

SEATTLE PRESS EXPEDITION SPENDS TIME IN PREPARATION FOR ITS ADVENTURE

Members of the party had been 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.”¹

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

¹ Robert L. Wood, *Across the Olympic Mountains*, P. 46.

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

RAILROADS HOLD HUGE PARCLES OF LAND MAKING IT UNAVAILABLE FOR SETTLEMENT

Before 1890 the political clamor in the West was for things such as transcontinental railroads, steamboats, wagon roads, 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

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 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

Because the Washington State Constitution was adopted without women gaining the right to vote it was necessary to pass an amendment to the constitution to enfranchise women

However, the state legislature authorized only the limited right of women to vote in school elections which had been authorized by the state's new constitution

WASHINGTON STATE LEGISLATURE DEFINES BASIC EDUCATION

In the first legislative session after statehood

legislators addressed the issues regarding the "paramount duty"² of the state

1890 Educational Act of Washington State:

- 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

² Constitution of the State of Washington, Article IX, Section 1, leg.wa.gov/CodeReviser/documents/sessionlaw/1897c118.pdf

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 IMPROVES MARKEDLY

Passage of the 1890 Educational Act of Washington State greatly improved education in the state³

(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
inequality that had characterized Washington’s education efforts 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

³ John Caldbick, “Washington’s ‘Barefoot Schoolboy Act’ is passed on March 14, 1895,” HistoryLink.org Essay 10003, January 12, 2012.

he was about to persuade legislature to vote in favor when an amendment was added changing 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

SOME 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 positon 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, 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.”⁴

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 NPYR’s land grant

⁴ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 67.

SEATTLE PRESS EXPEDITION CONTINUES ITS 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]"⁵

J.H. Christie described the day as "**cold, wet and disagreeable**"

while Charles Barnes called it "**a day of rapids and wet clothes**"⁶

DR. RUNNALS LEAVES THE SEATTLE PRESS EXPEDITION

Dr. Harris Boyle Runnals' wife suffered a serious illness in Puyallup

which eliminated him from actually completing the expedition across the Olympic Mountains

"much to the regret of himself and of the [Seattle] Press"⁷

SEATTLE PRESS EXPEDITION CHANGES TACTICS

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 had to be 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]"⁸

⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 47.

⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 47.

⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 22.

⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 62.

GREAT NORTHERN RAILWAY BEGINS CONSTRUCTION TOWARD THE PACIFIC OCEAN

Builder/owner of the Great Northern Railway was the astute Canadian-born James Jerome Hill

Jim Hill's Manitoba portion of the St. Paul, Minneapolis and Manitoba Railroad

and the Manitoba's subsidiary Minneapolis and St. Cloud Company

agreed to construct an extension of their railroad

from their western terminus at Fort Assiniboine, Montana to Puget Sound

St. Paul, Minneapolis and Manitoba Railroad

was transferred to the Great Northern Railway -- February 1, 1890

Great Northern Railway was not supported by generous government land grants and subsidies

but rather worked its way across the continent on a pay-as-you-go basis

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

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, shaky 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

Newer 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

CEDAR BOLTS ARE TURNED INTO SHINGLES

Working conditions in sawmills were only slightly better than conditions in the woods

shingle weavers received higher wages for their work

and physical exertion was less strenuous than in the woods

Shingle weaving was dexterous, 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

heavy cedar blocks ("bolts") were fed into the saw to slice off a rough shingle
when a shingle was ripped from the bold the shingle weaver reached over the saw
with his left hand to remove 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, turn over the shingle
and trim its edge
he could not take the time to watch what his left hand was doing
he was too busy studying the shingle for knotholes to be cut out
by the second whirling saw near his right hand
if the shingle contained a knothole, the narrow strip surrounding the knot was removed
with two quick movements of his right hand using the second saw
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 in the air 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 WEAVERS ARE VERY SKILLFUL

Shingle weaving was an extraordinarily dangerous occupation -- dexterity and quickness were needed
shingle weavers were paid by piece work (ten cents per thousand shingles)
skilled shingle weavers set the pace for entire shingle mill crew
journeymen (skilled) weavers could cut 30,000 shingles in a ten-hour shift
production of more than 100,000 shingles cut in a single day were common

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)

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 field (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 (located 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

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

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 their businesses

large-scale irrigation projects would be necessary forcing local farmers

to become dependent on outside promoters and irrigation companies

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

Washington legislature attempted to help farmers on the East side by providing money to dig wells

like the private water companies, Washington State 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

large-scale irrigation projects would be necessary which forced farmers east of the Cascades

to depend on outside promoters and irrigation companies

Washington State withdrew its offer to finance well drilling

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

state legislators asked Congress to provide irrigation funding for use in Eastern Washington

POULTRY INDUSTRY IS ATTEMPTED ON BOTH SIDES OF THE CASCADE MOUNTAINS

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
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
reaching 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, LAKE SHORE AND EASTERN RAILROAD REACHES SKAGIT COUNTY

Judge Thomas Burke and Daniel Gilman's Seattle, Lake Shore and Eastern Railroad (SLS&E)
pushed a line of 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 a competing railroad track laying crew

TWO RAILROAD COMPANIES COMPETE FOR THE LAKE MCMURRAY RIGHT-OF-WAY

Seattle, Lake Shore and Eastern Railroad (SLS&E) and the Fairhaven & Southern (F&S) Railroad
each had a construction force of men at work on their respective routes near Lake McMurray

both railroads needed the narrow pass around Lake McMurray in Skagit County
F&S crewmen were camped near the lake and intended to begin construction work
before SLS&E crews could arrive at the site
but a SLS&E construction force 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 made a detour through the woods, 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 Railroad won the battle
and soon won the war for the route from Seattle to the Canadian border

SEATTLE, LAKE SHORE AND EASTERN RAILROAD CONTINUES TO BUILD NORTH

San Francisco Bridge Company announced it was building a trestle for SLS&E
over the Stillaguamish River at Arlington one week later
When that bridge was finished they moved north and built a similar trestle with a draw span
over the Skagit River a half mile west of Mortimer Cook's Sedro
(that trestle still stands today, the last legacy of the SLS&E)

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 the 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]⁹

LEGISLATURE PROVIDES MONEY 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

⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 87.

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"
for example, it was discovered a variety of bulbs which had been 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

STATE 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 to the farmers

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
they took two day rations with them -- March 24, 1890

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"¹⁰
when they came upon a tree double-blazed in the Indian fashion
they 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 trial, 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.

¹⁰ Robert L. Wood, *Across the Olympic Mountains*, P. 98.

This was at once identified as an Indian wringing post for dressing skins. The post bore signs of 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]"¹¹

SEATTLE PRESS EXPEDITION CONTINUES CROSSING THE OLYMPIC MOUNTAINS

J.H. Christie, Charles Barnes, and Christopher Hayes followed an ancient Indian trail -- March 25

"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]"¹²

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)

SEATTLE, LAKE SHORE AND EASTERN RAILROAD ROUTE TO SNOQUALMIE FALLS

Seattle, Lake Shore and Eastern Railroad route was recorded by thirteen-year-old Otto Reinig

as he rode the train to Snoqualmie Falls -- 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,**

¹¹ Robert L. Wood, *Across the Olympic Mountains*, P. 99.

¹² Robert L. Wood, *Across the Olympic Mountains*, P. 105.

York, Redmond, Adelaide, Inglewood, Monohan, Gilman, Preston, Fall City and Snoqualmie Falls”¹³
and arrived after a two hour fifty-minute journey

he had traveled about forty-five miles at an average speed of fifteen miles per hour

FIRST SESSION OF THE WASHINGTON STATE LEGISLATURE ADJOURNS

Washington State Legislature adjourned *sine die* (not to meet again) 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 perfect a state 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])

GOVERNMENT OF BRITISH COLUMBIA WANTS AN INTERNATIONAL RAILROAD

British Columbia’s provincial legislature issued a charter
to the New Westminster Southern Railway Company for a line
from the Fraser River to the international border at Blaine, Washington [1887] -- April 1890
Initial construction plans foundered as the Canadian Pacific Railroad held a monopoly in Canada
even a shortline railroad was not to be tolerated
funding problems added to the woes of the New Westminster Southern Railway Company

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 narrower¹⁴

Hungry expedition members set out -- early morning April 7, 1890

J.H. Christie and Charles Barnes climbed the lower slopes

¹³ “Seattle, Lake Shore & Eastern Railway, www.fallcityhistorical.org

¹⁴ Robert L. Wood, *Across the Olympic Mountains*, P. 118.

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 unsuspicious 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]"¹⁵

Captain Barnes hurriedly joined Christie

as he approached, it became obvious the elk had been dead for over a month

"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."¹⁶

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

EMPIRE BUILDER JIM HILL CONTEMPLATES AN INTERNATIONAL RAILROAD

When the issue of railroad competition was resolved by the Canadian government,
Empire Builder James Jerome Hill financed the New Westminster and Southern Railway (NWSR)
as part of his Great Northern Railway (GNRY) empire
New Westminster and Southern Railway (NWSR) was to connect the Canadian Pacific Railway

¹⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 119-120.

¹⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 120.

with Hill's Great Northern Railway
Construction on NWSR route began -- April 1890
track began at Brownsville, B.C. on the Fraser River across from New Westminster
and linked with Port Kell, B.C. before entering Clover Valley (Cloverdale, B.C.)
and Hazelmere, B.C.

PROGRESS IS APPARENT IN PIERCE COUNTY

William Rust took over Tacoma's Ryan Smelter from the cash strapped Dennis Ryan
who had built it two years before [1888]

Rust changed the company 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"
(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 was formed to hold the title to a city building at the foot of 12th Street
delegates from eight local workers' 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
rather a presiding officer was chosen for each meeting -- no man could serve twice in succession
for the first year of its organization the Tacoma Trades Council had no sustaining president
(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
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
in fact, 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 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]"¹⁷**

SEATTLE PRESS EXPEDITION WITNESSES NATURE'S FORCE

Although a Sunday, the men decided to continue their trek -- April 27, 1890
travel was necessary as supplies were dwindling at an alarming rate

¹⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 138.

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]”¹⁸

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

¹⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 142.

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]¹⁹

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"²⁰

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]²¹

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 least 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

¹⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 142-143.

²⁰ Robert L. Wood, *Across the Olympic Mountains*, P.151.

²¹ Robert L. Wood, *Across the Olympic Mountains*, P. 151.

them would often become dangerous by accretion [growth] by the time they reached us a little way below.” [Charles Barnes]²²

SEATTLE PRESS EXPEDITION FINDS SNOW GIVES WAY TO EVEN MORE DIFFICULT ROCK

Crossing the high country between the Elwha and Quinault rivers was difficult -- May 4, 1890
trekking through snow gave way to rock climbing

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 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]²³

YET ANOTHER SHORTLINE RAILROAD BEGINS OPERATION IN WASHINGTON TERRITORY

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 had been 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 and the track was extended to Cosmopolis, Washington

SEATTLE PRESS EXPEDITION REACHES THE QUINAULT RIVER

They had 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

²² Robert L. Wood, *Across the Olympic Mountains*, P. 157.

²³ Robert L. Wood, *Across the Olympic Mountains*, P. 164.

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]²⁴

SEATTLE PRESS EXPEDITION FINDS THE QUINAULT RIVERS 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]²⁵

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]²⁶

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

²⁴ Robert L. Wood, *Across the Olympic Mountains*, P. 179.

²⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 181.

²⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 182.

“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]²⁷

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]²⁸

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

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.”**²⁹

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

²⁷ Robert L. Wood, *Across the Olympic Mountains*, P. 183.

²⁸ Robert L. Wood, *Across the Olympic Mountains*, P. 184

²⁹ Robert L. Wood, *Across the Olympic Mountains*, P. 188.

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.”³⁰

While chopping logs, the party was surprised to see a man emerge from the forest across the river
“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]³¹

SEATTLE PRESS EXPEDITION RUNS INTO MORE TROUBLE

Mr. Antrim gave them information about the river and offered to assist any way he could receiving assurances from the Indian guide 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, 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]³²

As the raft rounded a sharp bend in the Quinault River they were horrified to see the whole 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

³⁰ Robert L. Wood, *Across the Olympic Mountains*, P. 188-189.

³¹ Robert L. Wood, *Across the Olympic Mountains*, P. 189.

³² Robert L. Wood, *Across the Olympic Mountains*, P. 190.

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.**"³³
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]³⁴
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 ourselves, and so we finished the drying out process and had the pleasure of adding to Mr. Antrim's

³³ Robert L. Wood, *Across the Olympic Mountains*, P. 191.

³⁴ Robert L. Wood, *Across the Olympic Mountains*, P. 192.

wardrobe a pair of blanket ‘duffels’ for his feet, an acquisition which, however comfortable, may create some amusement in the family circle at Aberdeen. Duffles 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]³⁵

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 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.”³⁶

GREAT NORTHERN RAILWAY NEEDS A PASS THROUGH THE CASCADE MOUNTAINS

Engineer and surveyor John F. Stevens after finding the Rocky Mountain route through Marias Pass was next sent by Empire Builder James J. Hill west to Spokane and the Columbia River to find a route through the Cascade Mountains of Washington -- spring 1890

Exploration of the Cascades seeking a mountain pass had previously been conducted by Hubert C. Ward [1872] who explored for the Northern Pacific Railway

Ward had learned from Native Americans that there was a low pass at the head of a creek, a tributary of the Wenatchee River, which led to one of the sources of the Skykomish River Albert Bowman, an engineer working for the Great Northern Railway also heard the same story but he also learned that no Indians or whites had visited the area the unnamed creek [1887]

³⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 194.

³⁶ Robert L. Wood, *Across the Olympic Mountains*, P. 197.

neither Ward nor Bowman had time to conduct a thorough investigation of the area
Stevens devoted himself to the exploration of the Cascades to determine the best route to the coast
equipped with surveys, including those done by engineers working from the Pacific Coast,

Stevens tramped for miles examining passes that did not satisfy him
dense forests and lack of trails made this mountain work onerous
after searching 4,500 square miles of the Cascade Range,

John F. Stevens followed a stream (later named Nason Creek) flowing from the west
that emptied into the south end of Lake Wenatchee

this creek led him to the summit of the Cascade Mountains

Stevens documented there were no indications that the pass was used
there was no sign of any trails, blazes, campsites, or old campfires
for at least ten miles in either direction

this area was thickly forested and covered with almost impenetrable brush
noting the creek's relationship with a low crest in the mountains,

Stevens felt certain he had found a feasible rail route over the Cascades

John Stevens sent another Great Northern engineer, F. B. Haskell, to survey the proposed route
after he had confirmed the route was indeed feasible, Haskell carved "Stevens Pass" on a tree
(located seventeen miles east of what was to become the town of Skykomish)
thus naming the pass, as Jim Hill had promised, in honor of his chief locating engineer

NORTHERN PACIFIC RAILWAY PURCHASES LAND IN THE YAKIMA VALLEY

Irrigation could greatly advance farming in the Yakima Valley and raise property values drastically
water supply was so plentiful and farming potential so vast that engineers predicted
670,000 acres of rich, volcanic-ash soil blessed with summer heat could be reclaimed
by use of irrigation

railroad transportation had already been established for shipping the harvest to market
Northern Pacific Railway bought tracts of dry land in the Yakima Valley at \$4.00 an acre -- 1890

NORTHERN PACIFIC RAILWAY SELLS LAND GRANT LAND TO ITSELF

Northern Pacific Railway (NPRY) bought two-thirds of the stock
of Walter Granger's [1889] Yakima Land and Canal Company
thus gaining controlling interest in the irrigation company that provided water to land -- 1890
Granger's Yakima Land and Canal Company changed its name
to the "Northern Pacific, Kittitas, and Yakima Irrigation Company"
NPRY employee Paul Schulze, who headed the railroad's land department, was named president
Walter Granger became vice president and general manager

Granger was charged with creating and implementing the irrigation system
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
this large private project in Washington was known as the Sunnyside Canal

NORTHERN PACIFIC RAILWAY (NPRY) COMPANY ATTEMPTS TO WATER ARID LAND

Yakima River rushes from the Cascade Mountains southeast to join the Columbia River at Richland
its 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 (NPRY) lured the town of Yakima City [1884]
private irrigation companies had learned water would boost the value of the land
several private irrigation projects were in place in Kittitas and Yakima counties
NPRY'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
NPRY then sold the irrigated land to farmers for \$50.00 an acre
fruit crops were planted in the Columbia River tributary valleys

NORTHERN PACIFIC RAILWAY BUYS THE SEATTLE LAKE SHORE & EASTERN RAILROAD

Northern Pacific Railway (NPRY) President Thomas Oakes announced his company had purchased
a majority of Seattle, Lake Shore and Eastern Railroad (SLS&E) stock for \$40 million
Seattle, Lake Shore and Eastern Railroad (SLS&E) came under the control of the NPRY
as a branch line -- May 23, 1890
Seattle's link with Canada no longer existed nor did the city's route to the Squak coal mines
(SLS&E ceased operations [May 16, 1896]
bankrupt NPRY's Seattle Lake Shore & Eastern Railroad
was sold at foreclosure [June 19, 1896])

SEATTLE AND MONTANA RAILWAY IS INCORPORATED BY JAMES J. HILL

Empire Builder James Jerome Hill's Fairhaven and Southern Railroad
linked Fairhaven on Bellingham Bay with the international border at Blaine, Washington
forty-nine miles of Fairhaven & Southern Railroad track also had been laid from Fairhaven
south to the Skagit River passing through (today's Burlington)

Hill's New Westminster and Southern Railway linked New Westminster, B.C. on the Fraser River
with Blaine

Jim Hill incorporated a new railroad line to run northward from Seattle
to connect with the Fairhaven and Southern Railroad
oddly, he named his new company the Seattle & Montana Railway
although it had nothing to do with Montana

Construction began on the Seattle & Montana Railway -- May 1890
contractors began clearing land, blasting stumps, driving piling and building cribbing for trestles
along the seventy-nine-mile route north from Seattle to the Skagit River

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 known 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)
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”³⁷

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 had taken 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,

³⁷ William D. Welch, *A Brief History of Port Angeles*, P. 13.

- 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
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 1890³⁸

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 demanded more currency be put into circulation -- regardless of the inflationary results
they believed economic problems would be solved by free coinage of silver to back dollars
silver could be added to gold to back the value of cash
thus allowing for more money in circulation -- and therefore more cash to spend
more cash would drive farm prices and wages up

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
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

³⁸ Daryl C. McClary, *McNeil Island and the Federal Penitentiary*, Essay 5238, Link.org, April 17, 2003.

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

GREAT NORTHERN RAILWAY (GNRY) EXPANDS ACROSS THE WEST

Construction work continued from Fort Assiniboine, Montana toward Puget Sound -- August 1890
work proceeded along a route south of, and parallel to, the international boundary

Empire Builder James Jerome Hill’s Great Northern Railway (GNRY)
was, in fact, sandwiched between the Northern Pacific Railway
and the Canadian Pacific Railway systems

SEATTLE AND NORTHERN RAILROAD BEGINS OPERATION

Seattle & Northern Railroad (S&N) ran its first train
from Ship Harbor (today’s Anacortes ferry terminal)
to seven miles beyond Sedro, Washington -- August 15, 1890

S&N extended east from Sedro 1890-[1891] (but the line terminated at Rockport, Washington [1901])
James Jerome Hill purchased the S&N through his Seattle & Montana Railroad
Seattle & Northern became part of the Great Northern Railway empire [1901])

WILLIAM RUST’S TACOMA SMEILING 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 SMEILING AND REFINING COMPANY PRODUCES BUILLION

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 blushingly request a closer acquaintance."**³⁹

Spokane owned the newly operational Washington Water Power Company

³⁹ Rowland Bond, *Spokane Falls Exposition in 1890 Great Event*, Spokane Daily Chronicle, June 16, 1962.

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
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

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

SOMETIMES EMPIRE BUILDER JAMES J. HILL'S METHODS ARE DEVIOUS

Empire Builder James Jerome Hill bought many short-line 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 track 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 as the best timberland
in the state of Washington

Empire Builder James J. Hill made ready for the 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

ENGINEER JOHN F. STEVENS DEVELOPS A PLAN TO CONQUERS THE CASCADES

John Stevens used his imaginative engineering skills to design a switchback system -- 1891

that was to serve as a temporary crossing of the Cascades until a tunnel could be built

Great Northern Railway track climbed the area between the Wenatchee River and Nason Creek toward the 4,062-foot summit of (what became) Stevens Pass, Washington

near the summit, a series of switchbacks on a four percent grade were 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

good to his word, Jim Hill named the mountain pass in John Steven's honor

CANADIAN PACIFIC RAILWAY FEELS THREATENED BY AMERICAN RAILROAD GROWTH

Successful silver-lead mining operations expanded in Southern British Columbia

Columbia and Kootenay Rivers provided easy north-south transportation corridors

Canadian Pacific Railway President William Van Horn 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 pressures

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

FIRST INTERNATIONAL RAILROAD WEST OF THE ROCKIES BEGINS OPERATION

Empire Builder James Jerome Hill connected the first international railroad west of the Rockies

his New Westminster and Southern Railway (NWSR) ran from the south side of the Fraser River

opposite New Westminster, British Columbia to the international border

where it connected with another Hill line, the Fairhaven and Southern Railroad at Blaine

Jim Hill's international train service connected New Westminster, B.C. on the Fraser River

with Fairhaven, Washington on Bellingham

Two special trains met at the border to celebrate the driving of the last spikes -- February 14, 1891

CONSTRUCTION CONTINUES ON JIM HILL'S SEATTLE AND MONTANA RAILWAY

Construction of the Seattle & Montana line between Seattle began and was pushed rapidly

to reach a junction with the Seattle & Northern Railroad (S&N) at Burlington

Jim Hill's proposed route had three major rivers to cross: Snohomish, Stillaguamish and the Skagit

other difficulties also occurred:⁴⁰

- 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 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 rockless soil
 - (a Christmas day storm washed out tracks for a mile near Richmond Beach);
 - 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, the northern end of Seattle and Montana Railway track was completed linking the Canadian border with Everett

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

⁴⁰ Karen Prasse, Essay 8688 Historylink.org, September 13, 2008.

accomplished just what attorney John C. Murphy had predicted

President Grover Cleveland signed legislation opening the reserve -- March 3, 1891

thus 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

RAILROADS LEAD TO THE DEVELOPMENT OF SEDRO, WASHINGTON

Railroads, given names comprehensible only to the owners, served the region near Sedro:

- Northern Pacific Railway (NPRY) affiliate Seattle, Lake Shore and Eastern Railroad
ran to the south connecting Sedro and Seattle;
- Great Northern Railway (GNRY) Fairhaven and Southern Railway ran to the north
connecting Sedro and Fairhaven;
- Seattle and Northern, operated by the Oregon Improvement Company,
ran east and west connecting Anacortes with Hamilton through Sedro
Hamilton was the head of navigation on the Skagit River
one of the largest navigable streams in Washington
all three railroads had roadbeds that crossed a half mile north of Sedro forming a triangle
eleven trains eventually arrived daily at Sedro

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

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])

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 Bremerton
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
this was 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 trust
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

Several weeks later the Canadian Pacific Railway's branch line, the New Westminster Southern,
reached the border)

First through-train from Vancouver, B.C. arrived in New Whatcom -- May 28, 1891

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!**"⁴¹

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

⁴¹ Robert A. Campbell, "Blacks and the Coal Mines of Western Washington, 1888-1896," Pacific Northwest Quarterly. LXXIII (October, 1982) P. 146-155.

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
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
following the Farmers' Alliance lead, Washington reformers met in North Yakima -- July 1891
included in the meeting was labor which sent thirty-eight delegates
convention platform for change reflected workers' interests as they demanded:

- 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

however, changing circumstances brought about its permanent closure and demolition in [1922]

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 LINKS WITH THE FAIRHAVEN AND SOUTHERN

Jim Hill's Montana & Seattle Railway track-laying machine reached the Stillaguamish River
while the Stillaguamish was being bridged the Montana & Seattle Railway track-laying machine
was barged across and put to work building northward on the Fairhaven & Southern roadbed
one eyewitness reported: "**It was in September of 1891 that 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....”⁴²

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

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 railroad

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**

⁴² Gustav B. Joergenson, “History of the Twin Cities Country,” *Twin City News*, March 31, 1949, P. 2.

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).’”⁴³

Jim Hill knew he had struck one of the city’s leaders’ throbbing nerves

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

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 New Westminster, British Columbia -- October 11, 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

⁴³ Joel E. Ferris edited by David W. Wilma, “Hill, James Jerome (1838-1916),” Essay 7294, HistoryLink.org, July 10, 2005.

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]."⁴⁴

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."⁴⁵

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

it took to travel from Seattle to Fairhaven (Bellingham) from eight to ten hours on a steamer

to four hours on a train

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

⁴⁴ Gustav B. Joergenson, "History of the Twin Cities Country," *Twin City News*, March 31, 1949, P. 2.

⁴⁵ Seattle and Great Northern Railway, From the Public Relations Department, Seattle, Washington, 1952.

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

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

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

JIM HILL'S SEATTLE AND MONTANA RAILWAY CHANGES ITS ROUTE

Great Northern Railway engineers decided to build a water level route

for their Seattle & Montana Railway between Burlington and Fairhaven because of the hilly terrain

used by the Fairhaven and Southern (north of Burlington, Washington)

construction along the shore of Puget Sound's Samish Bay was begun

(below today's Chuckanut Drive)

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 & Southern, New Westminster & Southern, Seattle & Northern
and Seattle & Montana railroads were all consolidated into the Great Northern Railway system
as part of the “Coast Line” system -- November 27, 1891

REGULAR INTERNATIONAL TRAIN SERVICE BEGINS IN WASHINGTON STATE

Scheduled train service between Seattle and Vancouver, B.C. began -- December 2, 1891
Railroad Avenue in Sehome (Bellingham) became the hub of the Whatcom County economy
over Bellingham Bay and British Columbia Railroad (BB&BC) rails
came passengers and freight from Canada and northern Whatcom County
logs and lumber, shingles and farm products destined for the mills on the Bellingham Bay
and for Seattle, Tacoma, and ports all along Puget Sound were shipped
over the BB&BC's Sehome Wharf
local Sehome businesses flourished
grocery stores, feed and seed stores, warehouse companies, taverns and brothels
all prospered side by side

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 declared 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.**”⁴⁶

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

To hasten construction, work was then 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)

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 line ran on the left bank to the Skykomish River

up its south fork to Stevens Pass

GREAT NORTHERN RAILWAY CONTINUES TO LAY TRACK TO THE WEST

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

extended rails reached from near Havre to Kalispell, Montana -- winter 1891-1892

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

⁴⁶ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 16.

eight switchbacks were constructed through the Cascades -- 1892

three on the east side of the Cascades and five legs with a grade of 4% on the west side

(operation over this ten-mile line was expensive

outlay in time, manpower and locomotive power was high

trains 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 on the western slope of the

Cascades at the construction site 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 BUILDS A DEPOT

Bellingham Bay and British Columbia Railroad (BB&BC) built an ornate passenger and freight Depot

on the block between Sehome's Maple and Chestnut streets -- 1892

(on the site of today's Depot Market Square -- today's 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

(several years later a hotel was added just to the north of the Depot building)

(Railroad Avenue remained a railroad street [until 1980]

when Burlington Northern, who had bought out the BB&BC [in 1911],
finally abandoned their operations selling much of their land on Railroad Avenue to the city
at one time there were three BB&BC tracks on Railroad Ave
and 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)

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 free 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]

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 him everything he wanted
they guaranteed to secure and donate the right-of-way through the city limits
Hill agreed to locate 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
it was established as the dominate community of North Central Washington

SUNNYSIDE CANAL BEGINS TO DELIVER WATER TO THE YAKIMA VALLEY

Northern Pacific Railway's Sunnyside Canal plan was 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"⁴⁷
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!"⁴⁸

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

⁴⁷ David Lavender, *Land of Giant*, P, 437.

⁴⁸ David Lavender, *Land of Giant*, P, 437.

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 NPYR 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

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.1⁴⁹

(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,
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])

TACOMA, OLYMPIA AND PACIFIC RAILROAD IS COMPLETED TO OCOSTA-BY-THE-SEA
Tacoma, Olympia and Pacific Railroad (TO&P) a subsidiary of the Northern Pacific Railway (NPRY)
began carrying freight from Tacoma through Elma, Montesano and Cosmopolis
and ended at Ocosta-by-the-sea -- 1892
(however, shortly after the line was completed the devastating financial panic of [1893]
coupled with a lack of expected federal funds to deepen the harbor near Ocosta-by-the-sea
and a large labor strike spelled trouble for the Ocosta-by-the-sea terminus)

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

⁴⁹ David Wilma, *Worst coalmine disaster in Washington history kills 45 miners at Roslyn on May 10, 1892*, HistoryLink.org Essay 8016, December 4, 2006.

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

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

its 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 (per cent 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' 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.”**⁵⁰

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,

⁵⁰ Oscar Osburn Winther, *The Great Northwest*, P. 399.

- 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
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

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 THE 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 Oysterville⁵¹
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

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 extensive improvements and sound maintenance

while at the same time keeping tight personal control as the project advanced

GREAT NORTHERN RAILWAY CROSSES THE CASCADE MOUNTAINS

Great Northern Railway (GNRY) track was laid from Wenatchee in the east

GNRY track reached over the Cascade Mountains which were overcome

using eight switchbacks to cross Stevens Pass at a height of 4,062 feet to Everett, Washington

GNRR track stretched eastward from Everett to Snohomish then up the Skykomish River

to Scenic, Washington where last spike was driven on the Western slope of the Cascades

near the summit of Stevens Pass -- January 6, 1893

⁵¹ Jennifer Ott, "South Bend residents seize Pacific County records from Oysterville on February 5, 1893," Essay 9838, HistoryLink.org, June 6, 2011.

Chief Construction Engineer John F. Stevens had proven once again
he could work with construction contractors even under the most difficult circumstances

GREAT NORTHERN RAILWAY (GNRY) EXTENDS FROM SEATTLE TO EVERETT

Seattle was humbled by being served only by an indifferent Northern Pacific Railway (NPRY)
branch line from Tacoma

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
Seattle was undeveloped

the town 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

Seattle, Lake Shore and Eastern Railroad largely controlled approaches to the city
(this had been bought out by the Northern Pacific Railway [1990] not to help Seattle
but to keep Jim Hill from using the line to gain access to Puget Sound)

Seattle's problem bothered Jim Hill not at all

he had incorporated a subsidiary called the Seattle and Montana [1892]
to build from Seattle to the Canadian border
entry into Seattle was secured across the tide flats and made usable by a broad earth fill
laying thirty-three miles of track from Seattle north to Everett was begun

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 goes into session -- 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 CONTINUES⁵²

When the Superior Court injunction stopping the move of the county seat dissolved
and 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.”⁵³
other county officials on hand cooperated with the crowd
except for County Auditor Phil D. Barney who refused to receive the court order

⁵² Jennifer Ott, "South Bend residents seize Pacific County records from Oysterville on February 5, 1893," Essay 9838, HistoryLink.org, June 06, 2011.

⁵³ *South Bend Journal*, "Removed!" February 10, 1893, P. 1.

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

During the "Gilded Age" of the [1870s and 1880s] the United States had 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 CP 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 their 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

Great Northern Railway's (GNRY) transcontinental route was completed
to provide competition for the Northern Pacific Railway (NPRY)

last rail on the 834-mile stretch from Fort Assiniboine, Montana to Puget Sound was placed
Everett had been linked with Helena, Montana and on to St. Paul, Minnesota

not one acre of the usual government land grants had been taken in the new construction

First scheduled Great Northern Railway (GNRY) passenger train departed Seattle's departed the depot
at the foot of Marion Street -- 8:15 A.M. June 18, 1893

as 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 to St. Paul
about twenty 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
and continued on to Spokane before leaving Washington State

Jim Hill now operated a 3,765-mile long transcontinental railroad system

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 village town

through which it passed on its way to Puget Sound

passengers waved back their greetings with hats and handkerchiefs at the locals

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]

Eastbound run from Seattle had taken seventy-five hours

GREAT NORTHERN RAILWAY TRAIN FROM ST. PAUL 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

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

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 to St. Paul was cut to \$35
round-trip fare to Chicago was \$86.20 -- June 22, 1893
GNRY announced a new rate reducing the first-class fare between Seattle and St. Paul to \$25
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

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 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 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)

TACOMA ENTERS THE PUBLIC UTILITY BUSINESS

After they had 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

SETTLE 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**”⁵⁴

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.**”⁵⁵

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
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

⁵⁴ Seattle and Great Northern Railway, From the Public Relations Department, Seattle, Washington, 1952.

⁵⁵ Seattle and Great Northern Railway, From the Public Relations Department, Seattle, Washington, 1952.

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 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 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 much 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

JIM HILL CONTINUES TO EXPAND HIS RAILROAD EMPIRE

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 or Northern Pacific 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

to buy control of the Oregon Rail and Navigation Company

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

LAND 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, along 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.**"⁵⁶ -- 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

⁵⁶ Oscar Osburn Winther, *The Great Northwest*, P. 316.

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 DEPENDS

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" (unemployed men willing but unable to find work -- bums did not work)
crisscrossed the nation walking or hiding on freight trains
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 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

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 instead
Northern Pacific Railway (NPRY) officials went to the leaders of Aberdeen for a second time
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 an 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 a Northern Pacific Railway proposal

PEOPLE OF ABERDEEN DECIDE TO BUILD A RAILROAD OF THEIR OWN

Citizens 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 during the weekdays
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. Coxey 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 Coxey proved to be ineffective at publicizing his proposals

Coxey 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 Coxey 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 Coxey 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 MASSILLION, 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 Oho 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 COMMANDER 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 obtained 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*⁵⁷
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.**”⁵⁸

Henry Shepard was elected as their “General” of the Northwestern Industrial Army
he formed a “regiment” of seven companies⁵⁹

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*)⁶⁰

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*)⁶¹

citizens and businesses in Seattle provided the men and needy families with food and some funds

TACOMA’S UNEMPLOYED ALSO PREPARES TO MARCH ON WASHINGTON, D.C.

Seattle Northwestern Industrial Army leader Henry Shepard

⁵⁷ David Wilma, *Northwestern Industrial Army marches to join Coxey's Army on April 25, 1894*, HistoryLink.org Essay 2181, March 15, 2000.

⁵⁸ Murray Morgan, *Jumbo and Mrs. General Cantwell*, Tacoma Library Northwest Room, 1960.

⁵⁹ Murray Morgan, “*Murray's People; A Collection of Essays*” Tacoma Public Library Northwest Room.

⁶⁰ David Wilma, *Northwestern Industrial Army marches to join Coxey's Army on April 25, 1894*, HistoryLink.org Essay 2181, March 15, 2000.

⁶¹ David Wilma, *Northwestern Industrial Army marches to join Coxey's Army on April 25, 1894*, HistoryLink.org Essay 2181, March 15, 2000.

helped organize a continent 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...**"⁶²

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

PORLAND'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

⁶² Murray Morgan, *Jumbo and Mrs. General Cantwell*, Tacoma Library Northwest Room, 1960.

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
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 PUYALLUP

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 copies of a restraining order
issued by United States Circuit Court Judge C. H. Hanford of Seattle that prohibited any action
that would deprive 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, the Oregon 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
Marshal 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.**"⁶³

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 point of view

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

⁶³ Lindsey Almont, *The Pullman Strike, The Story of a Unique Experiment and of a Great Upheaval*, P. 123.

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
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 MORE SUCCESS THAN OTHER COMMONWEALERS

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**”⁶⁴

⁶⁴ Heath W. Carter, “Scab Ministers, Striking Saints: Christianity and Class Conflict in 1894 Chicago” *American Nineteenth Century History* 11, no. 3: 321-49.

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
however, 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
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 -- 1890

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

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 TRADEGY 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**”⁶⁵

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.**”⁶⁶

Oregon Improvement Company was, according to the *Seattle Post-Intelligencer*,

⁶⁵ David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999.

⁶⁶ David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999.

“entirely exonerated from any blame on or negligence in the matter”⁶⁷

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**

⁶⁷ David Wilma, *Coal mine fire at Franklin suffocates 37 miners on August 24, 1894*, HistoryLink.org Essay 2220, January 1, 1999.

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
\$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. 1⁶⁸

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”⁶⁹

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

⁶⁸ John Caldbick, “Washington’s ‘Barefoot Schoolboy Act’ is passed on March 14, 1895,” HistoryLink.org Essay 10003, January 12, 2012.

⁶⁹ Pacific Coast Institute, August 20-25, Tacoma Wash., available from <http://content.lib.washington.edu/cgi-bin/docviewer.exe?CISOROOT=/lctext&CISOPTR=1417>

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
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 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 had 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 CONTINUES TO BE 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)

EMPIRE BUILDER JAMES JEROME HILL EXPANDS HIS RAILROAD SYSTEM ONCE AGAIN

James Jerome Hill's Great Northern Railway transported all of the Northwest's ore mining equipment
also 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 James Jerome Hill was determined to completely merge the Northern Pacific Railway
with 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, Washington) 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)
Glennsites 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 disable 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)

Abagail 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) ([893])
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 seats in the state House and three in the state Senate -- 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**”⁷⁰
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

FORMER GLENNISITES SEARCH FOR A NEW HOME ON PIERCE COUNTY’S KEY PNINSULA

After the failure of Glennis Cooperative Industrial Company at Clear Lake (outside of Eatonville)
Glennsites 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 Glennsites 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”

⁷⁰ *Seattle Republican* newspaper, June 15, 1900

- 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 completed n [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 linking Wallula, Washington Territory with Pendleton, Oregon [1886]
led by George Washington Hunt, of Walla Walla
and primary financial backer NPY Director C. B. Wright was organized
in an effort to create some competition in Pendleton, Oregon area
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])

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 JAMES JEROME HILL REACHES OUT TO JAPAN

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

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 States 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

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.”⁷¹**

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

⁷¹ Kenneth Whyte, *The Uncrowned King*, P 212.

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 (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)

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 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 to serve 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 was a proposal that 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
lash 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 the new agreement less than satisfactory power rested in Morgan's hands, and Hill's Great Northern Railway 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**"⁷²
(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"⁷³

⁷² 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.

⁷³ Marc Tyler Nobleman, *The Klondike Gold Rush*, P. 16.

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 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
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 up 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
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 the 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 Bryan 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 AT THE CONFLUENCE OF THE YUKON AND KLONDIKE RIVERS
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 Glennsites 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 Glennsites 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.**”⁷⁴

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

⁷⁴ Edward P. Johanningsmeier, *Forging American Communism, The Life of William Z. Foster*, P. 50.

thanks to the blatant purchase of votes by a frightened Republican political machine
After the election President William McKinley also enjoyed a working majority
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 county 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
(When Congress passed an appropriation 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 some 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 KLODKE 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 SWEPT 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.”⁷⁵**
Wary of capitalism, Governor Rogers was also disdainful of its opposite: socialism
he believed socialism would **“erode individual rights and responsibilities”⁷⁶**

FUSIONIST PARTY HAD AN OPPORTUNITY TO MAKE LOCAL REFORMS HAPPEN

Fusionists failed to achieve their aggressive agenda although they controlled all of Washington’s state-wide elected officials, both congressmen and a majority of both houses of the state legislature:

- amend 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,

⁷⁵ Shelby Scates, *Warren G. Magnuson*, P. 21

⁷⁶ Shelby Scates, *Warren G. Magnuson*, P. 21.

- 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**"⁷⁷

he sought "**regulations for control of the corporate bodies whose avarice leads them to disregard the interests of the individual**"⁷⁸

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,
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

⁷⁷ Shelby Scates, *Warren G. Magnuson*, P. 22.

⁷⁸ Shelby Scates, *Warren G. Magnuson*, P. 22.

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 the 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.**”⁷⁹
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...**”⁸⁰

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

⁷⁹ Edward P. Johanningsmeier, *Forging American Communism, The Life of William Z. Foster*, P. 50.

⁸⁰ <http://harborhistorymuseum.blogspot.com/2014/06/home-washington.html>, June 26, 2014.

to St. Michael Island, District of Alaska

At St. Michael Island lucky "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 proclamation creating the Olympic Forest Reserve
permanent with the passage of the Forest Land Act of 1897 -- June 4, 1897

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 biding his time
at least this was a bracing prize for Jim Hill to contemplate

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”⁸¹

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;

⁸¹Klondike 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.

- 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.”⁸²**

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 “stampeder”
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;
- 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

⁸² James A. Crutchfield, *It Happened in Washington.*, P. 68.

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

DYEÀ, 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
stampeders, 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

Stampeders from Seattle and other Washington State 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 packed from Dyea on the Chilkoot Tail 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 stampeders climbed the golden staircase
each prospector made dozens of trips carrying their supplies fifty pounds at a time
many hired Tinglet Native Americans to carry their goods
for most the staircase was not golden
many stampeders 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
from Moran Brothers’ shipyard 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 bungo 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 "shill" 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 shills

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 shills 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 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 steeps 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

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 Angels

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 Elliott 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 stampeders, 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

Bracket 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 stampeders 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.**”⁸³

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 stampeders 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

⁸³ *The Seattle Daily Times*, “At the Yukon Dog Yard,” November 11, 1897, P. 8.

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

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 ARE MADE 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**”⁸⁴

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**”⁸⁵

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

⁸⁴ Shelby Scates, *Warren G. Magnuson and the Shaping of Twentieth-Century America* P. 20.

⁸⁵ Charles Pierce LeWarne, *Utopias on Puget Sound, 1885–1915*, P. 168.

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

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 Case |
| 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) |
| 2 Pairs Snow Glasses | 6 Towels | 150 Granite Buckets | 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 | 2 Pairs Leopard Seal Waterproof Mittens | 1 Pair Hip Boots |
| Extra heavy double-breasted | Flannel Overshirts | 2 Pairs Overalls |
| 2 Pair Rubber Shoes | Extra heavy Mackinaw Overshirt | Fur Cap |
| 2 Pairs Blankets | Pairs All-Wool Mittens | Pair Mackinaw Pants |
| 1 Wool Scarf | Extra heavy all-wool double sweater | Pair Leather Suspenders |
| long German Socks | Mackinaw Coat extra heavy | Canvas Sleeping Bag |
| Extra Heavy Packing Bag | 1 Waterproof Blanket-Line Coat | |
| 1 dozen Bandana Handkerchiefs | German knit & Shrunk stockings with leather heels | |

Provisions:

| | | |
|-----------------------|-----------------------------------|----------------------------|
| Flour 800 lbs. | 300 lbs. Bacon | 20 lbs. Evaporated Onions |
| 50 lbs. Corn Meal | 60 lbs. Dried Beef | 3 lbs. Beef Extract |
| 80 lbs. Rolled Oats | 50 lbs. Dried Salt Pork | 50 lbs. Evaporated Apples |
| 50 lbs. Pilot Bread | 50 lbs. Roast Coffee | 50 lbs. Evaporated Peaches |
| 20 lbs. Baking Powder | 20 lbs. Tea | 2 lbs. Ginger |
| 6 lbs. Yeast Cakes | 6 lbs. Condensed Milk | 3 lbs. Jamaica Ginger |
| 8 lbs. Baking Soda | 6 lbs. Butter hermetically sealed | 12 lbs. Evaporated Vinegar |
| 100 lbs. Rice | 200 lbs. Salt | 25 lbs. Matches |

| | | |
|--------------------------|-----------------------------------|-----------------------------|
| 200 lbs. Beans | 50 lbs. Ground Pepper | 50 lbs. Ground Mustard |
| 50 lbs. Split Peas | 2 boxes of 240 Candles -- 80 lbs. | 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 stampedes 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 stampederers 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."⁸⁶

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)

⁸⁶ James A Crutchfield, *It Happened in Washington*, P. 70.

SEATTLE BECOMES THE OUTFITTING AND DEMARCATON 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.”⁸⁷

“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....”⁸⁸

ALL VARIETIES OF PEOPLE RUSH TO SEATTLE

Eager Stampeder from all over the country descended on Seattle by boat or train

this flood of people were mostly young men

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

⁸⁷ W. Storrs Lee, *Washington State*, P. 391.

⁸⁸ W. Storrs Lee, *Washington State*, P. 391-392.

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 Stampeder 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
broadsides 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 the 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 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 continue to serve customers yet:

•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 this 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”⁸⁹

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 stampeders’ wealth
Downtown Seattle was an unrestrained, dangerous place at all hours of the day and night

⁸⁹ 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>

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 stampeders 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 comediennees, 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

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 stampedes
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**”⁹⁰
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**”⁹¹
as one reporter summarized, it is “**a very wicked city just now**”⁹²

SEATTLE’S WATERFRONT BECOMES THE PRIMARY DEPARTURE POINT OF GOLD SEEKERS

Seattle’s waterfront became a mass of confusion as stampedes 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

SHIPS OF ALL TYPES AND STAGES OF SEAWORTHYNESSE WERE PRESSED INTO SERVICE

Crowds of impatient adventurers nervously waited in Seattle for some floating conveyance

⁹⁰ *The Seattle Daily Times*, “Police Protection,” September 1, 1897.

⁹¹ *The Seattle Daily Times*, “A Siege of Petty Larceny,” November 6, 1897.

⁹² *The Seattle Daily Times*, “Last Night Was Lively,” November 6, 1897.

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....**"⁹³

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

⁹³ David Lavender, *Land of Giant*, P. 402.

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
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

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 stampeder 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, 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

Stampeder 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 were sent 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"⁹⁴

the regiment displayed their combat ability when they crossed a river

using native canoes in the face of "heavy enemy fire"⁹⁵ on one occasion
and waded through "water neck deep"⁹⁶ on another

the Volunteers also conducted two amphibious landings to seize Calamba⁹⁷ and Morong⁹⁸
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"⁹⁹

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

⁹⁴ "A Cool Washington Company," *The Pullman Herald*, March 25, 1899.

⁹⁵ "Brave Action of a Company of Washington Volunteers," *The Yakima Herald*, March

⁹⁶ "Washington Volunteers Fight Again." *The Seattle Star*, July 27, 1899.

⁹⁷ "Washington Volunteers Fight Again." *The Seattle Star*, July 27, 1899.

⁹⁸ "Another Town Captured," *The Pullman Herald*, June 10, 1899.

⁹⁹ Editorial, *The Seattle Star*, May 2, 1899..

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 death¹⁰⁰

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 completed¹⁰¹

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

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.**

¹⁰⁰ “Wholley in Bad Order,” *The Yakima Herald*, July 20, 1899.

¹⁰¹ “Col. Wholley Promoted,” *The Pullman Herald*, November 4, 1899.

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’.”¹⁰²

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

she urged African American mothers to sew their own

¹⁰² 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.

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 stampeder 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, stampeders could a 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 stampeders 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" when he was arrested

after the [1894] American Railway Union and Pullman Parlor Car Company strike

[one who believes capitalism unfairly concentrates power and wealth]

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 that 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])¹⁰³

EQUALITY SOCIALIST COLONY GROWS IN POPULATION

More than 200 colonists poured into Equality paying a membership of \$160 for a family

¹⁰³ Daniel Eskenazi and Walt Crowley, *Dugdale, Daniel E. (1864-1934), Baseball Pioneer*, Essay 3431, HistoryLink.org, July 5, 2001.

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**”¹⁰⁴

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 shills 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

lawful members of the population finally decided to confront the evildoers

they formed a vigilante group which called itself the “Committee of 101”

¹⁰⁴ 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.

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 Skagway (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 Seventeen¹⁰⁵

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

¹⁰⁵ Pierre Berton, *Klondike: The Last Great Gold Rush, 1896-1899*, P. 4.

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

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 bungo 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 ESTABLISHES 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)¹⁰⁶

KLONDIKE GOLD 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 stampeders came through Seattle to reach the Klondike gold fields

Seattle's population at the time 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, stampeders spent 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 had gone 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])

¹⁰⁶ National Park Service

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 assure 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
the 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 BECOME POSSIBLE

Inventor Nikolas 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 Lindeburg 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 SOCALISTS

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 CONTENCIOS

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
as city engineers used giant water hoses and hydraulic cannons to sluice Denny Hill into Elliott 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 COLONY 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"¹⁰⁷

¹⁰⁷ *The Independent* 130 Fulton Street, New York, Vol LV, January-December 1903. P. 317.

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

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 greatly 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.**"¹⁰⁸

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])

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 lakeshore 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

¹⁰⁸ Oscar Osburn Winther, *The Great Northwest*, P. 303.

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 of 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 where 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
that had been carved [about 1790] in honor of a woman named Chief-of-All-Women
who was 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 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."¹⁰⁹

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

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

¹⁰⁹ James A. Crutchfield, *It Happened in Washington*, P. 78.

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

FAIRHAVEN AND SOUTHERN RAILROAD IS COMPLETED TO SEDRO

Fairhaven and Southern Railroad (F&S) arrived in Sedro -- Christmas Eve 1899

Northern Pacific Railway developer Nelson Bennett received a performance bonus
from the towns at both ends of the line

(Within months two more 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 at the triangle
and began selling railroad ties produced by his Skagit River Lumber & Shingle Mill
to the three rail companies that intersected there)

TOWNS OF NORTHERN WASHINGTON EXPERIENCE A GREAT BOOM

Railroads, given names comprehensible only to the owners, served the region 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 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 (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)

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
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 country110
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
because Weyerhaeuser needed trees and Hill needed cash
this conversation became a negotiation**

¹¹⁰ Albro Martin, *James J. Hill and the Opening of the Northwest*, P. 465.

JAMES JEROME HILL AND FREDERICK WEYERHAEUSER STRIKE A GARGAIN

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.”¹¹¹**

¹¹¹ Ralph W. Hidy, Frank Ernest Hill, Allan Nevins, *Timber and Men: The Weyerhaeuser Story*, P. 203.