarding artesian water
but positive for diverting the Columbia River or one of its tributaries for irrigation use
however, the big problem in diverting the Columbia River
was the need to convey water up to and across an elevated basaltic mass of rock
that separated the intake point from the land to be irrigated

AMERICA’S FINANCIAL CRISIS DEEPENDS

Panic of 1893 became one of the worst economic depressions in American history
(second only to the Great Depression of the [1930s]
 during the 1893 Depression unemployment exceeded ten percent for half a decade)
Economic Depression that followed the Financial Panic of 1893 devastated portions of America
during the bitter 1893-(1894 winter months and succeeding winters)
 some poor families starved -- others became wanderers
 unemployed “tramps” crisscrossed the nation walking or hiding on freight trains
 (tramps were unemployed men willing but unable to find work -- bums did not work)
 many appeared at the back doors of middle-class houses pleading for work or food
despite the obvious crisis with the American economic system,
 many people blamed those who could not find work, accusing them of laziness or begging
 some of the unemployed blamed themselves
 stories of despair and suicide ran almost daily in many newspapers
 members of in the comfortable classes feared violence and anarchy from the unemployed

NEW POLITICAL PHILOSOPHY SWEEPS PARTS OF THE NATION

“Silverites” demanded “Free silver” to solve the Panic of 1893 economic crisis
Silverites demanded the production of silver coins to be circulated in addition to gold coins
 and expand the amount of money in circulation
Silverites were politicians living in the western silver mining states and progressive Democrats
while the leaders of the Republican Party represented business and banking,
 “Silver Republicans” were of a like mind with Silverites
Those opposed to coining silver money feared the increase in cash that would be available
would lead to “inflation” -- a rise in prices for goods and services
and, consequently, a decrease in purchasing power
for instance, established contract payments would be made with money decreased in value
and employees would demand larger salaries to meet the rising family costs

⁵²⁸ Oscar Osburn Winther, *The Great Northwest*, P. 316.

PRESIDENT GROVER CLEVELAND FINALLY TAKES ACTION

President Cleveland believed the Panic of 1893 was caused by fears regarding the security of money
silver had skidded in value from 78¢ an ounce to 63¢ per ounce
every silver mine and mill in Butte and many of those in Coeur d'Alene was shut down
Cleveland believed the economic problems could be solved
if the government refused to back currency with silver
and returned to only the gold standard to back money
this, he believed would reduce the amount of money in circulation and drive prices and wages up
As the Panic of 1893 deepened Congress followed the President's lead in a special session
Congress repealed the [1890] Sherman Silver Purchase Act -- November 1, 1893
silver no longer supported the value of paper money -- thus less currency was in circulation
President Cleveland's solution did little to end the Depression or to help the jobless
America's money supply became even tighter than before
in the process the president's solution had divided the Democratic Party into two factions
those who wanted to constrict the amount of money in circulation
and those who wanted to expand the money in circulation
in addition, the president had alienated the silver supporting politicians of the South and West
in spite of this drastic medicine gold prices continued to decline constricting money even further

NORTHERN PACIFIC RAILWAY (NPRY) WANTS A LINE TO GRAYS HARBOR

Citizens of Aberdeen had been frustrated with Northern Pacific Railway's decision
to build a line to Ocosta-by-the-sea
they had held out hope the railroad would be built through their well-established community
Northern Pacific Railway (NPRY) officials went to the leaders of Aberdeen
they offered to build a spur line from Tacoma into town
however, the NPRY had just floated a \$12,000,000 bond issue
and the terms of this agreement stated there would be no new construction
to work around this limitation, the NPRY asked Aberdeen to pay the cost of building the line
(estimated at \$35,000) and in return the NP would reimburse those who provided financing
with a 50% rebate on freight charges)
Aberdeen city leaders met to consider the offer but decided that it could not raise the money
and turned down the Northern Pacific Railway's proposal

PEOPLE OF ABERDEEN DECIDE TO BUILD A RAILROAD OF THEIR OWN

People of Aberdeen decided instead of financing the laying of track for the Northern Pacific Railway
they would build the two miles necessary to connect to the Ocosta-by-the-sea line themselves
they planned to sell the line to Northern Pacific Railway (NPRY) once it was completed -- 1893
Most of the Aberdeen extension already had been graded
much of the rail for this two-mile extension was salvaged from the British bark *Abercorn*,
which had sunk at the entrance to Grays Harbor [June 1888]
rails on board had lain in salt water for nearly six years
Three local mill owners, Michigan lumbermen Captain John Weatherwax and A. J. West
and Chicago lumberman Henry Wilson donated ties

Aberdeen's founder, Samuel Benn, donated building lots to any man
who would give ten days labor or ten days pay at two dollars per day
Reports of this construction tell of a town driven to succeed
students were given time off from school to work
and the entire town helped on weekends
(this line was completed and the first train rolled into Aberdeen
to the sound of a welcoming brass band [April 1, 1895]
local folklore said everyone knew when the train reached Aberdeen
simply by the sound of the wheels on the rails pitted by salt water)
(Northern Pacific Railway acquired all railroad routes to the Grays Harbor area [1898]
a few years later, Grays Harbor was connected to three major intercontinental rail lines)

AMERICAN POLITICS IS IN DISARRAY

Depression continued to drain the life blood out of the nation's economy
spreading suffering and fear among working people in all corners of the nation
Continuing Depression had radicalized large portions of the population
Democrat President Grover Cleveland had provided no real leadership
and Democratic Congressional leadership failed to resolve the economic woes of the nation
Republican Party's strength lay in the small towns and farms of the United States

UNEMPLOYED MEN WANDERED THE COUNTRYSIDE SEEKING HELP

Forced out of work by the depression, men roamed the countryside looking for jobs -- or for trouble
protests calling attention to their plight were organized by small groups
to demand "relief" from the federal government
Jacob S. Coxe was in San Francisco attending a Populist convention on fiscal reform
this soft-spoken man with a trim mustache and rimless glasses
was an earnest but unusual economic reformer since he also was very prosperous
among his possessions he counted a sand quarry, a farm in Ohio
and a racehorse breeding stable in Kentucky
some estimated his wealth at \$200,000 (1893 dollars thus making him a millionaire today)
Populist Jacob Coxe proved to be ineffective at publicizing his proposals
Coxe heard Populist Party organizer Carl Browne propose a march to petition Congress
demanding government financed public works projects be started to put men to work
Jacob Coxe offered to lead a group of protestors from Ohio in a march on Washington, D.C.
to protest the unemployment caused by the Panic of 1893
and to lobby the government to create road building
and other infrastructure improvement jobs
Jacob Coxe and Carl Browne became a formidable team

NATIONAL PEOPLE'S PARTY LEADER CARL BROWNE CAST AN UNUSUAL FIGURE

Populist Party organizer Carl Brown had been a housepainter, cartoonist
and a flamboyant hustler of the snake-oil salesman variety
he was a lecturer in theosophy (reincarnation -- he believed himself to be Jesus)
Carl Browne, a large man with long, flowing gray hair and beard, was notoriously reluctant to bathe

he wore a fringed buckskin coat with Mexican half dollars as buttons, high boots, sombrero,
a fur coat of unknown derivation and an amber bead necklace
his commanding voice, usually set at foghorn volume,
only enhanced his ability to attract attention
he also was imaginative

JACOB COXEY GATHERS UNEMPLOYED MEN TOGETHER IN MASSILLON, OHIO

Coxey's march of unemployed workers was to express their resentment over what was perceived
to be an unfair distribution of the nation's wealth and society's benefits
they intended to deliver signed petitions to Congress demanding relief from economic depression
Jacob Coxey took credit for the idea of the march,
Populist Party organizer Carl Browne took credit for naming the marchers
"The Commonweal (common good) Army of Christ"
others named the mob "Coxey's Army"

JACOB COXEY LEADS AN ARMY OF UNEMPLOYED TO WASHINGTON, D.C.

"The Commonweal Army of Christ" or "Coxey's Army"
originated with 100 men in Massillon, Ohio -- Easter Sunday, March 25, 1894
Large banner drawn by Populist Party organizer Carl Browne led the marchers
followed by "General" Jacob Coxey in a buggy drawn by his forty-thousand-dollar pacer, Acolyte
next came Mrs. Carrie Coxey in a separate carriage who held their infant son in her arms
he had been given the name "Legal Tender Coxey" when he was baptized
next came "Marshall" Carl Browne who rode a spirited stallion
Others followed walking toward Washington, D.C. -- among those in the ranks were:
•Cyclone Kirtland, an astrologer,
•Unknown Smith, who had earlier served as the ringmaster of a disbanded circus,
•David McCallum, author of an economic discourse which sold under the title
Dogs and Fleas, by One of the Fleas,
•Christopher Columbus Jones, a five-foot tall voice of reform who marched under a tall silk hat

COXEY'S ARMY ATTRACTED ENORMOUS ATTENTION

Jacob Coxey and The Commonweal Army of Christ attracted enormous attention nation-wide
as they marched from Ohio toward Washington, D.C. to deliver their petitions to Congress
by the most favorable count Coxey's Army numbered only two hundred as they passed through
Pittsburgh, Becks Run and Homestead, Pennsylvania -- April 1894
Populist Party organizer Carl Browne did his public relations work well
Coxey's Army was accompanied by forty-three reporters, four telegraph operators
and two linemen
although the stories the reporters filed were heavy with ridicule, they were numerous
Coxey's ragged troops captured the national imagination as they trudged south
Coxey's Army rapidly grew to become a protest march by unemployed workers
from across the nation
marching protestors were dubbed "Coxeyites"
many of these protesters were unemployed railroad workers who blamed their plight

on President Cleveland's monetary policies, railroad companies and excessive freight rates
Some of the most militant Coxeyites were those who formed their own "armies"
these Industrial Armies attracted many thousands of marchers throughout the nation
but none received as much publicity as the contingent led by Jacob Coxey
although this was one of the smallest groups of protestors in the whole movement

RAVAGES OF THE DEPRESSION CONTINUE TO SAVAGE THE NATION

Men suffering the effects of economic depression traveled from all sections of the United States
to join the growing mass of unemployed marching on Washington, D.C.
Armies of unemployed men across the nation boarded eastbound trains
sometimes with transportation purchased by the cities they were leaving,
but more often by hopping aboard stealing rides -- and even entire trains
National Guard units were called out in many states
to regain control of the railroads which were then bankrupt and under federal government control
and to escort the unemployed armies across state lines to become another state's problem

UNEMPLOYED MARCHERS COMMANDEER A TRAIN IN BUTTE, MONTANA

Train theft was epidemic all over the Northwest
contingent of unemployed marchers from Butte, Montana flagged down a freight train
four hundred men piled into fourteen empty boxcars,
put an unemployed engineer at the throttle and headed east
Coxeyites regarded this as hitching a ride
Northern Pacific Railway (NPRY) called it stealing a train
Railroad officials got a court order forbidding anyone from depriving owners use of their boxcars
fifteen deputy U.S. marshals were hastily sworn into service
they caught up with the train in Billings, Montana
where a crowd had gathered to wish the Butte army well
deputies started shooting and several bystanders were wounded
before the locomotive was uncoupled from the freight train and the engineer arrested
Billings townspeople sided with the unemployed
they helped the army liberate another engine and supplied the Commonwealers with food
second train pulled out headed East with flags flying
and a live rooster perched on the locomotive
Democratic President Grover Cleveland called out the United States Army
regular troops from Fort Koegh found the freight parked on a siding at Forsythe, Montana
while the engineer caught some sleep
unemployed marchers from Butte surrendered without resistance

FIFTH REGIMENT OF JACOB COXEY'S INDUSTRIAL ARMY FORMS IN OREGON

In Pacific Northwest cities such as Seattle, Tacoma, Spokane, Butte, Montana and Portland, Oregon
were unemployed railroad workers who joined Coxey's Army
Contingent of unemployed men numbering 439 assembled in Portland, Oregon
they were joined by another crowd from California
under the leadership of Stonemason S.L. Sheffler

united, they became known as the “Fifth Regiment of the Industrial Army”

WASHINGTON STATE FORMS ITS OWN UNITS OF COXEY’S ARMY

Unemployed men in Washington State joined Jacob Coxey’s protest of federal government inaction and demanded economic relief

Spokane delegation of unemployed men found themselves under the leadership of J.W. Kelly

Kelly and his men stole a train in Montana but they were stopped before getting far

Kelly was kept in jail -- only a very few members of Kelly’s Army made it past the Ohio River

Seattle’s unemployed were “all sturdy, active fellows, neatly dressed and with earnest faces” according to the *Seattle Post-Intelligencer*⁵²⁹

some two hundred men gathered in a vacant Northern Pacific Railway storage shed

located at 2nd Avenue South and South Weller Street which was furnished

with only two chairs and a card table – April 7, 1894

they called themselves the “**Northwestern Industrial Army**”

Henry Shepard, a soft-spoken unemployed surveyor, made a quiet speech

he called on “the respectable unemployed” to unite in an effort to improve their condition

he urged order, discipline and self-reliance in gathering food and funds

for a protest march across the continent

seventy-two men signed the muster roll the first day they pledged “**...to uphold the constitution, recognize only honest workmen, assist any officer in the lawful discharge of his duty, repudiate all connections with drunkards, thieves and convicts, and to protect life, liberty and property.**”⁵³⁰

Henry Shepard was elected as their “General” of the Northwestern Industrial Army

he formed a “regiment” of seven companies⁵³¹

SEATTLE’S UNEMPLOYED PREPARE TO MARCH ON WASHINGTON, D.C.

Henry Shepard’s Northwestern Industrial Army headquarters

issued General Order No. 1 -- April 9, 1894

it read: “**The officers in charge of headquarters will not allow tramps or bummers, or any persons under the influence of liquor, to loaf around these premises. These rules shall be absolute. Any person not conforming shall be ejected and handed over to the police.**” (*Seattle PI*)⁵³²

while preparing to leave for Washington, D.C., the army staged several parades through Seattle

one banner carried by the well-drilled marchers read:

“**Gold at a Premium -- Humanity at a discount**” (*Seattle PI*)⁵³³

citizens and businesses in Seattle provided the men and needy families with food and some funds

⁵²⁹ David Wilma, *Northwestern Industrial Army marches to join Coxey's Army on April 25, 1894*, HistoryLink.org Essay 2181, March 15, 2000.

⁵³⁰ Murray Morgan, *Jumbo and Mrs. General Cantwell*, Tacoma Library Northwest Room, 1960.

⁵³¹ Murray Morgan, “*Murray's People; A Collection of Essays*” Tacoma Public Library Northwest Room.

⁵³² David Wilma, *Northwestern Industrial Army marches to join Coxey's Army on April 25, 1894*, HistoryLink.org Essay 2181, March 15, 2000.

⁵³³ David Wilma, *Northwestern Industrial Army marches to join Coxey's Army on April 25, 1894*, HistoryLink.org Essay 2181, March 15, 2000.

TACOMA'S UNEMPLOYED ALSO PREPARES TO MARCH ON WASHINGTON, D.C.

Seattle Northwestern Industrial Army leader Henry Shepard

helped organize a contingent of unemployed men in Tacoma

who gathered with their sympathizers in the National Theater

a run-down hall at Twelfth and A streets -- April 14, 1894

women in Tacoma tried to join in the rallies but they were rejected

After more than a few speeches, leadership fell upon one to Tacoma's most flamboyant personalities

300-plus pound Frank T. "Jumbo" Cantwell, long-time saloon bouncer, occasional prize fighter

and current husband of his former boss's common-law widow, Charlotte

unlike Henry Shepard "Jumbo" Cantwell was no quiet leader

he was not unknown in police court

respectability was not one of the designations he sought -- he was more interested in notoriety

Frank "Jumbo" Cantwell with the help of Seattle organizer Henry Shepard made arrangements

for their Tacoma and Seattle armies to meet in Puyallup at the end of the month

FRANK "JUMBO" CANTWELL LEADS TACOMA'S ARMY OF UNEMPLOYED

Jumbo's detailed demands proved to be strong motivation for the members of his army

Frank "Jumbo" Cantwell's program for political reform was unique in several ways:

- he demanded government financing of a free liberal education for everyone,
- he called for construction of a bi-ocean canal across Nicaragua to aid West Coast shipping,
- he was adamant that restrictions be placed on immigration,
- he insisted work on irrigation projects in dry land areas be begun using government money

Frank Cantwell helped out financing his army of unemployed by boxing in an exhibition

and turning over his purse to the commissary

two meals were served daily

they were long on clams, crab, salmon and beans -- short on meat and bread

Tacoma Ledger complained in the pages of its newspaper that Jumbo's followers

were **"the best dressed, best fed lot of unemployed to be found on the Coast..."**⁵³⁴

it also noted that Jumbo's Army was marching into the unknown in search of the impossible

Jumbo made plans to join with other Pacific Northwest marchers of Coxey's Army

he organized his followers into companies, or "cantons," of sixty men

they drilled at marching in the morning

in the afternoon they sought provisions for the dining hall

PORTLAND'S FIFTH REGIMENT OF THE INDUSTRIAL ARMY MOVES TO TROUTDALE

Union Pacific Railroad (UP) refused to provide transportation out of Portland, Oregon

for the Fifth Regiment of the Industrial Army even though Oregon Governor Sylvester Pennoyer

tried to negotiate on behalf of the protestors

Unemployed California Stonemason S.L. Sheffler's Fifth Regiment of the Industrial Army

walked out of Portland eastward fifteen miles to Troutdale, Oregon -- April 27, 1894

⁵³⁴ Murray Morgan, *Jumbo and Mrs. General Cantwell*, Tacoma Library Northwest Room, 1960.

Portland's protestors carried bedrolls and were cheered along the way as heroes
as they headed for Washington, D.C. to join Jacob Coxey's Army
In Troutdale, experienced railroad crewmen among them quietly took possession of the local depot
as marchers attempted to learn when a train they could commandeer might be expected
they carried out all the usual work at the station
they even received and sent telegraph messages
nobody along the Union Pacific Railroad route suspected the takeover
but before an eastbound train reached Troutdale, one of the regular employees at the depot
managed to escape and sounded the alarm
Soon United States Marshal J. Boley Grady appeared in Troutdale with deputies
he was unable to discover who was in charge of the strange, efficient group of men in the depot
so he satisfied himself by reading a court injunction to the members of the mob
forbidding them from interfering with railroad property
Quietly the men dispersed – U.S. Marshal Grady, thinking his work done, returned to Portland
as soon as he was out of town the protestors went back to the depot and resumed its operation

SEATTLE'S CONTINGENT OF COXEY'S ARMY SETS OUT FOR PUYALLP

Some 650-unemployed people of Henry Shepard's Northwestern Industrial Army
marched out of Seattle in military formation heading toward Puyallup in anticipation of marching
on Washington, D.C. to urge congress to relieve joblessness -- April 27, 1894

TACOMA'S CONTINGENT OF COXEY'S ARMY MARCHES TO PUYALLUP

Frank "Jumbo" Cantwell's Tacoma contingent of Coxey's Army set out for Puyallup
they marched down Pacific Avenue in a light drizzle -- April 28, 1894
they paraded past a thin line of spectators on the plank sidewalks
An honor guard carried a huge American flag presented to the Commonwealers
by the local post of the Grand Army of the Republic -- it hung limply
"General Jumbo" Cantwell followed the flag wearing a long-tailed coat with epaulets on his shoulders
dark pants with blue stripes down the leg, a broad-brimmed black hat heavy with braid
this uniform was partly concealed by a macintosh overcoat
he kept Colonel, his pet Saint Bernard, beside him on a long leash
Some four hundred Coxeyites marched after him singing as they turned from Pacific Avenue
to Puyallup Boulevard and over the Puyallup River
After reaching Puyallup, "Jumbo" Cantwell set up his headquarters
in a partially completed Puyallup hotel where he advocated violence against the "haves"

JUMBO CANTWELL TAKES OVER THE ARMY OF UNEMPLOYED

At Puyallup, Seattle organizer Henry Shepard was dismissed
for failure to account for some funds donated to the army
"General" Frank "Jumbo" Cantwell took over the organization of unemployed men
mob radicals set out to recruit employed men to join the ranks of the discontent-- many did join
excited unemployed men in haranguing crowds harassed the Puyallup residents
each evening "Jumbo" Cantwell demanded selected housewives prepare dinner for the men
as the mob of radicals practically lived off the city of Puyallup

Jumbo demanded Northern Pacific Railway provide transportation from Puyallup to Washington, D.C.
he even offered \$10,000 of his own money to pay for the transportation but the railroad refused to haul the men as freight
Jumbo's wife Charlotte offered to pay for boxcars in which to ship cattle she planned to put one cow in each car with thirty or forty men to care for the animal
railroad agents refused -- they were not going to be tricked

FRANK "JUMBO" CANTWELL IS CONFRONTED BY WASHINGTON GOVERNOR McGRAW
Washington Governor John McGraw was not intimidated by the mob of unemployed men in Puyallup he had been King County Sheriff during the [1886] Chinese riots
Governor McGraw, with only one companion, faced the mob of unemployed at a Puyallup theater he told the mob, including Jumbo Cantwell, to go home
then the governor threatened to call out the National Guard to remove them from the town
Unable to negotiate free travel from the Northern Pacific Railway
Cantwell instructed his followers to break into small groups and to board trains away from stations

GOVERNOR McGRAW ESCALATES THE ATTACK ON UNEMPLOYED MARCHERS
Washington State Governor John McGraw ordered United States Marshal James C. Drake to begin swearing in deputies to guard railroad property
Deputies were easy to find -- pay was five dollars a day with room and board they were armed with .45 revolvers and Winchester rifles
requisitioned from Tacoma sporting goods stores
they carried a restraining order issued by U.S. Circuit Court Judge C. H. Hanford of Seattle that prohibited any action depriving the receivers of the bankrupt Northern Pacific Railway from the regular use of the line's locomotives, cars and equipment
U.S. Marshal Drake dispatched a dozen men to Puyallup where Frank "Jumbo" Cantwell's Commonweal armies were to rendezvous
others patrolled train yards in Seattle, Ellensburg, Yakima and Spokane
Two hundred specially sworn Deputy U.S. Marshals and U.S. Army soldiers patrolled the Northern Pacific Railway (NPRY) tracks to see that the men did not steal rides as many as 100 men at a time jumped aboard freights,
but crews sidetracked the trains and deputies cleared the cars for days, between Puyallup and Spokane, U.S. Marshals ejected
Washington's Northwestern Industrial Army men from trains and arrested others

U.S. MARSHAL J. BOLEY GRADY ESCALATES THE SITUATION IN TROUTDALE, OREGON
U.S. Marshal Grady soon learned of the second takeover of the Troutdale train station
Grady demanded Oregon Governor Sylvester Pennoyer call out the state militia more friendly to the unemployed than to the railroad,
Oregon's Governor replied that this was a civil matter
he pointed out it was not the Marshal's duty to suppress a disturbance before it could occur

Grady next attempted to involve the federal government
he wired U.S. Attorney General Richard Olney in an effort to get help from the regular army
he informed the attorney general that the men were armed and dangerous
Marshall Grady went to Troutdale accompanied by the local sheriff with forty-six deputies
to evict S.L. Sheffler and his Fifth Regiment of the Industrial Army
from their camp near the railroad
Marshall Grady discovered the protestors were orderly and packed as if ready to move
cordial, well-provisioned marchers offered a meal to the lawmen
deputies, who had been very coolly received by the citizens of Troutdale, declined
before they returned to Portland

PLAN IS DEVELOPED TO STOP OREGON'S FIFTH REGIMENT OF THE INDUSTRIAL ARMY

U.S. Marshal J. Boley Grady and Northern Pacific Railway (NPRY) officials developed a scheme
they sent a train of empty boxcars to Troutdale, Oregon
in each car was a copy of an injunction forbidding the protestors to take railroad property
this trap worked -- as the Fifth Regiment of the Industrial Army boarded the cars
they found the injunctions
when they ignored the court order, they were guilty of contempt of court
Fifth Regiment of the Industrial Army found itself being pursued from two ends
U.S. Marshall Grady and his deputies chased their train from the west,
United States Army came at them from the east
none-the-less, the marchers enjoyed public support along the way
which enabled them to hold off the efforts to stop them
Federal troops finally apprehended the Fifth Regiment near Forsyth, Montana
this portion of Coxey's Army was forced to surrender
when Marshall Grady searched the mob he found to his embarrassment
there were only three guns among the 507 prisoners
these protestors were returned to Portland
where they went into court supported by public demonstrations

JACOB COXEY'S OHIO ARMY OF UNEMPLOYED ARRIVES IN WASHINGTON, D.C.

Only 500 Commonweal Army of Christ members instead of 100,000 as promised
actually reached the nation's capital -- April 30, 1894
however, more were on the way from across the nation
camps were established on the 260-acre Shreve farm site (today's Colmar Manor, Maryland)
Federal officials were terrified by the approach of Coxey's harmless army
fifteen hundred soldiers were stationed in the city in case of trouble
several thousand more were ready in Baltimore, Annapolis and Philadelphia
tens of thousands of dollars were spent gathering federal troops
in the capital and in other parts of the country

OREGON'S FIFTH REGIMENT OF THE INDUSTRIAL ARMY HAS ITS DAY IN COURT

After conducting a hearing in Portland, Oregon, the judge released the members
of Fifth Regiment of the Industrial Army arrested Forsyth, Montana

with a warning not to repeat their offense -- April 30, 1894
immediately 350 of the men led by William Hogan announced their decision
to start out again for Washington, D.C.
Following day 3,000 workers in Portland paraded in support of the "Hoganites"
and to campaign for an eight-hour day -- May 1, 1894

JACOB COXEY'S MARCH ON WASHINGTON, D.C. COMES TO A GRAND ANTI-CLIMAX

On schedule Jacob Coxey's Army arrived in Washington, D.C.
in time to parade up Pennsylvania Avenue -- May 1, 1894
between 15,000 and 20,000 spectators awaited the marchers -- who numbered about 500
Then came the anticlimax as Populist leader Jacob Coxey, Party organizer Carl Browne
and another colorful leader, Christopher Columbus Jones, were arrested
for walking on the grass of the Capitol lawn
they were quickly sentenced to twenty days in jail
Jacob Coxey did not succeed in presenting the Commonweal Army of Christ's petition to Congress
interest in the march and protest rapidly dwindled in Washington, D.C.

INTEREST IN ECONOMIC RELIEF REMAINS HIGH OUTSIDE WASHINGTON, D.C.

Fragments of The Commonweal Army of Christ had different experiences -- none of them good
in Yakima a group of marchers was arrested -- May 4, 1894
deputies jailed many more after a bloody battle -- May 9
men who tried to free the prisoners the following day also were arrested
shooting erupted and one deputy died (shot by another deputy)
U.S. Marshals arrested 154 men for attempting to steal rides on trains
and an additional eighteen Yakima citizens were arrested for inciting them
some of the unemployed men attempted to avoid the deputies who were guarding trains
they decided to travel by boat down the Yakima River -- thirteen drowned
in Pasco, 200 men were arrested as they tried to hop trains
in Spokane a contingent of unemployed tried to get transportation to the Mississippi River
by offering to repair Great Northern Railway (GNRY) tracks along the way
Great Northern President, James J. Hill, rejected their offer
and called them "the worst class of men"

PULLMAN PALACE CAR WORKERS REACT TO WAGE CUTS FORCED ON THEM

Pullman Palace Car Company in Illinois manufactured railroad sleeping cars and dining cars
in response to financial reverses related to the economic depression
company owner George Pullman cut wages by about twenty-five percent
at the same time rent for company-owned homes in the town of Pullman located near Chicago
where most Pullman workers lived was not reduced
nor were prices in the company store lowered
Pullman employees send a delegation to complain about the low wages and the sixteen-hour workday
George Pullman refused to talk with the delegation and ordered them fired
members of the delegation of workers voted to go on strike

PULLMAN PALACE CAR WORKERS WALK OFF THE JOB

At the time of the labor unrest, thirty-five percent of Pullman's workforce was represented by the American Railway Union (ARU) which had led a successful strike against the Great Northern Railway Company (GNRR) [1893]
Pullman Palace Car workers walked off the job -- May 11, 1894
although the ARU was not technically involved in the Pullman workers' decision to strike, union officials had been in Pullman and at the meeting at which the strike vote was taken
Pullman workers believed the ARU would back their wildcat (unauthorized) strike
As soon as the striking workers emptied the Pullman plant
company management posted signs at all the gates: **"The works are closed until further notice."**⁵³⁵

YAKIMA COXEY' ARMY MARCHERS ARE TRIED IN SEATTLE

All of the arrested Yakima Commonweal Army of Christ members were brought to Seattle by train to stand trial -- May 12, 1894
because of strong public sentiment in Seattle in support of the Commonwealers
five companies of the Fourteenth U.S. Infantry Regiment from Vancouver Barracks were dispatched to insure peace
Because the bankrupt Northern Pacific Railway (NPRY) was in receivership
an injunction prohibiting interference with railroad operations was issued
111 Commonwealers were each sentenced to sixty days in jail for contempt of court

HORACE CAYTON PUBLISHES *THE SEATTLE REPUBLICAN* NEWSPAPER

Horace Cayton had tried his hand at publishing a newspaper for Seattle's black community and failed
The Standard newspaper had folded when the black population disavowed the new publisher
Cayton made a second effort
the first edition of his *The Seattle Republican* hit the street -- May 19, 1894
this newspaper was a forum for Horace's pro-civil rights and staunch Republican view point
Republican Party of the 1800s, the Party of Abraham Lincoln, was the voice of liberation
for black people
as a result, African Americans in Seattle voted Republican almost unanimously
That *The Seattle Republican* was partisan made it little different from most newspapers of the period
what was unusual about the paper was that it served and attracted white as well as black readers,
(at one point, Horace Cayton had the second largest newspaper circulation in Seattle)
Horace was convinced his positive experience in Seattle was a message for other black settlers
to come to the city

PULLMAN STRIKE SPREADS ACROSS THE NATION

There was a great deal of sympathy in Chicago and elsewhere for the striking Pullman workers
who were seen as common men and women tyrannized by an abusive employer and landlord
however, there was a question regarding how the American Railway Union

⁵³⁵ Lindsey Almont, *The Pullman Strike, The Story of a Unique Experiment and of a Great Upheaval*, P. 123.

could support the workers, who, after all, did not exactly work on the railroads

RESULT OF JACOB COXEY'S PROTEST MOVEMENT

Unemployed activists had organized in large numbers
they courageously drew attention to what they believed to be their own interests
but they had not learned how to proceed effectively
they did not know how to keep from being fragmented by squabbles
or from becoming diverted into the pursuit of the irrelevant
still, the Commonweal Army of Christ had projected into the future one fundamental idea
public works were essential in time of mass unemployment
Jacob Coxey's movement was played out by June 1894
national attention turned to labor troubles at the Pullman Strike near Chicago, Illinois

FRANK "JUMBO" CANTWELL ACHIEVES SOME SUCCESS

Some members of Washington's Northwest Industrial Army
and Oregon's Fifth Regiment of the Industrial Army eventually made it all the way
to the East Coast -- but only in small groups
unlike most demonstrators Frank Cantwell and his wife managed to reach Washington, D.C.
where Jumbo Cantwell joined Jacob Coxey's thinned-out Army in the march on the capitol
once there Cantwell's petition to congress, like all of the others, went unheeded
(Frank Cantwell and Charlotte successfully rode freight cars to Chicago
where they were welcomed as heroes -- later Jumbo was elected an Alderman [city councilman])

COXEY'S ARMY MAY HAVE BEEN THE SUBJECT OF THE *WONDERFUL WORLD OF OZ*

Among the people observing Coxey's march was L. Frank Baum -- before he gained fame
he may have written a political allegory of the times -- the *Wonderful Wizard of Oz*
which is thought to have been related to the experiences of Coxey's Army
Baum's characters have been interpreted in many ways -- none of which may actually be accurate:

- a cyclone was used in the 1890s as a metaphor for a political revolution
that would transform the drab country into a land of color and unlimited prosperity;
- Dorothy, naïve, young and simple, represents the American people and their values;
- Toto, a small dog that seems to go unnoticed, represents average Americans
it is Toto who reveals what a fraud the Wizard is;
- Uncle Henry: Henry Cantwell Wallace was a well-known farmer
and editor for a leading farm magazine (in the late [1800s]);
- Dorothy's shoes (originally silver in the book) symbolized using silver to support money
instead of restricting support to the gold standard (yellow brick road)
(in the film adaptation, *The Wizard of Oz*, Dorothy's silver slippers were turned ruby red
to enhance the cinematic effect during the early years of Technicolor),
- Oz is short for ounce, the unit of measure for gold and silver -- this represents the gold standard
- Scarecrow represents the American farmer,
- Tin Woodsman is the dehumanized industrial worker,
- Cowardly Lion is William Jennings Bryan who had a loud roar but little political power,
- Munchkins are the little people -- that is ordinary citizens,

- Wicked Witch of the West portrays the politician William McKinley who defeated Williams Jennings Bryant during the time of the free silver movement,
- Wicked Witch of the East represents eastern business and bankers,
- Good Witch of the South represented southern farmers,
- Good Witch of the North represented northern industrial workers,
- Flying Monkeys may represent Native Americans who happily lived in the forest doing whatever they pleased without having to call anyone their master;
- Emerald City (Washington, D.C.) was where “Greenbacks” (paper money supported by neither gold nor silver) was exposed as a fraud,
- Emerald Palace is believed to represent the White House;
- Wizard, President Grover Cleveland, appears powerful but is ultimately revealed as an illusion in the novel, the Wizard is just a little man pulling levers behind a curtain who flies away in a hot-air balloon

UNITED STATES REMAINS IN THE GRIP OF AN ECONOMIC DEPRESSION

Unemployment steadily grew, rising from one million [August 1893] to two million [January 1894] and by mid-year more than three million -- June 1894

Of course, no “safety net” existed -- savings lost in bank failures were gone insurance did not assure the unemployed an income -- no work meant no pay no access to medical insurance was available

Ranks of the idle poor swelled

Federal government had no plan to end the economic crisis

most of the “relief” given to those without jobs was provided by local voluntary organizations who were quite overwhelmed by the enormous need

RADICAL LABOR MOVEMENT IS REJECTED IN THE PACIFIC NORTHWEST

In France, Germany and other European countries, Socialist parties and anarchists played a prominent role in forming and building up trade unions

Labor World, the weekly official newspaper of the Washington State Federation of Labor --1894 railed in editorials it against more radical “internationalists”

who advocated for a world-wide labor movement by such shows of unity as an International Labor Day (proposed to be May 1 annually)

radical labor leaders made little headway in the Pacific Northwest

CHARACTER OF THE AMERICAN PEOPLE CHANGES

Devastating effect of the continuing economic depression resulted in great suffering public opinion began to slowly swing toward governmental activism and intervention to help the poor

(such as that now associated with modern industrial societies)

in the process the intellectual foundation for the reform impulse grew

(into what was to be called “Progressivism” in Twentieth Century America)

AMERICAN RAILWAY UNION CONVENTION MEETS IN CHICAGO

American Railway Union (ARU) Convention was held in Chicago -- June 15, 1894

delegates considered how best to support striking Pullman Palace Car workers
one plan was to refuse to hitch Pullman cars to trains
and to unhitch those that were already attached
another idea was a boycott: ARU members would refuse to handle Pullman cars
or any trains with Pullman cars until the railroads severed ties with the Pullman Company
ARU delegates passed a motion to initiate a boycott unless the Pullman Company
agreed to submit the dispute to arbitration [by June 26]
several committees were sent to the company with the hope of winning concessions
that would make the boycott unnecessary -- all efforts were turned away
Switchmen were crucial to the success of the ARU's boycott
they had joined the union in large numbers
ARU's President Eugene V. Debs predicted that once switchmen refused to add or remove
Pullman cars from trains railroads would fire them
and try to replace them with nonunion workers
that in turn would lead other union members to walk out in solidarity
bringing more and more trains to a halt

NATIONWIDE RAILROAD STRIKE DISRUPTS BUSINESS

American Railway Union members (engineers, conductors, switchmen, etc.) led by Eugene V. Debs
supported the Pullman strike by launching a "boycott" -- June 27, 1894
5,000 switchmen refused to handle trains pulling Pullman (sleeping and dining) cars
fifteen railroads were forced to stop running
within four days, 125,000 workers on twenty-nine railroads had walked off the job
rather than handle Pullman cars
American Railway Union President Eugene V. Debs stated
that if switchmen were disciplined for the boycott the entire ARU would strike in sympathy
boycotters effectively shut down production in the Pullman factories
Debs may have been pleased by the effectiveness of the boycott,
but he was also alarmed by the anger expressed by the workers
he feared the strikers would turn to violence
during the first week of the boycott he sent some 4,000 telegrams, hundreds every day,
urging ARU locals to stay calm and not to overreact

PASSIONS RUN HIGH DURING THE PULLMAN STRIKE

Pullman company officials closed the factories and refused to allow strikers into their places of work
railroad companies began hiring replacement workers (scabs) which only increased hostilities
American Railway Union President Eugene V. Debs held a peaceful rally
railroad workers at Blue Island, Illinois were asked to support the Pullman strike -- June 29, 1894
afterward groups from the crowd became enraged at the company and set fire to nearby buildings
they derailed a locomotive -- unfortunately for the strikers it was attached to a U.S. mail train
that event greatly upset President Grover Cleveland because it prevented
the U.S. government from exercising one of its most-important responsibilities
Elsewhere in the United States members of other unions joined in the effort
sympathy strikers prevented the movement of goods

they walked off the job and obstructed railroad tracks
they threatened and attacked scabs (non-union replacement workers)
Northern Pacific Railway (NPRY) property suffered wide-spread damage
tracks were torn-up and bridges were destroyed
at its peak some 250,000 workers in twenty-seven states were off the job
New York Times newspaper described this as **“a struggle between the greatest and most important labor organization and the entire railroad capital”**⁵³⁶

Nationwide transportation suffered serious losses
no transcontinental train left Tacoma for five days
Spokane had no rail service for ten days
nationwide, conditions were even worse in some areas
strikes threatened to further disrupt the nation’s already depressed economy
American Railway Union President Eugene V. Debs and other union leaders
agreed to operate mail trains on schedule
railroad officials attached empty Pullman cars to their mail trains
thus forcing union members to operate trains pulling Pullman cars

FEDERAL GOVERNMENT TAKES ACTION AGAINST RAILROAD STRIKERS

Federal government officials became concerned that the U.S. Mail was not being delivered by train
most of the president’s cabinet supported Attorney General Richard Olney’s demand for action
but questions were raised among Cabinet members regarding whether or not the president
had the constitutional authority to order the military to break a strike
Attorney General Olney obtained an injunction from two federal circuit court judges
Peter S. Grosscup and William A. Woods (both of whom had strong antiunion sentiments)
that prohibited ARU leaders from “compelling or inducing” any employees
of the affected railroads “to refuse or fail to perform any of their duties” -- July 2, 1894
this injunction also prevented ARU leaders from communicating with their subordinates
American Railway Union President Eugene V. Debs, who had tried to prevent violence,
could no longer even send telegrams advising against it
Eugene V. Debs and other leaders of the American Railway Union ignored the court injunction
and union members refused to return to the job
Increased national attention on the Pullman Strike fueled the demand for federal action

PULLMAN STRIKE IS BROKEN BY FEDERAL GOVERNMENT

With a federal injunction in hand, President Grover Cleveland could now treat the strike and boycott
as a federal issue -- he ordered United States troops into Chicago -- July 3, 1894
Cleveland continued to send troops, although the state militia
seemed quite capable of handling the situation
American Railway Union President Eugene V. Debs at first welcomed the troops
he thought they might maintain order and allow the strike and boycott to proceed peacefully
but it soon became clear the troops were not neutral peacekeepers

⁵³⁶ Heath W. Carter, “Scab Ministers, Striking Saints: Christianity and Class Conflict in 1894 Chicago”

they were there to make sure that trains moved -- which would undermine the boycott

AMERICAN RAILWAY UNION MEMBERS AND THEIR SUPPORTERS REACT VIOLENTLY

As federal troops appeared in Chicago in increasing numbers strikers reacted with fury -- July 4, 1894
they overturned railcars and constructed barricades to prevent troops from reaching the railyards
American Railway Union President Eugene V. Debs and other union leaders could do nothing
they were prevented by the federal injunction from any communication with the workers

VIOLENCE ESCALATES IN THE RAILROAD STRIKE

Some 6,000 rioters caused \$340,000 in damages as they destroyed hundreds of railcars
in the South Chicago Panhandle yards -- July 6, 1894
General Nelson Miles led 12,000 United States Army troops
they were joined by 5,000 deputy U.S. Marshals and 3,100 police
American Railway Union members, Pullman strikers and their supporters
were alarmed by use of the army to break their strike but they remained resolute

LABOR VIOLENCE REACHES A CLIMAX

National Guardsmen escorted a train through the downtown Chicago area
when they were stopped by a mob that began assaulting the troops -- July 7, 1894
Guardsmen fired into the crowd killing at least four strikers (possibly up to thirty)
and wounding around twenty
(use of the military and subsequent deaths of workers led to further outbreaks of violence
killing continued when two more people were shot by troops in Spring Valley, Illinois)
American Railway Union (ARU) President Eugene V. Debs tried to call off the strike
he urged that all workers except those convicted of crimes be rehired
but the railroads refused -- instead they began hiring nonunion (scab) workers
Eugene Debs and four other ARU leaders were arrested -- July 7
on federal charges, including conspiracy to obstruct the mail
as well as disobeying an order directed to him by the U.S. Supreme Court
to stop the obstruction of railroads and to dissolve the boycott
these union officers were later released on \$10,000 bond

ANARCHISTS HOLD A REVOLUTIONARY VISION FOR AMERICA

German philosopher Immanuel Kant addressed the philosophy of anarchy
in his *Anthropology from a Pragmatic Point of View* [1785]
in this book he investigated the relationships among "Law and Freedom and Force:"

- Force without freedom and law is barbarism,
- Law and force without freedom is despotism,
- Force with freedom and law is a republic,
- Law and freedom without force is anarchy

Anarchism is a political philosophy that advocates voluntary self-governed societies to provide order
there are many types and traditions of individual and collective anarchism
but anarchists consider government (the state) to be unnecessary, harmful, and/or undesirable
this political philosophy favors the absence of any state government -- that is, anarchy

Anarchists held that justice could come only through a complete elimination of all government
they believed reforming capitalism (profit-motivated economy) to improve the lot of workers
would only impede anarchists' efforts to improve the nation and delay the coming revolution
A few frantic anarchists, these were bomb throwers and assassins, were ready to kill for their beliefs

ANARCHISTS BECOME ACTIVE IN THE WESTERN PORTION OF THE UNITED STATES

Anarchists often were opposed to organized trade unionism as they were not radical enough
and would slow down the necessary coming anarchist revolution
that would eliminate government
even so, many anarchists were active in the more revolutionary labor efforts
frequently, union members or not, anarchists were active
in the nation's strikes and demonstrations
they were very active in the coal miner's strikes in the West -- 1894

PUGET SOUND COOPERATIVE COLONY CEASES TO EXIST IN PORT ANGELES

Seattle attorney George Venable Smith's Puget Sound Cooperative Colony at Port Angeles
ended in failure as factional disputes continued and as liabilities outpaced assets
Puget Sound Cooperative Colony was forced into receivership
this situation led to several lawsuits
Colony's dwindling assets were supervised by the court (until it was officially dissolved [1904])

GLENNIS, ANOTHER UTOPIAN COLONY, IS FOUNDED IN WASHINGTON STATE

Oliver Verity Glennis leading thirty followers founded the Glennis Cooperative Industrial Company
they established an anarchist colony was located on 160 acres near Clear Lake (east of Eatonville)
Glennis was a highly structured Socialist cooperative community based on the principals
espoused by American author and Socialist Edward Bellamy -- 1894
who wrote *Looking Backward* about a man who awakens from a hypnotic trance
to find himself living in a socialist utopia (in the year 2000)
Glennis Cooperative Industrial Company attracted anarchists, atheists, free thinkers
and free love advocates who were collectively known as Glennisites
several of the families were homeless and penniless in large part due to the economic depression

AMERICAN RAILWAY UNION (ARU) STRIKE COMES TO AN END

Participation in the American Railway Union (ARU) strike dwindled
trains began to move with increasing frequency until normal schedules had been restored
federal troops were recalled from Chicago -- July 20, 1894

PULLMAN PARLOR CAR COMPANY REOPENS FOR BUSINESS

Pullman Parlor Car Company agreed to rehire striking workers
on the condition that they sign a pledge never to join a union -- August 2, 1894
By the time the strike had ended
at least thirteen strikers lay dead and fifty-seven were wounded
strikers had lost more than \$1 million in wages
an estimated 6,000 rail workers destroyed property worth millions of dollars

railroads lost additional millions in revenue and in looted and damaged property
American Railway Union members and strikers were blacklisted (placed on “do not hire” lists)
other unions perished or became dormant as the jobs of their members disappeared

RIGHTS TO WATER FOR IRRIGATION REMAINS UNRESOLVED IN WASHINGTON STATE

Congress attempted to aid farmers living in desert regions of the Western states
after several state legislatures, including Washington, appealed for help
One of the greatest shackles on land development in desert regions was the chaos of water rights
in pioneer days a man or company imposed a claim
 simply by posting notice of intention to divert so many inches of water
unsupervised, this led to fantasy
 in eastern Oregon enough water was claimed to turn entire counties into lakes
 if the water had existed -- which it did not
men with homesteads along streams howled in anguish when settlers above them
 diverted water out of its natural bed to a fertile bench far removed from the creek valley
owners of potential farms raised shouts of protest when they discovered
 they were blocked off from water by the paper rights of water speculators
 who probably would never use the moisture they claimed
Slowly and painfully the settlers groped for some way out of the impasse
 figures emerged from their surveys that showed in black and white what everyone knew anyway
 stream flow on which the ultimate resolution of the conflicts rested varied widely
no solution was possible which did not stabilize the water flow of creeks
 by impounding water during flood stages and releasing it during times of drought
 the bigger the reservoirs the more claims could be satisfied -- and the higher the cost

CAREY ACT IS PASSED BY CONGRESS TO AID FARMERS LIVING ON ARID LAND

Wyoming U.S. Senator Joseph Carey saw the passage of the Carey Act -- August 18, 1894
this allowed private companies to build irrigation systems in the western semi-arid states
and to profit from the sale of water

It was a new approach for development of public desert land
irrigation projects were financed by development companies
 who were eventually to hand over control to an operating company
parcels of federal desert land were to be given to each state (less than one million acres per state)
 if those states caused their dry lands to be settled, irrigated and cultivated
 each state had to regulate the new land, select private contractors
 and establish the maximum price that could be charged for water
state agencies also had to select the settlers -- no settler could acquire more than 160 acres
Like the Desert Act before it [1877] the Carey Act was not as successful
because few western states had the financial resources to make it effective
Washington, like most other states, could not afford to take advantage of the offer

CHAUTAUQUAS BRING CULTURE AND ENTERTAINMENT TO RURAL AREAS

Chautauqua (sha-TAW-kwa) was a system of entertainment and instruction
that was usually held several weeks each summer beginning in 1894

Chautauqua assemblies brought entertainment and culture for the whole community
these events expanded and spread throughout rural America (until the [mid-1920s])
Chautauquas consisted of traveling individuals and groups who were of national or local prominence
such as preachers, teachers, speakers, musicians, entertainers and other specialists of that day
who provided lectures, music, drama, and other cultural attractions
these features were presented at fixed meeting places or campsites
Chautauqua assemblies expanded and spread throughout rural America [until the mid-1920s]

INTERNATIONAL ADVENTURER RANALD MacDONALD DIES

Ranald MacDonald had been born at Fort Astoria [February 3, 1824]
to Hudson's Bay Company fur trader Archibald MacDonald and his Chinook Indian wife Raven
he was educated at the Red River Academy established in Red River Colony (Manitoba, Canada)
he became a bank clerk as his father had wanted
Restless by nature, Ranald soon quit his bank job and decided to visit Japan
which was then not open to foreigners [1848]
he convinced the captain of the *Plymouth* to set him adrift in a small boat
off the coast of Hokkaido, Japan
Ranald MacDonald reported he was kept confined in Japan
but he was eventually released and made his way by a series of voyages
from the island where he landed finally to Nagasaki -- always under close surveillance
he reported everything about him seemed to excite the curiosity of the Japanese
where he came from, the size of the United States and its physical aspects
all of his belongings, particularly his books and letters, aroused their interest
After his release from Japan MacDonald wandered widely, in Asia, China, India, Australia
and finally Europe
Ranald MacDonald eventually returned to the United States
various enterprises kept him busy in the Cariboo, British Columbia
he managed a supply house, ran pack trains to the gold mines and explored
he acquired a permit from the Washington Provincial Government to establish a toll trail
but it was never a commercial success
Ranald spent his last days with his cousin Donald MacDonald at the abandoned Fort Colville
Ranald McDonald died a poor man in Washington State while visiting his niece -- August 24, 1894
his last words were reportedly "Sayonara, my dear, sayonara..."
Ranald McDonald's grave is eighteen miles northwest of (Curlew Lake State Park on Mid Way Road)
his grave bears the following inscription:

RANALD MacDONALD 1824-1894
SON OF PRINCESS RAVEN AND ARCHIBALD MacDONALD
HIS WAS A LIFE OF ADVENTURE SAILING THE SEVEN SEAS
WANDERING IN FAR COUNTRIES BUT RETURNING AT LAST TO REST IN HIS
HOMELAND. SAYONARA-FAREWELL
ASTORIA EUROPE JAPAN THE CARIBOO AUSTRALIA FT COLVILLE

ANOTHER DISASTER TAKES PLACE AT THE FRANKLIN COAL MINE

Thirty-seven miners working approximately 1,300 feet below the surface died fighting a fire

in the Oregon Improvement Company coal mine at Franklin -- August 24, 1894

(Franklin was located in the Green River Gorge, about 1.6 miles east of Black Diamond)

These men ranged in age from sixteen to forty-nine

thirteen men left behind their wives and thirty-five children

eleven were Negro

one was a widower with three children

This fire might not have had a fatal effect except for the combination of two unrelated factors:

- a worker shut down a fan that supplied air to the different levels,
- a gas tester opened a door from another area thinking it would drive the smoke out

Doomed miners were apparently building a “stopping” or bulkhead

to seal themselves off from the fire and smoke when they were overcome

FRANKLIN MINE TRAGEDY IS NO ACCIDENT

Coroner’s jury ruled -- August 25, 1894

that the fire was caused by “...party or parties unknown” who “**did willfully, knowingly and maliciously cause said fire with intent and purpose to do great injury and damage to the lives of the miners and property of the Oregon Improvement Company.**” *Seattle Post-Intelligencer* noted, “**few can be found here who are not in hearty accord with it**”⁵³⁷

Oregon Improvement Company Superintendent Theron B. Corey traveled by train from Seattle to supervise the recovery of bodies

OIC paid for all the burials and contributed \$4,000 to a fund for the support of widows and orphans approximately, \$2,000 was raised in contributions from the people of Seattle and other mining communities

TOWN OF SKYKOMISH GROWS IN SIGNIFICANCE

Skykomish’s first real depot, a roundhouse, a coal chute and a water tank were built -- 1894

(Patrick McEvoy, the engineer on the first train through Maloney’s Siding (Skykomish [1893],

later settled in the town where he opened a saloon [1897]

which became a gathering place for railroad men he knew during his railroad days originally known as the “Olympia” it still prospers as the Whistling Post Tavern)

EXPLOSION AT THE NEW CASTLE COAL MINE

Tragic mine accident occurred in the New Castle Mine on Cougar Mountain -- October 9, 1894

four miners died in an explosion in the Oregon Improvement Company coal mine

George Parrish age 19, George Dobson age 21, Charles Giles age 16, David J. Lloyd age 30

Following day, coroner’s jury ruled that the explosion was “**caused by a charge of giant powder being set off**” and was “**entirely accidental and quite beyond the reach of ordinary human forethought to foresee.**”⁵³⁸

⁵³⁷ David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999. David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999.

⁵³⁸ David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999.

Oregon Improvement Company was, according to the *Seattle Post-Intelligencer*,
“entirely exonerated from any blame on or negligence in the matter”⁵³⁹

NATIONAL PEOPLE’S (POPULIST) PARTY ACHIEVES SUCCESS

As a steep economic recession continued to rock the nation
Populist Party became the principal political party in Washington
almost one out of four eligible voters in the state chose the People’s Party of candidates
twenty-one Populist representatives were sent to the state House and three to the state Senate
Populist-backed candidates won every major state office
from governor on down -- November 6, 1894

JOHN CONSIDINE’S BUSINESS FACE POLITICAL DIFFICULTIES

John Considine, the manager of the People’s Theater in Seattle’s Pioneer Square neighborhood,
faced financial difficulties even greater than the economic depression
Considine suffered from the results of the 1894 election
when an “anti-vice” administration was swept into office in Seattle -- November 1894
Considine attempted for a while to run the People’s Theater as a proper entertainment center
and opened a box house in Spokane before a similar anti-vice administration shut him down there

ANOTHER TRAGIC ACCIDENT AT THE NEW CASTLE COAL MINE

Underground workings at the Newcastle Mine on Cougar Mountain were engulfed by a major fire
all of the 160 miners working in the mine escaped -- December 1894
fire was only extinguished when Coal Creek was diverted into the mine shaft
smoke from that fire hung over the community for months
however, production at the mines continued (and increased dramatically during World War One)

POPULIST JOHN RANKIN ROGERS REFORMS WASHINGTON STATE EDUCATION

John R. Rogers of Puyallup had won a seat in the state legislature on the Populist ticket [1894]
he was elected Speaker of the House by the legislative members -- January 13, 1895
he became the popular representative of the down-trodden and the state school system
John R. Rogers made his most significant impact on education with House Bill 67
that amended the 1890 Educational Act with what became known as the “Barefoot School Act”
entitled “Providing for Apportionment of School Fund” the bill provided in part: **“In addition to the provisions for the support of common schools hereinbefore provided, it shall be the duty of the state board of equalization annually, at the time of leveling tax for state purposes, to levy a tax that shall be sufficient to produce a sum which, when added to the estimated amount of money to be derived from interest on the state permanent school fund for the current fiscal year, shall equal six dollars for each child of school age residing in the state ...”**

1895 Wash. Session Law Ch. LXVIII, Sec. 1

House Bill 67 proposed to use state tax money to pay for basic education
and brought a stable source of funding and fairness to education in the state

⁵³⁹ David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999.

\$6 for the education of each school-age child would be provided
this did away with local school district financing of their schools
and made the state responsible for construction of local school buildings
this was the foundation on which the public school system in the state was established
House Bill 67 went on to mandate the state auditor annually provide school funds
“to the several counties, according to the number of children of school age residing in each”
1895 Wash. Session Laws Ch. LXVIII, Sec. 1⁵⁴⁰

PUYALLUP INDIAN AGENCY OPENS A BOARDING SCHOOL ON ITS RESERVATION

Puyallup School for Indian Education had outgrown its reservation limits
a new school located on the Puyallup Reservation beside River Road
near Tacoma at the mouth of the Puyallup River was opened to students -- 1895
In addition to Puyallup Reservation Indian children
this new school received pupils from different sections of the state
because of its close proximity to Tacoma the frame building that formerly served as a classroom
was converted into shops -- a larger brick building was constructed
and a training school established
Puyallup School for Indian Education provided both academic and vocational educations
**“it was greeted by ‘friends of the Indian’ as a welcomed addition to the uncivilized Indian
landscape of the Pacific Northwest”⁵⁴¹**

ECONOMIC DEPRESSION CONTINUES TO DEVASTATE THE NATION

Normally, the U.S. Treasury held gold reserves comfortably above the statutory floor of \$100 million
U.S. Treasury has only \$68 million -- January 24, 1895
scarcely a week later was it down \$45 million before bottoming out at nine million dollars
one single investor held a draft worth ten million dollars
In an effort to build up the nation’s gold reserves to support federal treasury notes
President Grover Cleveland and his Treasury Secretary John Carlisle
proposed a plan to sell government bonds to the public to raise \$60 million

RAILROAD UNION STRIKE LEADERS ARE BROUGHT TO COURT

Civil as well as criminal charges were brought against the organizers of the Pullman strike
and against American Railway Union President Eugene V. Debs in particular
who was charged with contempt of court for interfering with railroad operations
and conspiracy to obstruct the mail
Proceedings in the trial of the labor leaders began -- January 26, 1895
this trial was held in the U.S. Circuit Court in Chicago with Judge William A. Woods presiding
with Judge Peter S. Grosscup also on the bench
chief prosecutors John C. Black, T. M. Milchrist and Edwin Walker

⁵⁴⁰ John Caldbick, “Washington’s ‘Barefoot Schoolboy Act’ is passed on March 14, 1895,” HistoryLink.org Essay 10003, January 12, 2012.

⁵⁴¹ Pacific Coast Institute, August 20-25, Tacoma Wash., available from <http://content.lib.washington.edu/cgi-bin/docviewer.exe?CISOROOT=/lctext&CISOPTR=1417>

represented the federal government
Clarence Darrow, the most noted attorney of the day, along with S. Gregory and Lyman Trumbull
agreed to represent Eugene V. Debs
After a brilliant defense, Clarence Darrow may have been robbed of a victory when the U.S. Attorney
dropped the charge of conspiracy to obstruct the mail when a juror became ill
Debs was then tried for (and eventually found guilty of contempt) for violating a court injunction
Eugene V. Debs was sent to prison for six months (beginning [February 12, 1895])

U.S. SUPREME COURT UPHOLDS PRESIDENT CLEVELAND'S USE OF FEDERAL TROOPS
Supreme Court of the United States issued a unanimous decision (*In re Debs*, [1895])
validating President Grover Cleveland's use of federal marshals and troops to break a labor strike
Supreme Court also upheld Eugene V. Debs' sentence for contempt of court
in a major confirmation of federal judges' power to enforce their court orders
(However, President Cleveland's bid for the Democratic re-nomination to the presidency [1896]
failed in large part because of his response to the Pullman and American Railway Union strike)

PRESIDENT CLEVELAND MAKES A DEAL WITH FINANCIER J.P. MORGAN
Financial baron John Pierpont "J.P." Morgan was keenly aware of the federal government's plight
like all captains of industry saw both danger and opportunity
(J. P. Morgan got his start during the Civil War when he financed the purchase
of antiquated rifles he bought them from the army for \$3.50 each
Morgan's partner then re-machined them and sold the rifles back to the army for \$22 each
these guns were defective and were known to blow the thumbs off soldiers who used them
when the government refused to pay for their own defective weapons
which were resold to them at an exorbitant markup, Morgan sued the government twice
in the meantime, Morgan himself avoided military service during the Civil War
by paying a \$300 substitute)
J.P. Morgan may have been the most repulsive man on Wall Street
he avoided the public eye which only added to his reputation as a secretive, voracious
gobbler of railroads and other businesses -- the original Wall Street shark
he had grown his steel trust into America's first billion-dollar business
J.P. Morgan proposed a private sale of government bonds to himself and his associates
in exchange Morgan would give the U.S. Treasury the gold it needed (\$100 million)
to meet its current and anticipated obligations.
Cleveland said that \$60 million would be enough
J.P. Morgan agreed to form an international syndicate to buy gold
and protect the U.S. Treasury from further withdrawals -- February 20, 1895

J.P. MORGAN SELLS U.S. GOVERNMENT BONDS TO SHORE-UP THE U.S. TREASURY
J.P. Morgan & Company led a syndicate of bankers
including the Rothschild banking family of England to sell U.S. bonds
and used the money to buy back gold from foreign investors
U.S. bonds were offered for \$112.25 each -- March 4, 1895
in New York the entire issue was sold out within twenty-two minutes

Gold filled the Treasury and the demand for gold from the U.S. Treasury was stopped
J.P. Morgan stood to make millions more than he paid

PRESIDENT GROVER CLEVELAND PAYS A POLITICAL PRICE FOR SELLING BONDS

In the process of doing business with J.P. Morgan and Wall Street bankers

President Cleveland divided the Democratic Party

many on the left contended the President “sold” the government to Wall Street

members of the banking establishment were characterized by many as “Robber Barons”

when Morgan refused to reveal his profits on the deal, Democrats became enraged

he also alienated political forces in the South and West who supported

minting silver coins to expand the availability of cash and end the economic depression

Meanwhile, restricted investments, negligible profits and declining personal income

resulted in declining consumption and widespread suffering throughout America

occasionally explosive labor and political struggles erupted -- 1895

CONSTRUCTION ON THE NEW CAPITOL BUILDING IN OLYMPIA STOPS

Construction had begun [1893] but by the mid-1890s, the legislature was wrestling

with the dire economic fallout from the nationwide financial Panic of [1893]

work of the capitol just stopped -- only the foundation for the building was completed

roadblocks were placed over the muddy paths leading to the foundation

BAREFOOT SCHOOLBOY ACT BECOMES LAW

“Barefoot Schoolboy Act” was signed into law by Governor Elisha P. Ferry -- March 14, 1895

Speaker of the House John R. Rogers gave every Washington child the right to a free education

high schools evolved from elementary schools

however, problems with school funding continued to exist

since Washington had no income tax, property taxes were to be used to fund schools

wealthier communities could provide an enhanced educational experience

with larger numbers of adequate facilities, longer school year and better teachers

In addition to reforming education’s financial issues, John R. Rogers proposed and won passage

of House Bill 90 which broadened the state’s curriculum to provide that: “**not less than ten**

minutes each week must be devoted to systematic teaching of kindness to not only our domestic animal, but to all living creatures.” -- this concern for all creatures was a prevalent Populist theme

TACOMA TRADES COUNCIL DISBANDS

Tacoma Trades Council, a collective organization of the members of various unions,

met in Tacoma for the last time -- March 14, 1895

Depression gripping Washington and the nation temporarily ended the union movement in Tacoma

Tacoma Trades Council newspaper announced: “Times too hard to pay dues”

most unions in the Tacoma Trades Council disintegrated

SMOHALLA’S DREAMER RELIGION IS BLAMED FOR THE NEZ PERCE WAR

Native American Holy Man Smohalla had developed an ideology

that blended traditional native beliefs and rituals with elements of Christianity

his teaching became known variously as The Dreamer Religion or Drummer Religion
it was based on the ancient Washani Religion which taught that the Indian spiritual world
was not separate from the physical world
this religion, based on songs and traditions of the elders, went back hundreds of years
followers of the Dreamer faith came to be regarded as fanatics
and their religion as an obstruction to the “civilizing” of the region
Americans cast blame for the [1877] non-treaty Nez Perce uprising
on the teachings of the Dreamer Religion
United States government intensified its efforts to place all Native Americans on reservations
where access to their traditional hunting and fishing grounds was becoming increasingly difficult
Smohalla’s Wanapum natives had little choice but to comply
even Smohalla was living on the Yakima Reservation
he died there at age ninety-two -- 1895
(Smohalla’s religious doctrines
continues to be a part of the Pacific Northwest Indians’ culture and spiritual life
because they were deeply embedded in traditional religious beliefs of the Wanapum people
Smohalla's son, Yo-Yonan who died [1917], and later his nephew, Puck Hyah Toot conducted
religious ceremonies in a longhouse at Priest Rapids until his death [September 11, 1956])
the Dreamer Religion (also known as the Seven Drums Religion)
continues to be celebrated by many Plateau Indians)

JAMES JEROME HILL WANTS TO EXPAND EXPANDS HIS RAILROAD SYSTEM

Great Northern Railway (GNRY) had an advantage over its competitors
Jim Hill was an economy-minded, far-sighted manager who had constructed a railroad
that could carry the largest possible volume of freight at the lowest possible cost
consequently, his GNRY line to Washington state was better engineered and better built
than any other western railroad
by maintaining a gradual climb over and down the Rocky Mountains
GNRY greatly reduced its need to use expensive double engines in the mountains
James Jerome Hill’s Great Northern Railway (GNRY)
transported all of the Northwest’s ore mining equipment and all of the region’s lumber and coal
As he had foreseen, the economic depression had bankrupted his transportation rival
the Northern Pacific Railway (NPRY) was in receivership
while they attempted to restructure their debts
Empire Builder Jim Hill was determined to merge the Northern Pacific Railway
into his Great Northern Railway under his management
Hill attempted to gain control of the Northern Pacific Railway (NPRY)
but this effort was blocked in court on anti-trust grounds – 1895

UTOPIAN COLONY OF GLENNIS IS NOT SUCCESSFUL

Utopian colony of Glennis near Clear Lake (east of Eatonville) lasted less than two years
according to founder Oliver Verity, Glennis failed
because of the desires of many anarchist members who protested the tight organization
imposed by Glennis leaders -- sometimes they protested any organization at all

Glennis Cooperative Industrial Company dissolved leaving, among others, Oliver A. Verity, B. F. O'Dell, George H. Allen and their families bankrupt and stranded -- 1895

FORMER GLENNISITES SEARCH FOR A NEW HOME

After the failure of Glennis Cooperative Industrial Company at Clear Lake (outside of Eatonville) Glennisites George H. Allen, Oliver A. Verity, and B.F. O'Dell began a search to locate a suitable place for a second effort to form an anarchist socialist colony -- summer 1895

PRODUCTION OF THE SHOW *H.M.S. PINAFORE* TAKES SEATTLE BY STORM

Comic opera *H.M.S. Pinafore* with music by W.S. Gilbert and words by Arthur Sullivan took place on a scow off shore in Lake Washington -- summer 1895
audience was seated in a grandstand on the shoreline
one of the characters, "Little Buttercup," made her entrance in a small boat
actors playing the Admiral and his entourage all arrived in a steam launch
at each performance the villain was thrown bodily into the water

ABIGAIL SCOTT DUNIWAY IS A WRITER AND WOMEN'S SUFFRAGE LEADER

Seventeen-year-old Abigail Jane Scott traveled from Illinois with her family over the Oregon Trail her mother and youngest brother died during the journey [1852]
Abigail took a teaching job in Eola, Oregon four miles west of Salem [1853]
and married Benjamin Charles Duniway later that same year
Abigail Duniway was a prolific author
her first novel was *Captain Gray's Company*; or, *Crossing the Plains and Living in Oregon*
was the first novel to be commercially published in Oregon [1859]
(this book was later revised as *From the West to the West* [1905])
Financial problems plagued the Benjamin and Abigail Duniway
their farm was lost through a poor business deal
entered into by her husband without her knowledge [1862]
shortly after Benjamin was permanently disabled in an accident involving a runaway team
Abigail supported her disabled husband and their children by running a boarding school
next they moved to Albany, Oregon where she taught in a private school
before she opened a hat and notions (accessories) shop
where she heard stories of injustice and mistreatment told to her by married customers
Duniways moved their five sons and daughter to Portland [1871]
encouraged by her husband she began a weekly newspaper, *The New Northwest*
devoted to women's rights, including suffrage (first issue was published [May 5, 1871])
the newspaper's motto was: "Free Speech, Free Press, Free People"
in her articles Abigail's signature line was: "Yours for Liberty"
(this newspaper remained in circulation for sixteen years)
Abigail Scott Duniway encountered personal setbacks such as poor health, money problems

ABIGAIL SCOTT DUNIWAY LEADS WOMEN'S SUFFRAGE IN THE PACIFIC NORTHWEST

Mrs. Abigail Scott Duniway remained active in the national Women's Suffrage Movement
lobbying state legislatures, publishing articles and even an epic poem

she remained busy organizing events and speaking to groups and crowds both small and large
in the face of the consistent failure of women's suffrage referendums on state ballots
As a Suffragist she faced opposition
yet she persisted in the movement despite political opposition in the form of local resistance
even her brother Harvey W. Scott the editor of the *Portland Oregonian*, opposed her efforts
she also encountered differences in philosophy with Eastern suffrage organizations
In spite of her constant effort, the goal of Women's Suffrage eluded her in her home state of Oregon
however, her efforts were better received elsewhere
(she played a great role in the adoption of woman suffrage
by the Washington Territory legislature [1883])

Abigail Dunaway returned to Portland -- 1895

she resumed the battle for woman suffrage as editor of the weekly newspaper *Pacific Empire*
she also agreed to lead the Oregon Equal Suffrage Association
(which had fallen into inactivity after suffering a major defeat [1884])
as always success evaded her in Oregon
(but the Idaho state legislature passed a Women's Suffrage Bill [1896])

Abigail Scott Dunaway was a prolific writer who penned:

- an epic poem, *David and Anna Matson* [1876],
- The Coming Century*, her "Journal of Progress and Reform" [1891-1892],
- The Pacific Empire*, a Portland weekly she edited for three years [1895-1897],
- an autobiography, *Path Breaking* [1914],
- and twenty-two novels

INTERNATIONAL SEAMEN'S UNION IS FORMED

For hundreds of years sailors yearned to better their lot in life
ships' crews from the time of oarsmen powering Roman galleys to modern windjammer sailors
were usually underfed, underpaid and overworked
they were considered to be workers beyond the jurisdiction of the laws of any nation
in addition, they faced the constant natural hazards of seafaring
(“all hands lost” is still a terrifying announcement even today)

First organization of sailors in the United States and, perhaps the first in the world,
occurred in San Francisco when the Seamen's Friendly Union Society and Protective Society
held its first meeting [January 11, 1866] -- this effort did not last long
other attempts were made in various American port cities -- and failed

However, finally two organizing efforts in San Francisco were more enduring
Coast Seamen's Union [1885] and Steamship Sailors' Protective Union [1886]
these two unions merged to form the Sailors' Union of the Pacific (SUP) [July 29, 1891]
Andrew Furuseth was elected president of the San Francisco labor union
with the exception of a two-month period when he shipped out as a fisherman,
(Furuseth was secretary of the SUP [until 1935])

Several independent maritime unions met in a convention in Chicago [1892]
delegates from San Francisco's Sailors' Union of the Pacific (SUP)
met with organized sailors representing the Great Lakes and Gulf of Mexico sailors
there was no delegation from the Atlantic coast

at this meeting, what eventually became the Seafarers International Union (SIU) was born collectively, the sailors of the SIU made slight improvements for its members
Seafarers International Union (SIU) affiliated with the American Federation of Labor (AFL) ([1893]
name of the labor union was changed to International Seamen's Union (ISU) -- July 29, 1895

UNIVERSITY OF WASHINGTON MOVES FROM ITS DOWNTOWN SEATTLE LOCATION

University of Washington students continued to study at the downtown campus
after three decades in the University of Washington moved to its present campus
(cornerstone of the University's first building had been laid
on the present University District campus [July 4, 1894])
students, professors and administrators moved to the new Union Bay "Interlaken Campus"
along the shores of Lake Washington and Lake Union
Classes began in the "University Building" -- September 4, 1895
(name of the first building on campus was changed to Denny Hall [in 1910]
in honor of Arthur Denny who had donated most of the land
for the university's original downtown location)

POPULIST PARTY ACHIEVES SOME SUCCESS IN WASHINGTON STATE

Republican Governor John H. McGraw ran the capitol and both houses of the legislature
Republicans also controlled the state's Congressional delegation
Populists captured twenty-one state House seats and three state Senate seats -- November 5, 1895
this placed them second to the eighty Republicans in the state's chambers
and well ahead of the eight Democrats who were elected
however, this number was too few to bring about their proposed progressive reforms
Populist member L.E. Rader of Pierce County introduced the first resolution
to amend the Washington State Constitution
to include a provision to provide for an "initiative" process to give voters a way
to introduce ideas into the legislature
and a "referendum" process to allow legislators to defer proposed legislation to the voters
these two proposals were "indefinitely postponed" but were not forgotten
Two theories developed in Washington's Populist Party
regarding the best way to bring about their reform agenda:

- one group wanted to act independently as an organized third, Populist, political party,
- second group believed it was best to "fuse" together the Populist and Democratic parties

SAMUEL (SAM) HILL BUSINESSMAN AND ENTREPRENEUR GETS HIS START IN BUSINESS

Samuel (Sam) Hill was born to Quakers parents to an abolitionist physician and his wife,
in Deep River, North Carolina [May 13, 1857]
at the end of the Civil War [1865], the family moved to Minneapolis, Minnesota
where Sam Hill grew up and attended Haverford College
after graduation [1878] Sam Hill went to Harvard
where he received a second bachelor's degree [1879]
Sam Hill returned to Minneapolis, Minnesota and entered into a successful law practice
he won significant verdicts against several of James Jerome Hill's (no relation) railroads

Empire Builder James J. Hill was so impressed with Sam's skill that he offered him a job
this opportunity expanded into the presidency or directorship of a number of Hill's companies
Sam Hill married James Hill's eldest daughter, Marie Francis Hill [September 6, 1888]
after their marriage she became known as Mary Hill
thanks at least in part to a generous wedding gift from his father-in-law
Sam Hill became a rich and accomplished railroad executive, financial manager and investor
he was noted for his tireless ambition and energy and for his integrity

SEATTLE GAS AND ELECTRIC COMPANY IS ORGANIZED BY SAM HILL

Seattle Gas and Electric Company [1873] had been first to provide electricity to the city
Union Electric Light Company [1892], itself a conglomeration of several smaller suppliers,
provided competing service
Union Illuminating Company was formed in Seattle [March 1, 1895]
it began to lease the properties of Seattle Gas and Electric Company
and Union Electric Light Company
Union Illuminating Company gas for cooking, light and heating was manufactured from coal
and piped to homes and businesses under an exclusive franchise from the Seattle city council
Samuel (Sam) Hill acquired the Union Illuminating Company -- December 1895

STATE BANKING SUFFERES THE EFFECTS OF THE DEPRESSION

During Washington's territorial period almost all banks were private businesses
which were not subject to an inspection of their records or to banking regulations
Three-year-old economic depression took its toll on free-wheeling Washington state bankers
as the number of banks dropped from 173 to ninety-one -- 1896

SUZIE SUMNER REVELS LEARNS OF LIFE IN SEATTLE FROM HORACE CAYTON

Suzie Sumner Revels was born the fourth of six daughters to Rev. Hiram Revels and his wife [1870]
the same year Hiram Revels was elected by members of the Mississippi State Senate
to serve as the first African American member of the United States Senate
ironically, he filled the seat left vacant since former president of the Confederacy
Jefferson Davis resigned when Mississippi seceded from the Union [1861]
Suzie Revels was a remarkable young woman
she taught school while taking college classes
during this time, she corresponded with Horace Roscoe Cayton
a former Alcorn Agricultural and Mechanical College student who had gone West to Seattle
after finishing his education
Suzie received a college degree in journalism and authored several widely-read stories
she was described as a **"writer of force and ability"**⁵⁴²
Suzie continued corresponding with Horace Cayton
she began contributing articles and short stories to Horace Cayton's *Seattle Republican*
while she was still living in Mississippi -- early 1896

⁵⁴² *Seattle Republican* newspaper, June 15, 1900

FORMER GLENNISITES SEARCH FOR A NEW HOME ON PIERCE COUNTY'S KEY PENINSULA

After the failure of Glennis Cooperative Industrial Company at Clear Lake (outside of Eatonville) Glennisites George H. Allen, Oliver A. Verity, and B.F. O'Dell set out into Puget Sound aboard a rowboat they had built themselves to find an isolated location for a new planned anarchist socialist utopian community -- February 1896
Ten miles outside of Tacoma on Von Geldern Cove (popularly known as Joes Bay) these founders purchased twenty-six acres at \$7 an acre and worked odd jobs to pay the debt
George H. Allen, a Canadian university graduate took a position as a Tacoma teacher with his first \$20 he helped his stranded Glennisites friends move their belongings to Joes Bay
Oliver A. Verity, and B. F. O'Dell worked to clear the land beside Joe's Bay they cut and sold cordwood and earn enough money for their families joined them

OREGON RAILWAY AND NAVIGATION COMPANY CHANGES ITS NAME

Oregon Railway and Navigation Company reorganized
it became the Oregon Railroad and Navigation Company (ORN) -- 1896
Oregon Railroad and Navigation Company controlled several shortline railroads

- Walla Walla and Columbia River Railroad Company, Dr. Dorsey Syng Baker's "Rawhide Railroad" that ran for forty-six miles from Wallula to Walla Walla [1875];
- Columbia and Palouse Railroad built from Connell to Colfax, Washington Territory [1883] and extended to Pullman, Washington Territory and Moscow, Idaho [1885] track was also laid from Starbuck to Pomeroy, Washington Territory [1885] and from om Colfax to Farmington [1885];
- Washington and Idaho Railroad Company which ran from the Northern Pacific Railway's main line at Marshall, Washington south to Genesee, Idaho was completed in [1888] and a second branch from Pullman, Washington to Juliaetta, Idaho [1891];
- Oregon and Washington Territory Railroad (O&WT) was a private shortline rail connection that was organized in an effort to create some competition in Pendleton, Oregon area led by George Washington Hunt, of Walla Walla and primary financial backer Northern Pacific Railway NPRY Director C. B. Wright
O&WT linked Wallula, Washington with Pendleton, Oregon [1886]
O&WT railroad constructed several branch lines in the Pendleton area;

(Union Pacific Railroad (UP) purchased a majority portion of the ORN [1898]
ORN became a subsidiary of the Union Pacific Railroad
it operated under the name Oregon-Washington Railroad and Navigation Company [1910])

SEATTLE AND RENTON ARE CONNECTED BY AN INTERURBAN RAILWAY

Seattle Renton and Southern Railway (SR&S) began as a street railway in Seattle gradually the route was extended until it reached Renton -- 1896
this was King county's first true interurban rail transit service
SR&S used a wide variety of suburban equipment over the years

including a uniquely designed center-door “Cincinnati” car
(Seattle Renton and Southern encountered serious financial difficulties and declared bankruptcy
it was reorganized as the Seattle & Rainier Valley (S&RV) Railway [1912]
S&RV benefited from suburban growth and continued operations
until the last Rainier Avenue interurban car finished its run [1:45 a.m., January 1, 1937]
today Sound Transit’s “Link” light rail trains follow the same route down Rainier Avenue
and Martin Luther King Jr. Way -- formerly Empire Way)

DEFENSE OF PUGET SOUND IS PLANNED

United State had involved itself in a number of military actions to eliminate Spanish control
of the island of Cuba [1895] and the islands of The Philippines [1896-1898]
American newspapers, especially those owned by William Randolph Hearst,
in an effort to increase circulation numbers that became known as “Yellow Journalism,”
exaggerated atrocities attributed to Spanish forces against Cuban civilians
General Nelson A. Miles was instructed to appoint a Board of Officers
to investigate a means of providing protection to the waters of Puget Sound
these officers recommended installation of batteries of 10-inch guns and large mortars
on Marrowstone Point, Point Wilson, and below Admiralty Head on Whidbey Island
to create a “Triangle of Fire” where the Strait of Juan de Fuca joins Puget Sound

CONGRESS AUTHORIZES DEFENSIVE FORTS IN WASHINGTON STATE

Military Board of officers appointed by General Nelson A. Miles recommended
defense of Puget Sound should rely on batteries of 10-inch guns and large mortars
mounted at three separate military installations
In response to the report from General Nelson A. Miles’ Board of Officers
Secretary of War David Lamont was authorized by Congress to expend funds for construction
of gun emplacements at Marrowstone Point, Admiralty Head and Point Wilson
Fort Flagler, Fort Casey and Fort Worden with their huge guns
were to form a “Triangle of Fire” -- 1896
this was to become the first line of defense in a fortification system
constructed to prevent a hostile fleet from reaching
Bremerton Navy Yard, Everett, Seattle, Tacoma and Olympia

NATIONAL PEOPLE’S PARTY IS SPLIT OVER HOW TO ACHIEVE THEIR ADENDA

Populist Party, the third national political party, wanted to combine Southern rural whites
with farmers and ranchers from the Mid-West and Far West
however, the Populists had a grave weakness:
they were anti-immigrant, Anti-Catholic, anti-black and anti-Semitic
therefore, they could not draw on recent immigrants for support
National People’s Party was in turmoil regarding how to proceed -- two main factions appeared:
•Fusion Populists argued that a regionally-based third party could never hold national power
their best strategy was to influence a major party that could win over a majority of voters
Fusionist Populists sought to merge with the Democrats hoping to use the threat

of their political independence to force changes in the Democratic Party's platform

- "Mid-roader" Populists suspected, with good reason, that Democratic leaders wanted to destroy the third-party threat
 - fusion, they argued, would play into this plot
 - they advocated staying "in the middle of the road" between the Democrats and Republicans not merging with either
 - in fact, Mid-roaders were more radical than Fusionists as they advocated for reforms that were more sweeping in their political goals than either of the major parties
 - Mid-roaders attempted to schedule the Populist national convention ahead of the other parties thus nominating their presidential candidate first and establishing their party platform
 - they lost this fight
 - Fusionists selected a date after the major political conventions in the hope that "Silver Democrats" who supported minting silver coins would win a dramatic victory during their convention and expand the nation's money supply

REPUBLICAN PARTY NOMINATING CONVENTION IS HELD IN ST. LOUIS

National Convention of the Republican Party was held in a temporary structure south of the St. Louis City Hall -- June 16-June 18, 1896

Former Ohio Governor William McKinley was nominated for the presidency on the first ballot

McKinley supported the use of the gold standard to back paper money

- he was opposed to adding silver coins to the monetary supply
- business people, manufacturers and important newspapers shared in supporting that concept

Republican activist Garret Hobart was nominated for the position of Vice President

Republican farmers and Rocky Mountain silver miners who supported the "Free Silver" concept fled the Republicans to join with the "Silver Democrats"

- who wanted to increase the money supply

DEMOCRATIC NATIONAL CONVENTION IS HELD IN CHICAGO

Democrats met in their nominating convention at the Chicago Coliseum -- July 7-11, 1896

Democrats entered their convention deeply divided

- as the economic depression of 1893 had caused a political earthquake
- sitting president Grover Cleveland, the first Democratic president since the Civil War, was extremely unpopular -- even among Democrats

Nebraska Congressman William Jennings Bryan, a leader of the Populist wing of the Democrat Party, was an eloquent spokesman for discontented Westerners

- who believed the money supply was too tightly controlled because of the gold standard
- he advocated also using silver coins to increase the supply of money
- he successfully turned adding the use of silver into an emotional catchall that encompassed patriotism, morals and the sanctity of the home

William Jennings Bryan gave the keynote speech to the Democratic convention delegates

- in his famous *Cross of Gold* speech Bryan repudiated the Cleveland Administration's policy
- Bryan concluded: **"If they dare to come out in the open field and defend the gold standard as a good thing, we will fight them to the uttermost. Having behind us the producing masses of this nation and the world, supported by the commercial interests, the laboring interests**

and the toilers everywhere, we will answer their demand for a gold standard by saying to them: You shall not press down upon the brow of labor this crown of thorns, you shall not crucify mankind upon a cross of gold.”⁵⁴³

what became known as the “Chicago platform” was approved overwhelmingly

Bryan’s consolidation of the issues elevated the Silver Democrats’ demands to preeminence and prevented the disintegration of the Democratic Party

Thirty-seven-year-old William Jennings Bryan carried the day

he was nominated for the presidency as a Democrat on the fifth ballot

he declined to choose a vice presidential nominee and left the decision to his fellow delegates

Arthur Sewall, a wealthy Maine shipbuilder director of the Maine Central railroad

and President of the Bath National Bank, was nominated by the Democrats

on the fifth ballot to appease conservative Democrats who were opposed to Populist ideas

EMPIRE BUILDER JIM HILL FORMS A PARTNERSHIP WITH FINANCIER J.P. MORGAN

Jim Hill’s attempt to gain control of the Northern Pacific Railway (NPRY) failed in court

because the railroad trust that would be created would dominate shipping rates

However, nothing prevented his ally, banker, financier and unscrupulous businessman J. P. Morgan

and his associates from buying the bankrupt Northern Pacific Railway stock as individuals

SUZIE SUMNER REVELS MARRIES HORACE RASCOE CAYTON

Suzie Revels traveled to Seattle where she joined Horace Cayton

they were married -- July 12, 1896

This union was a mutually beneficial one

Suzie had an opportunity to leave the South where discriminatory local ordinances

placed drastic restrictions on the lives of blacks in the former Confederate states

For Horace, an ex-slave, marrying a third-generation free black woman

who was also the daughter of a former U.S. senator

elevated his standing among Seattle’s black elite

Horace and Suzie Cayton began a family (that would number five biological children in all:

daughters Ruth, Madge and Lillie along with sons Horace Roscoe Jr., and Revels Cayton

they also raised Emma, Lillie’s daughter after Lillie’s death

Suzie made sure that every one of her children learned to play a musical instrument

leisure time activities often featured a performance of the family orchestra)

Suzie was active in community affairs and charities

and became prominent in the upper levels of the black social set of Seattle

NATIONAL PEOPLE’S (POPULIST) PARTY CONVENTION IS HELD IN ST. LOUIS

Populist Convention took place in a temporary structure south of the St. Louis, Missouri City Hall

that had previously hosted the 1896 Republican National Convention -- July 24-[26], 1896

Populist leadership lacked vision and their cause was stolen from them by newcomers

Populists nominated as their candidate the Democratic candidate -- William Jennings Bryan

⁵⁴³ Kenneth Whyte, *The Uncrowned King*, P 212.

who had been nominated by the Democratic Party as their candidate after he had delivered his famous Populist *Cross of Gold* speech in opposition to the gold standard
Populists could not bring themselves to nominate conservative eastern Democrat Arthur Sewall as Bryant's running mate

Sewall had a disreputable reputation as an employer
his anti-labor record and great wealth made him abhorrent to the Populist convention
"Mid-roader" Thomas E. Watson was nominated for Vice President by the Populists although he had previously opposed fusion with the Democrats
he was cautiously open to cooperation for a short time
Thus William Jennings Bryant was placed in the odd position of having two different running mates
Democrat Arthur Sewall wealthy shipbuilder, railroad owner and banker
did not have the support of Populists in the Democratic Party
Populist "Mid-roader" Tom Watson was placed in a very uncomfortable position
he was not embraced by William Jennings Bryan at the head of the Populist ticket
he was denounced by Fusionists in the Populist Party

NORTHERN PACIFIC RAILWAY IS SOLD AT AUCTION

Northern Pacific Railway (NPRY) was the first transcontinental railroad in the Pacific Northwest
its main and branch lines extended 4,700 miles in length
this corporation owned or controlled fifty-four subsidiary companies
it also owned or was entitled to receive about 40,000,000 acres of land grants
There were six mortgages on the NPRY -- some on one part of the property, some on another part and a general mortgage was held on the entire railroad line
Northern Pacific Railway (NPRY) was sold at auction for \$61.5 million -- July 25, 1896
James J. Hill, J. Pierpont Morgan and his associates purchased
as much Northern Pacific Railway (NPRY) stock as they could -- but not quite a majority
they did, however, acquire enough to let them manipulate policies so that the NPRY became, in effect, a second track for Hill's Great Northern Railway (GNRY)

NATIONAL ELECTION CAMPAIGN OF 1896 REFLECTS TWO AMERICAN SOCIETIES

United States was split between the forces of capital and industry on one hand and agrarianism and labor on the other
Silver Democrats and Fusion Populists celebrated the Democratic Party "Chicago platform" which promised a more equal distribution of wealth and federal government aid to those hit hard by the depression
On the campaign trail Populist Vice President candidate Tom Watson lashed out against Wall Street bankers, Democrats and Fusionists all with the same vigor he used in his attack on Republicans

NORTHERN PACIFIC RAILWAY (NPRY) IS TAKEN OVER

Ultimate responsibility to straighten out the Northern Pacific Railway (NPRY) financial muddle fell to American financier and banker John Pierpont "J.P." Morgan
Empire Builder James Jerome Hill found their agreement less than satisfactory
power rested in Morgan's hands, and Hill's Great Northern Railway (GNRY)

did not even have a seat on the board of directors of the Northern Pacific Railway
(over the next four years Jim Hill worked to increase his control both by stock purchase
and by badgering Morgan)

JIM HILL EXPANDS BUSINESS FOR BOTH OF HIS RAILROADS

To assure freight traffic for both the Great Northern Railway and Northern Pacific Railway
Jim Hill either built or bought spur lines reaching into the mining fields of British Columbia
he lured thousands of over-opportunistic dry farmers into eastern Montana
and encouraged wheat growing throughout the Inland Empire of Washington State
Like other forward-looking American businessmen, Jim Hill realized that China and Japan
contained nearly one-third of the world's population
and that the potential for commercial ties to the United States was limitless
China alone, Hill maintained, could consume fully a third of the U.S. agricultural production
and much of its iron and steel
Hill estimated that if the people of a single Chinese province could be induced
to use an ounce of wheat flour per day
a market for fifty million bushels of American wheat per year would be created

GOLD SEEKERS INVESTIGATE CANADA'S YUKON TERRITORY

There were perhaps three thousand prospectors searching for gold in the Yukon District
of Canada's Northwest Territories administered by the Canadian government
one of these was Canadian George Carmack and his Tagish Indian wife Kate (Shaaw Tlaa)
they were busy fishing near the mouth of the Yukon River
to catch their needed food supply for winter
George and Kate Carmack ran into Robert Henderson who was searching for gold on the Indian River
Henderson told George Carmack about the area where he was prospecting -- August 1896
Robert Henderson suggested that Carmack should try his luck prospecting nearby Rabbit Creek
a tributary of the Klondike River
but in the conversation, Henderson made the mistake of stating
that he did not want any Indians in on the deal
George Carmack and his wife Kate made camp on Rabbit Creek
about a mile from the Klondike River's confluence with the Yukon River
Tagish Indian Keish "Skookum Jim" Mason had traveled overland north from the Carcross area
near British Columbia's northern border to the mouth of the Yukon River
to find Skookum Jim Mason's sister Kate (Shaaw Tlaa) and her husband George Carmack
with Skookum Jim were two of his cousins Dawson Charlie (Kaa Goox)
and ten-year-old Patsy Henderson (Koolseen) both Tagish Indians
Skookum-Jim, Dawson Charlie and Patsy Henderson found the couple at their Rabbit Creek camp

GOLD IS DISCOVERED IN THE KLONDIKE REGION OF CANADA'S YUKON TERRITORY

There are several versions of the story of the Klondike gold strike
one of the more probable relates that Skookum Jim Mason was washing his dinner plate

in the Klondike River when saw **“gold, shining like cheese in a sandwich”**⁵⁴⁴
(or so he was later quoted)
his Tagish Indian cousins, George Carmack and Dawson Charlie, rushed to the scene
Carmack dipped a gold pan into the gravel
this single pan full of dirt yielded an enticing amount of gold -- August 16, 1896
Skookum Jim remained to guard the area
while the others rushed to the village of Forty Mile, Yukon District to register the claims
claims stretched for 500 feet along the river from one valley wall to the opposite valley wall
each claim filing cost \$15 with \$100 a year rent payable to the Canadian government
royalties of 20% of the gold discovered were also charged by the Canadian government
(claim sizes and royalties were frequently changed by the government)
At Forty Mile, George Carmack named himself as the discoverer -- thus entitling him to two claims
Carmack also registered one claim each for Skookum Jim and Dawson Charlie
he then renamed Rabbit Creek “Bonanza Creek”
According to the “miners’ code” word should have been sent to prospector Robert Henderson
so he could stake a claim on the creek
but George Carmack remembered the racial slight delivered by Henderson
he went to Bill McPhee’s Saloon, a popular watering hole for Yukon prospectors,
he called for everyone’s attention, paused dramatically and announced:
“Boys, there’s been a strike on Rabbit Creek”⁵⁴⁵

RUSH FOR KLONDIKE RIVER GOLD IS ON

Locally, word quickly spread of a gold strike along Rabbit (Bonanza) Creek -- August 1896
within a matter of days, Bonanza, Eldorado and Hunker creeks were staked out by miners
from one end to the other -- stakes were also claimed along the Yukon River
by the time prospector Robert Henderson arrived on the scene there was no land left to stake

EMPIRE BUILDER JAMES JEROME HILL EXPANDS HIS RAILROAD SYSTEM

Jim Hill’s instincts about a potential booming market for American wheat in China
proved to be an underestimate -- 1896
when China began purchasing American flour, the demand for wheat increased dramatically
wheat prices went up and Midwestern farmers looked more approvingly on railroads
Great Northern Railway’s (GNRY) profits soared
Midwestern wheat was shipped by the GNRY to Seattle to be transshipped to China

EMPIRE BUILDER JIM HILL OPENS TRADE WITH JAPAN

Empire Builder James J. Hill had an ability to create prosperous businesses arrangements
his resounding success selling wheat to China motivated him
to establish a transportation service between Seattle and other Asian ports
Jim Hill forged the first of the Great Northern Railway’s (GNRY) agreements

⁵⁴⁴ National Park Service, *The Klondike Gold Rush of 1898*, “A Resource Guide to ‘The Last Grand Adventure,’” P. 5. www.alaskacenters.gov/upload/Klondike-Gold-Rush-resource.

⁵⁴⁵ Marc Tyler Nobleman, *The Klondike Gold Rush*, P. 16.

with Japan's Nippon Yusen Kaisha (NYK) steamship line to steer traffic
away from Vancouver, B.C. and the Canadian Pacific Railway and to Seattle -- August 1896
Hill also secured favorable shipping rates enabling his Great Northern Railway to gather freight
from across the eastern and southern United States for shipment to far-off Japanese markets
Trans-Pacific steamship service was inaugurated when the steamer *Miiki Maru* arrived in Seattle
a new commercial link between the United States and Japan was inaugurated
creating considerable excitement -- regular service soon was established
Nippon Yusen Kaisha Steamship Line cooperated with the Great Northern Railway (GNRY)
fulfilling James J. Hill's dream of extending his system from St. Paul, Minnesota
to Hong Kong and Yokohama, Japan
(Jim Hill later placed ships of his own on the run to Asia
his first ship, the *Minnesota* was launched [1903])

POLITICAL TACTICS IN THE 1896 ELECTION WERE EXCEPTIONALLY VICIOUS AND DIRTY

After the Republican Convention William McKinley's campaign manager Mark Hanna,
a wealthy and talented Ohio businessman, visited leaders of large corporations and major banks
to raise funds for the campaign
businessmen and bankers were terrified of Bryan's populist rhetoric
and his demand to end the gold standard
bankers, oil companies and insurance companies all gave liberal financial support to McKinley
Republican Party amassed an unprecedented war chest at all levels: national, state and local
they outspent the Democrats and Populists by an estimated 5-to-1 margin
business leaders who supported the Republican position to maintain the gold standard
told their workers they would not have jobs should Republican William McKinley lose
business contracts were made contingent on a McKinley win
Democrat/Populist William Jennings Bryant focused his efforts in the Midwest
where he was welcomed by "Silverites" who held all-day celebrations
parades, band music, picnics, endless speeches and undying demonstrations of support
Bryan gave over 500 speeches in 100 days to several million people
he gave thirty-six speeches in one day in St. Louis, Missouri
it appeared that Bryan was ahead in the South and Mountain states and the West
and probably also in the Midwest
Republicans personalized their attacks on Bryan as a dangerous religious fanatic
their rhetoric focused on Bryan as a reckless revolutionary
whose policies would destroy the economic system
Republicans referred to the Populist Party as "Popocrats"
and insisted they were intent on wrecking the sound free economy of America
Republican standard bearer William McKinley was hailed as the "advance agent of prosperity"
Populist Bryan-Watson ticket was withdrawn from the ballot in many Southern states
where his rhetoric offended the leadership of States' Rights Democrats who were in the majority

DAWSON CITY SPRINGS UP WHERE THE YUKON RIVER AND KLONDIKE RIVER JOIN

Dawson City (or simply Dawson), located in Canada's Yukon District of the Northwest Territories,
was founded when Joseph Ladue moved his sawmill

from the mining camp of Sixtymile, Northwest Territories
to the confluence of the Klondike and Yukon rivers
Ladue acquired 160 acres and established a town site -- September 1, 1896
he sold the first lots at prices ranging from \$5 to \$25 to \$300
(town lots later sold for as much as \$40,000 each)
overnight nearby Alaskan gold seekers poured into the tent town
(within six months there were over 500 buildings which included stores, supply stations,
hotels, restaurants, saloons and residences.
what was once an Indian camp boomed into a thriving city of 40,000 by [1898])

FUSIONIST PARTY OF WASHINGTON STATE MEETS IN CONVENTION

This was the state version of the National People's (Populist) Party Convention
Populists, Democrats and Free Silver Republicans each had its own list of grievances
however, all of them wanted silver coins added to the cash supply to end the depression
all three factions held their state political conventions in Ellensburg -- September 7, 1896
Democrats and Silver Republicans fused with Populist leaders in the Reform Movement
thus the Populist Party became the "Fusionist Party" in Washington

Fusionists demanded reforms of specific conditions:

- reduction in excessive salaries paid state officials,
- lower railroad rates and telephone charges,
- free textbooks for public schools,
- issuing of railroad passes was prohibited,
- constitutional amendment to give women the vote in all elections was demanded

Cyrus Wilbur (C.W.) Young was a proven Populist vote-getter in the state
at the Fusionist Convention he was nominated for the position of governor
however, there was a contest as others vied for the nomination -- delegates hit a gridlock
Young withdrew in favor of Populist John Rankin Rogers
(as a reward, C.W. Young was later appointed to the position of State Treasurer)

SOCIALIST UTOPIAN COLONY OF HOME IS ESTABLISHED IN PIERCE COUNTY

Home Colony emerged from the ashes of Glennis Cooperative Community (near today's Eatonville)
which was a socialist utopian commune that had failed

Former Glennisites George H. Allen, Oliver A. Verity, and B. F. O'Dell established
the socialist utopian colony of "Home" when cabins were constructed for their families
on twenty-six acres of land beside Joes Bay on Pierce County's, Key Peninsula -- fall 1896

Home was to be a socialist utopian community based on anarchist principals
great stress was laid on individual liberty

there was to be an absence of all laws, rules and regulations
as anarchists these people would recognize no government control at all
except laws that were forced upon them from the state capitol
they were vegetarians as they had an aversion to "useless killing"
as Socialists they tried to follow the "Golden Rule"

property ownership was communal and home sites were limited to two acres
one acre on which to build a home and a second acre to be farmed or developed

SOCIALIST ANARCHIST SETTLERS ARRIVE AT HOME COLONY

Former Glennisites George H. Allen, Oliver A. Verity, and B. F. O'Dell

invited approximately 150 carefully chosen members to join their colon

Colonists of Home discussed and explored a variety of ideas about politics, economics

and how to live a productive and contented life

their only requirement for residents was that they follow “...**their own line of action no matter how much it may differ from the custom of the past or present.**”⁵⁴⁶

in turn, community members would not condemn or ostracize any of their fellow neighbors

Home colonists lived in peace and prosperity -- and printed their newspaper: *The New Era*

(within two years Home had more than two hundred settlers)

ST. MICHAEL, ALASKA TERRITORY PREPARES FOR A BOOM

(Alaska had been purchased from Russia [March 30, 1867] and remained an unorganized region

known as the “Department of Alaska” under the jurisdiction of the U.S. Army [until 1877],

the U.S. Department of the Treasury [until 1879] and the U.S. Navy [until 1884]

Department of Alaska became the “District of Alaska” with the passage of the First Organic Act

President Chester A. Arthur appointed the first Alaskan civil government [May 17, 1884]

District of Alaska became “Alaska Territory” [August 24, 1912]

Alaskans elected a Territorial government and a Territorial Representative to Congress)

St. Michael Island, District of Alaska was a former Russian fur trading post located on the Bering Sea near the mouth of the Yukon River

steamboats occasionally traveled from St. Michael Island up the Yukon River

to the vicinity of the Klondike River

news of the gold strike reached St. Michael Island

Prospect of thousands of fortune hunters invading their town

led several shipping companies to quickly assemble their steamboats at St. Michael Island

to carry arriving passengers and goods from and back to the United States

and for the trip up and down the Yukon River

other companies built warehouses and opened stores

Hotel Healy was built in the village to accommodate 500 guests

NATIONAL ELECTION OF 1896 IS HELD

William McKinley defeated young William Jennings Bryan -- November 3, 1896

by 645,000 popular votes and 271 Electoral Votes to 176 -- a solid Republican victory

this occurred primarily because Republican political power resided in large cities

Democrat/Populist William Jennings Bryan carried every state in the West

except for California and Oregon -- in Oregon he lost by a scanty 2,117 votes

populous Multnomah County (Portland) made the difference

thanks to the blatant purchase of votes by a frightened Republican political machine

After the election President William McKinley also enjoyed a working majority

⁵⁴⁶ Edward P. Johanningsmeier, *Forging American Communism, The Life of William Z. Foster*, P. 50.

in both the national House of Representatives and Senate

WASHINGTON'S 1896 ELECTION IS A VICTORY FOR THE FUSIONIST PARTY

Fusionists had successfully "fused" together Democrats, Populists and progressive Republicans as a result of the double nomination, both the Bryan-Sewall Democratic ticket and the Bryan-Watson Populist ticket appeared on the ballot in many states

Fusionist (Populist) Party Washington voters gave their support for President to Democrat/Populist William Jennings Bryan who received two electoral votes from Washington

Fusionists won a sweeping victory in Washington State -- November 3, 1896

Fusionist John R. Rogers was elected Governor

became the state's first (and only) Populist governor

he had carried all of Eastern Washington except Klickitat County

in Western Washington he won every country North of Lewis County between Puget Sound and the Cascades

Fusionists W.C. Jones and J. Hamilton Lewis were elected Representatives to Congress

Fusionist Cyrus Wilbur (C.W.) Young served as State Treasurer (for four years)

Fusionists were elected as the majority of both the state House of Representatives and Senate
Republicans lost control of the state government

CONSTRUCTION AROUND THE COLUMBIA RIVER'S LOWER CASCADES IS COMPLETED

Columbia River's passage through the Cascade Mountains was divided into three sections by rapids four and one-half miles long

"Upper Cascades," "Middle Cascades" and "Lower Cascades"

Lewis and Clark named these obstructions "The Great Shutes" (sic)

French-Canadian fur trappers renamed it "The Cascades"

between the head of Upper Cascades and the bottom of Lower Cascades

Columbia River fell total of forty-five feet during high water and thirty-six feet at low water

(Congress passed an appropriation and work began on the Cascade Locks Navigation Canal [1878]), an eight-foot deep ditch three-thousand-feet long and a system of locks was to be built eighteen year later the work was completed -- November 5, 1896

this provided a way around the infamous Lower Cascade

(forty-two years later [early in 1938] the canal was submerged under the rising waters of Bonneville Reservoir, behind Bonneville Dam)

JOHN CONSIDINE IS FORCED TO LEAVE SEATTLE

Because an "Anti-Vice" administration had been elected in Seattle,

John Considine, the manager of Seattle's infamous People's Theater box house

moved from to Spokane and established a flourishing business there -- November 1896

his personal sobriety was well known -- his closest thing to a vice was chewing gum

PERICLES (ALEXANDER) PANTAGES BEGINS A LIFE OF ADVENTURE

(Pericles Pantages was born on a Greek island)

he ran away from home at the age of nine while with his father on a business trip in Cairo, Egypt
however, he remained proud of his heritage all of his life

he changed his name to Alexander after hearing about his famous countryman,
Alexander the Great

later would refer to himself as the “King Greek”

Pantages went to sea and spent two years working on merchant ships all over the world

he disembarked in Panama and spent time there helping the French dig the Panama Canal
but after contracting malaria twice he headed north to cooler climates

young Alexander Pantages made a memorable entry into Puget Sound

as the ship entered the harbor at Port Townsend, he fell off the yard-arm into the cold water
this shock treatment, he later claimed, cured his malaria

he soon discovered the free-and-easy atmosphere of Seattle’s Skid Road

where John Considine was manager of the People’s Theater)

Pantages was persuaded by Considine that he would do better if he went to San Francisco

Alexander Pantages moved on and became a restaurant manager in San Francisco

he could serve itinerant sailors because he spoke a dozen languages -- none well

also, he could write little more than his name but he was very good with numbers

for a short time in California he tried his luck as a boxer

at five feet six inches and husky, he fought unsuccessfully as a welterweight, 144 pounds

OYSTER FARMS COME INTO EXISTENCE

(For thousands of years oysters had been famous

both for their exquisite taste and mythical aphrodisiac qualities

they were in such demand in Rome about 100 A.D. that oysters from England
were packed in ice and transported by elephants across the Alps)

native Olympia oysters had long flourished along the bays and inlets of Washington

but the California gold rush ([1847-1864] increased the demand for seafood and shellfish

town of Oysterville had been established [1854] in an effort to meet the voracious need

however, Olympia oysters and other seafood were consumed in such great quantities

that their very existence was threatened

due to depletion of the native Olympia oysters [1874])

Pacific (or Japanese) oysters were introduced into the waters of Washington in Willapa Bay

oyster farms came into production -- 1896

HOIST SYSTEM IS EMPLOYED ON CHILKOOT PASS

One local entrepreneur set up a “Peterson Hoist” to haul gear over steep Chilkoot Pass

little is known about P.H. Peterson or his hoist system

(even the location cannot be determined some believe it did not cross Chilkoot Pass at all
rather it was built on nearby Peterson Pass)

Peterson’s hoist reportedly consisted of a single pulley at the top of the pass

with a rope running through it

Peterson attached a sled with runners at one end of the towrope and a box at the other end

gear was loaded onto the sled and the box was filled with snow

gravity did the work as the snow-filled box traveled downhill and pulled the sled uphill

snow was emptied from the box and the now-lighter box was pulled by the heavy sled back to its original location at the bottom of the pass to be loaded again with snow (simplicity of the operation explains the lack of artifacts to identify the location)

WINTER STOPS THE SEARCH FOR GOLD

Ground in the vicinity of the Yukon River froze solid as did the river itself temperatures dropped to twenty degrees below zero and lower -- winter 1896-1897 frozen streams did not allow for washing the laboriously dug gravel in gold pans or sluice boxes ice-stiff earth remained stacked in plies to wait for the (spring) thaw Still, these first prospectors had accumulated a tremendous amount of gold Bonanza Creek yielded alone had yielded \$30 million in gold -- 1896

YUKON AND ALASKA FORTUNE HUNTERS FLOCK TO THE KLONDIKE

Word of the gold strikes reached District of Alaska's Circle City despite the winter, many prospectors immediately left by dog-sled for the Yukon River eager to reach the region before the best claims were taken With all of the land beside Bonanza Creek staked by early arriving fortune hunters one prospector searched a tiny creek feeding into Bonanza Creek one pan proved to be worth \$212 (about \$4,240 today) this soon became known as Eldorado (Spanish for country of fabulous riches) Creek and proved to be even richer than finds on Bonanza Creek All of the good creek-bottom claims had been staked by the end of 1896 claims began to be sold between miners and speculators for considerable amounts of money still, the gold strike was unknown outside of the Klondike region

GETTING TO THE KLONDIKE RIVER REGION IS DIFFICULT

Dyea (pronounced "die-ee") for hundreds of years had been used as a seasonal Indian fishing camp Dyea was located at the confluence of the North Pacific Ocean's Taiya Inlet and the Taiya River Dyea was at the foot of the thirty-three-mile-long Chilkoot Trail that climbed the Coastal Mountains and crossed Chilkoot Pass Chilkoot Trail was hazardous and steep -- it rose 1,000 feet in the last half mile Indians had long used this route to reach Bennett Lake the head of the Yukon River from Bennett Lake, Dawson City was still 560 miles away down the raging Yukon River

FUSIONIST GOVERNOR JOHN RANKIN ROGERS IS SWEEPED INTO OFFICE

Governor John R. Rogers rode the streetcar to his inauguration in Olympia -- January 11, 1897 during this event he wore a red flannel shirt, cowhide boots and \$2 pants in his inaugural address he called for "**labor to get its just share of wealth**" and forcefully noted "**the voice of the people is the voice of God.**"⁵⁴⁷ Wary of capitalism, Governor Rogers was also disdainful of its opposite: socialism he believed socialism would "**erode individual rights and responsibilities**"⁵⁴⁸

⁵⁴⁷ Shelby Scates, *Warren G. Magnuson*, P. 21

⁵⁴⁸ Shelby Scates, *Warren G. Magnuson*, P. 21

FUSIONIST PARTY HAD AN OPPORTUNITY TO MAKE LOCAL REFORMS HAPPEN

Fusionist Party controlled all of Washington's state-wide elected officials, both congressmen and a majority of both houses of the state legislature

But the Fusionists failed to achieve their aggressive legislative agenda:

- amending the state constitution to include:
 - an initiative process to allow voters to pass legislation,
 - a referendum process to allow legislators to refer proposed legislation to the voters for their approval,
 - a recall process to allow voters to remove officials from office,
- reduce public official's salaries,
- lower railroad shipping rates,
- provide free school books,
- implement friendlier property tax laws for private residents,
- implement women's suffrage

Governor John R. Rogers was an intellectual turned reformer

his legislative program included taxes to provide state funding for such needs as highways, the state's common schools and help for the infirm and orphans

his goal was to **"improve the quality of people's lives"**⁵⁴⁹

he sought **"regulations for control of the corporate bodies whose avarice leads them to disregard the interests of the individual"**⁵⁵⁰

Governor Rogers took political control of the state House of Representatives and the state Senate but Rogers lacked the dynamic leadership and self-discipline to force legislation to passage

he was not the acknowledged Fusionist Party leader

that role was held by Washington State Treasurer C.W. Young

WOMEN'S THE RIGHT TO VOTE REQUIRES A STATE CONSTITUTIONAL AMENDMENT

After statehood [1889], the enactment of women's suffrage required both legislative authorization and a public vote to amend the state constitution

Fusionist reformers in the state legislature passed a bill for a statewide vote to amend the Washington Constitution to grant women's suffrage -- 1897

FUSIONISTS HAD ONE LEGISLATIVE SUCCESS

Fusionist reformers in the Washington State legislature passed a compulsory school attendance law that required attendance for ages eight through fifteen -- January 1897

voters in Seattle went even further and agreed to provide free textbooks in their school district

PRESIDENT CLEVELAND SETS ASIDE OLYMPIC FOREST RESERVE BY PROCLAMATION

One of out-going President Grover Cleveland's last official acts

was to proclaim the establishment of the Olympic Forest Reserve -- February 22, 1897

2,188,800 acres, nearly two thirds of the Olympic Peninsula,

⁵⁴⁹ Shelby Scates, *Warren G. Magnuson*, P. 22.

⁵⁵⁰ Shelby Scates, *Warren G. Magnuson*, P. 22.

was placed in reserve under the control of the federal government
(this was the forerunner of Olympic National Forest renamed in [1907])
Forest reserves, although strongly supported by conservationists, were not universally popular
outgoing Democrats denounced the act as impulsive or worse
Western newspapers claimed Cleveland's proclamation
would sabotage the system that had made America great

OREGON INVESTMENT COMPANY IS PURCHASED

Pacific Coast Company (initially based in California) purchased the Oregon Investment Company
which held coal mines and railroad properties in King County
the railroad to Newcastle was converted to standard gauge track
Pacific Coast Company began to develop the "Bagley Tunnel" mine at Coal Creek

FUSIONISTS ARE UNABLE TO DELIVER THEIR AGENDA IN WASHINGTON

Washington State legislative session ended -- March 11, 1897
despite Fusionist majorities in both the state House of Representatives and state Senate
they were composed of so many individual parts they lacked effective leadership
there was no collective self-discipline to agree on a constructive program
Fusionist strength in the Washington State legislature was their undoing
Fusionists in general and Governor John R. Rogers in particular were short term failures
they were too unfamiliar with the methods and wiles of the political process
they were divided into urban and rural factions
they quickly fell victim to too many disputes among themselves
Members of the legislature passed an appropriation of additional funds to build a new capitol building
Governor John R. Rogers vetoed it -- 1897
he advocated purchase of the existing Thurston County Courthouse in downtown Olympia
Members of the legislature created the Washington State Board of Audit and Control
to audit records and accounts of the state's public institutions
Governor John R. Rogers appointed C.W. Young and others to Board
within a short time, the Board and Rogers fell into conflict
over the distribution of political patronage -- Governor Rogers fired the entire Board
State Treasurer C.W. Young withdrew a large deposit of public funds
from the First National Bank of Olympia sparking a run on the bank
leading to the first failure of an Olympia financial institution

HOME COLONY ATTRACTS A NUMBER OF FREE THINKERS

Home beside Joes Bay on Pierce County's, Key Peninsula was to serve
as a model intentional utopian community based on anarchist philosophy
Home had no formal laws, rules or regulations -- residents tried to follow the "Golden Rule"
as anarchists, these people would recognize no government control at all
except laws that were forced upon them from the state capitol
it was intended that Home would lean toward individualistic anarchism
great stress was laid on individual liberty
they were vegetarians as they had an aversion to "useless killing"

Home inhabitants discussed and explored a variety of ideas about life, politics, economics and how to live the “best” life
their only requirement for residents was that they follow “**...their own line of action no matter how much it may differ from the custom of the past or present.**”⁵⁵¹
in turn, community members would not condemn or ostracize any of their fellow neighbors

SOCIALIST COLONY OF HOME ENJOYS A GREAT DEAL OF SUCCESS

One of the colonists’ first activity was the setting up Home’s newspaper, *New Era* in the early editions Oliver A. Verity invited

“**...all who believed in man’s rights to do and think as he pleased...**”⁵⁵²

to take up residence in the colony of Home
these invitations were accepted by a number of free thinkers
including not only anarchists, socialists, communists (extreme socialists) and individualists,
but also “free lovers,” vegetarians and atheists
as well as those subscribing to various spiritual beliefs
and mixtures of all of these aspects

Center of community life revolved around “Liberty Hall”

it was here that school was taught, meetings were held, and evening lectures were given
such as writer and lecturer Emma Goldman,
a renown Russian immigrant and Labor Advocate, who knew acquaintances in Home
she addressed thousands of listeners nationwide on Anarchist philosophy,
women’s rights, social issues and the virtues of free love
true to her beliefs, she was jailed several times for inciting riots
and distributing birth control information

RICH PROSPECTORS BEGIN COMING OUT OF ALASKA

Nearly eleven months after the initial discovery of gold on Bonanza (Rabbit) Creek
ice broke up on the Yukon River and prospectors could travel by ship to the U.S. -- June 1897
these lucky few rode a paddle wheeler from Dawson City 1,600 miles down the Yukon River
to St. Michael Island, District of Alaska

At St. Michael Island “Klondike Kings” piled their treasure and belongings onto coastal steamers
steamboat *Excelsior* set out on the 3,700-mile journey to San Francisco
a few days later the steamer *Portland* left St. Michael Island bound for Seattle 2,900 miles away
On board the two ships were scores of miners carrying tales of rich gold discoveries
on Bonanza Creek, Eldorado Creek, Hunker Creek and other tributaries of the Klondike River
in Canada’s Yukon District of the Northwest Territories

FOREST LAND ACT OF 1897 BENEFITS EMPIRE BUILDER JIM HILL

Congress made President Grover Cleveland’s [February 22, 1897] proclamation
creating the Olympic Forest Reserve permanent with the passage
of the Forest Land Act of 1897 -- June 4, 1897

⁵⁵¹ Edward P. Johanningsmeier, *Forging American Communism, The Life of William Z. Foster*, P. 50.

⁵⁵² <http://harborhistorymuseum.blogspot.com/2014/06/home-washington.html>, June 26, 2014.

under the terms of this Act owners of acreage within the boundaries of the new Forest Reserves that was better adapted for mining or for agriculture than for forest usage could exchange their property for equal amounts of land outside of the reserves
Thousands of acres of Northern Pacific Railway (NPRY) grant lands lay above the timberline on the bald peaks of the Cascade Mountains these peaks were inside the forest boundaries, and so Empire Builder James J. Hill was entitled to exchange the glaciated outlands for huge tracts of unreserved Douglas fir NPRY, still dazed by the expenses of the Cascade Tunnel project on Stampede Pass, was faced with the need to replace some of its track so hastily laid though the Rockies [1883] but the continuing effect of the ongoing economic depression assured this expense would end in financial disaster for the railroad
Empire Builder James Jerome Hill could very likely win the entire Northwest by bidding his time at least this was a bracing prize for Jim Hill to contemplate

GREAT NORTHERN RAILWAY PLANS A TUNNEL THROUGH THE CASCADE MOUNTAINS

Because of the extreme avalanche conditions in Stevens Pass Great Northern Railway (GNRY) authorized a Cascade Tunnel (2.6 miles long) to replace the steep switchbacks then in use
Two towns thrived: Wellington on the west and Cascade Tunnel City on the east of the tunnel project both communities became notorious for saloons, gambling parlors and general lawlessness

CONSTRUCTION BEGINS ON THE “TRIANGLE OF FIRE”

Congress financed construction began on Fort Flagler along with Fort Worden and Fort Casey these posts became the first line of a fortification system designed to prevent a hostile fleet from reaching the Bremerton Naval Yard and the cities of Seattle, Tacoma and Everett
Fort Flagler on Marrowstone Island was originally constructed with three coastal gun batteries, Battery Revere, Battery Wilhelm and Battery Rawlins
contract for the construction of these original gun batteries was awarded -- June 22, 1897 to the Pacific Bridge Company, Portland, Oregon (these batteries were completed [1899])
Fort Casey’s construction began on Whidbey Island -- 1897
it was armed with huge disappearing gun carriages which could be raised out of their protective emplacements so the guns were exposed only long enough to fire
Fort Worden near Port Townsend was an active US Army base from [1902] until [1953]
sixteen artillery pieces were mounted at the military post
 (“Triangle of Fire” became obsolete with the invention of the airplane [1903] and subsequent development of military aircraft which made the fort vulnerable to air attack
in addition, large battleships designed with increasingly accurate weaponry transformed the static strategies of the nineteenth century into the more mobile attack systems of the twentieth century)

EXCELSIOR STEAMS INTO SAN FRANCISCO

San Francisco, like the rest of the United States remained tightly in the grip of the Panic of [1893] there was little or no work to be had and no “safety net” of services to make life bearable the effects of starvation, despair, fear and suffering could readily be seen
Steamer *Excelsior* arrived in San Francisco Bay from St. Michael, District of Alaska – July 14, 1897

she carried \$750,000 in gold
residents were struck by the sight of happy rich prospectors
staggering down the gangplank with suitcases full of gold
local reporters were too stunned that day to take full advantage of their story
but the next day wire services paved the way for the arrival of steamboat *Portland*
due in Seattle two days later

Gold fever swept through San Francisco unlike anything seen since the [1849] Gold Rush '49ers
raced by the thousands to the gold fields of California's Sierra Nevada Mountains
San Francisco's newest gold rushers quickly fled the city for the riches of Canada's Yukon gold fields
they carried with them sourdough to start the fermentation process
for San Francisco's famous sourdough pancakes, biscuits and bread
any prospector with a pot of sourdough starter strapped to his back
was nicknamed a "sourdough"
Seattle Mayor William D. Wood, who was at a convention in San Francisco at the time, read the news
he telegraphed his resignation and raised enough money to purchase a dilapidated steamer
he filled it with frenzied gold hunters and supplies and set out for the Yukon River

CANADA'S KLONDIKE REGION IS REPORTED TO BE INCREDIBLY RICH IN ORE

Seattle Post Intelligencer picked up the newswire story from San Francisco
that reported rich miners would be arriving from Alaska aboard the steamer *Portland*
P.I. chartered a tugboat and sent reporters to meet the ship -- July 15, 1897
an imaginative reporter calculated her cargo not in dollars but in weight: a ton of gold
It was said placer (surface) gold was not the usual difficult to gather dust
rather it was coarse gold flakes and nuggets easily picked out of stream beds or off the ground

GOLD IN STAGGERING AMOUNTS REACHES SEATTLE

Schwabacher Brothers and Company was the oldest and most prominent
retail merchandising business in Seattle -- they sold groceries, clothing and building materials
Schwabacher Hardware Company was incorporated as a separate business
Schwabacher Brothers also maintained a wharf on the Seattle waterfront
(near the present-day Seattle Aquarium)

Steamer *Portland* tied up at the Schwabacher Dock -- 6:00 a.m., Saturday July 17, 1897
she carried a ragged group of sixty-eight rich prospectors
and what was purported to be a ton of Klondike gold
newsboys were there to meet the newly-rich
crowds of locals had been awakened by their shouting the banner headlines
in the extra edition of the Seattle *P.I.* that screamed:

**"GOLD! GOLD! GOLD!
Sixty-Eight Rich Men on the Steamer Portland
STACKS OF YELLOW METAL"**⁵⁵³

⁵⁵³ Klondike Gold Rush National Historical Park Website
https://www.nps.gov/parkhistory/online_books/klse/hrs/hrs1c.htm,
CHAPTER ONE "By-and-By": The Early History of Seattle -- Gold Fever Strikes.

this vision of such a great pile of yellow gold shook the imagination of the depression-weary city
and started a frantic scramble of raw greenhorns toward one of the harshest regions on earth
As the gangplank was lowered a motley crew of grizzled humanity departed the *Portland*
each carrying one or several sacks or suitcases crammed with gold dust and gold nuggets

STORIES OF FABULOUS WEALTH ABOUND

In fact, the gold discovery was already eleven months old when the *Portland* arrived in Seattle
Stories told by Klondike Kings circulated fast and far:

- Nanaimo, B.C. resident John Wilkinson struggled with the weight of \$25,000 in gold
which proved to be so heavy the handle snapped off his leather satchel;
- Joseph Cazla of Montana claimed to be carrying \$30,000
he bragged he had drunk many times that amount before he left Dawson City;
- another prospector casually reported he had \$100,000 in dust and nuggets wrapped in a blanket
he promptly hired two men to help him haul it away;
- former Seattle logger Joe Bergeoin said he had \$15,000
he was already making plans to go back for more;
- Clarence Berry, a Fresno, California fruit farmer and his wife, unloaded about \$135,000
in gold dust and nuggets;
- Frank Phiscator from Baroda, Michigan had spent just three months in the Yukon area
he disembarked the *Portland* with from \$96,000 to \$120,000 in gold;
- former bookseller William Stanley had gone into the Yukon the year before to seek his fortune
his wife stayed behind in Anacortes surviving on wild blueberries
they were reunited at Schwabacher's Dock and she learned they were now worth \$112,000
Mrs. Stanley promptly checked into the Palace Hotel, threw out her tattered clothes
and proceeded on a shopping spree;
- T.S. Lippy, formerly secretary of the Seattle YMCA, returned to Seattle on the *Portland*
he had tried his luck in the Klondike and was rewarded with \$65,000 in gold
upon his return, Lippy told others: **“The place is rich. I hesitate to talk of this wealth, for it
might induce people to go to the Klondike who are not fit to go. It is not an easy undertaking. It is
filled with difficulties and trials one can hardly dream of.”**⁵⁵⁴

Soon, thanks to the telegraph, the whole world learned of the fabulous find
early dispatches regarding the strike carried a Seattle dateline
indelibly linking gold and the city

Seattle's Western Union Telegraph Office was flooded with incoming and outgoing telegrams

RUSH FOR KLONDIKE GOLD IS ON

Steamer *Portland* raced back to Alaska loaded with “stampedeers”
in quest of gold -- Monday July 19, 1897

Fifty-one first class and ninety-eight second-class passengers steamed out of Seattle
bound for St. Michael Island on the Bering Sea's Norton Sound in Alaska Territory:

- “Scotty” Stewart dropped the reins of his horse-drawn cab and purchased a ticket;

⁵⁵⁴ James A. Crutchfield, *It Happened in Washington.*, P. 68.

- one local grocer closed the doors of his store and raced to the waterfront;
- policeman “Big” Jim Burns collected \$2,500 from a \$125 investment in a friend’s Klondike claim
 - he and dozens of fellow officers turned in their badges and headed north;
- former Washington Governor John McCraw then a candidate for the U.S. Senate went of the Yukon instead

SUPPLIES FOR THE YUKON IMMEDIATELY BECAME HARD TO FIND IN SEATTLE

Seattle newspapers were crammed with ads by Monday, July 19, 1897
 miners seeking financial backers and financial backers seeking miners
 advertised in local newspapers to contact each other
 outfitters, grocers and steamship companies all hawked their wares to excited fortune seekers
 collapsible stoves that could not be sold a week earlier
 became “Klondyke (sic) stoves” and sold out in hours
 prices for groceries and outdoor equipment began to spiral upward
 local merchants sold out of miners’ supplies

ST. MICHAEL ISLAND, ALASKA DISTRICT IS THE MAIN ROUTE TO KLONDIKE GOLD

St. Michael Island became the trans-shipping point to the Yukon-Klondike River region
 only weeks after the return of the steamer *Portland* to St. Michael Island from
 nine steamboats left St. Michael for the Klondike River
 and the boomtown of Dawson City, Yukon Territory Canada
 Traveling by steamship up the “inside passage” east of Vancouver Island to St. Michael Island
 before taking another steamer upriver to Dawson City on the Yukon and Klondike rivers
 was by far the easiest and most expensive way to reach the Klondike gold fields
 but it required a voyage of 2,000 miles from Seattle
 and another 1,700-mile trip by steamboat up the Yukon River
 at the beginning of the stampede a ticket could be bought for \$150 (\$4,050 today)
 (while during the [1897–1898 winter] the fare rose to \$1,000 [\$27,000])
 this was known as the rich man’s route to the Klondike gold fields
 and took six weeks in excellent weather
 (an estimated 20,000 gold-hungry adventurers stopped at St. Michael during 1897 (and [1898])

THERE IS NO OTHER EASY ROUTE TO GETTING RICH

Few stampeders had any idea of how far they would have to travel after they left Seattle
 many were astonished to find that the Klondike strike was not in Alaska at all
 but across the border into the Yukon District of Canada’s Northwest Territories
 Most difficult of all was the routes was known as the “All Canadian Route” from Edmonton, Alberta
 overland through the wilderness of Alberta and the northeast part of British Columbia
 into the Yukon District and on to the Klondike River
 this was so tortuous few ever completed it
 several other nonexistent trails were rumored to begin near the U.S.-Canadian border
 these drew their share of attention from gold seekers but always ended in failure

DYEA, ALASKA TERRITORY OFFERS A TORTUROUS ROUTE TO RICHES

Dyea (pronounced “die-ee”) for hundreds of years had been used as a seasonal Indian fishing camp
Dyea was located at the confluence of the North Pacific Ocean’s Taiya Inlet and the Taiya River
Dyea was at the foot of the thirty-three-mile-long Chilkoot Trail
that climbed the Coastal Mountains and crossed Chilkoot Pass
Chilkoot Trail was hazardous and too steep for horses or pack mules
it rose 1,000 feet in the last half mile
Indians had long used this route to reach Bennett Lake the head of the Yukon River
from Bennett Lake, Dawson City was still 560 miles away down the raging Yukon River

VIRTUALLY ALL STAMPEDERS TRAVELED NORTH BY BOAT

Tacoma, Portland, San Francisco, Vancouver or Victoria were all possible starting points
but most departed from Seattle
Traveling by steamship (or whatever was available) to St. Michael Island
on the Bering Sea’s Norton Sound in Alaska Territory and on to Dawson City, Yukon District
could only be used by rich stampeders
Since many of the stampeders setting out from Seattle were poor
they had to travel by less expensive steamboat up the “inside passage” east of Vancouver Island
to Dyea District of Alaska rather than continuing by ship to St. Michael Island
Dyea at the beginning of the Chilkoot Trail was overrun by stampeders
eating and sleeping in quickly-built restaurants and hotels
(by [1898] Dyea had outgrown the town plan created only a year before)

SKAGWAY, DISTRICT OF ALASKA SPRINGS UP CLOSE TO DYEA

Captain William Moore was the first non-Native settler in Skagway [1887]
he was credited with being the first white man to use White Pass
as a way to cross over Alaska’s Coastal Mountains
Skagway (nine miles southeast of Dyea) provided a second overland route to the gold fields
it was barely a collection of tents at the head of White Pass -- 1897

SKAGWAY, ALASKA TERRITORY PROVIDES A NEW ROUTE TO KLONDIKE GOLD

White Pass Trail paralleled the Chilkoot Trail but was seven to ten miles longer
however, the White Pass summit was at least 500 feet lower and not nearly as steep
allowing for the use of pack animals
once across, the White Pass Trail continued to Lake Lindeman and Bennett Lake
where boats and rafts could be built for the 560-mile trip down Yukon River

SKAGWAY RECEIVES ITS FIRST STAMPEDERS

Skagway received its first stampeders when the mail steamer *Queen*
docked at Captain William Moore’s wharf with an estimated 1,000 anxious would-be millionaires
less than two weeks after the *Portland* steamed into Seattle -- July 29, 1897
More ships and barges brought thousands of hopeful miners into the new town
where they prepared for the journey to the Canadian gold fields
Skagway’s harbor was deeper than Dyea’s so most ships landed their cargoes at Skagway

stampedeers, many of whom had purchased tickets to Dyea, were often left at Skagway
to make their own way nine miles northwest to Dyea and the Chilkoot Pass Trail
or to take White Pass Trail over the Coastal Mountains
Captain Moore was overrun by criminals who seized previously claimed building lots
Moore had his land stolen from him and sold to others

CROSSING THE COASTAL MOUNTAINS IS CHALLENGING IN THE EXTREME

Stampedeers from Seattle and other Washington ports mixed with Sourdoughs from San Francisco
and with Alaskan Natives and Canadian First Nations people in Dyea and Skagway
greenhorn new comers liked to call themselves "Argonauts"
after the band of heroes in Greek mythology who accompanied Jason
to find the Golden Fleece

From Dyea it took 1,500 steps to reach the summit of the Coastal Mountains
supplies had to be packed from Dyea on the Chilkoot Trail to the summit
then down to Lindeman Lake before taking Lindeman Creek to Bennett Lake
at the source of the Yukon River
boats and rafts had to be built on Bennett Lake for the 560-mile journey
down the raging Yukon River to Dawson City -- the town closest to the gold fields
all of this had to be accomplished before the (winter freeze) set in
Skagway's White Pass Trail paralleled the Chilkoot Trail but was at least 500 feet lower in elevation
it was not as steep as the Chilkoot Trail -- pack animals could be used
but was seven to ten miles longer
once across the summit, the White Pass Trail continued to Lake Lindeman and Bennett Lake
where boats and rafts could be built for the 560-mile trip down Yukon River
White Pass Trail became clogged with mud during the wet [fall months] of 1897
making the narrow trail so slick it became virtually impassable
people and their pack animals were stuck along the trail -- many ran out of supplies
animals suffered the most -- in excess of 3,000 pack animals died on the trail
thus it was dubbed "Dead Horse Trail"
those using the White Pass Trail told horror stories of crossing over
rotting animal carcasses
this mess eventually closed the pass until the ground and river were frozen
allowing passage once more

After the freeze hit Dyea entrepreneurs carved out what became known as the "Golden Staircase"
more than 500 steps were carved out of snow and ice up the Chilkoot Trail
30,000-40,000 stampedeers climbed the golden staircase
each prospector made dozens of trips carrying their supplies fifty pounds at a time
many hired Tlinglet Native Americans to carry their goods
for most the staircase was not golden
many stampedeers who gave up often chose this as the place to quit
they discarded their no longer needed equipment along the side of the trail

SHIPBUILDING JOBS RETURN TO SEATTLE

Seattle shipyards worked to meet the demand for transportation to Alaska

Wood Brothers Shipyard of West Seattle constructed and launched
the first steamer built only for the Yukon trade
she measured seventy-five feet long and twenty feet wide
Moran Brothers Shipbuilding Company awakened from the economic depression
North American Transportation and Trading Company ordered a fleet of fifteen ships
for the run to and from Alaska waters -- early August 1897

DAWSON CITY IS THE NEXT STOP ON THE WAY TO RICHES

Dawson City was founded by Joseph Ladue at an Indian fishing campsite
at the confluence of the Klondike and Yukon River
Dawson City became the gathering point for an estimated 100,000 gold seekers

ALEXANDER PANTAGES LEAVES SAN FRANCISCO TO TRAVEL TO SKAGWAY

(Pantages was still looking for quick fame and fortune when the *Excelsior* steamed into San Francisco
with more than a million dollars in Klondike gold [July 14, 1897])
Pantages withdrew more than a thousand dollars, all of his savings, and started north
however, the ship he boarded contained several adroit cold-deck card sharps
when he reached Skagway where a cup of coffee cost a dollar and ham and eggs five dollars
he had twenty-five cents in his pocket
He took work as a waiter at the Pullen House in Skagway but it did not pay enough to generate wealth
his entrepreneurial genius found expression in the production of popular plays
staged at the restaurant, but this only supplemented his meager wages

MORE ADVENTURERS STEAM OUT OF SEATTLE IN SEARCH OF FABULOUS WEALTH

Hundreds of local people were determined to join the Stampeders
raced to catch the next steamer going north -- August 1897
within two weeks after the *Portland* had tied up in Seattle an estimated fifteen hundred men
were northward bound in whatever conveyance they could find -- August 1897
thousands more were waiting in Seattle to join them in the Klondike

NORTORIOUS OUTLAW "SOAPY SMITH" PREYS ON INNOCENT VICTIMS

Jefferson Randolph Smith II (alias "Soapy" Smith) had established himself as a notorious conman
he was well known as a bunko artist, swindler and gangster
he specialized in the "short con"
swindles that were quick and needed little setup or few helpers
such as the shell game and three-card monte, or any game in which he could cheat
Soapy earned his nickname in Denver, Colorado by duping entire crowds
with a ploy dubbed "the prize soap racket"
he would set up his display case on a busy street corner
where he would pile ordinary cakes of soap on top of each other
he then extolled the wonders of this incredible product
as he spoke to the gathering crowd he pulled out his wallet
money ranging from single dollars to a hundred-dollar bill
he then began wrapping money around a few of the soap bars

when he finished he wrapped each bar of soap with plain brown paper to hide the money
next he mixed money-wrapped packages with other wrapped packages containing no money
he then sold the soap to the crowd for a dollar a cake
a “skill” or two (members of the gang planted in the crowd) would buy a bar, tear it open
and announce he had won some money
this would entice others to buy the packages
more often than not, his victims bought several bars before the performance was completed
midway through the sale, Soapy would announce that the hundred-dollar bill remained in the pile
then he would auction off the remaining soap bars to the highest bidders
through sleight-of-hand, he hid the cakes of soap wrapped with money
and replaced them with packages holding no cash -- only money “won” went to his skills
His soap ploy, along with other scams, helped finance Soapy’s organized criminal operations
he used his profits to make graft payments to the police, judges and politicians
Soapy was able to build criminal empires first in Denver, Colorado [1886–1895]
with a stop in Creede, Colorado [1892]
he also plied his trade in Mexico, St. Louis, Houston, San Francisco and Spokane
Soapy headed north and explored prospects in Alaska [1896]
he stopped in Juneau long enough to be arrested for auctioning his famous soap
he continued north to Homer, up Cook Inlet to Hope and Sunrise on Turnagain Arm
and then back to Seattle and Spokane [1896] -- each stop provided a new adventure in crime
However, his most corrupt empire was in Skagway, Alaska [1897-1898]

OUTLAW “SOAPY SMITH” BRINGS HIS NOTORIOUS REPUTATION TO SKAGWAY

Jefferson Randolph “Soapy” Smith arrived in Skagway -- August 22, 1897
well spoken and charming
he could have been a businessman, minister, politician, lawyer, or judge
but he chose to nurture his talents as a confidence man instead
In Skagway, he gathered skills and toughs from around the West
he constructed an empire that might have been the envy of any criminal syndicate in the nation
one of Soapy’s best Skagway cons involved his “telegraph office”
recent arrivals were met by men who offered to send telegrams to their families for only \$5
while sending the telegram, the operator asked leading questions
about the victim’s business and finances
most people did not look behind the telegraph office
to see that the wires ended a just few yards behind the building
(in reality, the telegraph did not reach Skagway until [1900])
Soapy would arrange for a new arrival to find himself in a friendly poker game
in which it he would lose any cash he carried
or the new arrival would be steered by his “friends”
to dishonest shipping companies, hotels, or gambling dens,
until he was financially wiped out

ANIMALS OF ALL KINDS ARE IN DEMAND FOR USE IN THE KLONDIKE

Klondike stampede created a demand for horses

Yukon horse market operated on Second Avenue and Yesler in Seattle
this commercial district offered horses on every corner for \$10 to \$25
within three months of the onset of the gold rush,

5,000 horses had been shipped from Seattle to the Far North -- early October 1897
encouraged by the volume of demand for pack animals,

one Seattle firm ordered 4,000 burros from the Southwest

Scarcity of dogs made sale of these animals a lucrative business in Seattle as well
merchants advertised dogs as faithful, hard-working animals capable of pulling sleds
miners would pay almost any price

mongrels, mutts and mutants brought in amazing amounts of money

Gold seekers even bought goats for use as pack animals

goat sellers pointed out their animals were less expensive to purchase and maintain than horses
and they could furnish milk, butter, cheese, meat and clothing

goats, they argued, also proved to be sure-footed on steep, icy inclines

Miners also purchased oxen in Seattle which they shipped to the gold fields
where the lumbering animals did not fare well

Many animals died -- killed by exposure, lack of food and overwork

trails to the gold fields were littered with carcasses which served as a grim reminder
of the consequences of dishonest marketing and ignorance of northern conditions

Even so, the trade in horses, burros, dogs, goats and sheep remained so active

Seattle newspapers carried a special section in their want ads devoted to animals

Merchants selling tack (animal equipment), packing equipment and horseshoes
also benefited from the trade

YUKON RIVER FREEZES OVER

It was estimated that 1,800 stampeders attempted to take steamboats
from St. Michael, Alaska Territory to Dawson City at the confluence with the Klondike River
but the vast majority were caught along the river when the region iced over -- October 1897
only forty-three successfully reached the Klondike (before winter)
of those thirty-five had to return because they had thrown away their equipment en route
to reach their destination in time
remainder mostly found themselves stranded in isolated camps and settlements
along the ice-covered river -- often in desperate circumstances

GREAT NORTHERN RAILWAY BEGINS CONSTRUCTION ON THEIR CASCADE TUNNEL

Tunnel building was a major undertaking -- this project was no exception
for almost a year Chief Surveying Engineer John F. Stevens
had reviewed the surveys made four years earlier and planned the project
three-year project to tunnel under Stevens Pass started -- August 20, 1897
(it was completed on [December 20, 1900])

John F. Stevens was in charge of all phases of the tunneling

at the same time, he directed construction of about a thousand miles of new railroad
there were occasions when he was simultaneously checking and pushing
almost two dozen significant projects

Stevens demonstrated tremendous vigor in accomplishing the project
 he employed no contractors -- his own staff was responsible
 resident engineer H. W. Edwards was placed in charge of day-to-day operations
 able assistants and vigorous management were of immense help -- but it was Stevens' project
 his technical skills and imagination proved to be more than adequate for the huge job
 various difficulties needed to be surmounted:

- crumbling nature of some of the material that had to be removed created slides and dust,
- a great deal of water was generated by large amounts of snow and rain,
- during the winter explosives manufactured in the West proved to be unstable when thawed,
- prevailing winds which blew blasting fumes and dust added to ventilation problems

Careful engineering, tight organization and a remarkable flow of innovations from management moved the project forward:

- electricity was used to great advantage to power the locomotives,
- many tons of slag and waste were removed using the newest equipment,
- both ingenuity and skill were necessary to apply a thick cement lining to the tunnel

SOCALIST IDEALISTS SEEK AN ALTERNATIVE TO THE AMERICAN INDUSTRIAL SOCIETY

Effects of the Panic of [1893] continued its oppressive grip on the nation
 Socialist leaders in the progressive movement proposed to form several communities
 in which people could live out the progressive theory they believed in
 namely that the world was destined to become a better place
 Several-term Congressman and Socialist Colonel William F. Prosser Republican from Tennessee
 felt that the best way to demonstrate the truth of this was to organize colonies
 of like-minded believers who would put their theories into practice
 Norman Wallace Lermond, founder of the socialist party in Maine, set about to accomplish the task
 he help create the National Union of the Brotherhood of the Co-operative Commonwealth (BCC)
 the goals of the Socialist Brotherhood were three-fold:

- to educate people in the principles of socialism,
- to unite all Socialists in one fraternal organization,
- to establish cooperative colonies and industries and, if possible,
 concentrate these colonies and industries in one state until that state was socialized

BCC had about 2,200 members in 130 local unions nationwide
 Kansas National Union of the Brotherhood of the Co-operative Commonwealth (BCC)
 sold stock worth \$50,000 in amounts varying from dimes to hundreds of dollars
 Lermond announced that Washington State would be the most likely place for colonization
 region between the Canadian border and Portland, Oregon was considered ideal
 due to its climate, natural resources and sparse population with liberal inclinations
 its Fusionist (Populist) governor was rumored to be sympathetic to the BCC
 there were two colonies of progressives already in the state
 Puget Sound Cooperative Colony near Port Angeles
 Home colony on Joe's Bay on Pierce County's Pierce County
 Norman Wallace Lermond sent BCC leader G.E. (Ed) Pelton to find a suitable site
 for the Brotherhood's first colony -- September 1, 1897
 BCC put up \$10,000 in initial capital collected from all over the country to begin the colony

TACOMA SMELTING AND REFINING COMPANY RE-TOOLS FOR KLONDIKE GOLD

Former smelter owner Dennis Ryan's "Gold Hunter" Mine in Coeur d'Alene, Idaho Territory was already shipping 1,000 tons of lead-silver "concentrates" for smelting

William Rust's Tacoma Smelting and Refining Company Smelter prepared to handle gold, silver, lead and copper ores using two furnaces one hundred-fifty men working in three eight-hour shifts were employed to smelt 160 tons of ore daily)

Contracts were written to smelt 5,000 tons of Alaska ores per month and also silver ore that was used as ballast by South American lumber vessels (expansion of the smelter to seven furnaces employing 10,000 men was anticipated to smelt the 560 tons of ore expected daily

It was believed Alaska resources of precious ores were practically boundless as were those of the Coeur d'Alene and other districts

(Excited predictions anticipated that precious ores would be sent continually to New York City which would give Tacoma great prestige in New York)

SEATTLE'S GROWTH IS HAMPERED BY HILLS

Seattle is located on an isthmus between Lake Washington on the east and Puget Sound on the west north-south orientation of the lake and of the city's many hills is the result of glaciation

Seattle's terrain was first gouged out by south-moving glaciers

when they retreated, the ground was marked by mounds of rock debris left in their wake

Denny and Queen Anne hills north of what is now downtown Seattle are two of those)

Denny Hill (named after the pioneer family) sat to the north

between pioneer William Bells' property and Pioneer Square

city officials, including City Engineer R.H. Thompson, reasoned that Denny Hill's steep slope prevented Seattle's northern expansion from the business core downtown

DENNY REGRADE PROJECT FLATTENS DENNY HILL

Population pressure generated by the 1897 Gold Rush forced the city to expand northward

Seattle's topography was radically altered by a series of regrades (flattening of the hills)

new riches allowed Seattle to make these improvements

Seattle prepared to race into the (Twentieth Century) fueled not by eastern money as before but with Alaska gold

Denny Hill, site of the former University of Washington downtown campus, was regraded (flattened)

city engineers used hydraulic nozzles attached to water hoses to wash Denny Hill into Elliot Bay

this new flattened area became known as the Denny Regrade

(Denny Regrade was not the first sluicing project in Seattle

hills had been lowered by previous efforts to wash away their tops

however, the Denny Regrade was the first of a series of major projects that resulted in

roughly five million tons of earth that provided landfill for the city's waterfront

and the industrial/commercial neighborhood now known as the SoDo District

and built Harbor Island -- at the time the largest man-made island in the world)

During the Denny Regrade project First Avenue between Pike Street and Denny Way

was lowered by seventeen feet -- 1897

city workers regraded only the streets -- property owners had to hire their own contractors
homeowners who did not go along with the Denny regrade project
had the hill dug out around them -- pinnacles of land stood isolated for years
this work continued for almost two years

SOCIALISTS SEEK TO ESTABLISH A COLONY IN WASHINGTON STATE

Spurred on by the continuing depression fourteen Socialists from Maine led by G.E. "Ed" Pelton representing the National Union of the Brotherhood of the Co-operative Commonwealth (BCC) bought 280 acres of land fronting Puget Sound's Samish Bay in Skagit County for \$2,854.16 -- October 15, 1897
this claim was located two miles northeast of the village of Edison, Washington (on what is now known as Colony Creek Road)
among the towering firs and cedars close to where Colony Creek emerges from Bow Hill

ST. MICHAEL ISLAND IS DECLARED TO BE A UNITED STATES MILITARY RESERVATION

To maintain order among the stampedeers, the U.S. Army prepared to create a military reservation around St. Michael Island on the Bearing Sea's Norton Sound
United States War Department issued General Order 59 -- October 20, 1897
which named St. Michael Island as the military headquarters for Alaska Territory
St. Michael Island and all land within 100 miles of the flagstaff became a military reservation
preparations were begun to construct a United States military post

EQUALITY, A SOCIALIST COLONY, IS FOUNDED IN SKAGIT COUNTY WASHINGTON

G.E. "Ed" Pelton and his fourteen progressive-minded Socialists intended to establish a colony with a cooperative system of production and distribution of their goods
in addition, they would select their leaders by majority vote
Ed Pelton and his followers gathered for the first time in a farmhouse near Edison, Washington in Skagit County to organize the Socialist community which they named "Equality" -- November 1, 1897
this name was taken from Socialist Edward Bellamy's second book titled *Equality*
As part of the National Union of the Brotherhood of the Co-operative Commonwealth (BCC) they sought to put the theories of the Progressive Movement into daily life in an effort to convert the new state of Washington to socialism as the start of a national movement

BANKRUPT UNION PACIFIC RAILROAD IS SOLD

Union Pacific Railroad (UP) was sold at auction for \$58.5 million -- November 7, 1897
Edward H. Harriman had made a career of buying and rebuilding bankrupt railroads
Harriman's management firm took over operation
Union Pacific Railroad expanded, improved and was stabilized

SKAGWAY MAKES PLANS TO BUILD A WAGON ROAD

Stampeder George A. Brackett, the former mayor of Minneapolis, Minnesota and an engineer, was approached by Skagway boosters to help build a wagon road

from the boom town over the summit of White Pass
Brackett had some experience as he had helped to build a portion of the Northern Pacific Railway
Work on “Brackett’s Wagon Road,” as it was known, began -- November 8, 1897
although Skagway’s boosters promised to raise funds needed for construction, they did not do so
Brackett paid the startup costs himself
(by the end of the year, eight miles of road had been opened up, but Brackett was broke
he tried to charge a toll (\$1.00 per person; \$1.00 per pack animal; 25 cents per dog or sheep
but most of the stampedeers merely overran the toll gates)

SEATTLE BUSINESSMAN SELLS DOGS FOR USE IN ALASKA

One Seattle businessman had about 200 canines that were being “lightly” trained as sled dogs
these were all penned together in a single yard where they became engaged
in “one big dog fight” according to *The Seattle Daily Times* -- November 11, 1897
since the noise was so raucous a reporter was sent to investigate the event
The Seattle Daily Times described the animals as “**snarling, biting, fighting canines who were doing their best to annihilate each other.**”⁵⁵⁵
not surprisingly, nearly every dog suffered wounds in the brawl

HORDES OF PEOPLE AND MOUNTAINS OF GOODS ARRIVE IN SEATTLE

It has been estimated (by Klondike historian Pierre Berton) that some 100,000 stampedeers
bound for the gold fields sailed from San Francisco, Portland, Tacoma and especially from Seattle
of that number, perhaps 40,000 reached the Yukon town of Dawson City
about half of these actually searched for gold
Ships and trains in seemingly limitless numbers poured into Seattle
carrying eager gold seekers and everything these adventurers could need or want
and a remarkable number of things they did not

DREAMS ARE BIG IN SKAGWAY

Skagway boosters decided to create an easier method of travel over White Pass
they lobbied hard for investors, dreamers and engineers to help make their plans a reality
Three separate companies were organized to build a rail link from Skagway, Alaska Territory
to Fort Selkirk, Yukon Territory 325 miles away
British investors financed a major portion of the expenses
that such a railroad was considered at all was amazing
Coastal Mountains’ steep and sheer cliff walls made such an undertaking seem impossible
To overcome such obstacles, engineers planned a narrow-gauge line, with rails three feet apart
width of the roadbed could therefore be reduced from fifteen feet to ten feet
narrower roadbed used by a narrow-gauge railroad made for big cost savings
making the task easier by allowing the railroad to follow the landscape
rather than having to blast through it
narrow gauge also allowed for a tighter radius to be used on curves

⁵⁵⁵ *The Seattle Daily Times*, “At the Yukon Dog Yard,” November 11, 1897, P. 8.

LAND LAWS IN THE NATION CAUSE REAL CONCERNS IN THE WEST

More and more acreage was absorbed by fraudulent claims of cattle and sheep ranchers who insisted the very nature of the government's land laws forced them to be dishonest
Federal laws, geared to the small farms of the East, allowed no legal means to obtain enough government land in semiarid regions for grazing profitable numbers of livestock
one area of dispute, of course, was the definition of "profitable numbers"
Cattle Baron Pete French, a short, wiry man who never weighed more than 135 pounds, acquired public land cheaply
he took advantage of the [1849] Swamp and Overflow Act which allowed marshland to be purchased at \$1.25 an acre
he built dams to flood areas, bought the land under the Swamp Act at the reduced price, then removed the dams to return the land to its original state for grazing
he also directed his employees and others to file homestead claims that he would purchase
French's empire included almost 200,000 acres
in Oregon's Diamond Valley, Catlow Valley and Blitzen Valley
to care for his gigantic cattle herds, French expanded his Blitzen River outfit which was located south of Malheur Lake in southeast Oregon
this block of territory was seventy-five miles long by thirty miles wide
it sported a fenced lane through the middle of it
to allow lesser mortals passage to go to town
There were objections from many of the locals regarding Pete French's business practices during an argument little Pete French, king of the Oregon cattlemen, was shot and killed by an angry settler -- December 26, 1897

PREPARATIONS BEGIN FOR THE ANTICIPATED ARRIVAL OF ADDITIONAL SOCIALISTS

National Union of the Brotherhood of the Co-operative Commonwealth (BCC) leader Ed Pelton and fourteen founders of Equality Colony prepared for the anticipated flood of arriving socialists
320 additional acres of land were purchased giving the colonists 600 acres in all
From all reports, Pelton proved to be a capable leader
under his direction Ed Pelton's Socialists pitched in to establish their Utopia along Puget Sound
their first task was to build a dike to keep out the tidewater
construction was begun on a large communal house, Fort Bellamy, on a five-acre plot of land to house the colonists and the arrival of anticipated others
members of Equality colony cleared the land of forest
Work was carried on with great enthusiasm -- not a day was lost -- winter 1897-1898
men waded through mud in rain before daylight and after dark to and from work
machinists, tailors, engineers, carpenters, blacksmiths, school teachers and preachers
used saws, axes and grubhoes to make improvements to the site of the colony
Ed Pelton was proud to "**announce they were the advanced guard of a mighty host**"⁵⁵⁶

⁵⁵⁶ Shelby Scates, *Warren G. Magnuson and the Shaping of Twentieth-Century America* P. 20.

STRANGLING GRIP OF ECONOMIC DEPRESSION BEGINS TO WEAKEN IN THE U.S.

Arrival of gold into the national treasury provided an increase in the amount of cash in circulation
this sparked a rapid increase in prices and money became accessible for business investments
work became available in expanding industries

Rail shipments across the nation increased in both directions

Empire Builder Jim Hill combined the Great Northern Railway and the Northern Pacific Railway
with Eastern financier J. P. Morgan's backing
stock values soared from \$100 per share to \$1000

other railroad company stocks fell and panic resulted in the rival operations

in fact, the settlement between Great Northern Railway and Northern Pacific Railway
saved the whole national banking structure from additional collapse

Majority of gold seekers rode Jim Hill's railroad to Seattle

Hill also bought to the port city most if not all of the ton of supplies needed by each stamper
and shipped these goods north on his Seattle-based steamship

MUTUAL HOME ASSOCIATION IS FORMED

Collection of socialists and anarchists living at Home colony on the Key Peninsula of Pierce County
formed the Mutual Home Association for the purpose of buying land -- 1898

Articles of Incorporation and Agreement stated their purpose was **“to assist its members in obtaining and building homes for themselves and to aid in establishing better social and moral conditions”**⁵⁵⁷

New arrivals who wanted to join the community paid the association \$1
and then paid for the right to use two acres of the land

one acre on the bay for a dwelling

and a second acre that they could use in any way they wanted

each individual or family owned own whatever improvements they built such as houses
they also owned whatever they produced through their own sweat

by harvesting trees, planting crops or raising animals

Although there were some initial communal efforts such as some cooperative farming of the land
most of those living at Home adhered to their beliefs in individualism and avoided communal life
(for the first four years Home colony was a relative success
as there seemed to be less internal friction than in most colonies)

MUTUAL HOME ASSOCIATION PUBLISHES ITS OWN NEWSPAPER

Oliver A. Verity edited the Mutual Home Association newspaper: *Discontent: Mother of Progress*
this four-page Anarchist newspaper had the mailing address listed as Lakebay, Washington
cost of a yearly subscription was fifty cents

Discontent contained local information about Home (officially called Mutual Home)
as well as national news and articles taken from other newspapers
this paper was published by a group of Home residents
it did not represent the association or the colony leadership

⁵⁵⁷ Charles Pierce LeWarne, *Utopias on Puget Sound, 1885–1915*, P. 168.

Discontent existed to extend the truth as the editor and writers saw it
to as many homes as possible

Discontent: Mother of Progress was not a militant or angry newspaper
its tone was straightforward but sarcastic

their editorial goal reported: **“Viewing themselves as peaceably disposed and kind-hearted people who were trying to elevate the conditions of humanity by persistently and earnestly teaching the masses. How to rise to a more complete civilization without war, starvation and unnecessary suffering of any kind. Anarchists, who want nothing unjustly and would harm no one intentionally, wishing everybody as well as themselves to have full liberty and equality without fear, force or favor.”** [August 17, 1898]

Oliver A. Verity also noted: **“If you want to know as the beliefs we try to place before the world cannot all, or nearly all be condensed in one issue of this publication. We request that those into whose hands a copy of *Discontent* may fall, and who wish further to enlightenment on or aims. Send us any inquiries on these subjects, and we will, from week to week, try to satisfy all real desire for information so far as our power will permit.”**

SHIPBUILDING BECOMES A MAJOR INDUSTRY IN SEATTLE

Moran Brothers turned out fourteen identical sternwheelers and four freight barges
for use on the Yukon River -- 1898

More than thirty steamship companies were formed in Seattle to operate on the Yukon River
they deployed sixty new Seattle-built steamboats, eight tugs and towboats
and twenty barges to the Yukon River
syndicates of Seattle businessmen busied themselves slapping steamers together
along Puget Sound beaches amateurs were building boats as quickly (and badly) as possible
fifty-seven steamers, seventeen steam barges and scows and thirteen tugs

KLONDIKE GOLD STARTS JOHN CONSIDINE ON THE ROAD TO RICHES

Theater manager John Considine received a great deal of attention
from the newly-elected Spokane anti-vice government

Klondike Gold Rush brought back an “open town” administration in Seattle

Considine decided he could out-compete other Seattle box houses
by elevating the level of entertainment, hiring professional actresses for the stage
and letting other girls work the floor and the dark booths

Considine leased back the People's Theater and was back in the business -- February 1898

he brought variety entertainment to a new level in Seattle

by importing exotic dancer “Little Egypt” from the [1893] Chicago World’s Fair
where she had been jailed for dancing in the nude

People’s Theater (and its rivals) posted brass bands outdoors early in the evening to draw customers

People’s Theater was an overwhelming success

Considine, along with the rest of Seattle, busied himself “mining the miners”
business was sensational

MOUNTIES ESTABLISH CHECK POINTS ON THE ROUTES INTO THE YUKON TERRITORY

Yukon District’s Klondike region was in Canada

first arriving prospectors had brought little but money -- which was nearly useless
starvation was a real possibility for the stampeders
Canadian government determined each person going to Dawson City
needed three pounds of food per day for a whole year
this amount of food alone would weigh in at a minimum of 1,095 pounds
adding necessary clothes and equipment to the food could easily double the total load
thus each prospector required what came to be known as a “ton of goods”
Canadian Northwest Mounted Police under legendary Mountie Colonel Sam Steele
established check points at the summit of the Chilkoot Trail and White Pass Trail
and at Lake Bennett -- February 1898
entry into the Yukon was denied anyone bringing insufficient supplies and equipment
if the ton of goods had been purchased in the United States customs duties had to be paid
between February [and June 1898] the Mounties collected \$174,000 in duties
(about \$4.9 million today)

CANADIAN MOUNTED POLICE ENFORCE THEIR REQUIREMENT OF A TON OF SUPPLIES

William B. Haskell, a returning gold miner and prospector published a handbook for travelers
because of his book on the Yukon he quickly became a highly respected author
William B. Haskell listed the items in his outfit as follows:

Equipment:

- | | | | |
|-------------------|----------------------|--------------------------------|------------------|
| 1 Handsaw | 2 Hatchets | 2 Shovels | 1 Whip Saw |
| 2 Hand Axes | 2 Draw Knives | 30 lbs. Nails (assorted sizes) | 1 Jack Plane |
| 2 Compasses | 1 Chalk Line | Set of Awls and Tools | 1 Gold Scale |
| 2 Butcher Knives | 2 Hunting Knives | 1 Gold Dust Bag (buckskin) | 2 Pocket Knives |
| 1 Measuring Tape | 1 Brace and 4 Bits | 2 Money Belts | 3 Medicine Cases |
| 2 Cartridge Belts | 1 Caulking Iron | 2 ft. of 5/8-inch Rope | 2 Gold Pans |
| 1 Whetstone | 2 Prospector’s Picks | 2 Picks & Handles | 1 Stove (Yukon) |
| 6 Towels | 2 Pairs Snow Glasses | 150 Granite Buckets | 2 Coffee Pots |
| 2 Grub Bags | Camp Kettle | 2 Frying Pans | 1 Granite Plate |
| 15 lbs. Pitch | 1 Galvanized Pail | 2 Large Spoons | 4 Granite Cups |
| 20 Pack Straps | 2 Bread Pans | 2 Knives & Forks | 4 lbs. Oakum |
| 2 Scissors | Table & Teaspoon | 2 Fish Line & 20 Hooks | |

Clothing:

- | | | |
|---|---|---------------------|
| Suits, Underwear, extra heavy | long German Socks | 1 Pair Hip Boot |
| Extra heavy Mackinaw Overshirt | 2 Pair Rubber Shoes | 2 Pairs Overalls |
| Extra heavy all-wool double sweater | Extra Heavy Packing Bag | Fur Cap |
| 1 Waterproof Blanket-Line Coat | 1 dozen Bandana Handkerchiefs | 2 Pairs Blankets |
| Pair Leather Suspenders | Mackinaw Coat extra heavy | 1 Wool Scarf |
| 2 Pairs Leopard Seal Waterproof Mittens | Canvas Sleeping Bag | Pair Mackinaw Pants |
| German knit & Shrunken stockings with leather heels | Extra heavy double-breasted Flannel Overshirt | |

Provisions:

300 lbs. Bacon	50 lbs. Dried Salt Pork	50 lbs. Evaporated Apples	80 lbs. Rolled Oats
Flour 800 lbs.	50 lbs. Corn Meal	20 lbs. Evaporated Onions	60 lbs. Dried Beef
200 lbs. Salt	20 lbs. Baking Powder	6 lbs. Condensed Milk	20 lbs. Tea
6 lbs. Yeast Cakes	50 lbs. Roast Coffee	3 lbs. Beef Extract	3 lbs. Jamaica Ginger
8 lbs. Baking Soda	8 lbs. Baking Soda	12 lbs. Evaporated Vinegar	100 lbs. Rice
25 lbs. Matches	200 lbs. Beans	50 lbs. Pilot Bread	50 lbs. Ground Pepper
50 lbs. Split Peas	50 lbs. Ground Mustard	6 lbs. Butter hermetically sealed	
2 boxes of 240 Candles -- 80 lbs.	50 lbs. Evaporated Peaches	50 lbs. Evaporated Potatoes	

Total Weight: 2,327 lbs.

Source: William B. Haskell, *Two Years in the Klondike Gold-Fields, 1896-1898* (Fairbanks, University of Alaska Press, 1998.)

REACHING THE GOLD FIELDS BECAME EVEN MORE DIFFICULT

Canadian authorities required each individual to bring enough food to last a year about 1000 pounds -- the load doubled with mining and camping gear
 To reach the Klondike, the gold seekers first needed to get themselves and all of their supplies over the Alaskan coastal range on a trail
 Dyea's more difficult Chilkoot Trail at thirty-three miles was shorter but steeper and more popular than its rival forty-five-mile long White Pass Trail out of Skagway
 Skagway, at the head of the less steep but equally horrendous White Pass Trail, advertised itself as the "jumping-off place" for the Klondike
 Thousands hoping to get rich quickly with as little effort as possible slogged through the muddy streets of Dyea and Skagway
 whichever route they had chosen, most stampedeers wished they had taken the other one

SINKING THE BATTLESHIP MAINE STIRS PATRIOTIC FEELING IN AMERICA

United States Navy battleship *Maine* was sent to Havana, Cuba to protect U.S. interests during a time of local insurrection and civil disturbances
 in the Spanish possessions of the Caribbean south of Florida [January 1898]
 three weeks later an explosion occurred on board the *Maine* -- 9:40 p.m., February 15, 1898
 263 men lost their lives in the explosion and eight more died later from injuries
 there were only eighty-nine survivors -- most were officers whose quarters were located aft (later investigation revealed that more than five tons of powder had detonated
 virtually obliterating the forward third of the ship where most of the crew was located
 William Randolph Hearst and his chain of newspapers assumed Spain had plotted the treachery
 little attention was given to the possibility that an accidental internal explosion had occurred
 or that a "false flag" operation may have taken place to initiate war with Spain
 advocates of war used the rallying cry: "Remember the *Maine!* To hell with Spain!"
 Patriotic frenzy was ignited and swept over the American public

SOCIALIST COLONY OF EQUALITY ENJOYS A POSITIVE START IN SKAGIT COUNTY

Skagit Valley resident George Savage brought his portable sawmill and set it up
 he and his family stayed six months before Savage determined that Equality life did not suit him

(when he left his labor and the use of sawmill were donated to the colony
several hundred thousand feet of lumber were cut by this little mill
two large apartment buildings were built as was a large barn
and several smaller buildings)
colonists cut timber from the nearby hills and turned logs into usable lumber for building
Ed Pelton continued to correspond with Norman Wallace Lermond
founder of the National Union of the Brotherhood of the Co-operative Commonwealth (BCC)

HARRY TRACY IS A WELL-KNOWN OUTLAW IN WYOMING

Harry Tracy was born Henry “Harry” Severn in Pittsville, Wisconsin [1874]
even as a youth he established himself as a man respected by other men
medium-tall with blue-green eyes Harry Tracy, as he called himself, was a natural leader
he could charm women with his courteous manners
and he always spoke fondly of his mother
however, Tracy preferred living the life of a desperate criminal
At age twenty-seven Harry Tracy was already wanted on a fugitive warrant from Utah
he had joined Butch Cassidy and Harry Longabaugh (“The Sundance Kid”)
in their notorious Wyoming outlaw band known as the “Wild Bunch” [1896]
theirs was one of several outlaw enterprises known as the “Hole-in-the-Wall Gang”
because of their headquarters at Hole-in-the-Wall Pass in Johnson County, Wyoming
actually the Hole-in-the-Wall Gang was not simply one large organized group of outlaws
but rather was several separate gangs all operating out of the same base
these gangs formed a coalition with each planning and carrying out its own robberies
at times, members of one gang would ride along with other gangs
but usually each gang operated independently
Tracy and three accomplices engaged in a gunfight at Brown’s Park, Colorado during which
Valentine S. Hoy, a member of the posse tracking them, was killed -- March 1, 1898
Harry Tracy was arrested for murder and sent to prison in Aspen, Colorado

CHILKOOT TRAIL WAS A TEST OF STRENGTH AND COURAGE

Chilkoot Pass marked the boundary of Alaska, an American possession,
with Canada’s Yukon Territory
Leaving Dyea a *cheechakos* or tenderfeet” had to carry two thousand pounds of supplies
over fifteen miles of rough and muddy trail with patches of quagmire
through rain and deepening mud to Sheep Camp
located on the last level piece of ground before the dreaded ascent to Chilkoot Pass
Sheep Camp was crowded with some 1000 stampedeers in a muddy tent city
they had to cross and re-cross a raging Talya River on felled trees with water rushing underneath
carrying a 100-pound backpack twenty times to Sheep Camp
and return to Dyea nineteen times with an empty backpack
men who fell in the river usually drowned by the weight of their packs
they were buried in shallow graves beside the trail
There is a well-known photograph that shows a long line of heavily laden men
climbing up a brutally steep slope to Chilkoot Pass

most of the men had to climb this terrible slope twenty or thirty times
many men looked up at the steepness of the trail, calculated how many trips it would take,
and turned back toward Dyea dumping the detestable burden of their supplies
many tried to make the climb but did not have the strength or stamina necessary
they collapsed in despair or grimacing with pain from back injuries
at least seventy men were killed by landslides and avalanches
Those who had carried 2,000 pounds of supplies piecemeal up the Chilkoot Trail
argued that nothing could have been worse than their multiple slogs up the Coastal Mountains

CHILKOOT PASS SUMMIT WAS ONLY A BRIEF STOPPING PLACE

Any elation regarding reaching the top of Chilkoot Pass for the last time did not last long
now the men had to backpack all of their supplies another sixteen miles
then cut down trees and build a boat and cross a series of lakes
their supplies and boat had to be portaged between lakes
finally, Bennett Lake, the source of the Yukon River. was reached
traveling down the Yukon River on their homemade boat required passing
through White Horse Rapids before reaching Lake Laberge
where it could take a week to cross the thirty miles in howling winds and snowstorms
Dawson City was reached after traveling the Yukon River more than 500 miles
all this had to be accomplished before the river froze by [mid-October]

DAWSON CITY IS UNLIKE OTHER MINING BOOMTOWNS

Mud flats at the confluence of the Yukon and Klondike rivers had been transformed
from a town of 5,000 inhabitants living in cabins, tents and shanties
into a tent city of some 30,000 to 40,000 people with no food storage or sanitation
filthy streets were full of unemployed men and sled dogs -- 1898
Men lived on sourdough bread, beans and bacon; they supplemented their diet with game meat
they chopped water out of the river with an ax
and thawed the ground with fire to dig for gold
residents thought -40 degrees was good weather for hunting and dogsledding
men told tales of outwitting death and bonanza gold strikes
they played cards and visited with men in other cabins
\$25,000 was sometimes wagered on a hand of poker
Millionaires roamed the streets overnight looking for ways to spend their newly found wealth
all of the best food, drink and clothing were available for purchase -- at a high cost
silk-clad women charged a dollar for a dance
owners and employees of dance halls and gambling establishments, bars, brothels, restaurants
and supply stores could, and did, make a fortune
everyone paid with gold dust and nuggets
Even so, Dawson City was surprisingly cultured for a mining community
it became known as the "Paris of the North" thanks to Canadian Northwest Mounted Police's
legendary leader Colonel Sam Steele who reported only to the Canadian capital in Ottawa
Steele had almost free rein to run things as he chose -- he allowed no guns
he always had an eye toward maintaining law, order -- and Canadian sovereignty

SHREWD SEATTLE CITY OFFICIALS TAKE ADVANTAGE OF SEATTLE'S TIE WITH GOLD

Many Seattleites were not wealthy enough or adventurous enough to join the rush to the Klondike
most residents never intended to leave Puget Sound

where suddenly the economy was booming and jobs were plentiful
while stampeders hurried to catch the next boat to Alaska,
many recent arrivals made Seattle their home

Determined to make Seattle the demarcation point for the Klondike
city leaders developed a plan to mine the miners

Seattle would reap the benefits from the money miners spent on supplies
it was just as exciting and more profitable to promote the town's location
than it was to actually go to the gold fields

Erastus Brainerd, a forty-two-year-old unemployed newspaper man,
was hired by Seattle Chamber of Commerce to make Seattle the jumping-off place to Alaska
he was to sell Seattle as the "Gateway to Alaska"

Brainerd had a fat advertising budget provided by city leaders which he spent well:

- he extolled the benefits of the city as a departure point
Brainerd claimed that Seattle was the only way to get to the Yukon
and the only place to buy supplies and outfits;
- he sent flowery stories to every state's governor,
also to the mayor of every municipality in America over 5,000 people,
and to every postmaster in the nation;
- Brainerd took out ads in *The New York Journal*, *Cosmopolitan*, *Century*, *McClure's*
and other magazines
- he provided form letters for newcomers to Seattle
to send to the editors of their former hometown papers;
- he churned out brochures, magazine articles and newspaper reprints,
then planted quotes from these articles with the wire services
other northwest cities tried to use the wire services, too
but Brainerd sent "corrections" to the papers which got printed;
- he had the state Secretary of State print a guide to Klondike prospectors
that, naturally, routed them through Seattle;
- he saw to it that each library in every American town was contacted many times
and sent the folders to libraries all over the world

SEATTLE BUREAU OF INFORMATION GENERATES GREAT RESULTS

Erastus Brainerd's efforts were so effective and inquiries arrived so fast
that the Seattle Chamber of Commerce could not meet the demand for information
Seattle created the Bureau of Information that published a handbill:

"The city of Seattle has established a BUREAU OF INFORMATION for the purpose of giving visitors and strangers information as to Hotels, Lodging Houses, and Private Houses, also as to the Northern Mines, Transportation Lines, the Purchase of Supplies, and other matters in connection with the City and the Country to the North.

THIS INFORMATION IS FREE TO ALL. To obtain it, call at the office at the corner of Columbia and Western Avenue, near the Railroad.”⁵⁵⁸

Bureau of Information employees replied to requests for information they also continued the campaign of blitzing the country with Erastus Brainerd’s promotional materials (Erastus Brainerd became editor of the *Seattle Post-Intelligencer* sadly, he died at age sixty-seven [Christmas Day, 1922] secluded from friends, family and the world hospitalized as a patient at Western State Hospital in Steilacoom)

SEATTLE BECOMES THE OUTFITTING AND DEMARCATION POINT FOR KLONDIKE GOLD

This race for riches was, perhaps, second only to the [1849] California gold rush across the nation and the world, **“Schoolteachers drew their saving from the bank and farmers left their farms; dry-goods clerks in New York pooled their savings and drew lots to choose the fortunate one who would go to the Klondike and bring back fortunes for them all; tin-horn gamblers packed their bags with sure-thing games; and ministers left their flocks. And all the time news dispatches and articles fanned the excitement and most of them spoke of Seattle as the fitting-out point. Some of them said, indignantly, the fitting-out point was San Francisco, or Portland, or Tacoma, or Victoria, or Vancouver -- but those did not ring true. The majority of dispatches came from Seattle, and they agreed overwhelmingly that Seattle was the place.**

“The gold rush made...Seattle. Gold seekers tumbled out of every Northern Pacific and Great Northern train and out of every Sound steamer: pale bookkeepers and brown farm hands and pushy businessmen; self-conscious young men with determined young wives who believed that wealth is as much a woman’s business as a man’s; unsuccessful lawyers and prostitutes; boys who had never been away from home and men in their seventies -- all with the gleam of gold-getting in their eyes. There were also miners among them.”⁵⁵⁹

“They arrived by the thousand. Hotels put up extra cots in rooms and in the corridors. Livery stables rented sleeping space, and strange bedfellows woke up in the hay and looked at one another; then they remembered about the gold in the Yukon and they brushed off the hayseeds and began another day preparatory to glory.

“Emancipated dry-goods clerks and Sunday-school superintendents and housewives fitted themselves out for the land of gold, and thereby scattered nuggets where they were. Newspapers and outfitters printed lists of necessities, which started with food and supplies for a year and a dog team. Single entrepreneurs invented and sold devices which they hoped would assist the innocents’ gold gathering -- or their own. Two brothers, susceptible to advice, spent ten thousand dollars outfitting themselves. New buildings went up in the city growing overnight....”⁵⁶⁰

ALL VARIETIES OF PEOPLE RUSH TO SEATTLE

Eager Stampeders from all over the country descended on Seattle by boat or train this flood of people were mostly young men

⁵⁵⁸ James A Crutchfield, *It Happened in Washington*, P. 70.

⁵⁵⁹ W. Storrs Lee, *Washington State*, P. 391.

⁵⁶⁰ W. Storrs Lee, *Washington State*, P. 391-392.

dock workers, ship crews, various merchants, as well as prospectors
and a few women from many walks of life
most of them were just passing through -- hurrying to catch the next boat north
San Francisco might call herself the supply depot of the '49ers [1849] gold rush
Portland might brag about its status as the Pacific Northwest's largest city
Victoria and Vancouver pointed out that the Klondike gold fields lay within Canada
and that supplies purchased in the United States
would be subject to duty payments at the Yukon border
but Seattle was the logical outfitting point
Most Stampeders did not have any idea where they were going or what conditions they would face
many had no idea how to load a horse, care for the animal,
or even that there was no feed available for pack animals in the Alaska gold towns
or at the gold fields
each Stampeders would have to move his or her supplies over the Coastal Mountains
in fifty- to one hundred-pound increments for perhaps five miles at a time
going back and forth over and over again

SEATTLE BECOMES THE TEMPORARY HOME OF THOUSANDS

Newly arriving Stampeders were met with information to help them reach the Klondike
broadside and handbills directed at newcomers were posted all over the city
Thousands of men suffering from "gold fever" flocked to Seattle's Pioneer Square
to purchase supplies and secure transportation to the far-away gold fields
their impact on the city was both immediate and lasting
Pioneer Square offered filling meals and many amusements for those who had time and the money
hungry stampeders could purchase a meal at one of the many restaurants, cafes and eateries
gambling halls, box theaters, variety theaters and saloons catered to the whims of many
adding to the neighborhood's rough-and-tumble reputation, some dishonest people
sold prospectors goods they did not need or substituted poor quality food
for the better-quality items that stampeders thought they were purchasing
Feverishly the stampeders planned their trip north and waited for transportation to Dyea and Skagway
steamers taking passengers to Alaska were over booked and often dangerously overcrowded
even so, many stampeders were forced to impatiently wait weeks for space aboard a ship

PLACES TO SLEEP ARE IN DEMAND ALL OVER SEATTLE

Thousands arriving by ship or train swarmed to downtown Seattle
hotel business thrived in Seattle during the gold rush
accommodations at the high-end establishments included elegant buildings
that offered a variety of amenities such as suites and dining rooms:
•Hotel Seattle (originally the Occidental) at First Avenue and Yesler,
•Butler Hotel at Second Avenue and James,
•Grand Pacific and Northern hotels were both located on First Avenue
Hotel rooms filled quickly
boarding houses throughout the commercial district were scarce
less expensive rooming houses were available

these featured small units arranged along a narrow corridor providing very little privacy
 rented out their barns, spare rooms, basements and attics were converted into living quarters
 known as “flops” were sought by Stampeders as they waited for transportation to points north

SEATTLE OUTFITTERS CONDUCT A BOOMING BUSINESS

Seattle merchants who for four years had been feeling the effects of the Panic of [1893]
 welcomed this floodtide of frenzied customers preparing for the journey north
 overnight the city’s struggling economy was revitalized
 Olympic Block of Pioneer Square was the heart of the gold rush mustering center
 this was the location of the Northern Pacific Hotel along with train and steamship ticket offices
 A year’s outfit ranged from \$300 to \$2,000 for necessary equipment and goods
 items for sale were piled higher than a man's head of Seattle sidewalks
 Guidebooks informed gold seekers of what to buy -- one typical example:

<u>Food</u>	<u>Equipment</u>	<u>Clothing</u>
Bacon (100-200 lbs.)	Stove	1 heavy mackinaw coat
Flour (400 lbs.)	Gold pan	3 suits heavy underwear
Dried fruit (75-100 lbs.)	Granite buckets	2 pair heavy mackinaw pants
Corn meal (50 lbs.)	Tin cups & plates	1 dozen heavy wool socks
Rice (20-4 lbs.)	Silverware	6 heavy wool mittens
Coffee (10-25 lbs.)	Coffee/tea pot	2 heavy overshirts
Tea (5-10 lbs.)	Picks & handles	2 pair rubber boots
Sugar (25-100 lbs.)	Saws & chisels	2 pair heavy shoes
Beans (100 lbs.)	Hammer & nails	3 pair. heavy blankets
Condensed milk (1 case)	Hatchet	2 rubber blankets
Salt (10-15 lbs.)	Shovels	4 towels
Pepper (1 lbs.)	Drawknife	2 pair overalls
Rolled oats (25-50 lbs.)	Compass	1 suit oil clothing
Butter (25 cans)	Frying pan	Assorted summer clothes
Assorted evaporated meats	Small assortment of and vegetables	medicines

SEATTLE MERCHANTS PROVIDE FOR THE STAMPEDERS’ NEEDS

Merchants welcomed the flood tide of customers to the city
 hawkers offered one sales pitch after another, explaining where to find lodging, meals, gambling,
 and other entertainment
 outfitters, anticipating large crowds, piled merchandise everywhere,
 including the sidewalks in front of their stores
 outfitters tried to entice Stampeders into their stores
 to purchase the supplies necessary for the harsh conditions of the north
 one clever merchant opened a mining school where greenhorns could learn
 the techniques of panning, sluicing, and rocking before setting out for the gold fields
 Some Seattle companies that prospered during the Klondike stampede still serve customers:
 •Edward Nordhoff, a German immigrant, founded the Bon Marche (today’s Macy’s)
 he named his store after the famous store in Paris, “Le Bon Marche”

- meaning “The Good Bargain”
 during the gold rush, the Bon Marche operated at Second Avenue and Pike Street
 Bon Marche frequently advertised arctic clothing in Seattle newspapers -- [1897] and 1898
 their mail order catalogue featured such wares as blankets, shoes, bedding,
 and general furnishings
 during the gold rush, large stacks of goods placed outside the store
 became a common sight;
- Clinton C. Filson operated the Pioneer Alaska Clothing and Blanket Manufacturer
 these outfitters supplied Mackinaw wool jackets, oiled trousers and heavy cotton shirts
 (and continues to provide outdoor wear);
 - George H. Bartell was considered to be a full-fledged pharmacist at the age of eighteen
 not yet nineteen, he arrived in Seattle with \$15 in his pocket
 after a successful prospecting trip in the Klondike he returned to Seattle
 with enough money to open several drugstores in the downtown section
 (over the next thirty-five years eighteen stores were opened
 Bartell Drug Company still continues to maintain a chain of stores
 throughout Puget Sound)

MINERS PAID DEARLY FOR SUPPLIES IN SEATTLE

Every Seattle business prospered -- many Seattle businessmen got rich
 in the first eight months of the rush, millions of dollars’ worth of goods was sold to stampeders
 making Seattle the retail center of the Pacific Northwest
 Stampeders jammed stores, paid hungrily for entertainment and stimulated infant industries
 they increased the demand for accommodations, food and drink and other services
 strangers overran the town: hotels were crowded, restaurants jammed, theaters ran full blast
 box-house theaters never closed
 supplies of all kinds were sold -- docks were piled high with outfits
 warm clothing, evaporated and canned foods, tents and movable houses,
 “creepers” to fasten onto shoes for traveling over ice,
 mosquito repellent such as “skeeter-skatter,”
 dogs of every description “trained as sledge teams,”
 but real estate was the most successful venture
 Seattle merchants sold Klondike goods worth \$25 million by spring 1898
 worth far more in value than the gold dug from the Klondike during the same period

BICYCLES ALSO PROVIDE TRANSPORTATION IN THE GOLD FIELDS

Klondike gold rush coincided with the worldwide bicycle craze of the 1890s,
 when riding “wheels” became a fashionable pastime
 One New York Company produced a “Klondike Bicycle” which salesmen claimed
 could carry gold seekers across Chilkoot Pass to Dawson City
 Seattle merchants advertised bikes during the stampede
 bicycle dealer Spelger & Hurlbut, operated on Second Avenue
 as it was noted in the *Seattle Polk Directory*
 according to newspaper accounts, this mode of transportation offered several advantages:

- cyclists could follow the tracks in the snow left by dogsleds with relative ease,
- they could travel faster than dog teams and horses,
- and “iron steeds” were less expensive and easier to maintain than animals

Cycling in the Far North was not without hazards:

snow blindness and eyestrain occurred from attempting to follow a narrow track through the ice frequent breakdowns due to frozen bearings and stiff tires also were a danger even so, one Seattle newspaper reported that

“scarcely a steamer leaves for the North that does not carry bicycles”⁵⁶¹

ILL-ADVISED AND ILLEGAL ACTIVITIES SWEEP OVER SEATTLE

Seattle became the place to spend new-found wealth

crooked card dealers, shaky-handed bartenders and all types of businessmen
acquired most of the stampedeers’ wealth

Downtown Seattle was an unrestrained, dangerous place at all hours of the day and night besides searching for accommodations, many people spent their evenings “doing the town” much of their activity centered in Pioneer Square, then the heart of Seattle’s downtown hungry stampedeers could purchase a meal at the Merchant’s Cafe (still in business) or one of the many restaurants, cafes and eating places that were spread throughout the business district

Seattle’s “Tenderloin District” offered many diversions to those who had time and money to spare this area bordered by Yesler Way, Jackson Street, Railroad Avenue and Fifth Avenue here, gold seekers could enjoy a great variety of activities -- not all legal robberies and assaults became especially common crimes in this part of town (streets and haunts familiar to gold seekers of the time can still be visited on Bill Speidel’s Underground Tour in Pioneer Square)

Gambling was an infectious illness that gold seekers caught both going to and coming from the Klondike women dealt cards in the gambling houses that sprang up during the gold rush in addition to card games, customers could try their luck with the “Klondike dice game” (one establishment, Standard Gambling House, averaged more than \$120,000 per year [by the turn of the century])

women also worked as comedienues, singers, dancers and actresses in the district’s theaters and box houses

Activity in the Tenderloin District was encouraged by the sales of alcohol in numerous saloons new drinking establishments included the *Torino* and *People’s Cafe* on Second Avenue South and the *Dawson Saloon* on Washington Street

typically, these businesses served beer, whiskey and even champagne prospectors on their way to and coming from the gold fields and going to them were served as a majority of the revelers got drunk at both stages of their quest for gold it was published in *The New York Times* that Seattle boasted one saloon for every fifty citizens

⁵⁶¹ *Hard Drive to the Klondike: Promoting Seattle During the Gold Rush*, “A Historic Resource Study for the Seattle Unit of the Klondike Gold Rush National Park,” Chapter Three, <http://www.cr.nps.gov/history/klse/hrs3b.htm>

Vice became as prominent as legitimate industry in Seattle during the stampede prostitution had long existed in the city but the gold rush increased its visibility Seattle featured a variety of brothels, including the Klondike House on the corner of Main Street and Second Avenue South this was the home, at least for a short time, of the coarsest of Seattle's "fallen" women it quickly gained the reputation of being one of the "worst dives in the city" newspaper reports of the Tenderloin District focused on prostitutes known as "soiled doves" these women attracted as much media attention as outfitting and transporting miners did newspapers focused on sensational and scandalous stories to increase their sales they linked morphine and opium with murder, robbery and leading "fallen" women to a "life of shame" Adding to the Tenderloin District's alcohol-fueled rough-and-tumble reputation petty thieves and confidence men preyed on unsuspecting stampeders police contended with morphine and opium "fiends" in the Tenderloin District drug stores sold these then legal substances -- often remaining open at night for that purpose

SEATTLE'S RUPUTATION GROWS -- BUT THE IMPACT IS NOT POSITIVE

Tenderloin District was so lively that Seattle's City Council increased the size of the police force by approximately forty percent one newspaper noted the town grew 500 percent "**in rogues and rascals**"⁵⁶² reporters at the *Seattle Daily Times* condemned Mayor J. Thomas Humes for his failure to suppress gambling and other "social evils" in Seattle his supporters were compared, unfavorably, to an army of "besotted drunks" Seattle had become "**the greatest petty larceny town on the Coast**"⁵⁶³ as one reporter summarized, it is "**a very wicked city just now**"⁵⁶⁴

SEATTLE'S WATERFRONT BECOMES THE DEPARTURE POINT OF GOLD SEEKERS

Seattle's waterfront became a mass of confusion as stampeders and well-wishers mingled with tons of freight that lined the docks waiting to be loaded Alaska Steamship Company, for instance, operated vessels that carried up to 700 passengers in general, each ship ran between Seattle and the Far North one and one-half times a month so pressing was the demand for steamships that Seattle shippers filled their vessels to capacity and beyond After each crowded sailing left for the land of riches there were more passengers and freight on the docks than before demand for berths increased, the price went up from ten to twenty dollars before the stampede to as much as fifty dollars for a one-way ticket from Seattle to Dyea more vessels were on their way around Cape Horn from New York carrying eastern and European hopefuls -- most were bound for Seattle

⁵⁶² *The Seattle Daily Times*, "Police Protection," September 1, 1897.

⁵⁶³ *The Seattle Daily Times*, "A Siege of Petty Larceny," November 6, 1897.

⁵⁶⁴ *The Seattle Daily Times*, "Last Night Was Lively," November 6, 1897.

SHIPS OF ALL TYPES AND STAGES OF SEAWORTHYNESS WERE PRESSED INTO SERVICE

Crowds of impatient adventurers nervously waited in Seattle for some floating conveyance to carry them to the land of gold
Demand for just about anything that could float and carry passengers to the gold fields was enormous anything that could sail to Alaska, or even looked like it might be able to make it, was worth a fortune
ships of all sizes and types set out for the north
from the small *SS Dora*, just over 100 feet long,
to the *SS Athena*, a passenger steamer over 365 feet in length
propeller driven steamships were the most common,
small steamers, such as the *SS Amur* designed to carry 160 passengers,
were outfitted with temporary quarters and carried as many as 500 passengers
these quarters usually consisted of a bunk bed commonly placed in the holds
next to the temporary animal stalls
good steamers schooners and barkentines, doubtful ones and deathtraps
sailed with their overloads of men, women, dogs and freight every day
Many old sailing ships had their masts removed and were converted into barges
they were tied together and towed by tugboats
one tug captain towed a chain of barges from Seattle up Vancouver Island's Inside Passage
these were loaded with two hundred passengers and cattle
when a storm hit in the Gulf of Alaska the captain had be restrained by his crew
to be kept from cutting the barges adrift
all turned out well when the tugboat and barges landed in Alaska
there the captain sold his cattle to the passengers at a 1000% profit per head
Over 9,000 people and 36,000 tons of supplies left Seattle in the first six weeks of the gold rush

RESPONSIBLE VOICES OF CONCERN ARE RAISED

Manager of the Alaska Commercial Company which stood to profit as much as anyone declared: **"I regard it as a crime for any transportation company to encourage men to go to the Yukon this fall. ...It will be impossible to get enough provisions through to supply the demand. The Seattle people who are booming the steamship lines may be sincere, but a heavy responsibility will rest on their shoulders should starvation and crime prevail in Dawson City next winter...."**⁵⁶⁵

No one paid any attention -- least of all the people of Seattle
they were focused on being the entrepreneurs for this bonanza

SCENES AND IMPRESSIONS OF THE KLONDIKE GOLD RUSH ARE RECORDED

Author Jack London made it to the Yukon as a young man
he wrote about his experiences later in life in many articles and stories both large and small
White Fang, The Call of the Wild and other stories, The Sea Wolf
remain among his best-known works

Photojournalist Tappan Adney was sent by *Harper's Weekly* to cover the gold rush
numerous editions of his photos and articles have been published

⁵⁶⁵ David Lavender, *Land of Giant*, P. 402.

Seattle photographer Asahel Curtis remained in the Klondike for two years
alternately taking pictures and working a small and largely unproductive claim
(Even years after the event the impressions of the Klondike Gold Rush are indelibly recorded:
poet Robert Service arrived in the Klondike after the gold rush was over [1903]
but the scene became the setting for his best-known poems: “The Shooting of Dan McGrew,”
and “The Cremation of Sam McGee” from his first book *Songs of a Sourdough* [1907]
he also published *The Spell of the Yukon and Other Verses*
Pierre Berton, was born in Whitehorse, Yukon [July 20, 1920] and was raised in Dawson City
he became a Canadian journalist, newspaper and magazine editor, historian, author
and television broadcaster
among his many works are: *Klondike: The Last Great Gold Rush, 1896–1899* [1958],
The Klondike Fever: The Life and Death of the Last Great Gold Rush [1959],
The Klondike Quest [1983]
Pierre Francis de Marigny Berton died [November 30, 2004])

SOAPY SMITH ORGANIZES A NEW “CON” IN SKAGWAY

Jefferson Randolph “Soapy” Smith being a very patriotic member of the Skagway community
formed an all-volunteer army he called the Skaguay (sic) Military Company
at their first meeting he was “elected” captain
minutes of the meeting and a letter were sent to Alaska Territorial Governor John Brady
and to the President William McKinley offering the services of Soapy’s army
to control the untamed regions of the gold fields
In reply, Captain Smith received official military permission from the United States War Department
to march and drill his ever-growing army at Fort St. Michael, Alaska Territory
no one, including Soapy, seemed to care that Fort St. Michael was over 1000 miles away
from the wild and woolly gold fields

SOAPY SMITH EXPANDS HIS INFLUENCE IN SKAGWAY

Jefferson Randolph “Soapy” Smith opened a saloon known as Jeff Smith’s Parlor
as a front for his criminal operations -- March 1898
Although Skagway already had a municipal building,
Soapy’s saloon soon became known as “the real city hall”
Captain Smith of the Alaska Militia proudly hung the official document from the territorial governor
in Jeff Smith’s Parlor for all to see:
“REMEMBER THE MAINE!
Join the Skaguay (sic) Military Company TODAY!”
Soapy had his own agenda for his army
these “soldiers” were to guarantee his absolute control over Skagway
with official permission from the war department Soapy would be able to impose martial law
in the event of a disturbance by anyone who sought to get in his way
Smith’s men played a variety of roles, such as newspaper reporter or clergyman,
with the intention of befriending a new arrival to determine the best way to rid him of his money
if the new arrival was likely to make trouble for Soapy or could not be recruited into the gang,
Soapy himself would then appear and offer to pay his way back to civilization

SEATTLE AND MONTANA RAILWAY BECOMES THE SEATTLE AND MONTANA RAILROAD

Seattle and Montana Railroad Company was incorporated -- March 29, 1898

Fairhaven and Southern Railroad (F&S) was purchased the following day

Interstate Commerce Commission (ICC) listed the Seattle and Montana Railroad with 137 miles of track

TENSIONS ARISE IN SKAGIT COUNTY'S EQUALITY COLONY

National Union of the Brotherhood of the Co-operative Commonwealth (BCC) Board members arrived at Equality with Norman Wallace Lermond -- April 1898

to begin to live the Socialist theory for themselves

and to establish other Socialist colonies throughout Puget Sound country

as the start of a national Socialist movement

Friction began immediately when Lermond and other BCC board members

stationed themselves in the nearby village of Edison

rather than moving into the unfinished colony

there they leased a "national headquarters" for the BCC

National contributions to the Socialist effort were collected and dispersed to other colonizing efforts although donations were not even sufficient to sustain Equality

Disputes became heated regarding the purpose of Equality colony:

- did the BCC exist to further the success of Equality colony as Ed Pelton believed,
- or was the colony organized merely to prove the Socialist goals of BCC as Lermond believed

CHILKOOT PASS DISASTER PROVIDES SOAPY SMITH ANOTHER OPPORTUNITY

Chilkoot Pass Trail was hit by a series of avalanches -- April 3, 1898

dozens of gold rush stampeders were killed that morning in the worst of the disaster

civic promoters in the town on Dyea at the start of the trail feared their counterparts in Skagway

would use the tragedy to hype the White Pass Trail as the safer route -- which they did

Dyea promoters used stories about Soapy Smith and his gang

to encourage stampeders to bypass Skagway -- and at the same time publicized Soapy's activities

UNITED STATES MILITARY CONSTRUCTS FORT ST. MICHAEL IN ALASKA TERRITORY

All land within 100 miles of St. Michael Island was a United States military reservation

200 soldiers were assigned to duty on the small, isolated, treeless island in Norton Sound -- 1898

Fort St. Michael, was a complex of yellow and white frame buildings and metal-sided warehouses:

- barracks, warehouses, an armory and jail enclosing a parade ground stood in a square at one location,
- target ranges were northeast and northwest of the square,
- southwest of the square, along the waterfront, was the post's dock and quartermaster's depot,
- on the eastern tip of the island was the post cemetery

and the Washington-Alaska Military Cable and Telegraph System (WAMCATS) station

Fort St. Michael's square, waterfront and WAMCATS station were connected to the main post by railway tracks -- mules pulled cars between the sites

WHITE PASS AND YUKON RAILWAY COMPANY IS CHARTERED

Two men appeared in Skagway with the same idea -- build a railroad through the White Pass
Sir Thomas Tancrede, represented investors in London
Michael J. Heney, an experienced railroad contractor, was interested in finding a new project
After a lengthy discussion one night it was decided to combine Sir Tancrede's investors' money
with Heney's skills and talents
White Pass and Yukon Railway (WP&YR) Company Limited was chartered in London
by Sir Thomas Tancrede and Michael J. Heney -- April 1898
Stamper George A. Brackett was paid \$60,000 for

UNITED STATES DECLARES WAR ON SPAIN

President William McKinley asked for volunteers
to join in fighting the Spanish-American War -- April 25, 1898
United States supported the ongoing struggle of Cuba, Puerto Rico and the Philippines
in their effort to gain independence from Spain
No company of soldiers from Washington had been raised to fight in the Civil War
now Washingtonians did their part for America
as a regiment composed of twelve companies, First Washington Volunteers, was recruited
Washington men fought with honor and had a significant role in the Philippine War
some were assigned garrison duty at Pacific posts
others went to the Philippines to fight military leader and First President of the Philippines
Emilio Aguinaldo and his insurgents who, after Spain lost her possessions,
transferred their hostility from conquering the Spanish to conquering the Americans
When Lieutenant-Colonel William J. Fife was originally selected as regimental commander
by Governor John R. Rogers but he was out of the state
he could not arrive back in time to take command
Governor Rogers appointed Regular U.S. Army Lieutenant J.H. Wholley as commander
with the rank of Colonel in the Volunteers
Lieutenant-Colonel Fife took the position of second in command
U.S. War Department held Colonel Wholley in high regard
Colonel J.H. Wholley was given command of General Charles King's troops
when the general became ill
General Lawton had already noted in his reports that the First Washington Volunteer's
had an excellent combat record
following action on [February 5, 1899]
he wrote they were a "gallant regiment" that had been a "delight" to him
as the brigade commander
in published reports of the action the First Washington noted to be "cool" and "brave"⁵⁶⁶
the regiment displayed their combat ability when they crossed a river
using native canoes in the face of "heavy enemy fire"⁵⁶⁷ on one occasion

⁵⁶⁶ A Cool Washington Company," *The Pullman Herald*, March 25, 1899.

⁵⁶⁷ "Brave Action of a Company of Washington Volunteers," *The Yakima Herald*, March

and waded through “water neck deep”⁵⁶⁸ on another
the Volunteers also conducted two amphibious landings to seize Calamba⁵⁶⁹ and Morong⁵⁷⁰
one published report even went so far as to favorably compare them
to Teddy Roosevelt’s Rough Riders and assert that “braver troops never fought”⁵⁷¹
However, the First Washington Volunteer Regiment was not without controversy
initial pleasure with Governor Roger’s selection of Colonel Wholley wore off
National Guard officers in the regiment, including ranking officer Lieutenant-Colonel Fife,
aligned against Wholley resulting in considerable tension in the ranks
Colonel Wholley arrested Lieutenant-Colonel Fife on several occasions during the campaign
on a variety of charges including “conduct unbecoming an officer”
and “public drunkenness”
Fife was acquitted but the damage was done
officers in the regiment demanded Colonel Wholley be replaced as regimental commander
Wholley was accused of being a “coward,” and “drag” on them.
his “stupidity” being the cause of another officer’s death⁵⁷²
Governor John R. Rogers chose not to address the charges against Wholly
he correctly indicated that responsibility lay within the War Department
however, someone leaked the news to the press
including the fact the regiment’s officers had twice requested Colonel Wholley be removed
newspapers blamed Governor Rogers for not taking action
Governor Rogers indicated Colonel Wholley’s reputation as a disciplinarian
was the root of the dissent
this was, at least in part, born out by the regiment’s success
and the fact that one hundred of the First Washington Volunteers
reenlisted in Manila to continue fighting
U.S. Army displayed confidence in Colonel Wholley
by appointing him the rank of major of the volunteers
after his service with the Washington National Guard was completed⁵⁷³
During the Spanish-American War seven officers and one hundred-forty men
of the First Washington Volunteers suffered casualties in this conflict

TWO FACTIONS COLLIDE IN EQUALITY COLONY

Two competing factions clashed at a contentious meeting -- late April 1898
Norman Wallace Lermond proposed to start a second colony located in Edison
composed of National Union of the Brotherhood of the Co-operative Commonwealth (BCC)
administrators to be separate from Equality colony
this proposal was defeated by a vote of Equality colonists

⁵⁶⁸ “Washington Volunteers Fight Again.” *The Seattle Star*, July 27, 1899.

⁵⁶⁹ “Washington Volunteers Fight Again.” *The Seattle Star*, July 27, 1899.

⁵⁷⁰ “Another Town Captured,” *The Pullman Hearld*, June 10, 1899.

⁵⁷¹ Editorial, *The Seattle Star*, May 2, 1899..

⁵⁷² “Wholley in Bad Order,” *The Yakima Hearld*, July 20, 1899.

⁵⁷³ “Col. Wholley Promoted,” *The Pullman Hearld*, November 4, 1899.

Equality colonists then proposed giving their colony complete independence in internal affairs thus removing the voice of Norman Wallace Lermond and the BCC board members this motion passed by a vote of 298 to 176

BATTLE OF MANILA BAY IS A DECISIVE VICTORY FOR THE UNITED STATES

Commodore George Dewey aboard the cruiser *USS Olympia* steamed into the Philippines' Manila Bay -- May 1, 1898

As reported by Admiral Dewey in his autobiography, **“The misty haze of the tropical dawn had hardly risen when at five-fifteen, at long range, the Cavite forts and Spanish squadron opened fire. Our course was not one leading directly toward the enemy, but a converging one, keeping him to our starboard. Our speed was eight knots, and our converging course and ever-varying position must have confused the Spanish gunners. My assumption that the Spanish fire would be hasty and inaccurate proved correct.**

“So far as I could see, none of our ships was suffering any damage, while in view of my limited ammunition supply it was my plan not to open fire until we were within effective range and then to fire as rapidly as possible with all of our guns.

“At five-forty, when we were within a distance of five thousand yards (two and a half miles), I turned to (the *Olympia*'s) Captain Gridley and said (now famously) ‘You may fire when you are ready, Gridley’.”⁵⁷⁴

Spanish-American War had little effect on the people of Washington

Washingtonians were far more interested in Klondike gold in Seattle newspapers, Commodore (Admiral) George Dewey's victory at Manila Bay in the Philippines was cramped for page space by Alaska steamship advertisements that shared the front page

EQUALITY COLONY BEGINS ITS OWN NEWSPAPER

Regardless of tensions in Equality, Norman Lermond purchased a printing press in Seattle for \$1500 Equality's newspaper, *Industrial Freedom* edited by Harry Ault, was issued -- May 7, 1898 activities and progress of the Socialist colony's efforts and virtues were extolled to 8,000 subscribers near and far

NEWSPAPER OWNERS HORACE AND SUZIE CAYTON BECOME INFLUENTIAL IN SEATTLE

Horace and Suzie Cayton both had a strong influence on Seattle's Republican politics:

- their newspaper, *Seattle Republican*, they gave validity to the black Republican community,
- they encouraged black participation in ongoing Seattle issues of the day,
- Horace Cayton was made a delegate to the Republican National Nominating Convention held in Cincinnati, Ohio -- May 1898

Suzie Cayton served as associate editor of the *Seattle Republican*

she contributed short stories, essays and feature articles

her editorials often addressed racial topics

including one about the scarcity of black dolls available for children

⁵⁷⁴ Stephen Ambrose and Douglas Brinkley, *Witness to America, An Illustrated Documentary of the History of the United States from the Revolution to Today*, P. 314.

she urged African American mothers to sew their own
in another editorial [dated 1908] she wrote of the importance of education for women,
even if they chose to restrict their work to taking care of their home and family
(Horace served as the publisher of *The Seattle Republican* until [1913])

CONSTRUCTION BEGINS ON THE WHITE PASS AND YUKON RAILWAY

White Pass and Yukon Railway (WP&YR) out of Skagway was the hemisphere's northernmost
construction began when the men of Skagway set to work -- May 28, 1898
Construction laborers used picks, shovels and blasting powder to clear a roadbed
they were well cared for
there were few serious accidents, little sickness and plenty of food
liquor was not allowed at the camps
White Pass & Yukon route climbed the White Pass Trail from sea level in Skagway
toward the 2,885-foot summit of the Coastal Mountains just twenty-one miles away
this railroad route featured steep grades of almost 3.9%
tight curves demanded the White Pass Railway be a narrow-gauge railroad
rails were three feet apart on a ten-foot-wide road bed -- this also lowered construction costs
Occasionally rumors of a new gold find took their toll
workers would disappear along with their tools

ICE ON THE YUKON RIVER BREAKS UP

Gold seekers had been forced to wait for the frozen Yukon River to thaw
before they could set out for Dawson City
St. Michael Island had been home for the winter for those rich enough to travel in luxury
Bennett Lake was where most of Argonauts had camped as they built boats
and made final preparations to reach the Klondike gold fields
by the time they were ready to travel down the Yukon River
the Argonauts could all agree on one thing -- everyone was getting rich but them
Ice broke up on the Yukon River -- May 29, 1898
frustrated Argonauts by the thousands set out in a rag-tag flotilla of 7,000 barges, rafts
and homemade plank boats on the three-week trip down the treacherous Yukon River
to Dawson City
many lost their possession or even their lives when their boats broke up in the swirling water
Because the Yukon River remained frozen most stampeders who set out in the [fall 1897]
did not reach the gold fields until spring 1898
survivors of the perilous trip found mostly disappointment in Dawson City
earlier arrivals had already claimed all of the gold-bearing creeks
they found that promises of "gold for the taking" were gross exaggerations

ALEXANDER PANTAGES MAKES HIS WAY TO DAWSON CITY

Leaving Skagway and the Pullen House Pantages passed himself off as a guide
on the White Pass Trail thus avoiding the need for a grubstake
required by the Canadian North-west Mounted Police
he ended up in the mining boomtown of Dawson City where he briefly worked as a prospector

it quickly dawned on him that it was easier to take gold nuggets
out of the prospector's pockets than it was to unearth them himself
although he had never mixed drinks, a sign over Charlie Cole's Saloon in Dawson City
read, "Wanted, One Expert Mixologist. Salary \$45 per day"
this salary convinced Pantages he was an expert
Bartending was a great job for Alexander -- mixing drinks was easy work
more difficult was the skill of pressing his thumb on the bar to pick up stray grains of gold
and spilling a little dust under the scales on to the patch of carpet in the bar's gutter
when he weighed out payment
on a good day the shaky-handed bartender could fluff an ounce of gold from the carpet
Pantages developed a case of palsy of the hands which added to his financial stability

ONCE THE GOLD FIELD IS REACHED THE REAL WORK BEGINS

Amount of work required to retrieve the gold from the tributaries of the Yukon River was incredible
most of the gold was not at the surface as had been advertised but rather ten feet deep or more
to reach it required miners dig through permafrost -- layers of permanently frozen ground
which had to be thawed before the digging could even begin
then dirt had to be washed to separate it from the gold
prospectors with little money used a pan or rocker
with more capital available, stampedeers could build sluice and flume
on Eldorado and Bonanza creeks \$250,000 to \$500,000 claims were possible
all of the digging had to be done during mosquito season (summer and fall)
because the work was impossible
during the (winter) when the temperature could reach -60° below zero

VAST MAJORITY OF POTENTIAL MILLIONAIRES MET WITH FAILURE

Because of the conditions they faced in the Klondike gold fields
some Argonauts worked on claims as laborers still others stayed and took jobs in Dawson City
Of the twenty to forty thousand stampedeers who reached Dawson City
about 4,000 had some success -- and perhaps 400 became rich
many died before ever seeing the gold fields:
•they froze to death on Chilkoot Pass and White Pass,
•they drowned in the mighty Yukon River,
•they succumbed to dysentery or other diseases in Dawson City
some gave up and went home or made smaller fortunes exploiting their fellow gold-seekers
However, fortune could find the lucky:
•on one occasion \$800 in gold was washed out of one pan of gravel,
•one man panned \$24,000 on Bonanza Creek in one day,
•an active servant girl cleaned up \$50,000 in one week,
•one man from Michigan had taken out \$100,000 in the first half summer
then sold half of his claim for \$1,300,000

ALEXANDER PANTAGES FINDS HIS FORTUNE IN DAWSON CITY

In Dawson City Alexander Pantages became interested in the financial possibilities of entertainment

he realized that all drinks being equal, men would patronize the saloon
that offered the most amusement

he suggested to Charlie Cole that he turn his saloon into something of a box house
with a real stage and a regular orchestra -- Cole did, and his establishment prospered
as did Alexander Pantages

JOHN CONSIDINE MAKES HIS PRESENCE KNOWN IN SEATTLE

John Considine expanded his business in Seattle
he gained an interest in nearby Billy the Mug's Saloon at Second and Washington
he operated the rooms above it as the Owl Club Rooms -- a gambling joint
he established himself as a political power in Seattle
and became known as "The Statesman" and "The Boss Sport"
he was the political ward boss of the wide-open Fourth Ward (city council district)
Tom Considine, his burly brother, and an equally burly associate Doc Shaughnessy
were known as his muscle and bodyguards
John Considine was not just big in entertainment -- he was the city's gambling kingpin as well

EUGENE V. DEBS BECOMES EVEN MORE ACTIVE AS A REFORMER

(Eugene V. Debs was not a "Socialist"
[one who believes capitalism unfairly concentrates power and wealth]
when he was arrested after the [1894]
American Railway Union and Pullman Parlor Car Company strike
during his time in prison, Debs read the works of German Socialist philosopher Karl Marx
Debs became the leading Socialist figure in America after his release from prison [1895]
[he ran for President for the first of five times in 1900, 1904, 1908, 1912 and 1920])
(American Railway Union [ARU] held its annual convention in Chicago [1897]
it was decided by the delegates that the union would join
with the Brotherhood of the Cooperative Commonwealth [BCC] and other elements
to create a new organization: "Social Democracy of America"
ARU magazine *Railway Times*, became the *The Social Democrat*
From the beginning the Social Democracy of America was split in two regarding their vision
some believed their main purpose as win political offices and introduce socialistic legislation
others, including the BCC, wanted to "socialize" a western state
by planting socialist colonies there and eventually take over the state government
Social Democracy of America convention opened -- June 7, 1898
there was already a great deal of tension between the colonizationists and political actionists
political actionists founded the Social Democratic Party of America
(which would merge with other groups to become the Socialist Party of America [1901])
colonizationists demanded their scheme to create a Socialist colony be carried out
three more issues the *Social Democrat* were published before financial difficulties
brought fears the organization might go under if a colony was not established immediately

HARRY TRACY ESCAPES FROM THE ASPEN, COLORADO JAIL

During a break-out Harry Tracy attacked the sheriff and killed four more men -- June 1898
Tracy was captured and sent to prison in Utah -- but once again he escaped
Tracy ventured to the Pacific Northwest where he repeatedly proved no jail could hold him
while living in Portland, Harry Tracy met Vancouver, Washington native David Merrill
who was also no stranger to crime
Tracy courted and married David Merrill's sister Rose
Tracy and Merrill went on a crime spree in downtown Portland
robbing saloons, banks, trolley cars, a drug store and various other businesses
usually they bound and gagged their victims at gunpoint
Portland police officers staked out David Merrill's mother's home
Merrill was captured -- he turned in Harry Tracy
who was arrested as he leisurely walked to the house
Tracy was tried and sentenced to twenty years in the Oregon State Penitentiary in Salem
Dave Merrill was sentenced to thirteen years
(Harry Tracy made another successful escape from prison
when he was captured he was made to wear the "Oregon Boot"
a steel shod shoe which weighed between five and twenty-eight pounds
that was welded onto his foot to impede his efforts at escape
even then his life of crime was not over)

SEATTLE SUPPLIES DOGS FOR THE SLEDS IN THE YUKON

In Seattle the best sled dogs sold for \$300-400 apiece
almost 5,000 dogs had arrived at Dawson City indicating the size of the market -- summer 1898
Teams of dogs waiting for transport remained a common sight
throughout Seattle's commercial district
such a vast number of dogs were brought in for the Klondike trade
they created problems for merchants as well as for the animals
some dog yards held as many as 400 animals at once -- all waiting to be shipped to the Yukon

EXPERIMENT WITH IMPORTING REINDEER TO THE NORTH COUNTRY IS TRIED

Fear grew in the United States that Klondike Argonauts would face mass starvation
Congress appropriated \$200,000 to ship a reindeer herd from Norway to New York
then across country by rail to Seattle
before traveling on by steamship to Dawson City, Yukon Territory
Norwegian-American Jafet Lindeberg and others were hired by the U.S. government
to herd the reindeer -- about one in five of the reindeer arrived in Dawson City

PROFESSIONAL BASEBALL COMES TO THE PACIFIC NORTHWEST

Daniel E. Dugdale was born in Peoria, Illinois [October 18, 1864]
he learned to play the new game called baseball
he soon starred as a catcher with the Kansas City Cowboys [1886]
and Washington Senators in the National League [1894]
Dugdale was lured to Seattle by gold and became a street car operator -- 1898
he amassed a small fortune speculating in local real estate

During his first year in Seattle, Dugdale helped to establish the Klondikers baseball team (known in succeeding years as the Rainmakers, Clamdiggers and Chinooks) and the new Pacific Northwest League (which struggled for three years before achieving a stable operation [1901])⁵⁷⁵

EQUALITY SOCIALIST COLONY GROWS IN POPULATION

More than 200 colonists poured into Equality paying a membership of \$160 for a family they lived in Fort Bellamy -- the large communal house
some were very practical, useful members -- others were very idealistic, useless members
all were good people and their intentions were always for the best
but they were not experienced in pioneering -- especially Socialist pioneering:
they had always worked for capitalists who had unlimited funds
to furnish necessary machinery for production
they hesitated to assume the responsibility that would naturally rest on them;
many gave up and returned to the capitalist **“flesh pots of Egypt”**⁵⁷⁶
Even so, clearing forty acres of land went on rapidly and considerable ditching was done:
acres of cultivated land rented at various places were planted with vegetables -- summer 1898
to support the resident members during the [winter of 1898-1899];
•they planted an orchard and operated a dairy;
•they built the first of many buildings needed for daily life
workshops, a shingle mill, a barn and shared houses were constructed;
•colonists then began to specialize in their labors:
some turning to woodworking, or blacksmithing, or sewing

JEFFERSON RANDOLPH “SOAPY” SMITH IS A HERO IN SKAGWAY

At the height of the gold rush, Skagway was a lawless place run by Soapy Smith and his swindlers
he was known in the newspapers around the nation as the “uncrowned king of Skagway”
Soapy rode on his gray horse in Skagway’s first 4th of July Parade
at the head of his Fourth Division of the Alaska Militia -- 1898
on the grandstand, he sat beside Alaska Territorial Governor John Brady and other officials
but time was running out on the conman

SKAGWAY VIGILANTES THREATEN SOAPY SMITH

Jefferson Randolph “Soapy” Smith’s gang of skills and toughs wreaked havoc in Skagway
con artists and card sharps held free reign
violence and crime exploded as Soapy Smith ran rough-shod over the community
Various business leaders realized their pleas for help to the outside world would do no good,
two days after his glorious 4th of July march, the situation in Skagway was inflamed

⁵⁷⁵ Daniel Eskenazi and Walt Crowley, *Dugdale, Daniel E. (1864-1934), Baseball Pioneer*, Essay 3431, HistoryLink.org, July 5, 2001.

⁵⁷⁶ H.W. Halladay, *Equality Colony: A Brief History Showing Our Objects and Present Condition —Cooperative Colonies Are Not All Failures,* Published in *Industrial Freedom* [Equality, WA], New Series no. 9 (Nov. 1, 1901), pp. 1, 4.

lawful members of the population finally decided to confront the evildoers
they formed a vigilante group which called itself the “Committee of 101”
for the purpose of ridding Skagway of Soapy Smith and his henchmen
vigilantes threatened to expel Soapy and his gang -- unfortunately they were in the minority
Soapy and his gang became so concerned that Soapy organized his own “law and order society”
in his role as a law-abiding citizen he formed his own vigilantes
known as the “Committee of 303”
he issued handbills that read:

“PUBLIC WARNING

The body of men styling themselves 101 are hereby notified that any overt act committed by them will be promptly met by the Law-abiding Citizens of Skaguay (sic) and each member and HIS PROPERTY will be held responsible for any unlawful act on their part and the law and order society consisting of 317 citizens will see that Justice is dealt out to its full extent as no Blackmailers or Vigilantes will be tolerated.”

(Signed) Law and Order Committee of three Hundred and Seventeen⁵⁷⁷

ONE OF SOAPY’S CONS BACKFIRES

John Douglas Stewart was a Klondike miner returning to Skagway
after have good luck in the Klondike
he carried a sack of gold valued at \$2,700 (in the vicinity of \$54,000 today) -- July 7, 1898
Gang members John Bowers and James “Slim-Jim” Foster convinced Stewart
his gold would be safer in a local bank’s safe
they agreed to take him to meet one of the town’s bankers
if he left his poke of gold at the hotel for safe keeping
after leaving the hotel the Bowers, Slim-Jim and Stewart cut through an alley
where they conveniently ran into two more gang members
“Professor” W. H. Jackson and Van B. “Old Man” Triplett
quickly a three-card Monte game began -- Stewart proved to be very lucky
John Stewart was instructed to go fetch his gold from the hotel -- which he did
after his return to the three-card Monte game Stewart began to lose his gold
he complained that he was being cheated
when Stewart refused to pay off his debt his entire poke of gold was forcefully grabbed
Professor Jackson tossed the poke to Old Man Triplett who gave the order for the gang to run
in seconds John Douglas Stewart was alone and broke
Stewart complained to the U. S. Deputy Marshal who did little to help
since he was a member of Soapy’s gang
Stewart began to complain to others and word of the robbery spread quickly around town
another, slightly less offensive gang, this one composed of local real estate officials
saw an opportunity to rid the city of their competition
U. S. Commissioner John U. Smith (no relation) ordered Soapy to return the gold
Soapy refused claiming Stewart had lost his money fairly

⁵⁷⁷ Pierre Berton, *Klondike: The Last Great Gold Rush*, 1896-1899, P. 4.

SKAGWAY RESIDENTS HOLD A MEETING

Meetings were called to decide what actions should be taken regarding John Douglas Stewart's losses as the movement against Soapy and the bunko gang snowballed
Skagway was in a massive state of confusion
Vigilante 101 Committee members, real estate grafters,
and the few citizens who actually cared about law and order,
they met in a warehouse on the end on the Juneau Company wharf -- evening July 8, 1898
Soapy was in Jeff Smith's Parlor drinking after a full day of exchanging arguments and threats with the various factions gathering against him
a gang member on the newspaper payroll handed Soapy a note
that urged immediate action against the people meeting at the Juneau Company wharf
Soapy agreed, grabbed his rifle and headed down to the wharf -- a little before 9:00 p.m.
he apparently hoped to use his conman skills to persuade the gathered groups
that he posed no threat to them
Once on the wharf, Soapy walked past three vigilante guards toward the warehouse
City Engineer Frank Reid, a fourth vigilante member, blocked his route
Soapy confronted Frank Reid
an argument began and Soapy attempted to hit Reid with the barrel of his rifle
Reid raised his left arm and diverted the blow as the rifle barrel cut Reid's arm
Reid was able to grab the rifle barrel with his left hand and forced it away from his body
as the two men fought for control of the rifle, Reid pulled out a pistol and began to fire
at that same instant, Soapy jerked his rifle back toward Reid and fired
Jefferson Randolph Smith II died on the spot with a bullet to the heart
Frank Reid lasted twelve days with a bullet in his leg and groin before he expired
(it must be noted other versions of the shooting of Soapy Smith also have been passed down)
With Soapy Smith gone the Committee of 317 dissolved
all three gang members who robbed John Douglas Stewart
James "Slim-Jim" Foster, "Professor" W. H. Jackson and Van B. "Old Man" Triplett
received jail sentences

FEDERAL GOVERNMENT OPENS AN ASSAY OFFICE TO CONVERT GOLD INTO CASH

United States government decided it needed an assay office in Seattle to weigh and evaluate massive amounts of gold flowing into the city from the Yukon -- July 15, 1898
two-story, Italianate brick building was rented and used for office and storage spaces
returning Klondike miners, anxious to secure the best price for their gold,
formed lines in front of the Assay Office that stretched back for blocks
government officials weighed, melted and molded once-raw gold into bars,
stamped the bars with Federal seals and sent them east to the mint in Philadelphia
miners received certified government checks in exchange for the gold deposits
(that averaged over 20 million dollars during the early years)⁵⁷⁸

⁵⁷⁸ National Park Service, Seattle: *A National Register of Historic Places Travel Itinerary: German Club/Assay Office*.

KLONDIKE RUSH RESULTED IN A FEW GETTING RICH -- BUT MOST ONLY ENDURED

First Nations Han people of the Yukon River Valley were pushed aside and marginalized
Dawson City was visited by about 30,000-40,000 people during the rush
in the course of a few months, Dawson changed from a mudflat
to the largest town in Canada west of Winnipeg and north of Seattle
with all sorts of modern facilities including electricity and a telephone system
Klondike gold rush brought rapid advance in the development of the Yukon Territory
which was officially formed by the Canadian Parliament [June 13, 1898]
About 70,000 stamperders came through Seattle to reach the Klondike gold fields
Seattle's population at the tie was approximately 40,000
About 3,000 prospectors found "color" -- some gold but barely enough to break even
about 300 struck it rich
Some \$26 million in gold was taken from the Klondike gold fields [1897]-1898
during this time, stamperders spend about \$60 million to get to the gold fields

EFFORTS TO PASS WOMEN'S SUFFRAGE AGAIN TAKE PLACE IN WASHINGTON STATE

After the [1897] state legislature's call for a statewide vote to amend the state's constitution
to provide women the right to vote and to serve on juries, suffragists and activists went to work
in part, they commemorated the fiftieth anniversary
of the Seneca Falls, New York Convention
suffrage campaigners Abigail Scott Duniway and Laura Hall Peters
held meetings in Port Angeles -- July 19, 1898

EDWARD CURTIS BEGINS HIS CAREER IN PHOTOGRAPHY

(When Rev. Asahel Curtis had brought his family to Washington Territory [1888]
nineteen-year-old Edward Curtis purchased a new camera
Edward was seven years older than his brother who was also named Asahel
Edward Curtis paid \$150 for a fifty percent share in Rasmus Rothi's existing photographic studio
after about six months, Curtis left Rothi and formed a new partnership with Thomas Guptill
they called their new studio Curtis and Guptill, Photographers and Photoengravers
young Asahel Curtis went to work for his older brother Edward [1894])
Both brothers agreed Asahel should go to the Yukon and document the Klondike Gold Rush -- 1898
(Asahel remained for two years alternately taking pictures
and working a small, unproductive claim
during this time the younger Curtis had launched his own photography career
he was a keen observer of people, places and events)
In the meantime, Seattle's thirty-year-old photographer Edward Curtis was a lover of nature
and an accomplished climber
he was taking photographs on Mount Rainier above the timber line on a mid-summer day 1898
he could see in all directions for miles
he stumbled on a party of well-seasoned and well equipped climbers who were lost
Curtis was quick to assured them he could lead them down
these climbers were three nationally known scientists and conservationists

Gifford Pinchot, chief of the U.S. Forestry Service,
Dr. C. Hart Merriam, chief of the U.S. Biological Survey,
George Bird Grinnell, editor of Forest and Stream magazine
well known authority on Cheyenne Indians and founder of Audubon Society
deep and abiding friendships were begun on the mountain
which led Edward Curtis to embark on the artistic journey of his lifetime
he was convinced to photographically document the life and lifestyles of the Indians

EQUALITY COLONY IN SKAGIT COUNTY CHANGES DIRECTION IN ITS THINKING

Because the government of Equality had been taken over by Ed Pelton and members of the colony
National Union of the Brotherhood of the Co-operative Commonwealth (BCC) Board members
resigned their positions one by one -- members of the colony were elected in their place
efforts by the BCC to set up new colonies and to convert Washington State to Socialism
were put on hold
BCC leader Norman Wallace Lermond left the colony to return to Maine -- August 1898
BCC national headquarters was moved from Edison to a large building in Equality
built for that purpose
Norman Wallace Lermond's departure came with significant consequences for the colony
because the BCC Board was no longer in control of the colonizing effort
and with the departure of its nationally known leader
BCC membership nationally dropped from 3500 to 250
an enormous drop in national financial support for the colony took place

EQUALITY COLONY GAINS COMPLETE AUTONOMY

With the departure of Norman Wallace Lermond and
National Union of the Brotherhood of the Co-operative Commonwealth (BCC) Board members
Equality gained complete autonomy from the national leadership
Locally the colony remained structured democratically through general assemblies
however, one major debate continued to rage among the colonists
should "Business Methods" that stressed organization based on the necessities of production
or "Voluntary Cooperation" stressing individual freedom prevail
Ed Pelton won the philosophical debate
"Business Methods" were the new direction for the colony
individual wants must give way to collective needs
Pelton redirected the focus of Equality Colony toward becoming a self-sustaining colony

ELECTRIC POWER IS AVAILABLE ONLY A SHORT DISTANCE FROM ITS SOURCE

All of the electricity passing through Washington State's transmission lines came from steam engines
connected to dynamos that produced only Direct Current (DC) electricity
Direct Current electricity had one major drawback -- it did not travel well
potency diminished rapidly as the current traveled
DC current was virtually useless much more than a mile from the dynamo that produced it
this meant that as the service expanded new steam-generation plants had to be built
private power companies which provided electricity

were isolated in the specific area they serviced
no less than thirty different utility companies served the residents of Seattle alone
Despite the obvious limitations Thomas Edison,
who had invented the carbon filament incandescent bulb [1879],
championed direct current electricity for nearly two decades

ELECTRIC POWER TRANSMISSION OVER LARGER DISTANCES BECAME POSSIBLE

Inventor Nikola Tesla, born in Serbia and became an American citizen, developed a generator
to produce alternating current (AC)

which could be transmitted over electric lines for long distances [1887]
(dynamos produce direct current [DC] electricity
while generators produce alternating current [AC])

As engineers developed methods to transmit power over longer distances

it became possible to link small private utilities together -- isolation began to disappear
Combining small utilities into larger privately owned companies provided several advantages
but what was most significant for investors was the opportunity to reduce service costs
and make greater profits

Buying and merging utility companies was so profitable it attracted
some of the wealthiest entrepreneurs in the nation who began investing in utility companies
among them was Boston's Stone & Webster Company

STONE AND WEBSTER COMPANY PROVIDES CONSULTING SERVICES TO SEATTLE

Charles A. Stone and Edwin S. Webster first met

while studying electrical engineering at the Massachusetts Institute of Technology [1884]
they became close friends and formed an engineering company
which became Stone & Webster [1893]

this was one of the earliest electrical engineering consulting firms in the United States
Stone & Webster not only had valuable insight into developing and managing utilities
but they also had a keen intuition for seeking businesses in which to invest
during the next decade Stone & Webster acquired interest in large number of utilities
while offering managerial, engineering and financial consulting to independent utility firms
even though Stone & Webster was not a holding company,
their financial and managerial presence meant that they had considerable influence
in policy decisions
they would often be paid for their services in utility stock

Stone & Webster representatives visited King County -- 1898

William J. Grambs was a prominent figure in Seattle's budding electrical industry
he had been appointed bankruptcy receiver for several street railways
and electricity-generating companies in Seattle that had become insolvent
he also was the local representative of the General Electric Company of New York
and managed Seattle's Consumer Electric Company
Grambs's path crossed that of Stone & Webster -- 1898

KLONDIKE IS NOT THE ONLY MINERAL PRODUCING REGION

Remarkably productive mining properties in southern British Columbia conveniently near the border were overshadowed by Yukon gold:

- lead and silver at Slocan, Kimberly, Nelson, British Columbia,
- gold at Trail, British Columbia,
- huge deposits of low-grade copper at Grand Forks, British Columbia

In spite of the Canadian Pacific Railway's new east-west crossing of the Rocky Mountains at Crowsnest Pass, the bulk of the Canadian mining trade flowed south to Spokane which also was enriched by trade in wheat and cattle and the reviving mines of the Coeur d'Alene

Business in Butte, Montana had slackened during the Panic of [1893] although it was sitting atop a copper-laden mountain

now Butte and its environs was revived by cash transfusions of more than a million dollars William Clark and Marcus Daly acting in competition with each other imported keg after keg of gold coins to attract miners Butte roared back to its rowdy days as a copper camp -- 1898

GOLD IS DISCOVERED ON THE SEWARD PENINSULA IN ALASKA

(Historically, Malemiut, Kauweramiut and Unalikmiut Eskimos

had occupied the Seward Peninsula where they established a well-developed culture which was uniquely adapted to the very harsh environment gold discoveries on the Seward Peninsula had been reported when Western Union Telegraph surveyors sought a route across Alaska and the Bering Sea [1865])

Klondike District's gold-bearing creeks had been almost completely staked when three prospectors formed a partnership to stave off starvation in Alaska -- mid-September 1898

Norwegian-American Jafet Lindeberg, who had herded reindeer for the U.S. government had his contract cancelled and Lindeberg moved to Alaska on his own two naturalized American citizens of Swedish birth joined Lindeberg in a quest for gold Erik Lindblom had searched for coal along the Bering Sea's Norton Sound he had discovered only traces

John Brynteson had jumped ship [1888] and occupied himself searching for gold

SOCIALIST COMMUNITY IS PLACED IN KITSAP COUNTY

Social Democracy of America (SDA) authorized Cyrus Field Willard to locate a colony

Willard went to Seattle to consult with SDA member J.B. Fowler

he pointed out the good harbors located on southern Puget Sound

Willard approached Henry W. Stein, who was sympathetic to the Socialist philosophy

and had just become the executor of some land in rural Kitsap County that was open for sale

Social Democracy of America re-incorporated in Seattle

as the Co-Operative Brotherhood [September]

they purchased 260 acres in Kitsap County located at the head of Henderson Bay

for \$6,000 -- October 1898

Socialist colonists arrived at the location -- October 20, 1898

this socialist community was named "Brotherhood" in honor of one of its founding organizations

the Brotherhood of the Cooperative Commonwealth [BCC]
one group of buildings near the water was referred to as Circle City
because these buildings were laid out on the periphery of a circle

NORTHERN PACIFIC RAILWAY EXTENDS THE ABERDEEN LINE

Four years after the residents of Aberdeen, Washington had built a railroad line
to meet the Northern Pacific Railway (NPRY) line linking Tacoma with Ocosta-by-the-sea
NPRY extended the line over the Wishkah River, through central Aberdeen
and on to Hoquiam -- October 21, 1898
this 4.6-mile extension largely replaced the plank road built in the years [1888-1890]
Hoquiam extension was financed with a construction loan from the Grays Harbor Company
Grays Harbor Company was comprised of Hoquiam citizens Henry Heermans
and George Emerson along with Heermans' long-time friend
and business partner from Duluth, Minnesota Chester Congdon
(Grays Harbor Company occasionally used the name "Grays Harbor Northern Railroad")
Grays Harbor Company's construction loan was to cover the costs of preparing the roadbed
for the laying rails, including the cost of bridges over the Wishkah and Hoquiam Rivers
this loan was to be repaid, with 3% interest, out of non-lumber gross earnings
generated by this extension

When Hoquiam was reached the many mills and industries along the Grays Harbor waterfront
were accessible to the Northern Pacific Railway (NPRY)
largest harbor mills were located in Cosmopolis and Hoquiam
both were major shippers that produced primarily lumber and shingles
Aberdeen, the largest population center on Grays Harbor, was the primary receiver of freight
Aberdeen had several small sawmills but it also had other industries served by rail
a gas works, a shipyard, a flour mill, and a slaughter house each had a rail siding
and each accounted for a significant share of freight received in the town
as did a hardware outlet that sold logging supplies

SOCIALIST COLONY OF EQUALITY PROSPERS

Soon over 300 Socialists lived communally in the unfinished village
bachelors slept in the dormitory room of a large, crude apartment barracks
married members and their families occupied small single room log cabins
or roughly-constructed apartments
colonists paid \$2 a week for plain but hearty food eaten in a communal hall
they dined and carried out social activities like one large family
Colonists practiced a rigorous, probably excessive, form of democracy
each resident was to have complete freedom of thought and behavior
religion was strictly left to the individual -- most members were probably agnostic
town meetings were held weekly and all colonists over age eighteen of both sexes
had a vote in decision-making
there was no church, no jail, no saloon and no police force
Colonists shared work responsibilities, property and profits
departments were established for housing, laundry, agriculture, fishing and forestry

department heads, nominated by the laborers, were elected by the colony general assembly
housing, laundry and medical care were free
quite a few members were unmarried men to whom home cooked meals
coupled with laundry and mending services made the colony attractive
each colony member was allowed to choose his or her own occupation
each person was to do the work for which he or she was best suited
but had to be ready and willing to do any special jobs assigned to him by a proper official
workday for men normally was eight hours
work day for women was six hours but they received the same wages as men
work was hard and the pay was 5¢ an hour -- payment for work was in colony script
colony's commissary was well-stocked with quality goods at modest prices

EQUALITY COLONY THRIVES IN SKAGIT COUNTY

Socialist colonists flourished collectively and financially
utilizing their truly cooperative mode of living
Farmland of Skagit County was fertile, the leadership skilled and respected and the workers efficient
Equality colonists enjoyed success in farming, milling, fishing, dairying
and other small industries
they also operated a fishing sloop nearby on Puget Sound
contributions totaling nearly \$2,000 were collected to buy sawmill and machinery
a thrifty-five horsepower donkey engine was purchased
to power the sawmill with a capacity to cut 20,000 board feet of lumber a day
to produce accurate flat surfaces on the dressed lumber a planer was obtained
At its height, Equality boasted an extensive list of buildings
to meet the needs of arriving Socialists escaping from the woes of Capitalism
two large apartment buildings and family cabins, dining hall and kitchen, bakery, root house,
public hall, school house, barn and milk house, store room, sawmill, shingle mill,
blacksmith and copper (barrel making) shop, newspaper printing office,
cereal and coffee factory and an apiary for bees and beehives

THOSE LIVING OUTSIDE OF EQUALITY HAVE NO ARGUMENT WITH THE SOCIALISTS

Successful growth of Equality was not unnoticed by the colony's neighbors
some living in the surrounding countryside thought these Socialists a bit odd
at least in their political thinking
yet the colonists got along well with their neighbors
outsiders enjoyed weekly dances and colony men were often employed outside of the colony

THERE WERE PROBLEMS DEVELOPING IN EQUALITY COLONY

Original colonists, especially the family men, were firmly convinced Socialists
however, outside of the ideals of communal living and socialism
members of Equality did not always agree on significant issues or philosophies
beliefs differed regarding religion, vegetarianism and the use of tobacco and liquor
some colonists wanted work assignments to always be voluntary
but new members were required to sign contracts agreeing to work

whenever a foremen or department heads assigned them a task
More and more often Equality colonists questioned the leadership of Ed Pelton
dissension grew, tempers flared and hard feelings developed among the “cooperators”
hardcore Socialists split into factions
one group adhered to Ed Pelton’s Business Methods theory of subordination to the group
which favored collective decision-making over autonomy and independence
another faction was more concerned with the anarchist beliefs of voluntary cooperation
which stressed individual freedom
these members became increasingly agitated under the dictates of colony regulations

There were other problems

Equality Colony suffered as conflicts arose between industrious and slothful workers
also, there was a critical shortage of skilled workers which took its toll
Equality Colony was being helped to financial ruin by pseudo-socialist free-loaders
these newcomers, professing socialism, arrived penniless
they all agreed to work out their \$160 membership fee -- many failed
unmarried men, especially, found a well-stocked commissary and home-cooked food agreeable
they would work for a few weeks, draw on the commissary up to their limit,
then sneak away to greener pastures
a few of these free-loaders even got their hands on some of the colony’s money
before they could be thrown out

SOME EQUALITY SOCIALISTS JOIN THE KITSAP COUNTY COMMUNITY

Some disgruntled Socialist members of Equality Colony in Skagit County departed
to join with the Socialists in the Brotherhood colony
located in Kitsap County at the head of the Burley Lagoon on Henderson Bay -- 1898
National Union of the Brotherhood of the Cooperative Commonwealth (BCC)
had played a role in the founding of Brotherhood colony
and the BCC had previously founded Equality Colony in Skagit County [1887]
both communities were part of an attempt to locate socialist colonies in Washington State
in order to convert first the state and then the entire nation to Socialism

REPUBLICANS RETAKE WASHINGTON STATE

After the election was held -- November 8, 1898
Washington State’s congressional delegation was composed of:
National Senator George Turner (Fusionist)
National Senator Addison G. Foster (Republican)
Congressmen Wesley L. Jones and Francis W. Cushman (both Republicans)
Washington State’s legislature was composed of
fifteen Republicans, twelve Fusionists and seven Democrats in the state Senate
sixty-eight Republicans, nine Fusionists, one Citizen’s Party, and no Democrats
in the state House of Representatives
Fusionist Party lost control of the legislature

AMENDMENT TO THE STATE CONSTITUTION TO GRANT WOMEN’S SUFFRAGE FAILS

Despite the determination and hard work by suffrage groups statewide
the Women's Suffrage Amendment lost by a vote of 30,540 to 20,658 -- November 8, 1898

LABOR MANAGEMENT RELATIONS BECOME MORE CONTENCIOUS

Employers had formed trade or industry associations
such as the National Association of Manufacturers to suppress union recognition
and collective bargaining -- or to destroy the unions [1895]

Local unions reorganized in Washington State in an effort to negotiate their main issues -- 1898

- shorter working hours,
- improved working conditions,
- wage increases

SPANISH AMERICAN WAR COMES TO AN END

Spanish-American War ended with the signing of the Treaty of Paris -- December 10, 1898
terms of the treaty were very generous to the victors -- Spanish Empire was practically dissolved
United States received the Philippines and the islands of Guam and Puerto Rico
Cuba became an independent nation

Spain was awarded \$20 million dollars for its losses
Anti-Imperialists called the U.S. hypocritical for condemning European empires
while pursuing an empire of its own

this war was supposed to be about freeing Cuba -- not seizing the Philippines
criticism increased when Filipino rebels led by Emilio Aguinaldo
waged a three-year insurrection against their new American colonizers
while the Spanish-American War lasted ten weeks and resulted in 400 battle deaths,
the Philippine Insurrection lasted nearly three years and claimed 4,000 American lives
nevertheless, President McKinley's expansionist policies
were supported by the American public

"THREE LUCKY SWEDES" FIND GOLD NEAR NORTON SOUND ON THE BERING SEA

Norwegian Jafet Lindeberg, and Swedes Erik Lindblom and John Brynteson proved to be quite lucky
they discovered the first gold along tiny Anvil Creek
located on Alaska Territory's Seward Peninsula
gold worth \$1,500-to-the-pan was discovered in the sands

"Three Lucky Swedes" prospected the region located 130 miles across Norton Sound
from St. Michael, Alaska Territory (near today's Nome, Alaska) -- late winter 1898
this is an area of Arctic tundra atop frozen permafrost (permanently frozen land)

To protect their claim, the lucky Swedes formed the Cape Nome Mining District
they also incorporated the Pioneer Mining and Ditch Company
Norwegian Jafet Lindeberg was elected president of the new venture

DENNY REGRADE CHANGES SEATTLE FOREVER

Denny Hill Regrade Project begun in [1897] continued
city engineers used giant water hoses and hydraulic cannons to sluice Denny Hill into Elliot Bay
ten million cubic yards of dirt were moved expanding the waterfront into the bay

to make room for still more multistoried commercial buildings
corner of 4th and Blanchard was lowered 107 feet
(In the course of fifty years as many as sixty regrade projects were carried out in Seattle
more than fifty million tons of earth were sluiced away
part into Elliott Bay and part to fill in mud flats
these projects provided flat land for railroad yards and train stations
great improvements in transportation resulted
and a secure deep-water port for the city was created)
Denny Regrade project in Seattle came to a successful end -- January 6, 1899
city leaders also created a secure deep-water port -- wharves were rebuilt and extended
waterfront property owned by the Northern Pacific Railway was expanded;
shops, warehouses and tool-manufacturing plants were constructed

UNITED STATES ECONOMIC DEPRESSION IS LEFT BEHIND

Millions of dollars in gold were taken out of the ground
first by individual miners working mostly by hand and then by corporations using large machines
\$107 million in gold was taken out of the Klondike region [by 1907]
(multiply these dollar figures by 20 to approximate the amount in today's dollars)
(miners are still working the gold fields today)
Prices were riding up on a floodtide of new gold discoveries
Klondike wealth from the Yukon River region of Canada
came almost exclusively through the Northwest -- and Seattle in particular
Suddenly the gloom of the Depression was gone
businesses and industries were able to expand and jobs were plentiful
Washington State anticipated a bright economic picture
Klondike gold had ransomed the nation from economic panic

ELECTRIC INTERURBAN RAILWAYS CHANGES TRANSPORTATION IN THE REGION

Early roads were primitive thus most shippers and commuters on Puget Sound
relied on water transport and the "Mosquito Fleet" of steamers for mobility
transportation routes and growth patterns in King County changed
with the development of electric interurban railways -- 1899

WILLIAM J. GRAMBS GOES TO WORK FOR STONE & WEBSTER

Electrical engineering consulting firm of Stone & Webster hired William J. Grambs
Grambs purchased control of Seattle's Union Electric Company
a conglomeration of several smaller electricity suppliers -- early 1899
this was the first of many acquisitions Grambs brought under Stone & Webster management
Seattle's streetcar industry was in great disarray when Stone & Webster partner Charles Stone
came west to try to put a deal together to take control over the city's various street railways
he ran into a brick wall -- 1899
frustrated, Charles Stone asked William J. Grambs to recommend someone
who might be able to penetrate Seattle's complex street railway
Grambs, then managing Seattle's Union Electric Company for Stone & Webster

recommended Jacob Furth, a cofounder of Puget Sound National Bank
and a man who possessed detailed knowledge of the city's business community
Jacob Furth agreed to become Stone & Webster's local representative
he brought in as an associate -- the equally influential James D. Lowman
who was the nephew and former financial trustee of Seattle pioneer Henry Yesler
together these two pillars of the Seattle establishment,
backed by the capital and technical expertise of Stone & Webster
would finally bring some order to the Seattle utility and street railway chaos

STONE & WEBSTER SERVES SEATTLE

Electrical engineering consulting firm Stone & Webster had three leading Seattle businessmen
representing its interests in the Pacific Northwest
William J. Grambs concentrated on electrical-generation properties,
Jacob Furth and James D. Lowman sought to take control of the scattered Seattle-area
utility and street railway companies
Stone & Webster had the goal of bringing all of these assets in Seattle
under company management -- early 1899

ALASKA'S WHITE PASS AND YUKON RAILROAD REACHES THE SUMMIT OF WHITE PASS

Construction on the narrow-gauge White Pass & Yukon Railroad (WP&YP)
out of the port of Skagway continued up the western slope of the Coastal Mountains
450 tons of explosives were used to reach the summit of White Pass
because the railroad was being cut into solid rock
no gravel for the roadbed was available along the way
gravel had to be hauled either from the bed of the Skagway River
or from Fraser River beyond the summit
WP&YP reached the summit of White Pass -- February 18, 1899
Chilkoot Pass from Dyea was deserted as a route to reaching the Klondike River gold fields

JOHN NORDSTROM BEGINS HIS MERCHANDISING EMPIRE IN SEATTLE

(Swedish immigrant John W. Nordstrom arrived in the Klondike gold fields [1897]
he struggled there for two years supporting himself by taking odd jobs
when Nordstrom finally hit pay dirt, another miner challenged his claim
Nordstrom was delighted when a third party offered him \$30,000 for the claim)
John arrived back in Seattle with \$13,000 -- 1899
he invested \$4,000 of his newfound wealth in a Seattle shoe store
at Fourth Avenue and Pike Street
which he opened along with a partner, Carl F. Wallin
(this business prospered for nearly thirty years)
(Although Nordstrom's business was not founded during the Klondike stampede,
it benefited from the vigorous economy the Klondike Gold Rush brought to Seattle
subsequent gold strikes in Alaska at the turn of the century continued the momentum
as additional customers relied on Seattle outfitters
Nordstrom and Wallin bought another store on Second Avenue

but their partnership soured, and Nordstrom bought out Wallin's shares [late 1920s]
Nordstrom's sons bought the shoe store [1930s] and expanded their operation
into a retail business composed of multiple locations
Nordstrom Department Store remains one of the best-known businesses still in operation)

BROTHERHOOD COLONEY BECOMES KNOWN AS BURLEY

Social Democracy of America leader Cyrus Field Willard left the Co-Operative Brotherhood colony at the head of Henderson Bay known as Brotherhood -- 1899
Responsibility for maintaining the effort to spread Socialism across Washington State fell to a twelve-man board of trustees who were elected to a four year staggered terms by mail vote each [December]
management of the colony itself was left to a local board of directors who were elected every [January]
Inhabitants gradually began to refer to their hamlet as "Burley" after nearby Burley Creek colonists printed their own script that included a \$1 denomination for an eight-hour work day smaller units, called minims, were printed for work that took more or less than six hours
Burley subsisted on agriculture, fishing and logging
they also generated income selling cigars, jam, subscriptions to its magazines and membership in the Co-Operative Brotherhood
they also rented out the use of their sawmill and rooms in the "Commonwealth Hotel" to visitors
Burley was described in an article, *The Co-operative Brotherhood and Its Colony* by Rev. W.E. Copeland editor of the newspaper *Co-operator* as being a
"village without a church, a saloon, a bank, a jail, an alms house, money, or police"⁵⁷⁹

MOUNT RAINIER NATIONAL PARK COMES INTO EXISTENCE

Mount Rainier National Park was established by President William McKinley -- March 2, 1899
this was the fifth national park in the nation following:
•Yellowstone National Park, Wyoming [1872],
•Mackinac National Park, Michigan [1875] -- now decommissioned)
•Rock Creek Park [1890] -- later merged into Washington D.C.'s National Capital Parks),
•Sequoia National Park, California [1890]
Mount Rainier National Park encompassed 368 square miles
97% of the park is preserved as wilderness
nearly a quarter million acres were opened to the public
including all of 14,410-foot Mount Rainier
(Mount Rainier National Park has accommodated millions of visitors since its creation)

MAJOR STEPS TO IMPROVE SEATTLE'S UTILITIES STEPS ARE TAKEN

Electrical engineering consulting firm Stone & Webster entered Seattle's utility market
William J. Grambs purchased the Seattle Steam Heat & Power Company
which owned miles of pipes that provided steam under the streets of downtown Seattle

⁵⁷⁹ *The Independent* 130 Fulton Street, New York, Vol LV, January-December 1903. P. 317.

Jacob Furth and James D. Lowman petitioned the Seattle City Council
for a forty-year street-railway franchise
they implied Stone & Webster would provide the money to bring about the consolidation
of the struggling little competing street railways -- April 1899

IRRIGATION EXPANDS IN EASTERN WASHINGTON

Northern Pacific Railway (NPRY) had plenty of land to sell
it was attracted to the possibility of land speculation
NPRY was certain that it would benefit from any increase in population
helping with publicity and, occasionally, with financial aid
NPRY joined with the lower Yakima Valley's most aggressive irrigation proponents
Yakima Canal Company was capitalized at one million dollars -- 1899
an option on arid land was acquired from the NPRY

Northern Pacific Railway Company financed the Yakima Canal Company irrigation project
in exchange for two-thirds of the Yakima Canal Company stock
corporate name was changed from Yakima Canal Company
to the Northern Pacific, Yakima and Kittitas Irrigation Company
new, reorganized company expanded its operations eventually constructing seven reservoirs,
one canal in Kittitas County and two others in Yakima County

Smaller private irrigation companies also attempted to enter the scene:

- Jim Hill's Great Northern Railway (GNRY) financed the Gunn Ditch project in Wenatchee
as Arthur Gunn diverted water from the Wenatchee River
to bring irrigation to about a thousand acres of Chelan County
prospective water users also purchased stock in the Gunn Ditch project
which entitled them to a share of the water

- Spokane Valley Land and Water Company built a canal to irrigate land
in Spokane County's Greenacres area with water from Liberty Lake

however, as professors Robert C. Nesbit and Charles M. Gates wrote: **"Yet irrigation companies like these were far from successful. Ambitious projects were undertaken with insufficient capital or without adequate realization of the engineering difficulties involved."**⁵⁸⁰

TOWN OF SKYKOMISH IS PLATTED

Maloney's Siding as the village was known sprung up along the Great Northern Railway route
it was platted by John Maloney and his wife as Skykomish -- 1899

Maloney built a store to supply the needs of railroad men

Frank Wandschneider built a hotel to accommodate the railroad workers and others
(original store still stands but the hotel burned [1904])

restaurants and card rooms were open twenty-four hours a day to accommodate railroad crews
to pass the time between calls to work card games consisting of poker and panguingue (pan)
were the favorites of railroad men

(Skykomish was incorporated by Maloney and his wife [June 5, 1909])

⁵⁸⁰ Oscar Osburn Winther, *The Great Northwest*, P. 303.

ALASKA'S WHITE PASS AND YUKON RAILROAD REACHES LAKE BENNETT

Skagway's narrow-gauge track crossed over the summit of the Coastal Mountains' White Pass and reached Lake Bennett, Yukon Territory, Canada

first train ran the forty miles from Skagway to Bennett Lake -- July 6, 1899

(Construction work continued all through the summer

next twenty-seven miles of the route lay along the difficult shoreline of Bennett Lake to Carcross, Yukon Territory, Canada -- located at the far end of the lake

crews were sent by water to establish work camps at intervals along the lake's north shore this portion was especially difficult to build because extensive rock work was necessary

and underlying permafrost caused huge problems with roadbed construction

other crews started working from Carcross to Whitehorse, Yukon Territory forty-five miles north

TWO GIFTED PHOTOGRAPHER BROTHERS CANNOT SETTLE THEIR DIFFERENCES

After working together for a few years, Edward and Asahel Curtis parted ways forever -- 1899 as a result of a bitter disagreement over the rights to Asahel's Klondike Gold Rush photos,

which Edward had published under his own name

from then on, the brothers traveled separate paths

Asahel documented the Washington timber, agriculture, fishing and mining industries

he photographed historic events such as presidential visits,

Seattle's ambitious regrade project and the building of the dams on the Columbia River

Asahel appreciated the beauty and uniqueness of Mount Rainier so much

that for several decades he directed his appreciation for its scenic beauty

Edward Curtis followed-up on his [1898] chance encounter on Mount Rainier

with three nationally known scientists and conservationists

he concentrated on securing funding for photographing America's Native Americans

through lectures and photograph showings

(Edward later became nationally recognized for his twenty-volume series

of photographs of Native Americans)

(These brothers, both outdoorsmen and nature lovers, provided us with a remarkable historical record their artist's eye, patience, and appreciation of beauty in landscapes and faces is inescapable)

CATHOLIC MISSIONARY MOTHER JOSEPH'S LEGENDARY HEALTH BEGINS TO FAIL

(Esther Pariseau, born [April 16, 1823] had first taken vows of poverty, chastity and obedience in the Catholic Sisters of Providence Order and became Sister Joseph [1845]

Sister Joseph was elevated to Mother Joseph of the Sacred Heart,

Mother Superior of the Sisters of Providence [1856]

she was assigned to lead an effort to open a mission in Washington Territory

she would be accompanied by four nuns of the Sisters of Providence Order

Mother Joseph and her Sisters of Providence arrived in Vancouver, Washington Territory [1856]

an architect and artist, Mother Joseph was responsible for the design, construction

and fund raising for buildings throughout Washington, northern Oregon, Idaho and Montana

she supervised construction of eleven hospitals, seven academies, five Indian schools

and two orphanages
attending to details, as was her way, Mother Joseph often inspected rafters
and bounced on planks to insure their strength
each of her “begging tours” into mining camps lasted several months
as she raised between \$2,000 and \$5,000 a year)
In her fifty-fifth year of religious life with the Sisters of Providence
Mother Joseph’s legendary strength began to subside --1899
she was annoyed by the difficulties of old age but resolved to continue her work
while praying for the patience to accept whatever suffering would come her way
She was treated for breast cancer at St. Vincent Hospital in Portland -- July 1899
an operation eased her pain for a while and she was able to travel again
to visit and assist the Sisters of Providence in Seattle, Spokane,
New Westminster and Cranbrook, British Columbia

FORT FLAGLER DEFENDS THE ENTRANCE TO PUGET SOUND

Heavily wooded Fort Flagler encompassed the entire northern tip of Marrowstone Island
composed of 784 acres of extensive forests full of deer and five miles of shoreline
Fort Flagler was surrounded by wind-whipped Admiralty Inlet, calmer Port Townsend Bay
and picturesque, shellfish-rich Kilisut Harbor
Fort Flagler served as the largest and most natural of the three “Triangle of Fire” forts
(two additional posts, Fort Casey and Fort Worden were yet to be constructed)
Fort Flagler was originally constructed with three coastal gun batteries:
•Battery Revere -- two 12” cannons,
•Battery Wilhelm -- two 12” cannons,
•Battery Rawlins -- two 10” cannons
Initial construction of barracks and support facilities, twelve buildings in all,
was completed and the post was activated -- July 27, 1899
Fort Flagler’s first garrison was a detachment of eighty-six enlisted men and three officers
from Battery B, 3rd U.S. Coastal Artillery under the command of Captain John D.C. Hoskins

HYDROELECTRIC GENERATING PLANT IS BUILT AT SNOQUALMIE FALLS

Charles H. Baker wanted to exploit the elevation drop of Snoqualmie Falls for hydroelectric power
with funding from his family, he formed the Snoqualmie Falls Power Company
and bought the falls and surrounding land [1897]
construction on the region’s first hydroelectric plant began [1898]
Snoqualmie Falls Power Company’s generator was online
and began to transmit power to Seattle -- July 31, 1899
newspapermen covering the event were touched when plant builder Charles Baker
let his eighteen-month-old daughter throw the switch that began the turbines turning
(electric power was transmitted to Tacoma and surrounding towns starting [[November 1, 1899]
that plant still supplies electric power to 16,000 homes today)

RUSH FOR GOLD IN NOME, ALASKA IS ON

Rumors about the Anvil Creek gold found by “The Three Lucky Swedes”

(near today's Nome, Alaska) spread -- it was said gold could be picked up right from the sand
After this news reached the Klondike River region the real stampede to Anvil City was on
thousands of idle miners descended on the beaches
bringing nothing more than shovels, buckets, rockers, wheel barrows and visions of wealth
a long and constant struggle by the "Three Lucky Swedes" to fight off claim-jumpers began
Anvil City quickly had a population of 10,000
the area was organized as the Nome mining district -- 1899
gold was found in the beach sands for dozens of miles along the coast at Nome,
this spurred the stampede to new heights
Board buildings began going up in Anvil City as the population leapt to 10,000 -- summer 1899
Alexander Pantages was one of the Sourdoughs who rushed to Anvil City
leaving Dawson City he took up work as a bartender in an Anvil City saloon
and developed another case of "involuntary" tremors of his hands

ALEXANDER PANTAGES ENTERTAINS THE DAWSON CITY ARGONAUTS

After a short but successful episode as an Anvil City (Nome, Alaska Territory) bartender
Alexander Pantages had earned enough money and collected enough flakes of gold
that had fallen from his palsied hands into the piece of carpet he had placed in the bar's gutter
he returned to Dawson City with gold and a reputation for providing good entertainment
Pantages assumed management of the already established Dawson City Orpheum Theater
with a group of partners that included the principal performer "Klondike Kate" Rockwell

KATHLEEN ELOISE ROCKWELL IS ALWAYS INDEPENDENT

(Kathleen Eloise "Kate" Rockwell was born in Kansas and moved to Dakota Territory
but she grew up in Spokane
her stepfather had stature in the community and the family lived in a large mansion
as a youngster she was known to have an independent spirit -- she was a "tomboy"
she seemed to feel very intensely the lack of social mobility for women
her parents sent the rebellious teenager to boarding school, but Kathleen was expelled
after her parents divorced, Kathleen moved to New York City with her mother
where the teenager launched an unsuccessful career in show business
Yukon gold drew her to Whitehorse, Yukon Territory where she found work as a tap-dancer
Kathleen Rockwell hit her stride in Dawson City as a member of the Savoy Theatrical Company
her act was very popular with the miners as she was both vivacious and alluring
soon she was dubbed "Klondike Kate")
It was in Dawson City that she met Alexander Pantages and soon became his mistress -- 1899
their relationship was a stormy one as unfulfilled egos and the instability of the theatrical world
proved to be too unstable for their insecure temperaments
Orpheum Theater productions staged in Dawson City filled Alexander Pantages' pockets
with the gold of miners who were eager for entertainment
however, Pantages' associates had a difficult time collecting on their investments
among those he was reported to have bilked was Kate Rockwell, "Klondike Kate"
(there were men who hated Pantages until his dying day [February 17, 1936]
for playing fast and loose with the money lent to him by Alaska's favorite dancing girl)

CONDENSED MILK IS SUCCESSFULLY PRODUCED IN KENT, WASHINGTON

(Gail Borden, a young dairy farmer wondered how milk could be processed and packaged so that it would not go bad [1852])

this was a problem because at the time, milk was shipped in unsanitary oak barrels and spoiled quickly

lack of refrigeration for milk and cream severely limited the area of distribution
fresh milk was neither universally available nor always drinkable)

Borden began to experiment with raw milk and determined it was 87% water

by boiling the water off the top of the milk in an airtight pan and adding sugar

Borden obtained a condensed milk that resisted spoilage

(condensed milk is essentially evaporated milk with sugar added)

one of Borden's employees, John Baptist Meyenberg, suggested that the company

use a similar process but eliminate the addition of sugar to produce evaporated milk

Meyenberg's idea for condensed milk was rejected

Borden opened his first Eagle Brand Consolidated Milk production plant [1864]

in spite of problems regarding look, taste and nutritional value of evaporated milk,

the idea of condensed milk caught on to the extent

that Borden began to license other factories to produce the product under his name)

E.A (Eldridge Amos) Stuart knew almost nothing about the evaporated milk business

when Thomas E. Yerxa persuaded him to join in the purchase of a bankrupt condensery

in Kent, Washington -- 1899

Stuart believed there must be a way to make milk available to a much larger market

E.A. Stuart developed a knack for marketing and publicity

both proved to be important factors in the success of the Pacific Coast Condensed Milk Company,

as he and Yerxa called their partnership

Stuart and Yerxa hired Gail Borden's former employee John B. Meyenberg,

who also had helped establish the Helvetia Milk Company in St. Louis, Missouri

(later renamed Pet Milk Company)

Meyenberg was paid \$25,000 for his patented technology

he was put in charge of the Kent, Washington condenser

Meyenberg took over the plant machinery

of the Pacific Coast Condensed Milk Company in Kent, Washington --1899

John Baptist Meyenberg developed a method for processing canned, sterilized evaporated milk

Pacific Coast Condensed Milk Company produced their first cases

of evaporated Sterilized Cream -- September 6, 1899

SAM HILL FOCUSES HIS ATTENTION ON ROAD PAVING

Seattle businessman Sam Hill had worked for his father-in-law Great Northern Railway founder

Empire Builder James Jerome Hill until they had a falling out

Sam Hill's experience made him an expert in the economics of transportation

at that time, ninety-three percent of the nation's roads were ungraded and unsurfaced

he realized that if farmers could easily reach towns and rail connections all could prosper

Sam Hill invited 100 business leaders to a meeting in Spokane to start a group to promote good roads

however, only fourteen interested parties appeared -- September 1899

they formed the Washington State Good Roads Association and chose Sam Hill as president

Washington State Good Roads Association advocated state spending for roads

and the coordination of the county road systems

Washington State was slow to adopt Sam Hill's ideas

farmers were suspicious of Hill's connections with railroads and Eastern capitalists

whom they blamed for all of their financial woes

county commissioners who built and maintained the county roads with property taxes

resisted any infringement on their prerogatives

Sam Hill and his colleagues lobbied the state legislature and stumped the state for good roads

Hill took the campaign to Washington, D.C. and went nationwide -- all at his own expense

sometimes he was accompanied by trucks of furniture to insure his comfort while traveling

CIVIC ARROGANCE IS NOT UNKNOWN IN SEATTLE

Several city leaders set off for the Yukon on a "Good Will" tour of Alaska

on their return home aboard the steamship *City of Seattle* these civic gentlemen,

each well-fortified with intoxicants, noticed a handsome eighteen-foot Tlingit totem pole

belonging to the Raven Clan gracing a seaside village near Fort Tongass, Alaska District

this totem pole had been carved [about 1790] in honor of a woman named Chief-of-All-Women

who drowned in the Nass River while traveling to visit her sister

top carving was of a Raven which in Tlingit mythology

did everything, knew everything and seemed to be everywhere at once

Orders were quickly given for *City of Seattle* crewmembers to row ashore

and cut down the carved pole which was then loaded aboard the ship

With great civic pride the plundered pole was unveiled in a well-publicized ceremony

in Pioneer Place on the corner of 1st Avenue and Yesler Way -- October 18, 1899

no one seemed concerned that the artistic display had been stolen

(city leaders eventually paid a fine to villagers living near Fort Tongass

whose ancestors carved the pole)

(An arsonist seriously damaged the totem pole [October 22, 1938]

it was removed at city government expense and replaced with a replica

carved by the descendants of the original artists

Seattle's totem pole still remains one of the city's most photographed landmarks today)

LOGGING ADVANCES WITH MECHANIZATION

There were 15,696 men employed in the industry who cut 1,429,000,000 board feet of lumber -- 1899

Washington ranked fifth among the states in lumber production

Sawmills that displayed new and better saws were put into operation

machinery took the place of man-power

amount of lumber that could be cut increased by 500 times

in addition to dressed lumber,

lath, shingles, doors and sashes, barrel staves and even furniture were all manufactured

Changes also were necessary in the woods

timber near the rivers and streams was all gone

to continue the relentless attack on the state's forests
logging camps had to be located many miles from streams large enough
to float a boom or raft of lumber to the mill
logging changed from "bull team" logging that used oxen to pull logs over skids to streams,
these were replaced by "logging railroads" -- wooden rails with horses pulling flatcars
these, in turn, were replaced by logging railroads with locomotives and steel rails
steam "donkey" engines replaced rail roads
steel cables wound around a reel pulled logs out of the woods to loading platforms
(By the turn of the century every logging operation was switching to donkey engines
which remained popular until the [1930s]
when the internal combustion engine made steam donkey engines obsolete)

TIMBER BARON FREDERICK WEYERHAEUSER VISITS WASHINGTON STATE

Frederick Weyerhaeuser arrived at Tacoma's train station
in his private railroad car -- November 17, 1899

he was surrounded by his son, his partner, a lawyer, a banker and several timber associates
he was immediately swamped by a huge crowd of newspapermen and photographers
most people wanted to know why he was far from his base of operations in Minnesota
he replied to an inquiring newspaper reporter: **"You have plenty of fine timber in
Washington, and so has your southern neighbor, Oregon. We are just looking around on this trip.
We may buy a great deal of timberland here and we may start up several mills. We'll see what can
be done."**⁵⁸¹

It was true that only Empire Builder James Jerome Hill's Great Northern Railway (GNRY)
linked Minneapolis, Minnesota and Seattle
while Hill's Northern Pacific Railway another linked Duluth, Minnesota and Portland
Pacific Northwest was ripe for massive expansion of timber operations

PHILIP A. WOOLLY PLATS A TOWN NEXT TO THE THRIVING TOWN OF SEDRO

Initially, businesses in Sedro were clustered in the vicinity of (today's Riverfront Park)
one block to the east was the Fairhaven and Southern Railroad (F&S) depot
this 24x60-foot structure was being constructed two blocks north of the Skagit River
(that site is now the parking lot for Sedro-Woolley's Riverfront Park)
Land developer P. A. Woolley arrived with his family -- November 27, 1899
P. A. Woolley built his Skagit River Lumber & Shingle Mill
next to the Fairhaven and Southern Railroad rail bed which was nearly completed
F&S tracks would run on a southeasterly diagonal beside Woolley's sawmill
then turned east along Jameson Street until they turned south
one block east of Township Road and continued down to Mortimer Cook's wharf
located on the Skagit River

BURGEONING UNION MOVEMENT BEGINS IN SEATTLE

⁵⁸¹ James A. Crutchfield, *It Happened in Washington*, P. 78.

1890s saw an increase in the state's manufactured goods from \$3.25 million to \$41.79 million
organized labor actively recruited new members in the state

King County needed decent accommodations for their unions

meetings, often held weekly, were frequently conducted in basements

or else in ramshackle old buildings or in stuffy, poorly lighted halls

on one occasion a visiting union committee had to walk through a hole in the wall

of a rusty corrugated metal shack to leave a crowded meeting of the Electrical Workers Union
clearly the unions needed their own building

Western Central Labor Union (forerunner of the King County Labor Council)

appointed a committee **“to take up the matter of this union and affiliated unions erecting a
building for a permanent home for organized labor in this city.”** (unpublished transcript)

unions formed the Labor Temple Association, raised funds and bought a lot on Pike Street

UNION ORGANIZATIONS IN TACOMA

Tacoma Trades Council reorganized -- December 1899

they applied for a Charter from the American Federation of Labor

soon they began campaigning for union-backed improvements to working conditions

Many of the cities' local unions joined together

in a City Labor Council similar the old Tacoma's Trades Council

Unions in major cities across the state united to form the State Labor Federation

to lobby for legislation to provide for safety laws for workers

TOWNS OF NORTHERN WASHINGTON EXPERIENCE A GREAT BOOM

Railroads given names comprehensible only to the owners, serviced the area near Sedro and Woolley:

- Seattle, Lake Shore and Eastern Railroad ran to the south connecting Sedro and Seattle [1885];

- Seattle and Northern, operated by the Oregon Improvement Company [1888],

ran east and west connecting Anacortes with Hamilton, Washington through Sedro

Hamilton was the head of navigation on the Skagit River

one of the largest navigable streams in Washington

- Fairhaven and Southern Railway ran to the north connecting Sedro and Fairhaven [1889];

all three railroads had roadbeds that crossed a half mile north of Sedro forming a triangle

eleven trains eventually arrived daily at Sedro

Other towns on Puget Sound in addition to Tacoma, Olympia and Seattle also boomed:

- Whatcom, Washington (Bellingham) located on northern Puget Sound

was blessed with undeveloped agricultural land and deposits of coal and iron

(this was the first point on Puget Sound where coal was mined)

Whatcom was the last town before the international boundary was reached;

- La Conner, located beside the Swinomish Channel which links Skagit Bay and Padilla Bay,

served as a lumbering town with considerable agricultural land nearby;

- Anacortes, a seaport on Fidalgo Island facing Ship Harbor (today's ferry terminal),

was linked by the Seattle and Northern Railroad to the Seattle, Lake Shore and Eastern track

at Sedro and with the coal mines of Hamilton, Washington;

- Everett became the home of the Pacific Coast Steel Barge Company shipyard

which built and repaired the newest ocean-going ships

- it also was home to one of the largest paper mills in the world
 another important company in Everett manufactured steel wire nails
 lumbering, logging and farming on the tide flats were additional industries;
- Mukilteo, the original (and temporary) county seat of Snohomish County
 (had lost the County Seat election to Snohomish City by a vote of seventeen to ten
 Emory Ferguson (Snohomish founder) cast one of the deciding ballots [July 9, 1861]
 then he carried home the Snohomish County records in his vest pocket);
 - Snohomish City, new county seat of Snohomish County, was surrounded by agricultural land
 it served as the center of the cedar shingle making industry
 at Snohomish, the main Seattle, Lake Shore and Eastern track
 (would cross the Everett and Monte Cristo Railway (E&MCR) [1892]
 that reached from Everett on Puget Sound to the new silver mining district
 in the Cascade Mountains
 after another shift in population, Everett was voted the new Snohomish County Seat [1891]);
 - Sedro was an important lumbering town in Skagit County
 located sixty-eight miles north of Seattle in the center of a heavily timbered region
 Sedro claimed a sawmill capable of cutting 20,000 board feet of dressed lumber a day
 and a shingle mill that could turn out 100,000 shingles a day;
 - Woolley was begun by railroad developer Philip A. Woolley who bought land
 around the triangle of railroad tracks a half mile from Sedro
 Woolley built the Skagit River Lumber & Shingle Mill next to where the railroads crossed
 he started his namesake company town and specialized in the sale of railroad ties
 (adjoining towns of Sedro and Woolley united [December 19, 1898]);
 - Port Townsend became known as the “Gate City of the Sound”
 situated at the entrance of Admiralty Inlet on the Strait of Juan de Fuca
 it has an excellent, sheltered harbor that abutted the town
 it was the port of entry for the entire Puget Sound district
 it served as the main supply center for arriving and departing ships
 and had the customs house
 it was located near Fort Worden a military post,
 it was home to a pig-iron manufacturing plant
 (pig iron is the product of smelted iron ore
 being very brittle it is not useful as a building material)

EMPIRE BUILDER JIM HILL RECOGNIZES THE VALUE OF WESTERN TIMBER

Empire Builder James Jerome Hill was just completing his Great Northern Railway (GNRY)
 from St. Paul, Minnesota to Seattle
 Hill had acquired from the Northern Pacific Railway forty-four million acres
 of railroad land grants that consisted of odd-numbered sections along the route
 NPRY was managed by financier and banker John Pierpont “J.P.” Morgan
 Jim Hill was struck by the vast timber resources of the Pacific Northwest
 at the time most of his shipping traffic traveled from east to west -- returning boxcars were empty
 he needed a stable product to fill his eastward bound boxcars -- timber filled the need
 first, it was a natural product that was in demand

second, removing the timber opened land to farming -- and more products for shipping

TIMBER BARON FREDERICK WEYERHAEUSER EXPANDS HIS EMPIRE

Frederick Weyerhaeuser headed a Midwestern timber concern
that was **“the largest lumbering enterprise in the country”**⁵⁸²
Neighbors Weyerhaeuser and James Jerome Hill had become close friends
they spent innumerable evenings together at each other’s homes
they occasionally discussed the Pacific Northwest
one evening the conversation between Hill and Weyerhaeuser
turned to timberlands in Washington state owned by the Northern Pacific Railway (NPRY)
because Weyerhaeuser needed trees and Hill needed cash
this conversation became a negotiation

JAMES JEROME HILL AND FREDERICK WEYERHAEUSER STRIKE A BARGAIN

High shipping rates stood in the way of Jim Hill’s newest business venture: shipping wood products
wood was then shipped at a rate of ninety cents a hundred pounds
Weyerhaeuser explained that ninety cents a hundred pounds for shipping wood products
was too expensive to allow such a venture to be profitable
Weyerhaeuser proposed he could ship by rail at sixty-five cents a hundred pounds
Jim Hill set the rate at forty cents a hundred pounds for fir and fifty cents for cedar
to better entice lumberman
as noted by Historian Welford Beaton in his book *The City That Made Itself* [1914]: **“The result of this sweeping cut was magical; the woods became alive, and instead of the empty cars going eastward they were soon coming westward, for there was not enough westbound traffic to offset the enormous lumber shipments to the prairie states. The State of Washington entered upon an era of development, of growth in population and of general prosperity almost without a parallel even in this country of wonderful growth.”**

Once the shipping rate was settled Weyerhaeuser made an offer
to purchase 900,000 acres of timber land at \$5 an acre for (\$4,500,000)
Hill put the price of \$7 an acre (\$6,300,000)
they arrived at an agreed price of \$6 an acre (\$5,400,000)
their final agreement was \$3,000,000 down
and eight semiannual payments of \$300,000 plus interest
\$3,000,000 cash strained Weyerhaeuser’s finances and stretched his capacity to raise money
he did not have the capital to purchase such a large amount of land,
he asked almost every one of his partners for substantial investments to raise the money
“It took practically all the lumbermen on the upper Mississippi River to raise the money.”⁵⁸³

⁵⁸² Albro Martin, *James J. Hill and the Opening of the Northwest*, P. 465.

⁵⁸³ Ralph W. Hidy, Frank Ernest Hill, Allan Nevins, *Timber and Men: The Weyerhaeuser Story*, P. 203.

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ABOUT THE AUTHOR

I was born in Western Washington and raised in a small village on the shore of the Salish Sea. My professional life was dedicated to teaching primarily Washington State History and United States History at the junior high school level. Of course, I coached for several years. I was active in my local education association serving as president, treasurer and negotiator representing teachers. I also was active in local and state politics. After retiring from teaching I was elected Washington State Senate Sergeant-at-Arms for two four-year terms.

I began *Searchable Pacific Northwest History* as a lecture series to supplement the Washington State History textbooks available for junior high student use. I discovered that an understanding of the present is predicated on an understanding of our past.