

A CHRONOLOGICAL HISTORY OF SEATTLE

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FROM 1850 TO 1897

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PREPARED IN 1900 AND 1901

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THOMAS W. PROSCE

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S E A T T L E

Apostolus Valerianus, a Greek navigator in the service of the Viceroy of Mexico, is supposed in 1592, to have discovered and sailed through the Strait of Fuca, Gulf of Georgia, and into the Pacific Ocean north of Vancouver's Island. He was known by the name of Juan de Fuca, and the name was subsequently given to a portion of the waters he discovered. As far as known he made no official report of his discoveries, but he told navigators, and from these men has descended to us the knowledge thereof. Richard Hakluyt, in 1600, gave some account of Fuca and his voyages and discoveries. Michael Locke, in 1625, published the following statement in England. "I met in Venice in 1596 an old Greek mariner called Juan de Fuca, but whose real name was Apostolus Valerianus, who detailed that in 1592 he sailed in a small caravel from Mexico in the service of Spain along the coast of Mexico and California, until he came to the latitude of 47 degrees, and there finding the land trended north and northeast, and also east and south east, with a broad inlet of seas between 47 and 48 degrees of latitude, he entered therein, sailing more than twenty days, and at the entrance of said strait there is on the northwest coast thereto a great headland or island, with an exceeding high pinnacle or spiral rock, like a pillar thereon." Fuca also reported finding various inlets and divers islands; describes the natives as dressed in skins, and as being so hostile that he was glad to get away. Considering that this was a second hand narration, twenty years after its making by Fuca, and thirty three years after the voyage, with probably memory alone in the case of both Fuca and Lock, it is not a bad description of these waters. The latitude is a little out of the way, to be sure, but it was common among Spanish navigators on the Pacific Coast to locate places from fifty to a hundred miles too far from the north. The high pinnacle or rock mentioned is supposed

to be the promontory at the northwest end of Galiano Island, Goletas Chamel, B.C., which rises twelve hundred feet, and is just such a landmark as would attract attention and remarks from seafaring men. It is known to this day as "the Pillar of Juan de Fuca." The old Greek who had spent forty years in the service of Spain, claimed a reward from the Viceroy. The latter delayed him in many ways, and finally sent him to the King for his pay, who gave him nothing for his discoveries. Not only was he thus ungratefully treated, but the authorities entirely repudiated him, saying later that there is no record in either Mexico or Spain of Juan de Fuca, and they had nothing to show that such a person ever lived. Fuca is reported to have died in 1602, aged seventy years.

It was nearly two centuries before other explorers found their way to the coast of what is now the State of Washington. A Spanish expedition then, under Capt. Bruno Heceta, consisting of the corvette Santiago and schooner Sonora, sailed up the coast. Lieut. Juan Francisco de la Bodega y Quadra commanded the schooner. On the 14th of July 1775, he sent ashore the only small boat attached to his vessel, at Point Grenville, with seven men. Trouble ensued with the natives, who attacked the Spaniards and killed them all. They then attacked the schooner in canoes but were driven off with the reported loss of six men. Quadra called the point Punta de Martires - Martyr's Point - and an island near by Isla de Dolores - Isle of Sorrows - in commemoration of his unhappy experience in the neighborhood.

Twelve years later Capt. Barclay, of the ship Imperial Eagle, sailing for the Austrian East India Company, also had trouble with the Indians there, several members of his crew being murdered. He called the island Destruction, by which name it has since gone. While in these waters (1787) Capt. Barclay discovered Barclay Sound, and made slight examination of Fuca Strait in his longboat. Mrs. Barclay, his wife, was

the first white woman on the North Pacific Coast.

On the 15th day of August 1775, Capt. Heceta discovered the mouth of the Columbia River. Though he did not enter he was satisfied of the existence of a river at that place, and accordingly he bestowed upon it the name San Roque, and the point of land on the north Cape San Roque. Capt. John Meares, a British navigator, in 1788, attempted to find the San Roque River, but failed, whereupon he called the inlet there Deception Bay and the point Cape Disappointment.

Capt. James Cook, the British explorer, gave the name of Flattery to the Cape on the northwest coast of this State. Cook failed to find Fuca Strait, and made positive assertion that there was no such body of water. His voyage was made in 1778.

Capt. Meares made partial examination of the Strait of Fuca in his ship, the Felice, confirming Michael Locke and disputing Capt. Cook. He gave the name of Fuca to it. Meares secured from Chief Tatooch the exclusive right to trade on Fuca Strait, and purchased from that Indian a piece of ground to which he gave the name of Tatooch. On the 5th of July (1788) Meares discovered Willapa Harbor, which he named Shoalwater Bay, which name it bore for more than a hundred years. He examined it closely from the outside, but did not enter.

The Spanish established themselves at Nootka, on the west coast of Vancouver's Island. Quadra, who had become the Spanish Commander on the North Pacific Coast, had his headquarters there. He was ambitious, enterprising and zealous. Finding the British and Americans coming to the country, securing its trade and endeavoring to effect a permanent foothold, he started various movements in the interests of his own people, and government. Having an overpowering force in 1789 he ousted Capt. John Meares, who claimed to have bought from the Indians grounds and exclusive trading rights the year before for the

East India Company - an English concern. The British Government took up the matter, and by vigorous proceedings, a strong showing of force and threats which almost lead to war, compelled the Spaniards to give way and yield to Great Britain. In the meantime, however, Quadra sent his lieutenants on exploring expeditions to the north, south and east. Lieut. Alvarez Manuel Quimper, in 1790, sailed through the Strait of Fuca, into Admiralty Inlet and among the islands. In 1791 Lieutenants Francisco Elisa and Jose Maria Narvaez made further explorations and discoveries, and in 1792 Lieutenants Dionisia Galliano and Cayetano Valdez made further surveys. One result of these Spanish expeditions was the bestowal of Spanish names upon the various harbors, islands and waters, such as Angelos, Camano, Lopez, Haro, San Juan, Rosario, Fidalgo, Guemes, Quimper and others on the American side as well as many on the Canadian side of the international line. Other names given by them as Quadra for Port Discovery Bay and Camano for Puget Sound, were afterwards changed by Vancouver and later explorers. In March 1792 Lieut. Salvador Fidalgo entered Neah Bay, which he called Porte Nuñez Gaona, and on the 23rd took possession in the name of Spain. He put up buildings and fortifications, which were soon abandoned. This was the first settlement of white men in what has since become the State of Washington.

In 1787 the Boston firm of Barrell, Bullfinch and Company fitted out two vessels and sent them to the North Pacific Coast for the purpose of trade primarily and of discovery incidentally. They were the ship Columbia, Capt. John Kendrick, and the sloop Washington, Capt. Robert Gray. In 1788 Capt. Gray attempted to enter the San Roque River of Heceta. His vessel, the Washington, grounded on the bar and they had the additional misfortune of being attacked by Indians, one white man being killed and another wounded. The following

year Capt. Gray sailed half way up the Strait of Fuca, and was followed soon after by Capt. Kendrick, who, taking the Washington, went over the route supposed to have been taken by Fuca, and was soon after going up the east coast of Vancouver's Island and out into the ocean at the North. Capt. Gray, who had in the meantime returned to the Atlantic, was again on the Pacific Coast in 1792. On the 7th of May with the ship Columbia he discovered and sailed into a bay on the west coast of Washington, which he called Bullfinch after one of the members of the Company employing him, which Vancouver a few months later called Whidbey, but which people generally have long called Gray's Harbor after the discoverer himself. He resolved to make another attempt to get into the river a few miles to the south, where he had previously spent nine days in the vain endeavor to enter. On this occasion (May 11th, 1792) he experienced no difficulty; with all sails set boldly steering between the breakers, crossing the bar and anchoring ten miles above the mouth "in a large river of fresh water." He went ten miles further up the river, three days later, and altogether remained nine days when he sailed for Nootka, where he left with Quadra reports of his discoveries, who in turn gave them to Capt. Vancouver. Gray named the river after his ship - the Columbia.

The most famous exploration and best record of the latter part of the eighteenth century was that of Capt. George Vancouver of the British Navy. He had been on the North Pacific Coast with Capt. Cook in 1778 and was an officer of known ability and acknowledged merit. He was sent by the Admiralty on a long voyage of discovery, with the added duty of receiving from the Spanish authorities on Vancouver's Island the possessions taken from the British in 1789. His vessels were the ships Discovery and the brig Chatham, the latter commanded by Lieut. William R. Broughton. They sailed up the coast

in 1792, entered Puget Sound in May, and left in June. Vancouver was charmed with what he saw, and, as a loyal Briton he bestowed the names that were dear to him upon the mountains, islands, bays and points. The Gulf of Georgia was so called after George III, the reigning monarch, Port Orchard and Puget Sound after his lieutenants; Mount Rainier after Admiral Rainier; Port Discovery after his ship; Mount Baker, Whidby Island after his officers; Hood's Canal after Lord Hood; Vashon Island after Captain Vashon of the Royal Navy, and so on to the end. After himself and the Spanish Commander he named the principal island of the North Pacific, "the isle of Quadra and Vancouver," they being, as they declared, the first men to circumnavigate it. On Monday, June 4th, it being George's birthday, Vancouver and his men being about thirty miles north of the present city of Seattle, took possession of all the countries he had explored from Latitude 39° degrees 20 minutes north, naming it all New Georgia, and the place his vessels then were Possession Sound. The exercises included an extra fine dinner for all hands, and the firing of salutes by both vessels. Speaking of Puget Sound, Vancouver said: "To describe the beauties of this region will, on some future occasion be a very grateful task to the pen of a skillful panegyrist. The serenity of the climate, the innumerable pleasing landscapes and the abundant fertility that unassisted nature puts forth, requires only to be enriched by the industry of man to render it the most lovely country that can be imagined, while the labor of the inhabitants would be amply rewarded in the bounties which nature seems ready to bestow on cultivation." Quadra refused to give up the country to Vancouver on the arrival of the latter at Nootka, whereupon the latter sailed south in October. He sent Lieut. Whidby with the *Daedalus* into Gray's Harbor, and Lieut. Broughton in to the *Columbia* with the *Chatham*. Broughton found the American brig *Jenny*,

Capt. Baker, inside the bar, anchored in a bay on the north shore, which he, (Capt. Broughton) called Baker's Bay. Another bay a few miles up he called Gray's after the Captain of the Columbia. The Chatham went up the river eighty miles. November 10th, she and the Jenny went out together and sailed south.

in 1805 Capt. Merriweather Lewis and Capt. William Clarke, U. S. A. descended the Columbia River on their way from the East, exploring the country for the General Government. After a short stay on the north side of the river, they crossed over to the south, and wintered near Astoria. They returned overland to the East in 1806.

An attempted settlement was made by Capt. Nathan Winship of the Boston ship Albatross in 1810, at Oak Point, Columbia River. He built a house and made a garden, but in June the freshet overflowed his possessions. He intended opening a trading house, but was discouraged and sailed away. The American ships in those days were nearly all from Boston, (fifty-five out of sixty) between 1787 and 1807) and from that fact originated the habit of calling U. S. citizens Bostons by the Indians, the English being King George men. John Jacob Astor's enterprise at Astoria was established in 1811. That and Winship's were the first American or white settlements in what is now Oregon.

Vessels of the Hudson's Bay Company - the schooner Cadboro, which came in 1827; the Beaver, the first steamer on the Pacific Ocean, which came in 1836 each of which did good service for half a century - the company's ships from London, the steamer Otter, the Warship Fishguard and numerous other craft sailing under the flag of old England, visited and operated in these waters in the interests of the commerce of their country. An occasional American trader or whaler came in. On one of these, in 1826, was a man named Daniel S. Smith, an armorer, the vessel being in the fur trade. After dealing with the Indians at Port Discovery she came on to Shilshole Bay, in the north end of the present city of Seattle, where she

stayed a fortnight. Mr. Smith returned to Seattle long afterwards, and served the people as Justice of the Peace, and where he died in 1890 aged eighty-two years. He was followed to Seattle by his brother, L. P. Smith, a most worthy citizen, whom the people on two occasions called to serve them as Mayor.

In 1841 came Capt. Charles Wilkes on his famous exploring expedition around the world. He was accompanied to Puget Sound by the U.S. Ships Vincennes and Porpoise. They arrived in May and remained until October, during which time they prosecuted the surveys actively by land and water, on the Columbia from Astoria to Walla Walla, and from one end of the Sound to the other. Owing to the trading post at Nisqually and the pleasant intercourse of Wilkes with the Company's agents there and elsewhere, that was made his headquarters and radiating point. He was there on the Fourth of July, and held there the first celebration of that great anniversary on the Pacific Coast. Two cannon were taken from the ship with which to fire the salute; a barbecue was indulged in, and a great time had by the crew, the Indians, the Company's men and the American missionary, Rev. J. P. Richmond and family. The largest lake in Pierce County got its name - American - in commemoration of this celebration, which was held on its shore. Among Capt. Wilkes' subordinate officers were Messrs. Hudson, Ringold, Case, Maury, Elliott, Fox, Budd, Eld, Dana, Rich, May, Pickering, Hall, Waldron, Holmes, Colvocoresses and others whose names were given to points, islands, bays and passages on Puget Sound. Capt. Wilkes made a very lengthy and full report of his trip, discoveries and doings.

The following extract is an evidence of his admiration for Puget Sound: "I venture nothing in saying that no country in the world possesses waters equal to these. From the mouth of the Straits to the head of navigation, two hundred

miles inland, not a shoal, nor reef nor hidden danger exists. At times it narrows to a river's width and again widens into the majesty of a sea, but it is everywhere free to navigation - the home of all craft - blue, deep and fathomless." One of Wilkes' vessels, the Peacock, was wrecked on the Columbia River bar, but he was enabled to repair the loss by purchase of a trader, named the Thomas S. Perkins, then in the river.

The North Pacific Coast region was known to the Spaniards as Alta California. Capt. Francis Drake, the British freebooter, called it New Albion. Vancouver changed the name to New Georgia. In the united States these names were disregarded, and the name Oregon was applied to all the country from California to Russian America, fifty-four degrees, forty minutes north. Later British travelers gave the name of New Caledonia to all that part north of the Columbia River, which name was retained until 1858, when British Columbia was substituted therefor. By the treaty of June 15th, 1846, when the 49th parallel was determined upon as the international boundary, the conflict in names was settled. Thereafter the country north of the Columbia River was locally known as Northern Oregon, and there was no further change until the creation of Washington Territory in 1853.

The first permanent settlements in the State were those of the Northwest Fur Company and its successor the Hudson's Bay Company. In 1811 the Northwest Company sent its advance agent across the Continent and down the Columbia River to its mouth. There he (David Thompson) was surprised to find the Astor or Pacific Fur Company already located. Two years later the Northwest Company, somewhat by force and somewhat by treachery, succeeded the Pacific Fur Company, and for a number of years following had entire possession of the country, and until its merging with the Hudson's Bay Company in 1821. Fort Okanogan, Fort Colville and Spokane House were trading

posts in 1811-14; Walla Walla 1818; Nisqually 1832; Cowlitz 1838; and Victoria 1843; Astoria or Fort George being retained but headquarters removed from it to Vancouver. These were established for the purpose of trading in furs with the Indians and Russians but the operations were subsequently extended into the field of agriculture. For this purpose the Puget Sound Agricultural Company was formed in 1840 by William Fraser Tolmie, under the auspices and protection of the Hudson's Bay Company, the declared objects being the cultivation of the soil, and the raising of sheep, cattle and horses. Until the question of the sovereignty of the country was settled, the management of the concerns of the Company was entrusted to agents in England, those first appointed being John Henry Pelly, Andrew Colville and George Simpson. The Company or Companies had extensive and fine farms at Vancouver, Cowlitz, Nisqually and Victoria where they raised thousands of head of horses, cattle, sheep and hogs, and produced great quantities of wheat, oats, barley, vegetables and butter. Mills were also built for grinding grain and making lumber. Lumber and flour were shipped to Hawaii; beef, butter and potatoes to Alaska and wool and hides to E n g l a n d. The two Companies were really one, and that one the Hudson's Bay Company. Large vessels, built for the Hudson's Bay Company were given such names as Vancouver, Columbia, and Cowlitz and were used in the trade between the North Pacific Coast and London. The employees of the Company were from the British Isles, Canada, and Hawaii, with Indians and half breeds. Moved by the influx of American citizens and by the desire to hold the country for the British crown, the Company in 1841 and for two or three succeeding years, induced a few immigrants to come from the Red River, Manitoba and settle around Nisqually, Vancouver and other posts. These efforts were too late, however, for the Americans came more and more rapidly and soon outnumbered the Company's servants, immigrants and all others.

The first Americans to cross the continent after Lewis and Clarke was a party of free fur traders under Jedediah S. Smith. In 1826 they started for California, went to San Diego and then traveled up the coast for the Columbia River. In the Umpqua Valley they were attacked by Indians and fifteen of the party were killed. The four survivors made their way separately to Fort Vancouver, where they spent the winter. The following spring (that of 1829) Smith and his three companions returned to the East overland.

The first attempts at permanent settlements by citizens of the United States were those of the American Board Missionaries - Dr. and Mrs. Whitman, near the present town of Walla Walla in 1836 and Rev. Cushing Eils and Elkanah Walker near Spokane in 1838. In 1839 Reverend Daniel Leslie and Mr. Wm. N. Wilson located a mission at Fort Nisqually. The Hudson's Bay Company gave permission to them to take a mile or two square south of the Puyallup River and otherwise materially assisted them. They were succeeded the following year by Rev. J. P. Richmond who came from New York on the ship Lausanne with fifty-one others to aid in the Oregon church work, arriving at Fort Vancouver June 1st, 1840. Rev. Jason Lee of the Methodist Episcopal Church held the first religious service at Vancouver in 1834. Rev. Henry H. Spaulding, Presbyterian, began missionary work among the Nez Perce Indians in 1836 at Lapwai, once in Washington but now in Idaho. Rev. Herbert Beaver, Church of England, in 1836 was employed by the Hudson's Bay Company at Vancouver. Rev. F. N. Blanchet and Rev. Demers (both bishops later) introduced the Roman Catholic religion in 1838. They, however, were Canadians, Mr. Beaver an Englishman. The Catholics built their first church on the Cowlitz Prairie in the winter of 1838-9, where it stood for forty years, and until torn down to make room for a new and larger building. In 1840 Father Blanchet held services among the Indians of

Whidby Island, and erected a cross which stood for many years and at which point in 1843 the Indians are said to have put up a rude church building 25 by 28 feet under the guidance of Father J. B. Bolduc, the pioneer priest of Vancouver Island. In 1843, Oregon was erected into an apostolic vicarate, and in 1846 into an ecclesiastical province with A. M. Blanchet as Bishop. The American missions were destroyed in the Cayuse Indian War, the opening event of which was the Whitman massacre of Nov. 29th, 1847, when thirteen persons were killed and forty-seven captured by the Indians, two of whom died. The others were ransomed by the Hudson's Bay Company. For complicity in this terrible crime five Indians were hung at Oregon City on the 3rd of June 1850.

In 1843 Capt. John C. Fremont, U. S. A. crossed the continent at the head of a government expedition, examining the country and spending some time at Fort Vancouver. His return to the East, by way of California, was accompanied by troubles, dangers and losses of extraordinary character, resulting almost in the destruction of the entire party.

The first attempt at government on the North Pacific Coast was in 1841, by the formation by American citizens of what was called the Provisional Government in the Willamette Valley. This was followed by a second and stronger movement in 1843, and by further steps in 1845, George Abernethy, the first Governor, being elected in the latter year. A legislature provided for and county governments were created. Abernethy was re-elected in 1847. The Provisional Government was succeeded by the Territorial Government, established in March 1849, by Gov. Joseph Lane, Marshall J. L. Meek, Chief Justice W. P. Bryant and other officials. The "district" of Vancouver was created in 1845, and changed to Clarke County in 1850-51. It had been made a county by the Provisional Legislature, June 27th, 1844. One of the first judges or commissioners was James

Douglas, Chief Factor of the Hudson's Bay Company, who subsequently was knighted by Queen Victoria and became Governor of the two Colonies of Vancouver Island and British Columbia. Vancouver was an immense country covering several hundred thousand square miles, reaching to the summit of the Rocky Mountains on the east, to the Pacific Ocean on the west and to the Russian possessions on the north. In 1845, December 21st, Lewis County was created by the Legislature; its limits being the Cowlitz River on the east and 54 degrees 40 minutes on the north, the Columbia River on the south and the Pacific Ocean on the west. At the first subsequent election Dr. W. F. Tolmie, the Hudson's Bay Company's agent at Fort Nisqually, was elected to the legislature. The treaty of 1846, of course, cut off Lewis County on the north at the 49th parallel.

The first American pioneers, other than missionaries came in 1844. Among the immigrants of that year was Michael T. Simmons, who, from being elected to command his train was called Colonel, a title he bore ever afterwards. He and some others spent the winter at Washougal, in Clark County. They were advised by Hudson's Bay Company employees to go south into the Willamette Valley or further, but by no means to go north, the Puget Sound country being described as wild and worthless, fit for Indians but not for white men. Simmons was suspicious and incredulous, and he resolved to see this alleged worthless region for himself. In December he went by canoe down the Cowlitz and made further inquiries as to the route. The following summer (1845) he got together a party consisting of William Shaw, George Wanch, David Crawford, N. A. Eberman, Selburn Thompson, David Parker, Michael Moore, John Hunt and himself. At the Hudson Bay Company's farm on the Cowlitz, they got Peter Bernier for pilot, and at the head of the Sound they got Indians and canoes with which they went down the west side to New Dungeness, and then

through Deception Pass up the east side to the starting point. Simmons was much pleased and on his return to the Columbia organized another party to come to Puget Sound to live. This party consisted of James McAllister, David Kindred, Gabriel Jones, George Bush, M. T. Simmons and families with Jesse Ferguson and Samuel B. Crockett, single men. In coming they found it necessary to open a road fifty-eight miles long, which employed them fifteen days. Bernier, who led them, belonged to one of the first families in the country, Julian Bernier having come for the Northwest Fur Company in 1811, his son Marcel, born at Spokane in 1820, being the first white child born in either Washington or Oregon. The Berniers made their home on Newaukum Prairie in 1842, where Julian died in 1872 and Marcel in 1889. Simmons settled at the mouth of the Deschutes River, where he started a town called Newmarket, subsequently named Tumwater. The other men settled elsewhere, but principally on Bush Prairie, a short distance away. During the summer John R. Jackson located on the Cowlitz River. The next year (1846) came Sidney S. Ford, Joseph Borst, Levi L. Smith, Edmund Sylvester, A. B. Rabbison, A. M. Poe, Charles Eaton, Daniel F. Kinney and in 1847, Elisha and William Packwood, Leander C. Wallace, Thomas W. Glasgow, Samuel Hancock, Thomas M. Chambers and sons, David, Andrew, Thomas, and McLean, W. P. Dougherty, George Shazer, Luther M. Collins and others. In 1848 while on his way to the Provisional Legislature of which he had been elected a member from this (Lewis) County, L. L. Smith was seized with a fit and was drowned. His claim was taken by his partner, Sylvester, and the town of Olympia platted upon it in 1850, the name being changed from Smithfield by suggestion of I. N. Ebey and by general desire. In 1847 M.T. Simmons and David Kindred built at New Market the first g r i s t mill on Puget Sound, the stones being cut from granite rock found near by. The same year and

at the same place the first Sawmill on Puget Sound was built by Simmons, George Bush, Jesse Ferguson, B. N. Shaw, Edmund Sylvester, Antonio C. Rabbeson, David Kindred, and --- Garnifax, calling themselves the Puget Sound Lumbering Company. There was a single saw, working up and down, run by a flutter wheel, and able to cut about twelve hundred feet a day. The place or town frequently went by the name of New Market Mills, from the location of these establishments within it. The sawmill on more than one occasion got fifty dollars a thousand for its product in the yard at home, while the grist mill got as high as fifty dollars a barrel for its flour. It was such good property that Simmons had no trouble in selling the site and what was on it in 1850 to Capt. Clanrick Crosby for \$35,000. In an attack upon Fort Nisqually in 1849, Leander C. Wallace, a shingle maker was killed by Snoqualmie Indians under Chief Patkinum or Patkanim. At the same time two other white men were wounded and two Indians killed. In consequence of this affair the U. S. Government established the military garrison at Fort Steilacoom, Capt. Bennett M. Hill with one artillery company being located there in August, a garrison being located at Vancouver in June under Major J. S. Hathaway. The Territorial authorities moved to secure the offending Indians, six being given up by Patkanim on demand and in consideration of a reward of eighty blankets. Chief Justice Bryent, Marshall Meek, two attorneys, grand and petit jurors and others were sent over from the Columbia River to try the prisoners. It was the first court held in Lewis County, and it was held at the garrison at Fort Steilacoom. It convened Oct. 1st, just five months after the murder; the trial was concluded Oct. 2nd and two Indians were found guilty and hanged Oct. 3rd. The necessary rope was obtained from a ship in the Sound. The gallows was erected close by, and the place of execution was guarded by Capt. Hill's Company. The only objection came from the wife of one of the condemned

Indians, who was very pathetic in her appeals on behalf of her husband. If this trial was summary, it was also costly, as the bills contracted aggregated \$2379.54 in amount.

Jackson, Ford, McAllister and the others named took active, prominent parts in the opening up of the country, and the first steps in the building up of a great state, but the leader among them all without question was Simmons, one of the first County Commissioners, first townsite proprietor, first mill owner, first ship owner, first postmaster, first merchant, member of the first Territorial Convention, and in numerous other enterprises and movements, the first man of the young, ambitious, struggling community.

1850

At the beginning of the second half of the nineteenth century there were but three places north of the Columbia River that by any stretch of the imagination could be called towns. These were Vancouver, Tumwater and Olympia. These with the few Hudson's Bay posts, trading houses and farms constituted with the religious missions, two military garrisons and individual settlements all of Northern Oregon, now Washington. There were also but two counties named after the captains of the U. S. expedition of 1804-5-6. In Clarke County at this time were 592 inhabitants, not including Indians, in Lewis County 457. Lewis County had an area of 20,000 square miles, and included all of Puget Sound and about seven-eighths of what has since been known as Western Washington.

The first frame house on Puget Sound was built this year at Olympia by Isaac N. Ebey. The people were proud of it. It was used for postoffice, custom house, store and various other purposes.

A young man named John C. Holgate spent several weeks of August and September exploring the east shore of Puget Sound, determining finally to locate near the mouth of the Duwamish River. He went back to the Willamette Valley, where, upon his glowing representations, a number of men including F. W. Pettygrove, L. B. Hastings and David Shelton, were induced the next year to move this way. He himself, however, was unable to return for two years, and when he came he found that the land he intended taking had been settled upon by Luther M. Collins. Thereupon he took a claim in what is now the First and Second Wards of Seattle. Holgate was so pleased with the country that he induced his mother, his brothers, Milton and Lemuel J., his brothers-in-law, Edward Hanford and Edmund Carr and families and George/<sup>and</sup>Seymour Hanford to come to Seattle to live. J. C. Holgate was much interested in geology

and mineralogy, his inclinations that way finally leading him to Idaho, where in Silver City he was killed in 1868. He was one of the Oregon immigrants of 1847.

In the fall of 1850 Col. B. F. Shaw, I. N. Ebey and Daniel F. Kinsey, while on their way from Olympia to Whidby Island, spent a night on the present site of Seattle. They were surrounded by hundreds of Indians, some of whom gave the little party alarm by their suspicious and threatening demonstrations. They therefore made friendly advances to the chief - Seattle - who took them under his protection and gave them material help. Shaw was one of the immigrants of 1844 and for half a century was one of the best known men in the Territory and State.

Dr. David S. Maynard was also at and about Seattle in November 1850. He had just crossed the plains. At Olympia he was met by Chief Patkanim, who agreed to show him coal on the Stellaguwemish River. The trip down by canoe took six days. The coal was found about nineteen miles from the Sound. It was on either bank in stratas from three inches to three feet thick. Specimens were secured and sent to the Navy Department, where, after analysis, they were pronounced by Professor W. R. Johnson one of the purest American coals he had ever seen. Maynard sold his information and rights to one of the Sargents of Olympia.

There had been free trade on Puget Sound up to this time. There was no custom house, there were no officers. Vessels came and went, trading with the Indians and whites, and no distinction was made on account of nationality or between those from foreign ports and those from domestic. With the establishment of the Oregon Customs District and the increasing trade the Federal Government determined upon a change. A port was made of Puget Sound in 1850. One British ship was seized for trespassing on the Government timber, and another soon after for bringing in goods without formal entry. It is said

that a foreign vessel was caught smuggling about this time, was condemned and sold by U. S. Marshal Meek. Michael T. Simmons bought her, loaded her with timber and sent her to San Francisco, his partner Smith going along. Smith sold vessel and cargo and kept the proceeds, not a dollar ever being recovered from him. Smith went east, lost all he had and was wretchedly poor the remainder of his days. It is also said that the money Simmons paid for the vessel to the Government agents fell into bad hands and never reached the national treasury.

By act of Congress, approved Sept. 27th, 1850, every white settler in the Territory of Oregon, being a citizen of the United States and eighteen years of age, was given the right to 320 acres of land if a single man, and if married, it gave to his wife 320 acres more. To those coming to the Territory and settling between Dec. 1st 1851 and Dec. 1st 1853, it gave the right to 160 acres to each man and wife. While this generous donation induced many people to come to the Territory, it had also another effect, it induced many men to marry girls of twelve, thirteen and fourteen years of age for the purpose of getting the double measure of land. The only families in King County to get the benefit of the provision in favor of the earlier settlers - a full section of land - were those of Luther M. Collins and John Buckley; the Buckley claim including 639 acres, the Collins 644. David S. Maynard got a half section in his own right, but nothing on account of his family, it being decided that neither his first wife in the East, whom he had left, nor his second whom he had married here was entitled to land under provision of the law referred to. Under the second law were taken the claims of H.L. Yesler, C.D. Boren, A.A. Denny, Wm. N. Bell, D.T. Denny, John E. Nagle, Thomas Mercer, Henry A. Smith, J.J. Moss, Edward Hanford, John C. Holgate, Henry Van Asselt and Eli B. Maple, most of these men being married and getting with their

wives 320 acres each. It took a good many years to perfect the title to these claims, the surveys being delayed, the first being that of David T. Denny, made Nov. 3rd, 1860. Maynard in 1854 made an effort to hurry his; petitioning the Land Commissioner to that effect, supported by nineteen other petitioners, to whom he had sold portions of his claim, but the Commissioner declined to act, at the same time declining a similar petition sent by Sylvester of Olympia.

In 1850 the U. S. Government sent a commissioner "to examine the coast of the United States lying upon the Pacific Ocean with reference to occupation for the security and commerce and for military and naval purposes." It consisted of three military officers - Col. J.L.Smith, Major C.A.Ogden and Lieut. Danville Leadbetter - and three naval officers - Lieuts. Louis M. Goldsborough, G. J. Van Brunt and Simon F. Blunt. They travelled on the U.S.Steamer Massachusetts and spent the greater part of the year on the coast from the Columbia River to Cape Flattery and from Cape Flattery to the head of Puget Sound. With the Commission was Major H.A.Goldsborough, who remained in the country and who was a prominent citizen for a dozen years, when he returned to Washington City. The Massachusetts spent much of the time during the next thirteen or fourteen years on Puget Sound, with the history of which she is most interestingly connected. The Commission itself does not appear to have rendered the Government, country or people services of a very distinguished or important character.

In 1850 there was a semi-annual mail service from the Atlantic to the Columbia River, but none to Puget Sound. There was then maximum and minimum postage rates, a short distance letter then costing twelve cents and a long distance one forty cents. In the Willamette Valley, and it was the same on Puget Sound wheat sold at from three to six dollars a bushel; eggs one to two dollars a dozen, flour ten to fifteen dollars

for a fifty pound sack. Laborers got five dollars a day and mechanics twelve dollars. The currency used was fifty dollar octagonal gold slugs, Spanish doubloons, Oregon made beaver money and almost everything else that was of large denominations and circulated in other parts of the world. The high wages and high prices of foodstuffs at this time were caused by the extraordinary condition of affairs then prevailing in California.

1851

Dr. R. H. Lansdale, who arrived on the Sound in January, came down from Olympia in a canoe propelled by King George, the Duke of York and the Duke of Clarence, (Indians). He took a look at Port Townsend, and then went over to Whidby Island, where he settled and made a garden. Getting report of Snoqualmie Falls from Col. I.N. Ebey he hired some Indians to take him to them, and from there went on to the summit of the Pass, he being the first white man to make the full trip, though Washington Hall had been to the Falls with a party of Indians in 1848. Edward Warbass and one or two others visited them in 1852. They found the drop to be 293 feet, and they pronounced the sight "the most magnificent which had yet blessed the sight of an Oregonian." In 1853 U. S. Marshal Anderson and Lieut. Lloyd Jones, U. S. A. visited the falls and measured them with a thread, finding the perpendicular drop to be 260 feet. In 1854 a quite numerous party from Olympia, including several ladies were there. The route was then by water alone down the Sound and up the river.

Puget Sound Customs District was established by act of Congress of Feb. 14th with port of entry at Olympia. Simpson P. Moses was the first Collector, Elwood Evans the Deputy, Quincy A. Brookes, Inspector and William Winlock Miller, Surveyor. The office was opened Nov. 10th and the first vessel to clear was the schooner Exact, Capt. Folger, Nov. 19th, it sailing for Queen Charlotte Islands. The second official act was the granting of a coasting license to the brig George Emory, Capt. E. S. Fowler, on the same day. The head office was continued at Olympia until 1858, when it was moved to Port Townsend, where it has since remained, except for a short time during the War of the Rebellion, when it was located at Port Angeles.

Luther M. Collins of Nisqually met Henry Van Asselt

and others in Northern California in June. His stories of the game, climate and soil of the Puget Sound country induced them to come north with him. On the Columbia River, Van Asselt unfortunately shot himself and was detained there two months in consequence. The others - Jacob Maple and his son Samuel, Hill Harmon and a man named Ballard - went on. Van Asselt joined the party in August. They were not so well pleased with the Nisqually as they had hoped. Upon so expressing themselves, Collins told them of a better country to the north, to which he would take them if they would pay the necessary expense. They agreed to do this and accordingly accompanied him and an Indian in a canoe to Duwamish, Black and White Rivers, the party including Ballard, the two Maples, Van Asselt and Collins. They found seven hundred Indians at Duwamish Head and three hundred in the Duwamish Valley. Sept. 14th they arrived and Sept. 15th four of them determined to make their homes there, Ballard buying Collins' place, Nisqually, and returning to it, to live. Collins bought a scow at Olympia and taking his wife Diana, his daughter Lucinda and son Stephen on board, with their effects, and accompanied by Henry Van Asselt, Jacob Maple and Samuel Maple started for Duwamish. They were three days making the trip, which was incidented with many mishaps and perils, and they reached their destination Sept. 27th. Jacob Maple took the claim nearest the mouth of the river, Collins the next, Samuel Maple the third and Van Asselt the fourth and most remote, all on the east side of the Duwamish. Jacob Maple in 1854 went East for his family, but as he did not return until 1862 and so long an absence would have been an abandonment of his claim, the latter was taken by another son, Eli B. Maple, who came in 1852. During this year (1852) a number of other men came along, admired the country and took claims and settled down in the Duwamish Valley.

The settlers were a good deal alarmed and disturbed by Indians. One of the first troubles was at the place

of a man named Loomis, at the river mouth in the summer of 1852. He was driven off and his house seized and held by an Indian commonly known as Grizzly. A little later the Pearce brothers' house was robbed by Tom Pepper and other Indians, and then Samuel Maple's house was plundered. Collins, Van Asselt, the Maples, Holt, Hograve and other white men promptly went after the thieves and recovered the stolen goods in each case. In these matters they were generally helped by well disposed Indians. The Collins family was the first family in King County and they and the two Maples and Van Asselts were the first seven persons to locate permanently in or near the present city of Seattle.

Among the Oregon immigrants of 1851 was David T. Denny who, with his father and brothers (John and Arthur A. Denny) arrived in Portland in the month of August. Sept. 10th he started for Puget Sound helping John N. Low drive cattle. At Olympia he met Leander Terry, and with him they came by canoe to Alki Point, Sept. 25th. After a trip up the Duwamish River and around the bay at its mouth, they returned to the Point on the 28th. There Low and Terry determined to locate. Denny was not anxious for a farm at that place. He, however, assisted Low to build his cabin, and then remained with Terry to hold the place while Low went back to Portland for his family, carrying letters which, corroborating his own reports, did much subsequently to induce a considerable number of other persons to come to Puget Sound.

During September while the Duwamish and Alki settlements were being made, Capt. Robert C. Fay was conducting a fishery at Duwamish Head, where he put up salmon in barrels, taking them to Olympia for shipment to San Francisco. Capt. Fay was a Whidby Island pioneer.

Nov. 5th, the schooner Exact, Capt. Folger, sailed from Portland for Puget Sound and Queen Charlotte Islands, loaded with freight and having a large number of passengers. She arrived at Alki Point on the 13th and there landed much

of her cargo and many of her passengers. The latter were A.A. Denny and Wife and Roland H., Louisa C. and Margaret Lenora, their children; William N. Bell and wife, and Laura K. Virginia, Olive J. and Albina, their daughters; John N. Low and wife, and Mary Minerva, Alonzo and John, their children; Carson D. Boren and wife, and Lenora Gertrude, their daughter; Louisa Boren, a sister of C. D. Boren and Charles C. Terry. These people, landed in a strange country, whose inhabitants were almost wholly savages, at the beginning of winter, found but little preparation for their reception. The first house (Low's) was not completed, and there was no place to store goods and keep things safe from the weather and the Indians. By all joining, the Low house was finished, and then one for A.A.Denny, followed by others for Bell, Boren and Terry. Leander Terry, or Lea, as he was called, did not stay long, but relinquished his rights in favor of his brother Charles, who took the claim for his own. Low, who took land alongside Terry's, abandoned it after a while and settled in Thurston County, still later moving to Snohomish. The others of the party were in no hurry, intending to look about first and pick out their places in the spring. During December the brig Leonesa, Capt. Howard, came from the South to the Point to load piles for the wharves of San Francisco. The men at the settlement got profitable employment in furnishing this cargo, the Leonesa being the first vessel to obtain a full load of any kind in what is now King County. Piles, which cost on the Sound six and eight cents a running foot, sold in San Francisco at from fifty cents to a dollar a foot.

Terry brought with him a small stock of merchandise from Portland. Entering into partnership with Low, they opened in the latter part of November, as C. C. Terry and Co., the New York Markook House, "Markook" being the Indian jargon word for trading. The first customer was Luther M. Collins, who bought a lot of kitchen ware. The stock was small at

first, but was soon increased so that in 1852 the firm advertised in the Columbian that "in the Markook House at New York on Puget Sound, they kept constantly on hand and for sale at the lowest prices all kinds of merchandise usually required in a new country. Vessels furnished with cargoes of piles, squared timbers, shingles, etc." The vessels that came for such cargoes in those days usually brought merchandise to trade with, and it was from their stock that the earlier Puget Sound stores were generally supplied. The firm of C.C. Terry, who thereafter continued the business alone because of Low selling out in April 11, 1853, was thereafter known as the "New York Cash Store." This was the first mercantile enterprise in the County of King.

During the winter the U.S. Sloop of War, Vincennes, Capt. W.L. Hudson, visited the little settlement, cleaned ship, obtained supplies and exercised her men and guns. This was the same vessel that was on the Sound ten years before with Capt. Wilkes and the same Hudson who that year commanded the U.S. Ship Peacock, a part of the Wilkes Expedition, that was lost on the Columbia River bar. The booming of the Vincennes guns made a strong and respectful impression upon the hundreds of Indians, then almost constantly at Alki Point; while to the settlers, noticing the effect upon the Indians, it was music of a delightful character.

Terry was from New York, and he determined at once that the place should be called New York. Alki is the jargon word for "by and by" or "in the future." In connection with Terry's New York, the people began to speak of it as New York Alki, and sometimes as Alki alone. Terry was not displeased, and when he was called upon to name the place in an official manner, in his plat of 1853, he called it the town of Alki on New York Point. The New York was dropped entirely in time and Alki became the sole name for the locality, that is, to all except the Government of the United States which still adheres to the name of Battery Point.

1852

Lewis County was divided by Legislative Act of Jan. 12th, and a new county created covering all the Puget Sound country. This was named after Samuel R. Thurston, Oregon's first delegate in Congress. Olympia and Steilacoom were named as the election precincts. The entire receipts of Lewis County for the last fiscal year in which it included Puget Sound were \$1,112.51. Expenditures for the same year aggregated \$2,330.35. The surplus of the previous year was entirely consumed, and the county left with a debt of \$201.20

After considerable examination of the lands and waters of the adjacent country Messrs. W.N.Bell, C.D.Boren and A.A.Denny determined to locate four or five miles north of Alki Point, on the east side of the bay. Feb. 15th, they fixed upon their individual tracts, the three, however, being together one body of land. The harbor was better than that at Alki, the timber as good, the agricultural opportunities were greater, and the chances of a town more. House building began at once. While engaged in this work, Dr. D. S. Maynard, who had been trading at San Francisco and in Olympia during the previous year and a half, came along (March 31st) accompanied by Chief Seattle and other Indians. Maynard had a little stock of merchandise from his Olympia store, and he intended to start a fishery and trade with the Indians. The place suited him, and he also took a claim next to and south of Boren's. April 3rd, Bell, Boren's family and Maynard moved over from Alki, A.A.Denny being unable to go on account of illness, and Boren and D. T. Denny being away for the cattle they had left in the Willamette Valley for the winter. Upon his return D.T.Denny took a claim north of Bell's and in October, by a readjustment of lines, room was made for H.L.Yesler. After Yesler came, Edmund Carr, Ira W. Utter, John Ross and Henry A. Smith, who secured claims in what is now the north end of the city. The site selected by the first settlers was one of unattractive appearance. The front of Maynard's

claim was a small island, four hundred yards long and one hundred yards wide, from King Street to Yesler Way, and from First Avenue South to the east. East of this island was a lagoon which at high tide had a water surface about equal in area to the land surface of the island. This lagoon was gradually filled with debris from the town. For twenty-five years practically all the business of the town was done upon that island and upon the lands immediately adjoining. North of the island the approach to the Sound was not as good. The bay came up to First Avenue as far as Spring Street. The level lands along the front, with which latter day citizens are so familiar, did not then exist, the bay covering all and extending from the "Point", as the present corner of King Street and Railroad Avenue was called, to the east about a thousand yards. The Duwamish River flowed along the eastern shore of the bay, and out past the "Point." From the lagoon and from the bay proper the lands to the east generally rose abruptly and precipitously. By the subsequent cutting and grading of the high lands, the filling of the low lands and the driving out of the sea, the changed appearance of the lower part of the town, the main business portion of the city, has since been effected.

The original land claimants were impressed with the idea that here could and would be a town. A name was necessary, and they consulted among themselves as to what that name should be. From the Indians they learned that the names of the locality were Mukmukum and Zekhalalitch, Alki Point being Soquampsh. They were awkward and meaningless, and with others were rejected. An Indian name was the choice of all. The chief of the Indians in this vicinity was dignified and imposing, was friendly and useful, and withal had a fitting and rythmical name - Seattle. It was chosen without dissent, and among the people was used from that time on, though for nearly a year unofficially, the place being known abroad as

Duwamish, or the settlement at the mouth of the Duwamish River. The chief was stolidly indifferent in the matter, and never gave indication of pleasure or displeasure at the liberty taken with his name.

Dr. Maynard came prepared to trade. He had a boat load of goods with him and he quickly had a log house about fifteen feet square built on his claim at about the corner of Main Street and First Avenue South, where he opened Seattle's first store. About this time the brig John Davis, Capt. George Plummer, came along. It had a lot of merchandise on board, which he sold to Maynard. Early in the fall when the salmon began to run, Maynard employed a large number of Indians and he packed nine hundred barrels of fish, which he sold to Capt. Plummer and to Capt. Leonard M. Felker, of the brig Franklin Adams. The Doctor called his store the "Seattle Exchange." In advertising it (October 1852) in the *Columbian* he stated that he was "now receiving direct from London and New York, via San Francisco, a general assortment of dry goods, groceries, hardware, crockery, etc. suitable for the wants of immigrants just arriving." People were admonished that those who came first would be first served.

The first vessel to load at Seattle was the brig John Davis. As in the case of the *Leonessa* at Alki Point, she was seeking cargo, and she got it in the shape of piles and squared timbers from the settlers. This was in April and May. The timber was taken from the most convenient places about the bay, put together in small rafts, and with boats and poles, directed to the vessel's side. The Dennys, Terrys, Bell, Boren, Low and others all joined in this work, and were glad to get it. In fact it would have gone hard with the first people of Seattle had not these vessels so opportunely come to them. The cargoes going from the Sound in 1852 and 1853 to San Francisco, were composed entirely of piles, hewn timbers, cordwood, shingle salmon, cranberries, potatoes and a little sawed lumber from  
the mills.

The first election was held in June, and was for officers of Thurston County. As there was no precinct north of Steilacoom, the people of Seattle and the lower Sound were practically disenfranchised. A.J. Simmons was elected Sheriff; Alonzo M. Poe, Clerk; D.R. Bigelow, Treasurer; A.S. Bailey, Assessor; Edmund Sylvester, Coroner; A.A. Denny of Seattle, S.S. Ford, Sr., of Skookum Chuck, and David Shelton of Hammersley Inlet, Commissioners. Other officials of that year were Wm. Strong, Judge of the District Court; Quincy A. Brooks, Prosecuting Attorney; Columbia Lancaster, of Clarke County, member of the Legislative Council; Isaac N. Ebey, of Whidby Island member of the House of Representatives; Whitfield Kirtley, Justice of the Peace at Olympia; James M. Bachelder, Justice at Steilacoom, and David S. Maynard, Justice at Seattle. At the first session of the Board of Commissioners in July, the county was divided into precincts; the latter including all the country on the east side of Puget Sound that has since become the counties of King and Snohomish. Duwamish precinct was also called School District No. 5. The county assessment that year amounted to \$124,602, and the tax levy was 7 mills with one dollar poll tax. During the three years that Seattle was in Thurston County, the county receipts aggregated \$2,245. The payments included \$963.75 for salaries and fees; \$876.59 for schools, and \$186.92 for Oregon Territory; total \$2,027.26.

The first religious service in Seattle was conducted by Rev. Modeste Demers, of the Roman Catholic Church, in August. He was then on his way to assume at Fort Victoria the Bishopric of New Caledonia, with Russian America and Alaska included. Demers was accompanied by Father Lootens, who later became Bishop of Idaho. They made the entire trip from Olympia to Victoria in a canoe.

George N. McConaha was the first lawyer in Seattle. There being no District Court in the town, and the population being very small, there wasn't much for an attorney to do. So

he soon formed a partnership with J. W. Wiley of Olympia, and practiced in the courts of other parts of the Territory.

Eugenie, daughter of Geo. N. and Ursula McConaha, was the first white child born in Seattle, Sept. 18th, 1852.

The first newspaper issued in what is now the State of Washington was the *Columbian* at Olympia, Sept. 11, 1852, by James W. Wiley and Thomas F. McElroy. It was a four-page weekly, six columns to the page, the contents including twenty columns of reading matter and four of advertisements. McElroy was a whig, Wiley a Democrat; the paper was neutral in politics. It was said to be "devoted to the interests of Oregon in general, and the territory north of the Columbia River in particular." It was named *Columbian* in anticipation of the creation of a new Territory to be called Columbia. Among its agents were Chas. C. Terry at New York, and A. A. Denny at Seattle. Among the advertisements were those of M.T. Simmons, H.A. Goldsborough, George A. Barnes, Edmund Sylvester, Simpson P. Moses, A. J. Moses, A.M. Poe, D.R. Bigelow, Quincy A. Brooks, George Abernethy, Edward D. Warbass, Herbert Jeal, Clanrick Crosby, Weed and Hurd, Isaac Wood and Sons, and Chas. C. Terry and Co. In the only reference to Seattle in the first issue, the little settlement is called "Duwamish River." The oration of D.R. Bigelow the previous Fourth of July covered a whole page. The latest news from the eastern states was of the death of Henry Clay, June 29th. In the later issues of the same year, Luther M. Collins advertised his nursery on the Duwamish River, in which he claimed to have 200,000 young fruit trees. In December 1853, McElroy retired and the Democrats obtaining entire control, the paper became strongly partisan. For a few weeks it was called the *Washington Pioneer*, and then the *Pioneer and Democrat*. Upon its death in 1861, its material passed to the *Overland Press*, which was succeeded by the *Pacific Tribune*, which in turn, after its removal to Seattle, was merged into the *Intelligencer*. The latter for several years

years used the original press of the Columbian, what was known as the Ramage, a hand machine capable of printing about one hundred small papers in an hour. The press is now one of the numerous and most valued relics of the Young Naturalists of Seattle. It was used in the printing of the first paper in California, the first in Oregon, the first in Washington, the first in Seattle. The Post-Intelligencer resulted from a consolidation of the Post and Intelligencer, both daily and weekly newspapers, in October, 1881.

For the convenience of tax payers A.J. Simmons, Sheriff and Tax Collector of Thurston County visited New York, Whidby Island, Port Townsend and New Dungeness during October, having with him the records and papers and giving notice in advance of his coming that people interested might be prepared.

Puget Sound lumber sold in San Francisco in October at \$60 a thousand feet by the cargo, \$65 in large lots and \$70 in small. In December the price went up to \$90 and \$100 a thousand feet.

The first steam saw mill on Puget Sound was erected in the fall and winter of 1852-53 by Henry L. Yesler on the beach at about the corner of First Avenue and Yesler Way, cutting its first lumber on the 26th of March. The mill could cut about eight thousand feet of lumber a day, and for twenty years it was the leading industrial establishment of the town. Between logging, the cook house and the mill itself, nearly all the first settlers worked in this establishment, including George F. Frye, Hilary Butler, Dexter Horton, J. V. Wyckoff, J. J. Moss, T. D. Hinckley, Edward Hanford, J. C. Holgate, A. A. Denny and others. In its later days it sustained numerous changes, as rebuilding, enlarging, leasing, etc.

In December beef was worth 15 to 20 cents a pound, flour \$40 a barrel, potatoes \$1.50 per bushel, onions \$4, butter \$1 a pound, cheese 40 cents, fir lumber \$25 a thousand

feet, cedar \$30, shingles \$5 a thousand, piles 3' cents a foot, squared lumber 16 cents a foot.

Shilshole or Salmon Bay was discovered by A.A. and D.T.Denny in December. It was called Salmon by Edmund Carr on account of the great number of salmon he erroneously supposed visited the bay.

The first divorce granted was that of David S. and Lydia A. Maynard by the Oregon Legislature, Dec. 2nd, 1852. Maynard soon remarried, his second wife being a widow, Mrs. Catherine F. Broshears, a sister of Mrs. Simmons of Olympia.

King County was created by act of the Oregon Legislature of Dec. 22, with the seat of government at Seattle on the land-claim of D. S. Maynard, the place of election being also located in Maynard's house. Island, Jefferson and Pierce Counties were established at the same time, the four new counties being cut off from Thurston. King county then went to the middle of the Puyallup on the south and to the Pacific Ocean on the west. The Presidential election had just occurred and the two new counties were named after the successful candidates for President and Vice President - Franklin Pierce of New Hampshire and William Rufus King of Alabama. King for nearly thirty years had been in the Senate, and at the time of his election was President pro tem of that body. He was then a very sick man, and with a view of strengthening his health he went to Cuba in February. It being evident that he would be unable to qualify on the 4th of March, Congress authorized any U.S.Consul or U.S.Judge to administer the required oath at any place or at any time convenient to Mr. King. Consul Rodney at Matanzas, Cuba, performed this service. The Vice President returned to his home in Alabama April 10th and died there on the 21st. Of the new county of King, J.N.Low, L.M.Collins and A.A.Denny were appointed Commissioners, H.L.Yesler, Probate Clerk and C.D.Boren, Sheriff. All qualified except Boren, who was then arranging to remove to the upper Sound.

In October, Columbia Lancaster resigned his seat in the Council of the Oregon Legislature. To fill the vacancy Gov. Gaines in November ordered a special election to be held Dec. 27th in the district composed of Clarke, Lewis, Pacific, Thurston and Clatsop Counties - all of the country north of the Columbia River and one county south. In this (Thurston) County the polling places named were the house of Whitfield Kirtley in Olympia, at the house of J. M. Chapman in Stella-coom, and at the house of D. S. Maynard at Dewamps (Seattle) at Dr. Lansdale's on Whidby Island, and at Plummer and Hastings' store in Port Townsend. By published announcements in the Columbian, "Many Friends" placed in nomination A.A.Denny and by "Many Voters" D.R.Bigelow. The paper, in accordance with its neutral principles, spoke in pleasant terms of both candidates. It referred to Mr. Denny as of Seattle at the mouth of the Duwamish River, and said "Mr. Denny is a farmer, plain and unostentatious, highly esteemed as a citizen and a neighbor, straightforward in his business transactions, and eminently qualified to discharge with credit any civil duties he may be called upon by the people to perform. He is a young man of good, general intelligence, and a steadfast friend of Northern Oregon." At the last moment Mr. Bigelow retired from the contest, and his place was taken by Seth Catlin of Cowlitz, known as the "Sage of Monticello" by his Democratic friends of the day. Gov. Gaines changed the date of election from Tuesday the 7th, to Monday the 6th, but the second proclamation announcing the change did not get north of Olympia in time, so that the election was held in two precincts on the 7th, and in the others of the enormous district on the 6th. At Seattle Denny got all the votes cast, 17 in number and at Stellacoom he got 13, or all that were cast. The polls were not opened at Whidby Island or Port Townsend and there is no record of the election in either Lewis or Clarke Counties. At Olympia 30 votes were given to Denny and the same number to

Catlin. Denny therefore carried his own county by 30 majority, getting 60 out of 90 votes. He also carried Pacific County, getting all the 9 votes cast. Clatsop, however, went against him; Lexington precinct giving Denny 6 votes and Catlin 8, and Astoria precinct giving 2 to Denny and 23 to Catlin. Upon the face of the returns the Seattle man carried the District, getting 77 votes to the Monticello man's 61. The mails were very slow and irregular, and the returns from the three counties did not get to Salem, the capital, until the latter part of January. The Legislature met Dec. 6th and the session was one of sixty days. It was ended before Mr. Denny knew that he was the successful candidate. His election was not officially declared by the Territorial Secretary, who knew it would be impossible for the new Councilman to qualify and serve. This was the first election held in Seattle. Puget Sound's only legislator that session was Isaac N. Ebey, of Whidby Island, a member of the House of Representatives.

Residents of the country north of the Columbia River felt that in public matters they were not getting all that they were entitled to. The Willamette Valley people were in the majority and they were between the people of the north and California on the one side, and the Eastern States on the other. They got the offices, the patronage, the immigrants, and most of the other good things. It was thought that the creation of a new Territory would remedy these evils, and with that idea in view agitation of the subject was begun in the fall of 1852. When carried on for some time the holding of a term of the District Court at John R. Jackson's place in the Cowlitz Valley, with the considerable number of persons who would necessarily be present, was seized as the time and place for holding the first public meeting. This was held Oct. 26th, and was participated in by Judge William Strong, Major H.A. Goldsborough, Francis A. Chenoweth, Quincy A. Brooks,

Sydney S. Ford, R. J. White, Michael T. Simmons, George N. McConaha, and John R. Jackson. All favored the proposed new Territory. They therefore issued a call for a Convention at Monticello, Nov. 25th, "for the purpose of memorializing Congress for an early division of the Territory, so that the Columbia River may be the southern and eastern boundary of a new Territory."

Acting upon the suggestion, local meetings were held at various points on the 13th of November, at which delegates were chosen to attend the Convention. One of these points was Seattle, the meeting at which place elected L. M. Collins, C. C. Terry, Geo. N. McConaha, Wm. N. Bell, J. N. Low, A. A. Denny and D. S. Maynard, every one of whom fulfilled the trust reposed in him. It is remarkable that in so small a community one-third of the men should be possessed of the public spirit necessary to induce them to make so lengthy, expensive, dangerous and uncomfortable a trip as that to Monticello on this occasion, merely to ask Congress to do something they probably thought Congress would not do. Forty-four delegates composed the Convention, of which Geo. N. McConaha was President and R. J. White, Secretary. The memorial adopted and signed by all, carefully presented the situation and wants of the people, and asked Congress to create the Territory of Columbia, including an area of about 32,000 square miles, and covering the ground north of the Columbia and west of its great northern branch. The Oregon Legislature was asked to assist, which it did by memorializing Congress in favor of Columbia Territory. Delegate Joe Lane also favored it, and he introduced in the House of Representatives a bill in accordance with the prayer of the Monticello Convention. Stephen A. Douglas was Chairman of the committee to which the bill was referred, and there considerable alterations in it were made. The area of the new Territory was extended to more than one hundred thousand square miles and the name was changed from Columbia to Washington. It is

said this was done by the suggestion and insistence of Mr. Stanton of Kentucky. In the House there was some opposition to the name Washington, urged by Mr. Evans, who thought an Indian name preferable, but as time was short he was overruled, and the amendment adopted by a vote of 99 to 26, following which the whole bill was passed Feb. 10th, by a vote of 128 to 29. March 2d, the bill went through the Senate unchanged. The news of the enactment reached the Sound April 25th, 1853, where it was hailed with popular demonstrations of approval, including gun firing, speech making, etc.

1853

The first legal marriage in Seattle, or marriage of a white couple, was that of David T. Denny and Louisa Boren, of which the following quaint record was officially made. "This is to certify that David Denny and Louisa, his wife, were married by me, a Justice of the Peace, on the 23rd day of January, A.D. 1853, at the house of A. A. Denny near the town of Seattle, in King County, Oregon Territory, in the presence of A. A. Denny, wife and others. D.S. Maynard, J.P., H.L. Yesler, Clerk."

The first Notaries Public were provided by the Oregon Legislative Act of Jan. 31st - David S. Maynard, in King County; Alonzo Marion Poe, in Thurston; John M. Chapman, in Pierce; Richard H. Lansdale, in Island; and Alfred A. Plummer, in Jefferson.

One of the last acts of the Oregon Legislature (Feb. 1st, 1853) was to define the Judicial Districts. The Third was made to include Washington and Clatsop Counties south of the Columbia River, and all the country north of the Columbia. Island, Pierce, Thurston and Clarke Counties were given terms of Court; King being joined to Pierce and Jefferson to Island for judicial purposes. The three Judges - Strong, Nelson and Tran---- were allowed to assign themselves. Strong chose the Third District. King and Jefferson Counties were each allowed a Clerk, who had the same power to issue process as the clerks elsewhere had. D.S. Maynard was appointed Clerk for King County.

The Territory of Washington having been created by act of Congress of March 2d, the new President, Franklin Pierce, made appointments as follows: Governor and Superintendent of Indian Affairs, Isaac Ingalls Stevens, of Massachusetts; Secretary, Chas. H. Mason of Rhode Island; Attorney, J. S. Clendenin, of Louisiana; Marshall, J. Patton Anderson of Mississippi; Chief Justice, Edward Lander, of Indiana.

Associate Justice, Victor Monroe, of Kentucky: Associate Justice, John K. Miller, of Ohio. Through physical disability, Miller was unable to accept, whereupon Moses Hoagland, also of Ohio, was appointed instead. Hoagland did not take the office, and Obadiah McFadden, of Oregon, was appointed in his place. About the same time, Isaac N. Ebey, of Whidby Island, was appointed Collector of Customs for the Puget Sound District. Marshall Anderson was soon in the Territory, engaged in taking the census. He enumerated 1134 inhabitants in Clarke County: 996 in Thurston: 616 in Lewis: 518 in Pierce: 195 in Island: 189 in Jefferson: 170 in King, and 152 in Pacific; total 3,965. He also counted the legal voters, finding the number in the Territory to be 1682. Governor Stevens, being an engineer of the highest repute, was intrusted with the command of a Government expedition from the headwaters of the Mississippi to Puget Sound, with a view to the building of the Northern Pacific Railroad. While in the performance of that duty he crossed the Rocky Mountains and arrived within his own jurisdiction. By proclamation, issued at St. Mary's Village, Sept. 29th, he announced his entry to Washington Territory, and his intention to organize the Territory according to the provisions of the Congressional Act, and further, his intention to discharge the duties of Indian Superintendent. Continuing on, the Governor arrived at Olympia Nov. 26th, in a drenching rain. Though he entered quietly and unexpectedly, he was given a hearty welcome in the shape of a public demonstration. On the 28th, by proclamation, he ordered an election for Delegates to Congress and members of the Legislative Assembly, to be held on Monday, Jan. 30th, 1854, in all the counties of the Territory. Based upon the census of Marshal Anderson an apportionment of Legislators was made by the Governor, in which King County was given one Representative, and King and Pierce together two Councilmen. He also provided the places and judges of

election, King County having one at Seattle with A.A.Denny, H. L. Yesler and D.S.Maynard as judges, and one at Alki with C.C.Terry, Samuel W. Russell and Hillery Butler as judges. In the same proclamation he formed the Judicial Districts, the Third comprising Pierce, King, Island and Jefferson Counties, court to be held at Seattle on the second Monday of February 1854. Later he directed Chief Justice Edward Lander to hold the first term at Seattle.

The following is a copy of the official report of the first session of the Board of County Commissioners: "Be it remembered that on this 5th day of March, A.D. 1853, the County Commissioners Court of King County was convened at the house of D. S. Maynard, in the town of Seattle, and duly organized in accordance with an act of the Legislative Assembly of Oregon Territory. Present: L.M.Collins and A.A.Denny, Commissioners, and H.L.Yesler, Clerk. The following business was had and transacted: Ordered that the following named persons be summoned to serve as Grand Jurors, to-wit: George Holt, Jacob Maple, Samuel Maple, Henry Pierce, Henry Smith, Edward A. Clark, and James Wilson: and as Petit Jurors, David T. Denny, Wm. N. Bell, John Sampson, John Moss, Wm. Carr, David Maurer, John Stroble and Henry Van Asselt. Ordered, that the court adjourn to meet on the first Monday in April, A.A.Denny, L.M.Collins, Commissioners." The record is headed "Seattle, King County, Washington Territory," but this was undoubtedly an after insertion, as no one here then knew of any Washington, as it was still Oregon Territory to the people on the Pacific Coast, and as the name for the new Territory by general supposition was to be Columbia.

The Commissioners met again on the 4th of April, when it appears from the record that Judges A.A.Denny and L.M.Collins were present. It was ordered that Wm. N. Bell be appointed Supervisor of Road District No. 1 and that Geo.

Holt be appointed Supervisor of district No. 2. All that portion of the country north of the Duwamish River was included in District 1, and all that portion south of the river in District 2. It was also ordered "that the Clerk obtain a title bond from D.S.Maynard to Block 17 in the town of Seattle, for the use of King County also, that the Clerk execute a bond for a deed to one block adjoining the same on the north." This order sounds a little ambitious for so young and small a community and also a little arbitrary, considering that no negotiations were pending and that the county had neither money nor credit. Neither one of the blocks was obtained, and it was twenty-five years before King County secured a single foot of real estate in Seattle. At the April term a license was given to L. M. Collins to keep a ferry on the Duwamish River, for which he was charged \$2. He was authorized to collect twelve and a half cents from each footman, a man and horse fifty cents, wagon and team one dollar and fifty cents, additional horses and oxen twelve and a half cents each, sheep and hogs five cents. Upon payment of a fee of \$50 shipmasters were to be licensed to vend, sell or retail at private sale any goods, wares and merchandise within the County of King. July 5th, L.V.Wyokoff was appointed Assessor, and in September was paid \$90 for his work. J.N.Ayers was appointed Treasurer, Jacob Maple and C.C.Terry Justices of the Peace and Henry Smith and Charles -----, Constables. For the purpose of defraying county expenses a tax levy of four mills on the dollar was made. This first Board of Commissioners was in session seven days between March 1853 and June 1854, when relieved by their successors. There is no record of their charging for their services or receiving compensation therefor.

By mutual arrangement "the town of Seattle" was platted May 23rd by A.A.Denny, C.D.Boren and D.S.Maynard. The Maynard plat extended from the Sound east to Tenth Street,

four blocks wide on the front from Yesler to King, and seven blocks wide in the rear or on the east, and it included fifty-eight blocks. The combined plat of Boren and Denny extended from Yesler Way to Spring Street and from First Avenue to Third and included twelve blocks. Boren's first individual or sole plat was filed in February 1854, and included thirty-two blocks. A.A.Denny's first in February 1858, and included three water front blocks. The first plats of other original townsite owners were W.N.Bell, August 1858, A.A.Denny being concerned with him in the tract; Edward Hanford, June 1869, D.T.Denny, July 1869, Thomas Mercer. August 1870.

Not to be behind his neighbors Chas. C. Terry had the town of Alki surveyed at New York Point-as he called it-May 27th, by A.A.Denny and platted on the 28th into six blocks of eight lots each. The plat was not recorded until the following year, and was subsequently vacated. In 1853 Alki was quite as big and looked as well as Seattle; there being three stores there, two saloons, a boarding house and several families and dwellings. At that time Capt. Wm. Renton was building at Alki a steam sawmill larger than Yesler's which, however, he moved away in 1854. The first celebration of the National Holiday in King County was at Alki on the Fourth of July, 1853 and consisted of a salute, dinner in a grove, reading the Declaration of Independence, remarks by several speakers and a dance in the evening.

The first paper recorded in King County was a statement concerning David T. Denny's 320 acre donation claim, giving the bounds as nearly as possible. The second paper recorded was a conditional quit claim deed from David S. Maynard and Catherine T. Maynard to the Methodist Episcopal Church, dated July 25th, 1853, to a tract of land 44 rods wide, 106 rods long, near the center of the claim. Their idea was to secure the establishment of the "Seattle Semi-

nary" an object dear to the Rev. Benjamin Crosse, who appointed as its first trustees Messrs. A.A.Denny, Nelson Barnes, Phillip Northeraft, Edmund Carr, R. H. Lansdale, George Hughbanks and Rev. Wm. E. Morse and who were given until April 1st, 1856, to clear grounds, erect buildings and open the school. As the conditions were not fulfilled, the transaction fell through. The Church not only lost this valuable property but another also, for a like reason, when a piece of ground of about the same extent was offered (1854) by Carson D. Boren for the establishment of "Puget Sound University." The first bond for a deed recorded was from C.D.Boren to Wm. A. Strickler, July 12th, calling for lots 5 and 8 of block 5 and lots 5 and 8 of block 7 for \$1,000. Dr. Maynard did not wait for the filing of the plat before beginning the sale of lots, which he pushed unceasingly, and of which he had the monopoly for the remainder of the year. His deeds contained an agreement to give another, a warranty, as soon as practicable after patent was obtained by him from the United States, and many of them contained the statement that he was a Doctor of Medicine. He gave deeds for numerous lots in 1853 to Franklin Matthias, R.P.Willis, Henry Webber, Thomas W. Slater, Wm. P. Smith, Henry Adams, Walter Abbott, George Plummer, J.N.Ayers, H.V.Keith, David Maurer, John Moss, L.M.Felker and Solomon Collins. By these transactions he did much to establish the new people and new business of the town upon his claim, which as long as he lived was the main portion of the town. Maynard kept up the sale of lots in 1854, but A. A. Denny, Boren and others were then in the field and divided the trade with him.

The first white male child born in Seattle was Orion O., son of Arthur A. and Mary A. Denny, on the 17th of July.

A postoffice was established in Seattle and the first mail received Aug. 27th by Postmaster A.A.Denny. Prior

to this time Olympia was the mail address of Seattle people, who obtained their matter by means of private, costly express. The second postoffice in the county was that at Alki, established in 1854 with C.C.Terry as postmaster. The express charged in those days was 25 cents per letter or paper to or from Olympia. Robert W. Moxlie was expressman and made his trips in a canoe.

With a view to helping the immigrants of 1853 reach Puget Sound, the people, particularly those of Pierce and Thurston Counties, contributed money, goods and time to the opening of the Naches Pass. Under the leadership of Edward J. Allen what was called the Washington Territory Immigrant Road was opened. It extended through the upper White River Valley, and down the Yakima towards Walla Walla. Word was sent to the immigrants of what was doing, and sixty wagons were towards the new route. Among these people were Lane, Longmire, Light, Kincaid, Biles, Himes, Judson, Woolery and others with their families. Provisions were sent to them and they were received cordially. Congress had appropriated \$25,000 for a road over the Cascades and the expenditures of this money was entrusted to Capt. Geo. B. McClellan, U.S.A. He was too late to do the work himself and was advised by Gov. Stevens, it is said, to assume the work of the citizens as his own and pay the bills out of the Government money. He did nothing, however. The Naches route was a failure and was finally abandoned.

Among the new people coming to Seattle this year were Thomas Mercer, Dexter Horton, T.D.Hinckley, W.C.Latimer, W.H.Gilliam, L.V.Wyckoff, D.E.Blaine, Joseph Foster, E. N. Smithers, Geo. F. Frye, John Thomas, S.W.Russell, Robert Russell, Chas. Plummer, Edward Hanford, J. C. Holgate, J. J. Moss and a few others.

The first wagon was brought by Thomas Mercer, and for a long time was the only vehicle in town.

The first American passenger and mail steamer was the Fairy, brought from San Francisco in October by Capt. D.J.Gove. She was a side-wheeler, small, frail and unseaworthy. Prior to this time the only steamer was the Beaver and she was engaged exclusively in the service of her owners, the Hudson's Bay Company. People had traveled up and down the Sound in canoes, skiff, scows and small sail craft, the most popular boat for several years being the sloop, Sarah Stone, Capt. Slater. L.M.Collins had a scow in which he made many trips, carrying freight and passengers, boarding the latter when they would furnish their own provisions and do the cooking. The Fairy was at once put on the route from Olympia, leaving every Monday and Wednesday for Steilacoom, and once a week, on Friday, for Alki and Seattle. Fare to Steilacoom from Seattle was \$6; to Olympia \$10.

Between bad weather, breakdowns and opposition the Fairy had a hard time of it until October 1857, when she was destroyed by an explosion at Steilacoom, several persons being injured. Capt. Gove, one of a numerous family of mariners, whose names as masters of sail and steam vessels on Puget Sound was familiar to citizens of this region for half a century.

The first water power mill in King County was built this year near Renton, on Black River, by H. H. Tobin. A couple of years after the mill was burned by the Indians.

Flour sold this year as low as \$10 a barrel, as high as \$60 and at all prices between. Butter sold at \$1.50 a pound, and potatoes at \$2.50 a bushel.

Coal was discovered on the Clyner farm, Black River, by Dr. R.M.Bigelow, and a movement made to place it on the market as speedily as practicable.

The first pretense of a public house in Seattle was that of David Maurer. He opened a dining room in Dr. Maynard's residence early in 1853, and soon after moved across

the street (First Avenue South) where in a loft he furnished lodgings. A more complete and comfortable establishment was opened a little later by a woman known as Mary Ann Boyer at first, but subsequently as Mary Ann Conklin. It was a well built two-story house on the southeast corner of Jackson Street and First Avenue South, where it stood thirty-six years and until destroyed by fire on the 6th of June, 1889. It belonged to Capt. Felker. Being one of the largest, best and most convenient houses in the little town, it was used for various other purposes, among them the holding of Court, the first term in King County being held within its walls. Mrs. Conklin was an exceedingly plain-spoken woman, quite vulgar at times and very profane. On account of this peculiarity she was given and carried to her grave the name of "Old Mother Dammable," by which cognomen she was commonly known all over the Territory. It was found many years after her death that while lying in the cemetery her body had turned to stone. The third hotel enterprise was that of S.B. Simons.

1854

With the organization of Washington as a Territory came the introduction of National politics. There were official honors and emoluments to distribute, and though the population was small there was no lack of seekers for the more desirable of these favors. The neighbors of Judge Lancaster of Clarke County met on the 12th of May, 1853 and placed him before the people as their choice for Delegate to Congress. May 27th, Col. M.T. Simmons publicly announced his candidacy "at the earnest solicitation of numerous friends," and if elected he promised that "his untiring exertions should be given to the best interests of our Territory without regard to sections or localities." James R. Johnson, of Thurston County, announced himself subject to the decision of the Democratic Convention. Dr. John M. Haden of Fort Steilacoom, Francis A. Chenoweth and J. Patton Anderson were also in the field. As was generally known, the Democrats were in the majority in the Territory. Hence, their candidates (the foregoing) were numerous enough; the Whigs had to stir around actively to find a suitable man who could be prevailed upon to be used in the sacrifice. After Gov. Stevens' proclamation of November 28th, 1853, the Democrats of King County got together and Luther M. Collins, W. J. Wright and D. S. Maynard, as a Central Committee, issued a call for a mass Convention at the house of David Maurer in Seattle on Saturday, the 24th of December, for the purpose of nominating candidates for the Legislature and delegates to attend the Democratic Territorial Convention at Cowlitz Landing on the 2d of January 1854.

At this, the first political County Convention, Geo. N. McConaha was nominated for the Legislative Council and William Heebner for the House of Representatives. The same two men and W. J. Wright were chosen delegates to the Territorial Convention. They attended and McConaha was made

chairman. Columbia Lancaster of Clarke County and one of the immigrants of 1842 secured the nomination. Wm. H. Wallace of Steilacoom was subsequently nominated by the Whigs, and Simmons attempted to run independently. Lancaster and Wallace stumped the Territory. At the election (Jan. 30th) Lancaster got 698 votes, Wallace 500 and Simmons 18. In King and Pierce Counties together McConaha got 270 votes and was elected. In King alone A.A.Denny (Whig) received 87 votes, Heebner 19, Denny being elected, of course. Lafayette Balch of Steilacoom was the other joint Councilman from the district composed of King and Pierce Counties, he receiving 165 votes to his Democratic opponent's 133.

It is said that the Snoqualmie Pass was brought to the attention of Capt. Geo. B. McClellan, U.S.A., by the Indians when he was at Lake Kichelas in 1853, but not trusting to their representations, he being also short of time, it was not visited by him. Gov. Stevens had more faith and had the Pass examined by Mr. Tinkham, one of the civil engineers connected with the Northern Pacific Exploration party. Tinkham came over from Yakima in midwinter, reporting that he had crossed Snoqualmie Pass Jan. 31st, 1854. He found the snow six feet deep in the Pass, eight inches deep fourteen miles west, and no snow at all at tidewater. His report was quite favorable, and made a strong impression at the time. What was called the Snoqualmie Pass then and for eleven years after, was not the Snoqualmie Pass of the present, but was one of the other passes near by which had long been used by the Indians and Hudson's Bay men in their travels east and west. A.A.Denny, Wm. Perkins and Jerry M. Borst were the first men positively known to have gone through the Snoqualmie Pass of the later days, when on a trip over the mountains in 1865.

The Legislature met at Olympia Feb. 27th, at 10

in the morning. Geo. N. McConaha was elected President of the Council and Francis A. Chenoweth, Speaker of the House of Representatives. One of the legislative acts was to include all of Puget Sound, except Thurston County, in the Third Judicial District, and to assign to it Chief Justice Edward Lander. Another was to apportion members of the following Legislature: King and Pierce Counties being joined in one Council District with two members, and in one House District with one member, King also having a representative alone. The Legislature then consisted of nine Councilmen and eighteen Representatives. A third measure of local interest was the election by the Legislature of officers for King County, as follows: Wm. A. Strickler, Probate Judge; Carson D. Boren, Sheriff; Henry L. Yesler, Auditor; Wm. P. Smith, Treasurer; Henry A. Smith, School Superintendent; John C. Holgate, Assessor; Geo. W. W. Loomis, Thomas Mercer and Luther M. Collins, Commissioners; John A. Chase, S. L. Grow and Samuel W. Russell, Justices of the Peace, and B. L. Johns, Sidney B. Simons and James N. Roberts, Constables. The public printer, not being prepared to print the Territorial laws in book form, sent his partner to New York to get out the volume. The partner died there, and two years elapsed before the first volume made its appearance - a circumstance that was very inconvenient to the courts, attorneys and people. The laws of the second session were printed and circulated before those of the first. The scope of the Legislature in the earlier days of the Territory was wide and varied to suit every want and emergency. The body undertook anything under the sun it was asked to do, whether national or international, general, local or personal. It urged the annexation of Hawaii in 1854, of British Columbia in 1869; it gave votes of thanks and votes of censure; it prohibited swine from running at large; it gave away lands over which it had no control; it granted divorces and changed names; it closed alleys in towns; it dealt in ferry licenses;

legalized illegal acts of individuals, officials and corporations, and if Congress had only heeded its request all the public lands in the Territory would have been given away, wagon roads made in every imaginable direction; postal routes established everywhere, garrisons or fortifications built in every county, and public buildings in every town.

Rev. Benjamin F. Close of the Methodist Episcopal Church was the first clergyman of a Protestant denomination to conduct religious services in Seattle. This was in the summer of 1853. He lived at Olympia, but he visited the lower Sound settlements occasionally. The first clergyman to take up his residence in Seattle was Rev. D.E. Blaine of the same denomination. He began his ministrations on Sunday, Dec. 4th, 1853 in a private dwelling house belonging to W. G. Latimer, on First Avenue near Cherry Street. The church society was organized in January 1854 with four members, namely, Arthur A. Denny, Mary A. Denny, John H. Nagle and Catharine Blaine. Soon after Edward Hanford and wife, Edmund Carr and Jacob Maple joined, while among the supporters and attendants were Thomas Mercer, Henry Van Asselt, David Phillips, Dexter Horton and others of the first citizens. The Sunday School was started in April following, by Mr. and Mrs. Blaine, Edmund Carr, Miss Dorcas Phillips and Miss Olivia Holgate and was attended by all the young people of the town and many of the old folks. The house of worship was speedily begun and dedicated in May, 1855. It was 24 feet wide by 40 feet long, and, as was the case with all the frame buildings of the time, it was a mere shell, not receiving its first coat of plaster until nine years later. The two lots, southeast corner of Second Avenue and Columbia Street, were given by Carson D. Boren and after occupying them for thirty years they were sold in 1887 to the Puget Sound Improvement Company for \$30,000. This was not only the first church/<sup>edifice</sup> in Seattle, but the only one for ten years. The house was the target for many a hostile

rifle in the attack upon the town by the Indians in January 1856 and the marks were not effaced for a long time. Strangers would enquire years afterwards how or why it was that so many of the windows and boards had little holes in them, only to learn that they were made by Indian bullets in the war of 1855-56. The church lots furnished a burial for the only two white men killed in the Indian attack upon Seattle. After the sale of the lots the house was moved to 213 Cherry, where after the removal of its tower, the putting in of a basement and other changes, it was made the home for various lines of business until 1898, when it was torn down to make room for another building. The original church structure was enlarged twice, its length being doubled by the additions. The first pastor (Blaine) remained in charge until the summer of 1856, when the Oregon Conference assigned him to Portland after which he went East, but returned to Seattle in 1883 to spend the remainder of his days. For souvenir purposes the timbers and boards of the old church were sought eagerly by pioneer citizens at the time of its destruction and the relics are much prized.

The first term of the District Court in Seattle began Feb. 13th and continued three days, Chief Justice Edward Lander presiding. D. S. Maynard was clerk and J. S. Clendenin, Prosecuting Attorney. Henry Van Asselt, a native of Holland, was admitted to citizenship the first day. The Grand Jury empanelled consisted of Wm. N. Bell, Edward A. Clark, John Buckley, Timothy Grow, George Holt, Jacob Maple, Chas. Walker, John H. Nagle, Henry Pierce, S. B. Simonds, Lewis V. Wyckoff, R. M. Bigelow, David T. Denny, Franklin Mathias, H. H. Tobin, and Chas. C. Terry, the foreman. Two Territorial indictments were found for retailing liquor unlawfully. In both cases the accused persons were discharged, the offense not being indictable, according to the Court. A third indictment for the same offense was found, under the U. S. law, and on trial a verdict of

not guilty was rendered, the petit jury in this same case consisting of Wm. A. Strickler, Burleigh, Pierce, Thomas Mercer, Thomas S. Russell, Joseph Foster, Henry A. Smith, John Ross, N. H. Oglesby, W.H. Gilliam, Edmund Carr, E.M. Smithers and Wm. Heebner, the foreman. The first civil case was postponed indefinitely, and in the only other an order was made to sell timber attached on account of its perishable nature. The Sheriff was allowed \$3 a day, bailiffs and jurors \$4 and attorneys \$5; mileage was 10 cents. The three day's expenses aggregated \$519.07. Frank Clark, Elwood Evans, Geo. N. McConaha, Joseph Cushman and Wm. H. Wallace were attorneys in attendance. During vacation following this term, four shipmasters were arrested for dumping ballast in the bay. Two big suits were also begun, those of George W. Lee against John Sword, in which the ship Mason at Gig Harbor was attached and brought to Seattle; and of William Webster against Leonard M. Felker for \$7,000 damages for seizing and using Webster's property at Sooke Harbor, Vancouver's Island, Felker's Seattle real estate being attached. The second term of Court commenced Oct. 23rd, 1854, Judge Lander again presiding. Nothing was done the first day beyond opening. The next day the Grand Jurors were called and charged. They were Wm. N. Bell, W. H. Gilliam, Henry Van Asselt, Edmund Carr, Francis McNatt, Henry Pierce, C. C. Lewis, B. D. Johns, Abram Bryant, Joseph Foster, F. Matthias, Wm. Heebner, O.M.Eaton, G.W.W.Loomis, Wm.P.Smith, H.E.Tobin, Burleigh Pierce, S.M.Holderness, J.L.Foster and C.C.Terry, the foreman. The first cases were four of the Territory against Captains Rand, Pray, Collins and Newell, for dumping ballast in Seattle Harbor. Pray was tried and acquitted, the others being thereupon discharged. George B. Enslow and Chas. Jones were up for selling liquor to the Indians. Jones was acquitted and the Enslow case continued. The first case tried by the jury was that of Reuben Jones vs. Luther Collins. The jury decided in favor of Collins.

awarding him one cent damages to which the Court added costs amounting to \$269.32. Bean did not like this ending of his suit, and asked for a new trial, which the Court refused. Indictments were found against three men for murder, but all escaped punishment, as elsewhere detailed. The petit jurors this term included Charles Plummer, George Bowker, Lincoln Marshall, Wm. Hutchins, Isaac Parker, J.J.Moss, Oscar Olney, A. Kleiner, Robert Gardener, Wm.A.Strickler, -- Miller, --Reed, T.D.Hinckley, Henry Stevens, D.T.Denny, David Maurer, E.M.Smithers, Timothy Grow, Henry H.Decker, Delos Waterman, Seymore Wetmore, George Holt, Daniel Sackman, Robert W.Moxlie, John Henning, W.H.Brannon and Chas. Walker. Hillory Butler and Joseph Wright were bailiffs, and Thos. S. Russell was Crier. Frank Clark was attorney for the Territory and Elwood Evans represented the United States. Other attorneys present were E.O.Murden, Joseph Cushman, and Wm.V.Pease. The Court allowed Mary Ann Boyer \$25 for rent of court room, \$4 for use of furniture, \$10 for jury room and \$66 for jurors meals at 50 cents a piece. Court was in session for nearly two weeks.

In July 1853, Massachie Jim (Bad Jim), an Indian, killed his squaw and was hung for it the same day. Soon after a white man was killed near Lake Union, but it was not until 1854 that his death was made known. Indians then told of it, the body was brought out, and the murder was charged upon two Indians. They were seized and hung on the evening of April 9th. It was alleged at the time that they were hung by other Indians at the command of the chief of the Snohomishes. Other Indians were probably present. At the October term of Court three of these white men were indicted at the Grand Jury for murdering the man, as it was known that white men were also present. These men indicted were David Maurer, William Heebner, and Luther M. Collins. Heebner was one of the Grand Jurors who indicted Maurer, but was excused by the Judge from assisting in indicting himself, the jury going

into Court and making a statement that led to that result. Maurer was a simple minded German who, when charged with the crime and directed to plead, admitted his guilt. An attorney was given him by the Court, his plea was changed to "Not Guilty" and upon trial before a jury he was acquitted. Heebner pleaded "Not Guilty", was tried and also acquitted. Collins was discharged upon motion of the prosecuting attorney. These were the first murders, first hangings and first murder trials in King County.

At the conclusion of the Legislature, Geo. N. McConaha left Olympia for Seattle in a canoe, accompanied by Capt. B.P. Barstow and five Indians. While crossing from Vashon Island to Alki May 4th, the canoe capsized and the two white men and three of the Indians were drowned. McConaha was a strong, bright, active, promising and popular man to whom no honor in the gift of the people was impossible or improbable and his untimely end was long and generally deplored. Barstow was one of the leading men of the Sound.

Seattle's first drug store was opened May 1st, by Horace Morse at the corner of Main Street and First Avenue South and the public was assured by Morse in advertisements that his stock was genuine and good.

Seattle's first blacksmith shop was also opened in 1854, by Lewis V. Wyckoff. While it was useful to the people, there was not much employment or profit in it to the proprietor. Among other things made by Wyckoff was the first plow for Wm.N. Bell. It was a good plow, but there was no animal to draw it, and its usefulness was rusted out instead of worn out.

The Duwamish Coal Company was organized by Leonard M.Felker, L.M.Collins and R.M.Bigelow, to mine and sell what has been known in later years as Renton Coal. Associated with them was Capt. William Webster, who, to assist in the work, brought the second steamer to the Sound, a very small boat

called the Water Lily. They sent 300 tons of coal to San Francisco on the bark Harriet Thompson in August, 1854, where it sold for \$30 a ton. In September the steamer, Major Tompkins, coaled at Seattle, and in the winter following the bark, Sarah McFarland, took about one-third a load on board. Owing to delays of a vexatious character, the master of the McFarland took his vessel over to Vancouver's Island, where her cargo was completed. This hurt the Seattle company, which was further hurt in the Indian War, and went out of business.

In February an engineer in the sawmill at Alki, named William Young, went in a canoe with three Snohomish Indians on a trip to the north. The Indians killed him, and on being charged with the crime, fled to Holmes Harbor, Whidby Island. T.S. Russell, Deputy Sheriff, pursued them in a large canoe, accompanied by three other white men and four Indians. They captured two of the offending Indians, March 5th, but on leaving with them, other Indians on shore fired at the party, killing Dr. W.F. Cherry, of Island County, and wounding Russell and a Mr. Tyson. One of the Young murderers was also killed. The fire was returned with much effect and Russell claimed that eight Indians were shot. The surviving murderer is said to have confessed that in a quarrel among themselves over Young's effects, one of the three Indians was killed by the other two. Upon application to the Governor a squad of soldiers was sent from Fort Steilacoom to the scene of trouble on Whidby Island. It consisted of the garrison commander, Major C.H. Larned, a corporal and eight privates, in a government surf boat, piloted by John Hamilton. Upon completion of the errand, and while returning to Fort Steilacoom, the boat was overturned in a squall, March 27th, between Seattle and Port Madison, and all but two privates were drowned, they holding on to the boat and drifting ashore near Appletree Cove.

At the annual Oregon Conference of the M.E. Church, presided over by Bishop Simpson, Rev. W. Roberts was made Presiding Elder of the Puget Sound Missionary District, Rev. J.F. Devore was assigned to Steilacoom and White River, Rev. D.E. Blaine to Seattle and Duwamish River, Rev. W.B. Morse to Port Townsend and Port Gamble, and Rev. J. Elder to Coveland and Bellingham Bay. Cowlitz, Chehalis and Olympia were left to be supplied later. The church was found to be in good condition and growing rapidly.

The U.S. Survey Steamer Active, Capt. James Alden, surveyed the harbor of Seattle during August, after which a similar service was rendered the harbor of Port Townsend, and then the brig R.H. Fauntleroy, under George Davidson, was joined in surveying Rosario Strait and the shores and waters in that vicinity. Seattle's harbor was overlooked by Vancouver, a trifling, unnamed indentation appearing upon his map, but no other record. It was examined more closely by the Wilkes Expedition and named Elliott. Later the British surveyed it and called it Sonawamis. Capt. Alden gave it the name Duwamish. Lakes Union and Washington were named by Thomas Mercer. Prior to this time the larger lake was known as Duwamish, and Black River as Duwamish River, or Lake Fork of Duwamish River.

At the first election held under the laws of Washington Territory, Sept. 4th, Thomas S. Russell was made Sheriff; John Henning, Assessor; Henry L. Yesler, Auditor; Henry A. Smith, School Superintendent; W.N. Bell, Coroner; Sumner B. Hinds, Wreckmaster; and Thomas Mercer, C. G. Lewis and Alfred Savage, Commissioners. The certificates were given by D.S. Maynard, Deputy Auditor. For many years the only record kept of elections in the county was in the shape of certificates given to the individuals, some of which were filed and some not, or if filed, have since been lost. At the same election King County got both Councilmen that were joint with

Pierce --, C.C.Terry and W. A. Strickler. A. A. Denny was re-elected to the House of Representatives. John Carson was elected joint Representative for Pierce and King Counties.

The first revenue cutter to come to Puget Sound was the Jeff Davis, Capt. Wm. C. Pease, which arrived in October from New York. She was a sail vessel of 100 tons measurement, and remained on the Sound for several years.

Upon U.S. Postal routes bids for mail service were called this year from Olympia to Seattle, from Steilacoom by Alki to Seattle; from Seattle to Duwamish Mills, and from Seattle to Port Madison, Port Townsend, Port Gamble, Penn's Cove and Whatcom.

The steamer Major Tompkins was brought to the Sound by John H. Scranton and Capt. James M. Hunt, arriving at Seattle, Sept. 19th, and being enthusiastically received. Before coming to Seattle she had been to Port Townsend, Bellingham Bay and Victoria. It took her twelve days to come from San Francisco. She went on the route between Olympia, Steilacoom, Seattle, Port Gamble, Port Ludlow, Port Townsend, Penn's Cove and Victoria, making weekly trips. She was usually two days making the run each way. The Major Tompkins, Oct. 7th, towed the English ship, Prince Albert, from Port Townsend to Nisqually, it being the first job of ship towing in these waters. During her short career on the Sound, she towed a number of other vessels; in fact, taking a job of that kind whenever offered, without regard to the mail service, the wishes of her passengers or those having freight. On the night of Feb. 10th, 1855, the Major Tompkins went ashore in a heavy gale at the mouth of Esquimalt Harbor. She was blown alongside the rocks of Macaulay Point, upon which all hands and the passengers had no trouble in jumping. The hull was entirely destroyed, but the engines were saved.

Mrs. Catharine P. Blaine opened and taught the first school in Seattle in the Latimer Building, used for church purposes. It was a private school, the teacher being paid

with money popularly subscribed. It was attended by fourteen pupils, namely: Mary, Susan, Alice and Eliza Mercer; Ursula and George McConaha; Laura, Olive and Virginia Bell; Louisa C. and Margaret Lenora Denny; Rebecca Horton; Hulda Phillips, and Robie Willard. Mrs. Blaine taught a second term the following year (1855) in her own house on Second Avenue and Cherry Street. Miss Dorcas Phillips was Seattle's second school teacher, and Messrs. E.A. Clark and Edmund Carr the third and fourth. For a long term of years the schools generally were of a private character; in fact it was eighteen years and there were twelve hundred people in the town, before the first public school building was erected in Seattle, the few terms of public school prior to that time being held in various leased buildings, or the schools being kept in connection with the Territorial University.

Apple seeds brought from New York by D. B. Blaine resulted in the first trees in Seattle, grown on the north-east corner of Second Avenue and Cherry Street, where they remained until 1890, when they were destroyed to make room for the New York Block built by Dexter Horton. There were trees in the county before these, owned by Collins, but none in the town.

In 1853, 1854 and 1855 foodstuffs fluctuated in value greatly. In the course of a few weeks or months it was not uncommon for staple articles to go down 25 to 50 per cent, or to go up from 50 to 150 per cent, owing to the unsettled condition of the market and the irregularity of supplies. For instance, beef retailed during those years at 10, 12, 14 and 18 cents a pound; mutton at 12, 16, 25 and 50 cents; potatoes 40 cents, \$1, \$1.25, \$2 and \$3 a bushel; onions \$2, \$3, \$4 and \$5 a bushel, butter 30 cents to \$1 a pound - brought from New York via Cape Horn at that. The different grades of candles sold at 25, 50 and 75 cents a pound; lamp oil at \$1.75 and \$2 a gallon. Brown sugar usually sold at 11 and 12 1/2

cents a pound and white sugar at 20 and 25. Ham and bacon were quoted at 20 and 25 cents; hay \$25 a ton; nails \$7.50 to \$10 per keg of 100 pounds; lumber \$10,<sup>\$15</sup>/\$20, \$25 and \$30 a thousand feet. While liquor at the bar sold at 25 cents a glass, it brought by the gallon only from \$1.25 to \$2. Some things were no higher than similar things thirty or forty years later, and some things were absolutely cheaper. During the three years referred to coffee was a striking example of this, it selling at from 18 to 22 cents a pound. Tea sold at 50 cents, 75 cents and \$1; molasses at from 50 cents to 75 cents; syrup at 75 cents and \$1, tobacco at 40, 50 and 75 cents a pound. Eggs were usually sold at 75 cents a dozen, seldom lower and occasionally higher; vinegar at 75 cents a gallon and beans 9 to 12 cents a pound. Laborers wages were \$2 to \$3 a day, mechanics \$4 and \$5. Legislators got \$3 a day and other officials got much less than those of the present day - Governor, Judges and all.

The doings of the Commissioners during the year were as follows: the L.M. Collins license fee for a ferry over the Duwamish River was reduced from \$2 to 25 cents per annum, but the charges for the use of the ferry were continued as before. The two road districts were consolidated, and Commissioner Collins was appointed Supervisor. The Treasurer wanted a book in which to keep his accounts, and was authorized to expend \$3 therefor. The Auditor also wanted books, and Mr. Yesler was authorized to buy them to the extent of \$24, paying for them with money contributed by eight election officers from their fees, \$3 each, the officers being Thomas Mercer, David S. Maynard, H.L. Yesler, S.L. Grow, C.C. Terry, S.W. Russell, John Thomas and another whose name was unknown. To Plummer and Chase was given the first license to keep a bar, sell spirituous liquors and maintain a bowling alley. An election precinct called Stick was established, located chiefly in what is now Pierce County with Abial Morrison, F. A. McCarty

and John Carson as officers, with polling place at McCarty's house. Carson was made Justice of the Peace for the precinct, and Isaac Woolery, Constable. A few months later another precinct was established in the same neighborhood, called Puyallup, with polling place at Howard Lester's house. A third precinct was established during the year at Port Madison, with polling place at the house of George A. Meigs, and a fourth at Mox Lapush, near where the town of Renton is now. The Commissioners filled a number of official vacancies during the year, the appointees being L. V. Wyckoff and S. B. Simons, Constables; D. S. Maynard, School Superintendent, and Henry A. Smith, Coroner. They were almost too many offices for the people in those days and it was not uncommon for a man to hold six different commissions during the year, including road and election matters, jurors, regular offices and special affairs. After the first year the Commissioners' time was largely taken up with auditing accounts and ordering payment of bills.

Dec. 26th, Gov. Stevens concluded a treaty with Leschi and 63 other Indians of the Puyallup, Nisqually, Steilacoom, Squaxon, Sawamish and other tribes at Medicine Creek (Nisqually), by the terms of which the Indians ceded, relinquished and conveyed to the United States all their right, title and interest in and to the lands of the upper Sound, from Point Pully south, including half of King County, all of Pierce, Thurston and Mason; reserving, however, three small tracts for their own use and occupation - one being Squaxon Island, of 1494 acres, another of 1280 acres near the mouth of the Nisqually River, and the third of 1280 acres, also, on the present site of the city of Tacoma. In consideration the United States was to pay \$32,500 in money and other benefits in the way of land clearing, schools, etc. The Indians were to free their slaves, keep the peace and live sober lives and not trade at Vancouver's Island. The treaty was witnessed by Agent Simmons, Secretary Mason,

Lieutenant Slaughter and sixteen other white men. It became evident later that the Indians did not fully understand what they were doing; how little land they were reserving, nor its exact location. When they learned they were provoked, and they made it one of the causes for their warlike outbreak in 1855. After the war, on the 4th of August, 1856 at Fox Island, Gov. Stevens listened to their complaints and undertook to rectify the wrongs done them. The lines of the Nisqually Reservation were changed to satisfy the Indians, and the area greatly increased, the Mukelshoot Reservation of 3367 acres was established and the Puyallup Reservation increased to 18,000 acres. In extending the latter the farms or parts of farms of thirteen citizens were included, the improvements upon which were appraised at \$4917. The second treaty was approved by the President and Senate, and Congress in 1857 appropriated the money necessary to pay the settlers on the enlarged reservations for their improvements.

The only money received from King County by the Territory in 1854 was \$24.84, from Thurston \$96.83 and \$25 from Island; total \$146.67. The various counties owed the Territory at the end of the year \$1218.29.

When Judge Lancaster entered Congress he found there a sixteen year old boy serving as page in the House of Representatives, named John M. Wilson. Wilson asked Lancaster for the nomination to West Point Military Academy at the command of the Delegate. Lancaster told the boy that he would not appoint him from Washington City, but he could from Washington Territory, and would do so if he would go out to the Territory and become a resident. Wilson took him at his word, and was soon on Puget Sound. He was bright and clever, as well as courageous and soon had many friends. True to his promise, Lancaster gave Wilson the coveted appointment, in 1855. The young man got through school with marked credit

and entered the artillery branch of the service, During the War of the Rebellion he rose to the rank of Captain in the regular army and Colonel of Volunteers. By special act of Congress the Medal of Honor was conferred upon him. In the war with Spain he was a Major General of Volunteers, with rank of Brigadier General, and as such visited Washington State in 1899, inspecting fortifications, river and harbor improvements and other Government interests. Wilson was not only the first cadet from Washington, but he became the most distinguished representative of the State in the war service of the Government during his time.

1855

January 5th, Henry L. Yesler, John R. Scranton, Chas. C. Terry, James M. Hunt, Hugh A. Goldsborough, William Cook and William H. Wallace were incorporated by the Legislature as the Puget Sound Steam Navigation Company, with power to navigate all the northern waters of the Territory, to keep a steamer or steamers and carry freight and passengers. The capital stock was fixed at \$100,000. This was the first incorporated transportation company in which citizens of Seattle were interested. The loss of the Major Tompkins, a few weeks later and before the new company was organized, was a death blow to the enterprise.

Seymore Wetmore and M. D. Woodin opened a tannery and shoemaking shop early in the year in the vicinity of Jackson Street and Fifth Avenue. The house was soon after burned by the Indians. A claim was presented to the Government for damages on account of this loss, but has never been paid.

The Legislature constituted Willis Boatman of Pierce County and Joseph Foster and W. H. Brannon of King a Board of Commissioners to locate a Territorial road from Steilacoom to Seattle.

On the 29th of January the Legislature formally located and established the Territorial University at Seattle in King County, with a branch on Boisfort Plains in Lewis County. Of the two townships of land granted by Congress in 1854, one was assigned to each of the proposed schools for their support and endowment. No other step was taken to organize the schools and it was not the intention of the Legislators that anything should come of this act beyond the legal and perhaps temporary location. Provision was made for selection and location of the granted townships by the school superintendents of the different counties, not more than two sections by any one superintendent. Even this was a mere pretense, the purpose of which is now apparent, as but a small

number of the seventy-two sections granted could have been selected by the officials of the eight counties then organized.

On Monday, the 22nd of January, 1855, at Point Elliott, the Mukilteo of later days, Isaac I. Stevens, Governor and Superintendent of Indian Affairs, effected the second of his ten Indian treaties. It was with the Duwamish, Skagit, Swinomish, Steilaguamish, Samamish, Skokomish, Snoqualmie and various other tribes of unspellable and unpronounceable names occupying the Sound country in the present counties of King, Snohomish, Skagit, Whatcom, Island and Kitsap. It was said to be the largest gathering of Indians ever seen on Puget Sound, and has been variously estimated at from 2,500 to 10,000 in number. Stevens and his party were there in style, with the steamer Major Tompkins from which a salute of 31 guns was fired at the conclusion. Agent Simmons had blankets, clothing and provisions for all present, and for four hundred absentees of the different tribes. Speeches were made by Chiefs Seattle, Patkanim, Goliah, Chowitzhoot and others, expressive of satisfaction, faith and friendship, and assurances of peace were given on their part for all future time. The Indians gave up all their lands except what has since been known as the Port Madison, Tulalip, Swinomish and Lummi Reservations, about 48,000 acres in the four. The right of the Indians to hunt and fish was guarded and provision made for a later division of their lands among them in severalty. By the treaty, war was prohibited, slavery abolished and trade provided for, liquor excepted. Schools were promised, and \$1500 were to be spent in making the reservations habitable. They were also to receive \$15,000 in twenty equal annual installments. The treaty was signed by eighty-two Indians and was witnessed by such pioneers as Michael T. Simmons, Benjamin F. Shaw, Chas. H. Mason, H.A. Goldsborough, John H. Scranton, Henry D. Cock, Luther M. Collins, Lafayette Balch, Enoch S. Fowler, Sidney S. Ford, Jr.

George Gibbs, Chas. M. Hitchcock, C. Cushman, Ellis Barnes, P. S. Bailey, Robert Davis and J. H. Hall. The treaty was not ratified by the Senate and signed by the President until 1859, much to the concern and distress of the Indians, who in the meantime found the promises made to them unfulfilled; the whites occupying the country to their exclusion, and, most mysterious and unaccountable, the treaty made with the upper Sound Indians carried out to the letter and more, though the latter Indians were hostile to the whites while the lower Sound Indians were peaceable and friendly.

Upon the loss of the Major Tompkins, the little steamer Water Lily was put on the Seattle-Olympia route by C. C. Terry.

The Comptroller of the Treasury having decided that the Judicial Districts were entitled to but one clerk, John M. Chapman of Steilacoom became the clerk and D. S. Maynard his deputy.

T. A. Chenoweth was Judge of the District Court this year. He appointed D. S. Maynard U. S. Commissioner for King County, to take acknowledgements, bail, affidavits and attend to all the duties pertaining to that office. The County having refused to furnish a seal, the Judge ordered the Marshall to attend to that want. The Court seal had theretofore been merely the written letters "DKC", surrounded by a scroll. William Heebner having sued H.L. Yesler, it was determined between them to settle the dispute by arbitration, whereupon the Court appointed Reuben Bean, L.M. Felker and D. T. Denny arbitrators. Bean did not serve and Denny and Felker awarded to Heebner the sum of \$94.96. Tom Taylor, an Indian sued Wm. P. Smith, administrator of the estate of William Young, the engineer murdered in 1854. The suit was to determine the rights in a gun, a coat, a watch and \$80 in money. The jury found that the property belonged to the Young estate and the Judge directed the Clerk to hand it over to the

Administrator. In this remarkable case four of the most prominent attorneys of the Territory were concerned - Victor Monroe, one of the first Judges of the Territory, and Wm. H. Wallace, later Governor of both Washington and Idaho and Delegate to Congress from them both, who represented the Indian, and Christopher C. Hewitt, subsequently Chief Justice of Washington, and J. S. Smith, subsequently Congressional Representative from Oregon, who appeared for the Administrator.

Chas. C. Terry bought 150 acres of land in the west half of the Boren claim for \$2,000. This land Boren lived to see occupied by thousands of people and worth millions of dollars. Two years later (1857) Terry secured a portion of the Maynard claim by exchange. These lands were in time platted for town purposes, and are known as the Terry Additions. Terry moved over from Alki, and after the exchange of places with Maynard, the latter lived at the Point on the land obtained from Terry, calling the place Alki Farm.

At Olympia, owing to the earlier settlements, there was little home grown fruit, and over on the Cowlitz and Columbia considerable. North of Olympia there was really none. Neither was there any imported fruit except dried apples and peaches. In Oregon fruit was grown, and a beginning was made in California. A reason for the non-importation of fruit will be found in the quotations following (at San Francisco in 1855) from the Alta California: Peaches 50 to 70 cents each; apples 25 cents to \$4 apiece; pears 50 cents a dozen; plums \$1 a dozen; strawberries \$1 a pint; cherries \$3 a quart; watermelons 25 cents apiece. The same paper said that within three years watermelons had sold at \$6 each, and also \$1 a dozen, and that on more than one occasion and in more than one field the hogs had been turned in to harvest the crop.

King County had its first experience with paupers about this time. Charles Hansen, a sailor, was the first case,

in 1854. His, was however not a very serious one. The second was Edward Moore. He was a stranger and insane besides. Dr. Maynard cared for him, by arrangement with the county. He was troublesome and the bills ran up fast. In March, 1855, Dr. M.P. Burns of Stellacoom took him, receipting for him as "an insane and crippled man, a stranger without acquaintances or friends," Burns agreeing to care for him until other means were provided by the Territory and to "abide by the action of the Legislature upon the subject of relief, in connection with the application of King County for expenses already incurred by King County, to be presented to the Legislature." A bill was presented by the County to the Legislature for \$621 for the "Custody and care of a non-resident lunatic pauper," but an appropriation was not obtained. Thereupon Burns sent Moore back to Seattle. In desperation perhaps, the Commissioners finally made this order, "That Edward Moore, the pauper now in Seattle, be sold at public auction to the lowest bidder for his maintenance to be paid out of the county treasury, said bid to be left discretionary with the Commissioners to accept or reject, on Saturday, the 7th day of June, at 2 o'clock in the town of Seattle." There is no further official record of the unfortunate Moore - whether sold, died or sent abroad. As a matter of fact, however, the people of the town, when they could stand it no longer, took more, amputated his toes, which had been frozen, cleaned him thoroughly, put new clothes on him, and sent him back to Massachusetts. Altogether he cost them in money about \$2,000, a sum in those days equal to several hundred thousand in these days.

May 7th, after twenty-nine ballots, J. Patton Anderson was nominated for Delegate to Congress in the Democratic Territorial Convention at Olympia. Others voted for were Columbia Lancaster, I.I. Stevens, H.C. Mosely, I.N. Ebey, C.H. Mason and Edward Lander. One week later the Whigs of the Territory met at the same place, and nominated Judge William

Strong; Gilmore Hays, Wm.H.Wallace and A.A.Denny being honored with the votes not given at first to Strong. May 26th, the Free Soilers also met at Olympia, when Joseph Cushman was made their nominee, the Convention adopting True Republicans as the party name. The election, held July 9th, resulted in Anderson receiving 857 votes, Strong 682, Cushman 41, scattering 2; total 1582. Anderson went on to the National Capital and never returned to the Territory. At the same election F. S. Bordwell was elected Auditor of King County; A. F. Bryant, Surveyor; E. M. Smithers, Assessor; Edmund Carr, Coroner; Thomas Mercar, Commissioner; L.V. Wyckoff, Wreckmaster; A.A.Denny, David Phillips and A.B. Webster, Representatives in the Legislature; S.M.Holderness Justice of the Peace for Seattle precinct, and Hillory Butler, Constable. At this election the voters passed upon the question of a prohibitory liquor law. The Prohibitionists carried King County by 81 to 44 votes, but they lost the Territory by a vote of 564 in favor to 650 against.

In anticipation of trouble with the Indians, the Legislature in January, 1855, enacted a law to organize the militia. The legal voters of each Council District were authorized to elect a Colonel, a Lieutenant Colonel and a Major, who, within three months, should lay off a regimental district into convenient company districts, containing about one hundred white males between 15 and 60 years, a Captain and two Lieutenants to be appointed in each Company district. A Brigadier General was provided for. George Gibbs of Steilacoom was made Brigadier General for the Territory, and at the July election in King County, R.M. Bigelow was chosen by the people Colonel, H.L.Yesler Lieutenant Colonel, and O. M. Eaton Major. Gibbs tried to organize the militia under the terms of the act, but could not, and beyond the election of Colonels and Majors for a few years nothing came of it.

July 23rd, Chief Justice Lander went out to open a road from town to Snoqualmie Pass, accompanied by R.M.Bigelow,

A.F. Bryant, Charles Walker and others, They believed the route was superior to the Naches or any other over the mountains, and they undertook to open it themselves, hoping to get over it some of the immigrants of 1855 and in the end to induce the Federal Government to take it off their hands and there make a first class wagon road. There were then Congressional appropriations of \$85,000 for military roads from Fort Steilacoom, Fort Vancouver and Fort Dalles and into the country east of the Cascades, and it was the policy of the Government to open roads in the Territories, in pursuance of which hundreds of thousands of dollars were expended prior to the War of the Rebellion. The Seattle people were also influenced in this particular effort by the desire to secure a portion of the travel to the Colville and Pend Oreille country, then anticipated on account of many reports of rich gold discoveries in that region. This party went over the mountains by one pass and came back by another, the Snoqualmie and Cedar Routes, and returned to town by Green and White Rivers. They found some gold in Cedar River, but beyond the exploration, their trip was not productive of valuable results.

Liquor licenses were rated by the Commissioners at \$50 per annum, and two were issued. A bowling saloon was charged \$25 for a license. The tax levy for 1855 was fixed at 4 mills for county purposes, 2 for schools and 1 for the Territory. D. S. Maynard, as Clerk of the District Court, applied to the Commissioners for a seal, but was told in reply that the county had no money, so that it was impossible to comply with his request. To some of the first papers issued Clerk Maynard certified that "I have hereunto fixed my own private seal, no official seal having been furnished." A road was needed from Seattle to Thomas Mercer's place and to the Strickler and Ross mill at Lake Union, whereupon Edmund Carr, John H. Nagle and Carson D. Boren were appointed viewers to locate the same.

Steamer Traveler, Capt. John G. Parker, came to the Sound in October and was put on the Olympia-Steilacoom-Seattle route. She was small, neat and comfortable, and had the route to herself as far as other steamers were concerned. She made trips irregularly to the lower Sound and up the Duwamish and other rivers, and assisted materially in operations against the hostile Indians. She ran until March 3rd, 1858, when while lying at anchor off Foulweather Bluff, she sank in the night. Of those on board, Capt. Thomas W. Slater, Purser Freeman H. Fuller, fireman George Hayway, deckhand Harry ---- and a passenger named John Stevens, were drowned; the engineer, named Warren and two Indians swimming ashore.

Attracted by rumors of gold discoveries in the Colville Country, O.M. Eaton, Joseph Fanjoy, Chas. Walker, ----Jamieson, Henry Mattice and three other men named Avery, Meredith and Chevalliot, went from Seattle over the Cascade Mountains during the month of August. While going down the Yakima Valley, in a straggling, careless manner, unmindful of danger and unprepared to resist attack, they were assailed by Indians, and the first five men above named were killed. The other three escaped, returned to the Sound and reported the affair to the authorities. A.J. Bolon, Indian Agent, started from the Dalles Sept. 15th, to investigate the murder of these men. On the way he met three Yakima Indians, to whom he communicated the object of his mission, and the further information that the Indians who had committed the crime would be hanged for it, and that soldiers would soon be there to punish all engaged in predatory and hostile acts. Alarmed by Bolon, and acting upon the impulse of the moment, the Indians seized the agent, bound him and after a while killed him and his horse, hiding both bodies in the brush. Qualchin, son of Chief Owhi, was the principal actor in this tragedy. Major Granville O. Haller was then sent from Fort Dalles with one hundred men to Simcoe. Oct. 6th, he met five hundred Indians with their war paint and feathers on. The next day there were a thousand of them.

After fighting until prudence demanded the pursuit of another course, Haller began his retreat, the Indians following until within five miles of Fort Dalles. Besides camp equipage and supplies lost, five soldiers were killed and seventeen wounded. In the meantime, with a view to reinforcing Haller, Lieut. W.A. Slaughter, U.S.A., was sent from Fort Steilacoom over the Nachess Pass with forty men. After getting on the eastern slope, Slaughter came to a halt, the signs and reports being of a character to cause him to realize not only the danger of his position but the impossibility of executing the mission further entrusted to him. In the absence of Gov. Stevens, Acting Governor Mason issued a call for volunteers, to serve three months. One of the first companies of Regulars under Capt. Maloney, went out to join and relieve Lieut. Slaughter, and they all went into camp together a little west of the summit of the Cascades. Reports of disaffection of Puget Sound Indians were now rife, and with the object of ascertaining the truth or falsity of them, the Acting Governor, Judge Lander, Lieut. Nugent and twenty U.S. soldiers visited Mukilshoot Prairie, where they called the Indians together and had a talk. The Indians pretended to be surprised at the demonstration against them and protested, saying that they were friendly to the whites. The party went on to Seattle, finding the farms on the way deserted. Mason was deceived, believing the alarm groundless, and advised the settlers to return to their homes. The settlers had fled on account of the firing upon A.L. Porter's house on the night of Sept. 27th. Porter was sleeping in the brush near by, being apprehensive of danger and escaped, warning other settlers, and causing the general exodus from White River and Duwamish Valley observed by Mason, Lander and the soldiers. As nothing further occurred, a number of the settlers went back to their places after a week or two, only to lose their homes and some lives in what has since been known as the White River Massacre of Oct. 21st. At that time H.E. Jones and wife, Geo.E. King, wife

and child, Wm.H.Brannon, wife and child, Enos Cooper and another man of name unknown were killed by Indians led by Chief Nelson. Houses were burned, the live stock was taken by Indians and all surviving settlers in the country sought safety in Seattle. The war was now well on, the hostiles of the west being led by the brothers Leschi and Quiemuth, by Kitsap, Kanaskut, Nelson and other chiefs, and were mostly of the Nisqually, Puyallup, Green River, and White River tribes, reinforced by savages from eastern Washington under Owhi and Qualchin. The volunteers at this time consisted of the Company of Capt. Hays, the Puget Sound Rangers under Capt. Chas.H.Eaton, both of Thurston County, and a Pierce County Company under Capt. W.H.Wallace. A Company was forming at Seattle under Capt. C.C.Hewitt, subsequently known as H. with Wm. H. Gilliam as Lieutenant and 70 members. Capt. H.H.Tobin and Lieut.Thos.S.Russell also organized a Company, but it was not officially enrolled. An order was sent to Capt. Maloney and Capt. Hays to return. Guns for seventy-five men were obtained from Government vessels in the Sound, and a requisition was sent to San Francisco for more.

Gov. Mason sent a party of twelve men from Olympia to see Quiemuth and Leschi, and induce them to return to their homes at Nisqually. They were the Puget Sound Rangers. At Connell's Prairie, between White and Puyallup Rivers, they put up in a log house belonging to M. Connell. Connell and Lieut. James McAllister went on to the Indian camp, a mile or two beyond, Oct. 28th, had their conference with the chiefs and started to return. They were ambushed by Quiemuth, it is said, and both killed. The remainder of the party were besieged in the log house the rest of the day; but finally the Indians went and Eaton and his men unmolested made their way to Steilacoom and Olympia. Oct. 31st, a small advance party from the Maloney-Hays expedition arrived at Connell's Prairie, and found the house on fire and a large number of Indians on the ground. After a talk the white men proceeded on their way, only to be attacked

unexpectedly in a swamp by Indians, led, it is said, by Leschi. A. Benton and Joseph Miles were killed; the others in a wounded, worn, torn condition making their escape by hurrying their horses to the utmost. McAllister was one of the first citizens of Thurston County, a Commissioner, a man of family and influence; Moses was a customs officer, and Miles, Lieut. Colonel of Thurston County. The Maloney-Hays command soon arrived at the scene of trouble, and at once began war upon the savages, being aided by the companies of Capts. Wallace and Hewitt. Nov. 3rd, Capt. Hays and Lieut. Slaughter fought the Indians on White River near Connell's Prairie. One of their men was wounded, but they thought that a number of the Indians were killed. Nov. 6th, Lieut. Slaughter was ambuscaded, and one of his men killed and three wounded. About this time Capt. M. Maloney had the following forces under him: Company G., Capt. Hayes, in Pierce County; Company H., Capt. Hewitt; Company D., Capt. Wallace, and Company C. (regular soldiers) Lieut. Slaughter. At Seattle was the U. S. Sloop of War Decatur, Capt. Isaac S. Sterrett, and moving about was the revenue cutter Jeff Davis, Capt. Pease. These vessels were sailers and except for harbor duty were of limited usefulness. Gov. James Douglas of Vancouver's Island, offered to furnish arms and ammunition to the Territorial authorities; and in the event of a British War Ship coming into port, declared his willingness to send her over to assist in the protection of the white settlements. He did send to the Sound the Hudson's Bay Company's steamer Beaver, the effect of which upon the Indians was marked, they up to that time believing that the Hudson's Bay Company wished the Americans exterminated or driven from the country. While in camp near the junction of Green and White Rivers, on the evening of Dec. 4th, Lieut. Slaughter was shot and killed while sitting in the doorway of a house talking with Capt. Hewitt, Lieut. Harrison and Dr. Taylor. At the same time Corporals Berry and Clarendon were killed and six privates wounded, one of whom died afterwards.

In this affair the Indians were led by Chief Kitsap. Slaughter was a man of estimable character. A town subsequently sprang up at the scene of the tragedy and was called Slaughter, only to have its name changed to Auburn later. So also a county was named Slaughter, but by vote of the people its name was changed to that of the Indian (Kitsap) whose attack led to the death of the brave young officer. While there was a strong popular desire to honor and perpetuate the memory of the Lieutenant, the unpleasant significance of his name prevented its taking and keeping the form suggested by his admiring friends in these two instances.

The Territorial authorities made diligent efforts to separate the Indians, the friendlies from the hostiles. With this object in view temporary homes were provided for those who were disposed to be friendly. They were placed on the islands in the Sound or on the west side, thus putting between them and the others a broad body of water guarded by constantly moving vessels and by white settlements on the easter shore. Among these places were Whidby Island on the north, Vashon Island on the south and Ports Orchard and Madison on the west. There were a great many Indians in and about Seattle and it was left to the people of the town to say where they should be located. A town meeting was called for the purpose, and H. L. Yesler, F. Matthias and A. A. Denny were appointed a Committee to consider this matter and to determine it for the town. They seemed to have no fear of the Indians, for they decided to locate them on "the Point." There - at King and Jackson Streets and First Avenue South - just outside the town stockade, they were established; Yesler contributing a large quantity of refuse lumber and slabs for use in building their huts. This action of the Committee was not satisfactory to Agent Simmons, who, while partially yielding, yet did all that he could to induce the Indians to go to the other places selected by him. Dr.

D.S. Maynard was made Special Agent and placed in charge of the Indians at Seattle, Port Orchard and Port Madison. He made his headquarters at the latter place, where he and his wife remained until after the war on the Sound was entirely over. The policy of the authorities was successfully carried out; between four and five thousand Indians making their homes at the places designated, receiving provisions, blankets, etc. to the amount of a few thousand dollars and completely alienating them from the warring Indians in the woods on the mainland to the east.

After the White River Massacre, the people of Seattle saw the necessity for defense. Opportunely the Government Ship, Decatur, came into port and lay off the town prepared to assist in its protection. The enemy did not like her, and it was said at the time that they even contemplated attacking her while she lay aground near Port Blakely, hoping to surprise and overcome the crew and secure a large quantity of arms, ammunition, clothing and provisions. However, the attack was not made, and the Decatur was soon again at her anchorage in the harbor. Capt. Sterrett made so good an impression upon the people that a public meeting was held to protest his retirement or displacement by another officer about the end of the year. A statement was then prepared, adopted and sent to the President, in which the people protested against Sterrett's retirement, he being declared a skillful and efficient officer, a tried and faithful servant of the Republic, who was deserving of the highest praise from the citizens of Seattle, for his timely aid during the troubles consequent upon the Indian War.

The citizens built a stockade of timber from the edge of the bluff near the foot of Cherry Street south to the corner of Main Street and Occidental Avenue, with side walls west to the waters of the bay. This inclosed on the three land

sides a strip of about a thousand feet long with an average width of three hundred feet. Block houses were built at each end for the fighting men, with loopholes to necessarily point their guns through. Much of the town was outside of the stockade, the people of the more distant houses moving in, and those of the nearer houses continuing in their occupancy until driven out later.

A great deal of unpleasantness, contention and trouble was occasioned by the wrong attitude and perverse conduct of Gen. John E. Wool, Commanding the Division of the Pacific. In his mind the war was a small affair in the beginning, hardly worth attention, and further, it was called by the whites, and that they should be punished for it, he evidently thought. As the United States had forces entirely inadequate for the protection of the settlements, the Governors of Oregon and Washington were compelled to call out volunteers, and the people were all but compelled to enlist and serve to save themselves, their families and homes. Gen. Wool found fault with the volunteers, and resented the interference of Governors Curry and Stevens. He went out of his way to report through the newspapers the case from his standpoint, alleging mercenary motives on the part of the people, abuse of the Indians and general misconduct of offensive character. In consequence, the most bitter feelings were engendered in both Territories against him, and there was not that cooperation between the Federal and Territorial authorities there should have been, and which had it existed, would have ended the war within a few months instead of three years. By the beginning of 1856 it became apparent to the War Department that the war was of a more serious character than at first supposed, and the Ninth Regiment of Infantry was ordered to Washington Territory, Colonel George Wright taking command at Fort Vancouver, and Lieut. Colonel Silas Casey at Fort Steilacoom, the latter having charge of military operations on Puget Sound. Among the officers sent to the Sound at this time were Major R.S.Garnett and Captains Guthrie, E.D.Keyes, F.T.Dent, C.Fletcher and Geo.E.Pickett. The Government also employed a strong naval force, including the Decatur, the Jeff Davis, the steamers Massachusetts, John Hancock and Active, Captain

Swartout, of the Massachusetts commanding all. By the time the Government got all the forces together, about eight hundred men, including those on the vessels, in March, the war on the Sound was practically over, the hostile Indians having gone into hiding in the mountains or across the Cascades. Before this, however, they had determined to make a great effort at Seattle. For this purpose they gathered quietly in force early in January. More Indians came over the Cascades, led by Chief Owhi, while Leschi and those with him made every effort to unite the Puget Sound tribes in the attack upon the American whites. It may be said that this war, while it included all Oregon and Washington, did not extend into British Columbia, save and except that Indians from the latter Province availed themselves of the opportunity for the making of an occasional raid upon the settlements on Puget Sound. The Hudson's Bay posts in Washington Territory also had immunity from Indian attacks, and for this reason their occupants were suspected of treachery and conspiracy by many citizens. The first demonstration of the year was the "siege of Seattle." This had been anticipated, and due preparation made for it. Friendly Indians brought word from day to day of the approach and intentions of the Indians. Chief among the friendlies were Patkanim, Curley and Seattle. The town was guarded by the volunteers, by citizens, and by men from the Decatur, which, under Capt. Gansevoort, had a crew of one hundred and fifty, and which made the home for a considerable number of women and children, too timid to stay on shore. The enemy consisted of Yakimas and Klickitats led by Owhi, Puyallups and Nisquallies led by Leschi, Duwamishes led by Claykum and various other small bodies and chiefs to the number of about eight hundred. They came down the Duwamish Valley and also across Lake Washington. Curley informed the whites at daylight on the morning of Jan. 28th, that the hostile

Indians were then in that part of the town outside of the stockade, and that they intended attacking during the day. A howitzer from the Decatur at eight o'clock opened the fight by dropping a shell in one of the Indian houses, whereupon the battle became general at once. The Indians were in the woods and bushes along the present Fourth, Fifth and Sixth Avenues, and with their rifles kept up a lively fusilade all day long, and until nine o'clock at night. They killed two white men - Milton G. Holgate and Robert Wilson. Return fire was made from the town and from the Decatur, which dropped big iron balls and bomb shells wherever there was a sign of the enemy. Many houses were badly riddled with Indian bullets, while houses outside the stockade were in most cases burned. Their plan was to make a quick, unexpected attack upon the town, then to hastily retreat, drawing from the stockade the men, when the ambushade would be developed and the pursuers slaughtered. This plan was frustrated by the whites, who made the attack and stayed within the inclosure. The Indians came very close, and a rush and hand to hand fight might with their overpowering numbers have resulted in their favor. When the time for assault came, they retired and resorted to long range firing from the brush instead. After the Seattle affair the hostiles went back into the country, the Yakimas and Klickitats returning home, and the other Indians carrying on the struggle a few months longer under more and more disadvantageous and discouraging conditions. On the 23rd of January, Gov. Stevens issued a call for volunteers to serve six months, one of the companies to be formed at Seattle. In view of the impoverished condition of the Territory, he called upon the people to furnish their own supplies upon the national credit, to be paid for by Congressional appropriations. The company organized at Seattle became A. of the Second Washington Territory Volunteers,

with Chief Justice Edward Lander as Captain, Arthur A. Denny as First Lieutenant, and D. A. Neely as Second Lieutenant. Lander was also Lieut. Colonel on the staff of the Governor. In Company A. were 53 men. Elsewhere other companies were raised and three Battalions formed - the north, south and central. The North Battalion consisted of Companies from Whatcom, Port Townsend and Whidby Island under Major J.J.H. Van Bokkelen, and was assigned to the north line of defense, including particularly the Snohomish and Snoqualmie country; the Central Battalion consisted of the Companies of the upper Sound of Captains Rabbison, Henness, Shead, White and Swymdal under Major Hilmore Hays. The Southern Battalion under Major B.F.Shaw, was to deal with the Indians further south. Company A. was not included in the Battalions. It was ordered to make war upon the savages infesting the forests in the vicinity of Seattle, and it would receive its supplies from Quartermaster and Commissary Franklin Matthias. The Company Commander was also directed to obtain all possible help from friendly Indians. With the Northern Battalion were quite a number of Indians who rendered efficient service. Only one chief took up arms against the hostile Indians. That was Patkanim of the Snoqualmies. Years before he was inclined to be hostile, but he had been to San Francisco and the ships, houses and vast number of people he saw there made an impression upon him now of a useful character. Nor was he friendly with Leschi. With 55 of his warriors in February, and accompanied by M.T. Simmons, L. M. Collins and Truman H. Fuller, he went against the other Indians. He took a number of scalps, and for his services was paid by Gov. Stevens as agreed. In addition to the Volunteers, there were operating early in the year in King County the regular army of Companies of Captains Maloney and Keyes, with Lieuts. Kautz, McKibben and Davis. March 4th, Captain Keyes and Lieutenant Kautz with 109 men

had an engagement with the enemy near Muckleshoot, in which one of their men was killed and nine wounded, one of the latter being the Lieutenant. March 10th, at Connell Prairie, the Central Battalion met the enemy, when another drubbing was given them, four white men being wounded. The Indians were secretive as to their losses, and it was usually impossible to ascertain how many were either killed or wounded on their side. The Northern Battalion built Forts Ebey, Alder and Tilton, after which they extended their operations into Cedar, Green and White River Valleys, Patkanim serving with them. They had a few petty affairs with the Indians, who were gradually broken up and driven into and over the mountains. Captain Lander, having resumed his judicial position, Lieut. Denny with Company A. made careful examination of the country about Lake Washington, after which the Duwamish was looked over, a blockhouse built and a few Indians captured. By the first of April it was plain to all that the Indians had abandoned their designs upon Seattle, and were making off to the south and east. Indians were caught from time to time, some being brought in and others shot on the spot. The last service of the Seattle Company was a march to Snoqualmie. Hostilities of a serious character were concluded in King County, though for a long time people were apprehensive and watchful. It had been a half year of terror, suffering and destruction, during which all the settlements had been wiped out except Seattle and Alki, not including that portion of the county which subsequently became Kitsap. There were about 150 people left at the end and of these quite a number soon departed, including several of the original donation land owners - impoverished, discouraged and unable or unwilling longer to bear the strain. The ship Decatur, which rendered such valuable service, was subsequently sold by the government, put into the Puget Sound lumber trade, and lost nine years after her winter in the harbor of the city.

What were known in early days as the Northern Indians had long been a source of trouble to the local Indians and white settlers of Puget Sound. They were the natives of British Columbia and Alaska, were numerous, powerful and warlike. From the 49th parallel to the 58th, while they were of many tribes - Songish, Hydah, Kakes, Simpseans, etc. - they were practically one when it came to piracy on Puget Sound. They would come down in big parties, from a hundred to six or eight hundred in number, and, treacherously or boldly, as best suited their purpose, would assail the Sound Indians in their isolated camps, killing, robbing and making slaves of the occupants. Occasionally they would encounter opposition, and quite a number of fierce battles are known to have occurred on the Straits and lower Sound. They were insolent to the whites, and many such are supposed to have been murdered. Attacks upon white settlements were made in several instances, notably at Whatcom and it was for protection against these marauders that Forts Bellingham and Townsend were established. The Government kept war vessels moving about in these waters. One of these parties came up the Sound in October, and attacked a small sail vessel off Sandy Point, Seattle, killing one man and wounding another, but it did not succeed in capturing the boat. A Government vessel went in pursuit, but did not find the perpetrators of the outrage - at least not then. What is supposed to have been the same party was next heard from at Seilacoom, in November, plundering Indians on the islands there and white ranchers. Capt. Swartout of the Massachusetts again got after them, finding them on the 20th at Port Gamble. For two days he parleyed with them, trying to induce them to go back to British Columbia peaceably, but they were defiant and insulting and refused. After repeated threats, he finally attacked them from the ship and steamer, Traveler, with cannon and with a strong force on shore. All their canoes and tents were destroyed, 27 Indians were killed

21 wounded and 87 captured, who were taken to Nanaimo, there landed and warned never to return. But one white man was killed and one wounded.

About the end of the war on Puget Sound several episodes of an unpleasant character occurred. One of these was between Company A. of Seattle and Governor Stevens. The Governor was a rigid disciplinarian, while the Volunteers were free citizens and not accustomed to harsh, arbitrary conduct on the part of any one. He gave them an order which Capt. Denny was unable to execute. His explanation of the failure to obey had the effect only of calling out the order a second time in more imperative tones than before. Like the first order it was not obeyed. The Governor thereupon suspended Denny, June 20th. The Company considering the matter in meeting sustained Denny and 46 of the members signed resolutions to that effect. For signing these "unmilitary resolutions," as they were termed, the men were placed upon the official records as not entitled to honorable discharge, and the final muster roll of the Company was rejected by Adjutant General Tilton. Mr. Denny carried the matter into the Territorial Legislature of 1857, which directed that Tilton receive and place on file the Company roll and that the Company be placed in all respects on the same footing as other Companies of the regiment. The Legislature further declared the attempt to prejudice the claims of said Company A. in the Government of the United States, for alleged disobedience to the orders of the Commander-in-Chief and for insubordination, was not founded on truth and reason. It was the deliberate sense of the Legislature that the Company was entitled to full pay, and it was recommended to the favorable consideration of the Congressional Commission appointed to audit the war claims. Another episode in which the Governor figured unpleasantly was in connection with the declaration of martial law. John McLeod, Chas. Wren and other men in Pierce County were suspected of giving aid and comfort to the

Indians. They were not molested by the savages, but on the contrary were frequently visited by them. Some of them had Indian wives or were themselves half-breeds. The volunteers openly alleged that these men were furnishing the hostiles with munitions of war. Gov. Stevens finally ordered them from their claims to town. They refused, were arrested and imprisoned. They attempted to secure their release by writ of habeas corpus. To prevent this the Governor declared martial law in Pierce County on the 3rd of April, 1856. Disregarding this declaration, Chief Justice Lander attempted to hold Court at Steilacoom (which, by the way, was in Judge Chenoweth's district) for the ostensible purpose of releasing these men. He was prevented by Col. B.F. Shaw, of the Volunteers, who arrested him and removed him from the scene. Going into his own district, at Olympia, Judge Lander again attempted to hold Court with the avowed purpose of punishing the Governor for the alleged contempt. The Governor again checked him by putting martial law into effect in Thurston County also. Later (July 7th) when civil law was restored, the Judge called the Governor into Court, and imposed upon him a fine of \$50, which he afterwards remitted. The action of Stevens was reported to Washington City and unpleasantly investigated by Congress, he being reproved by the President. The Legislature of 1857 condemned his action in this matter, but the Legislature of 1858 gave it approval. The people generally thought he did right, and so expressed themselves in public meetings, conventions and at the polls.

The first citizen of Seattle to receive a Government office outside of the city was William A. Strickler, who, in April, was appointed Register of the Land Office at Olympia. A. A. Denny was appointed to the same office by President Lincoln in 1861.

At the election of July 14th, Daniel J. Sackman

was chosen Commissioner; Edward Hanford, Treasurer; Samuel Bechtelheimer, Sheriff; T. S. Russell, Lieutenant Colonel; Ira Woodin, Major; G. A. Paige, David Phillips and Henry A. Smith, Representatives in the Legislature, and Arthur A. Denny member of the Legislative Council. Paige resigned later and at a special election T. D. Hinckley was chosen in his place. Hanford did not qualify, and D. T. Denny became Treasurer instead. Hillory Butler was made Sheriff upon Bechtelheimer's resignation.

The only action taken by the County Commissioners in connection with or in consequence of the Indian War is indicated by the orders following made in March; "Ordered that eleven muskets be sent to Port Orchard for the use of citizens residing in that place." "Ordered, that owing to the present deranged state of financial matters in our county caused by an Indian War now existing, we suspend for the present all road matters in this county." For assessing the property in the county, John Henning was allowed \$60.00 and \$20 for taking the census. The tax levy for the ensuing year was made 7 mills on the dollar.

The Indian War had a marked effect on the Court. At the semi-annual term in April no indictments were formed by the Grand Jury. One case only was tried, against Capt. Marshall Blinn, for discharging ballast in the harbor. He was convicted and fined \$5 and costs. Phillip R. Tindall was admitted to practice as an attorney. Bills were ordered paid and Court adjourned the third day. At the October term of the Grand Jury three indictments were returned, one being against Chiefs Leschi and Kitsap for murder. The petit jury was not called and no cases were tried. Henry R. Crosbie, Elwood Evans and Wm. H. Wallace having examined David S. Maynard for his qualifications for admission to the bar as an attorney and counsellor, and having reported favorably, May-

nard, was by order of the Court, (Chenoweth) admitted to practice as an attorney at law and solicitor in chancery in all the courts of the Territory.

August 18th, 1856, Congress gave to the Judges of the Supreme Courts of the Territories the power to appoint the times and places for holding the several courts in their respective districts, to limit the duration of terms and to appoint Clerks. The districting of the Territories was allowed to remain with the Legislatures. In 1857 the Legislature joined King with Pierce, Thurston, Mason, Lewis and Chehalis Counties, in the Second Judicial District. The Judges decided in favor of Vancouver as the place for holding the Court of the First District, Olympia in the Second, and Penn's Cove or Coveland in the Third. It was seven years before Seattle again had a term of the District Court.

During the five months from Sept. 29th, 1856 to Feb. 28th, 1857, there was no government mail service on Puget Sound north of Steilacoom. A man named Allen L. Porter, however, carried the mail twice a month in a small sail vessel, supplying Seattle, Port Townsend and other intermediate points on the route to Bellingham Bay. There was urgent necessity and loud call for mail service and it was undertaken by Porter in the firm belief that he would be compensated by the Government. As far as known he never was, though the local and Territorial authorities made strong and numerous appeals in his behalf.

The Legislature in January created the County of Slaughter out of portions of King and Jefferson Counties. Daniel S. Howard, Geo. A. Meigs and Cyrus Walker were made Commissioners, Delos Waterman, Auditor, S. B. Hinds, Assessor, S. B. Wilson Treasurer, C. A. Paige, Sheriff and William Heebner, William Renton and Michael S. Drew, Justices of the Peace. The county seat was located at Port Madison, and the people were given authority at the coming election to give the county such name as they chose. Kitsap was chosen.

An act to incorporate the Northern Pacific Railroad Company was passed by the Legislature in January, the trustees being I. I. Stevens, A. A. Denny, Edward Lander, Wm. H. Wallace, Samuel D. Howe, James Tilton, Wm. W. Miller and William Strong. The road was to begin at the eastern line of the Territory in the Rocky Mountains, and to come direct to Puget Sound, with a loop line down the Columbia River to Vancouver and thence across to the terminus on the Sound - very much on the lines subsequently adopted in the construction of the road. Several meetings were held of a few of the incorporators, and efforts were made to start the enterprise, but it was too large an undertaking for so small a community and it possessed too few attractions for capitalists abroad.

By the new Legislative apportionment King and Slaughter Counties were combined in one Council District, with one member assigned to it. Of the thirty members of the House, King was given two, Clarke and Thurston each having five.

There being two vacancies in the Board of Commissioners, with no power in the third and one remaining member to fill them, the Legislature came to the relief of King County by appointing Edward Hanford and Francis McNatt to the vacant places.

An effort was made by Delegate Anderson to have Seattle made a port of entry. He showed the Secretary of the Treasury the charts, explained how vessels were detained at Port Townsend, dilated upon the importance of Seattle's commerce, and told how her merchants would be benefited, but all to no purpose.

Quartermaster Matthias, in February, sold a considerable number of horses, guns and blankets belonging to the Territory and purchased originally for the use of the Volunteers, fair prices being realized at the same. Matthias made official purchases during the Indian War aggregating \$6214.72. The accounts kept by the local Quartermaster were praised by the Third Auditor of the U. S. Treasury, who said that they were better made out than those of other like officials in the Territory. He was, however, criticised for his prodigality with the military provisions, he having dealt out to families at Seattle, "without apparent reason," according to the Auditor, 2364 pounds of flour, 1474 pounds of pork, 108 pounds of coffee, 248 pounds of sugar, 73 pounds of soap, 27 pounds of candles and some salt and vinegar.

March 1st wheat was worth on Puget Sound \$1.28 a bushel, oats \$1, Indian ponies \$35 to \$75 apiece, American horses \$75 to \$125, mules \$200, cows \$40 to \$60, oxen \$125 to \$175 per yoke and beeves 8 cents a pound on foot.

At the regular term of the District Court for King County held at Olympia in March, John A. Chase, D. A. Nesley and E. M. Smithers represented the county on the Grand Jury, and John Henning, John Ross, S. B. Simonds and William Woodbridge on the petit jury. Seattle's only practicing attorney, C. C. Hewitt, was also there.

At the general election of July 13th, John H. Nagle was elected Assessor; M.D. Woodin, Treasurer; Hillory Butler, Sheriff; John Henning, Auditor; Wm. P. Smith, Coroner;

Arthur A. Denny, School Superintendent; and John C. Card and John M. Thomas, Commissioners. Mr. Denny was also reelected to the Legislative Council and H. A. Smith and David Phillips Representatives. For Congressmen, King County cast 61 votes, Slaughter or Kitsap 116. Isaac I. Stevens was elected Delegate to Congress, beating Alexander S. Abernethy, the total Territorial vote being 1585. This was the first election in Washington, in which the new political organization took part, the Republicans having fully succeeded the Whigs.

John H. Nagle was paid \$47 for making the assessments and taking the census of King County. Dr. H.A. Smith was paid \$75 for his three years' services as Superintendent of Schools. The tax levy was increased considerably, being made 3 mills for county purposes, 2 for schools, 1 for the Territory, 25 cents on the dollar for roads, and \$9 for poll tax. Henry Adams, George Holt, and Ira W. Utter were chosen as Grand Jurors for the full term of Court at Olympia, and Geo. F. Frye, Ira Woodin, George Bowker and Franklin Matthias petit jurors.

Seattle contained in 1857 four stores - those of C.C. Terry, Plummer and Chase, Dr. Joseph Williamson, and Phillips, Horton and Company. There were also the Yesler sawmill, the Woodin tannery, and the Simonds and Conklin hotels. In all there were about forty houses in the town. The inhabitants were reduced in number to about one hundred.

The Constitution arrived on the Sound in August. She was a steamship 165 feet long, 27 feet wide, of 530 tons measurement, and could steam ten miles under favorable circumstances. She was brought up by Capt. J.M. Hunt and John H. Scranton, to carry mail, on a contract of \$22,400 per annum, once a week from Olympia to Steilacoom, Seattle, Ports Madison, Gamble, Ludlow and Townsend, Penn's Cove, New Dungeness and Bellingham Bay. Twice a month she went to Victoria and Semiahmoo. Though she had the whole

Sound for a field and charged enormous prices for freight and passage, she could not be made to pay. Hunt and Scranton were ruined, and the boat sold by the U. S. Marshal to Capt. A.B.Gove. The Constitution ran somewhat irregularly on the Sound for a year, when she was taken away. In after years her machinery was taken out of her, she was rigged as a barkentine, and for a long time sailed the Pacific Ocean in the codfishery and lumber and coal trades.

It had long been the desire of the people to have direct mail service with San Francisco by line of steamships to the Sound. This year they were gratified. The Pacific Mail Steamship Company was given a contract to carry the mails to Columbia River and Puget Sound for \$122,500 per annum. The steamers always called at Port Townsend, generally went to Olympia, and frequently stopped at Steilacoom, but never at Seattle. The mail service was not satisfactory, and there was constant grievance against the Company. This was intensified the first year by a discrimination in passenger rates in favor of Portland. Owing to opposition, the passage rates between San Francisco and Portland were reduced to \$20, while between San Francisco and the Sound where there was no opposition it was \$75, and from Portland to the Sound the charge was \$40. And yet, the passengers from Portland to San Francisco were brought around to the Sound and then taken down to the city for \$20. A person coming to the Sound was brought for \$20 if he had thoughtfully purchased a ticket for San Francisco, but was required to pay \$40 if he had not. After a four years' trial the mail service was discontinued and the steamers withdrawn.

For the purpose of ascertaining what was due the Washington and Oregon Volunteers for their services in the Indian War, and what was due also to the people for supplies, transportation, etc. for volunteers during the war with a view to settlement of the claims by the Federal Government, a Commission was appointed, the members of which

were Capt. Rufus Ingalls and Capt. A.J. Smith of the U.S. Army and Lafayette Grover, afterwards Governor of Oregon and Senator from that State. They took a year to it, investigated pretty thoroughly, and on the 10th of October, 1857, officially reported these claims to the amount of \$6011,459. They found that the Oregon Volunteers numbered 4526, and the Washington 1896. For the services of Company H. of Seattle from October 25, 1855, three months, they found there was due \$12,102.48; for the services of Company A. of Seattle, six months from Jan. 29, 1856, \$13,907.75. The report of the Commission was not favorably received in Congress, which directed the Third Auditor of the Treasury to go over it, and reduce it, cutting down the allowances about one-half in a manner specifically directed by the Congressional Act. And yet the charges of Oregon and Washington were generally very much lower than those in California, which were promptly paid by the Federal Government. California, however, was a State, with votes in Congress, and influence with the Administration; Oregon and Washington being Territories, and without votes or influence. The volunteers were ultimately paid at regular army rates, but the other claims for extra services, supplies, transportation and losses, generally remain unpaid to this day.

On Christmas Day occurred the first distribution of annuity goods on Puget Sound. It was made by Agent Simmons to 810 Indians on Squaxon Island, in accordance with the terms of the Medicine Creek Treaty. Each Indian received a blanket and four and a half yards of domestic. Over two hundred Indians from the lower Sound were present to see how it was done. Seattle, the Duke of York and ten other Indians made speeches, appealing to Gov. McMullin, then present, in behalf of Chief Leschi, under sentence of death at that time.

The entire income of the Territory of Washington

during the year of 1857 was \$1936.15; the expenditures \$1024.47.

Col. Isaac N. Ebey was called out of his house on Whidby Island on the night of August 11th, 1857, by Indians, who, after shooting him, cut off his head and made their escape. Col. Ebey was one of the first and most noted citizens of Washington, holding the first claim on Whidby Island, taken originally by T.W.Glasgow in 1848, but abandoned, ex-member of the Oregon Legislature from Thurston County ex-collector of Customs on Puget Sound, ex-captain of one of the companies of volunteers in the Indian War, and in various other respects one of the foremost and most distinguished citizens. His murderers were one of the roving bands of cutthroats and pillagers from Alaska, known as the Kakes, from whom a couple of years after the scalp of Ebey was purchased by an employee of the Hudson's Bay Company.

The Legislature of January 1857, having denounced Gov. Stevens' proclamation of martial law in Pierce and Thurston Counties as a usurpation of power, as unconstitutional, and tending to the subversion of our free institutions, the Legislature of 1858 felt called upon to remove as far as possible the stain that cast upon the Governor, by adopting a resolution of directly contrary effect, and in which approval was expressed of the Governor's act, and in which assertion was made that his motive was of the purest patriotism, and that the people did not approve the censure given him, as was evidenced by his subsequent triumphant election to Congress by more than two-thirds of all the votes cast.

By the Legislative Apportionment Act, King and Kitsap Counties were given one of the nine Councilmen together, and King one of the thirty Representatives. Clarke County at the same time was given six members of the two bodies and Thurston seven and a half.

The Territorial University was in January located by the Legislature on Cowlitz Farm Prairie, in Lewis County; provided that 160 acres eligibly located be given for the purpose. The two townships appropriated by Congress for the purpose were devoted to the schools so located, and the act of 1855, providing for schools at Seattle and Boisfort Prairie were repealed. Nothing came of this legislation.

By the loss of the Traveler and the pecuniary troubles of the Constitution, Puget Sound was again reduced to one steamer, and for a fortnight not even one steamer plied her waters, the Constitution being tied up. March 16th, however, the sidewheel steamer, Sea Bird, arrived from San Francisco, and for a few weeks made trips over the one Puget Sound route. To show how slowly news traveled in those days, it may be stated that the Sea Bird brought California dates of February and to March 9th, the latest Atlantic intelligence being of Feb. 5th, the latest European of Jan. 14th,

and the latest Chinese news of Nov. 25th, 1857. The Constitution went to San Francisco, and the Sea Bird, under Capt. Francis Conner, had the field to herself. She made one trip a week, leaving Olympia on Friday at 4 P.M. and going to all the lower Sound ports, including Whidby Island and Bellingham Bay. The Sea Bird was burned in British Columbia waters, after a short service, and was succeeded on the Sound by the Constitution, Capt. A.B.Gove. In May the propeller Resolute, Capt. Pray, arrived from San Francisco, for George A. Meigs and W.C. Talbot of the Port Madison and Port Gamble sawmills. She was the first real towboat on Puget Sound, though the Constitution and Major Tompkins had worked in many jobs of that character while engaged in these waters. The Resolute towed logs and ships almost exclusively, but at times, when necessity called for it, carried freight, passengers and the mail. She ran for ten years, when she was blown up, six men losing their lives as a result of the explosion. Two other steamers came to the Sound this year, - the Ranger and the Leviathan - both small vessels, the Leviathan soon being taken away to the Columbia River, the Ranger running a number of years and until worn out. The first steamer was built on Puget Sound this year. It was the sternwheeler Julia at Port Gamble, for D. T. Bradford, T.W. Lyle and G. R. Barclay of Oregon and California. The Julia was 145 feet long, 30 feet beam and 6 feet depth in hold. Her engines were made by Donahue in San Francisco. She ran on the Sound in 1859, from Olympia to Victoria. It was a hard route for a sternwheeler, and after a collapse off Seattle about the close of the year, she was taken to the Columbia River. In 1860 the first ocean steamer built on Puget Sound was launched at Port Ludlow. It was the John T. Wright. She was 175 feet long, 27 wide and 10 1/2 feet deep, and registered 360 tons. Her builders were Hammond and Cheasty. She sailed down the coast and her machinery was put in at San Francisco.

It will be interesting to know what became of the hostile Indian chiefs of the war of 1855-56. Kanasket was wounded and captured in one of the fights. While in camp he persisted in shouting to the Indians outside, giving them information, and calling to them to rescue him. To stop this, he was killed by the man guarding him. Owhi was captured by Col. George Wright about the same time in the famous campaign in eastern Washington in 1858. While trying to escape he was shot by soldiers and killed. Qualchin surrendered to Col. Wright about the same time. He (for the murder of Indian Agent Bolon) and a number of other savages were hung by order of Latah Creek, since called Hangman Creek, on account of this circumstance. Leschi and Kitsap kept in hiding for a time. Finally Leschi was betrayed by another Indian, a relative named Sluggua, was captured and locked up at Steilacoom in November 1856. He was tried there for the murder of A. B. Moses. The jury disagreed, Leschi being held at the Fort for retrial. His second trial was at Olympia before Judge Lander, in March 1857, when he was convicted and sentenced to be hung at Fort Steilacoom, June 10th. Appeal was taken to the Supreme Court, where the appeal was dismissed. He was again sentenced to hang Jan. 22nd, 1858. The military officers of the Fort sympathized with Leschi, claiming that he had been engaged in war, had been amnestied by Col. Wright, and that his prosecution by the civil authorities was improper. By connivance with his attorney and the County Sheriff, who in turn refused to give up the order to any other prison, they succeeded in having the day pass by without the execution, by having the Sheriff arrested. The Legislature at once reconvened the Supreme Court, which remanded him again for sentence, the third date being set for Feb. 19th. The Pierce County Sheriff was not trusted this time, but the day of executing the order of the Court

was devolved upon the Thurston County Sheriff, whose deputy, Wm. H. Mitchell, hung Leschi on the prairie near the present Insane Asylum. Leschi met his death bravely, uncomplainingly, like a chief. Much bitterness was caused by the various proceedings in the case, public meetings being held and strong resolutions adopted. Those who interfered with the execution were called into Court for punishment, but they explained their conduct and denied the charges, and were allowed to go unmolested. A few days later after Leschi's arrest, his brother, Quiemuth, gave himself up to Gov. Stevens at Olympia. He was confined in the Governor's office until night, preparatory to sending him to Fort Steilacoom the next day. During the night the office was entered by Joseph Bunton and Quiemuth killed, Bunton in this way avenging the assassination of his father-in-law, James McAllister, by Quiemuth on Connell Prairie, in 1855. Gov. Stevens was very indignant at such an occurrence in his office, and he tried to have Bunton punished. It was impossible to prove anything against him however, and he was discharged by the Court. One of the friends of Leschi, a Puyallup Indian named Wahoolit, sometimes called Yelm Jim, took upon himself the task of killing Sluggia, the traitor. He lay for him in the woods near Olympia for several days, and until Sluggia came along on his pony accompanied by his two wives. Wahoolit stepped out in the road, upbraided Sluggia for his wretched conduct, and ended by shooting and killing him. With the whites of those days, this was not a serious offense - the killing of one Indian by another - and Wahoolit was not troubled in consequence of that act. He was, however, arrested for the murder of William White on the 2nd of March 1856, while the latter was going home from church with his wife and sister. He was convicted at Olympia by Judge McFadden and sentenced to be hung on the 6th day of May, 1860. Wahoolit, or Jim admitted being at the killing but denied

participation in it, saying that White was killed by three other Indians with him that day. By this time, the feeling against the Indians was considerably blunted. They were no longer feared, and it was felt that they had suffered severely for their offenses. In deference to this change of sentiment, Gov. Gohlson gave Yelm Jim a respite to August 10th. It was maintained in this case as in that of Leschi and others, that a condition of war was prevailing in Washington at the time, and that he was a combatant and that the existence of war relieved him from personal responsibility to the civil authorities and that it was not a criminal act or murder according to our laws. In accordance with recommendations of mercy from the Interior Department at Washington City and from many citizens, Acting Governor McGill gave Wahoolit a full and unconditional pardon on the 9th of August, 1860.

Kitsap also got the benefit of the change of feeling between the two races. He kept out of sight and reach for several years. When captured at last, he was locked up but ultimately tried and not convicted at Olympia. While at Fort Steilacoom he was given some red colored medicine which cured an ailment of his. He thought it was red paint, and he claiming to be a great doctor, gave generous doses of the paint to three sick Indians at Muckleshoot Reservation in May, 1860. They died, much to Kitsap's astonishment and their enraged relatives, believing they had been murdered, fell upon him and shot him and then cut him to pieces. Old Kitsap, the father of the last chief referred to, retired to the Puyallup Reservation, where he reared a new family, and spent the remainder of his days. In 1879, when 90 years of age, he killed a Snohomish Indian named McKay. McKay was a doctor, and while under his care two of old Kitsap's daughters and a nephew and niece died. The Indians justified Kitsap in kill-

him. He was arrested, however, kept in jail a while, but was finally discharged and died soon after of old age.

The Fraser River gold excitement, was the great event of the year all over the Pacific Coast. Many men went from Seattle, some of whom never returned. Among the pioneers who went were Franklin Matthias, Edward Hanford, Joseph Foster, L.O.Merilet, William Heebner and others. The rush was extraordinary in character, 30,000 men coming from California alone. Steamer fares from San Francisco were \$65 first class and \$35 steerage, and even at these prices, steamers with capacities of two to four hundred passengers carried from eight hundred to nineteen hundred. Hundreds of lives were lost in various ways, incident to the craze. Ships were deserted by their crews, mills compelled to stop for want of hands, lumber and provisions went up enormously in price, and the whole coast was more or less demoralized. Whatcom got the first boom, and in a few weeks was a tented city of 10,000 souls. Victoria had then its origin as a town, prior to this having been Fort Victoria, and before that Fort Camosun since its establishment by the Hudson's Bay Company in 1843. New Westminster, known first as Queensborough, was laid out by the colonial government early in 1859. Seattle shared in the excitements, and her people received their full share of the financial benefits resulting therefrom, the place being locally quite prominent as an outfitting and starting point. While the great majority of men went by water, via Victoria or Whatcom, hundreds went by land through Eastern Washington. One party of two hundred and fifty went from the Dalles. The most numerous party to leave Puget Sound went out of Seattle in July under the leadership of W.H.Pearson, the famous guide and mountain plainsman of the period. There were eighty-two of them and their route was that of the Snoqualmie. They got into the Wenatchee country, where they

found gold and also hostile Indians under Owhi. Kitsap was also there, but he was friendly and gave assistance and protection to the miners. They, however, were compelled to return to the Sound. Like gold mines generally, those of the Fraser River were disappointing; the prizes being few, the costs enormous, and the exodus in the fall being almost equal to the inward rush of the Spring and early Summer months.

In 1858, at different dates, provisions sold on the middle and lower Sound at the prices following: Flour from \$12 to \$20 a barrel; milk from 75¢ to \$1 a gallon; butter from 75 cents to \$1.50 a pound, eggs from 75 cents to \$1.50 a dozen; fresh beef, pork and mutton from 15 to 30 cents a pound; sugar 20 to 30 cents a pound; bacon 25 and ham 30 cents a pound; oats 70 to 80 cents a bushel; oranges and bananas 25 cents a piece; nuts 50 cents and candy \$1.00 a pound. Laborers got \$2.50 to \$3 a day; carpenters, painters and other mechanics \$3 and \$4 a day; farm hands \$30 to \$40 a month; loggers \$40 to \$60 and mill hands \$30, \$40, \$50 and upwards.

The condition of the lower Sound Indians about this time was deplorable. The distressing effects of the War of 1855-56 were still plainly to be seen. The Indians were very poor and lived in a most squalid and wretched manner. The whites had but little employment for them, and were so poor that they could not afford to give much in charity. From about eight thousand in number they were reduced rapidly and from outnumbering the whites they were themselves soon in the minority. They were abused, more or less driven about, humiliated and caused to suffer in many ways. One of the most serious causes of complaint on their part was the non-fulfilment by the Government of the treaty stipulations for a long time. The Point Elliott treaty was not ratified by the Senate for four years, and, of course, they got none of the promised benefits. They had relied upon them, had given

up their homes, had some what changed their modes of life, had lost their hunting grounds, had endless troubles, and through all had been friendly. They could not understand the delay, and particularly in view of the fact, that, the Medicine Creek treaty was being carried out to the letter, many of the beneficiaries of which had been on the warpath, and a few of whom were still of renegade and hostile character. The feelings and conditions of the Indians were forcibly depicted in conference with Indian Agent Simmons on the 16th of May at Port Madison and Skagit Head. Simmons told them that he was not able to help them, that the paper they had signed was still in Washington City; that they must behave themselves and not drink whiskey. To this Chief Seattle replied: "I want you to understand what I say. I do not drink rum, and always advise our people not to do so. I am not a bad man. I am always and have always been a friend of the whites, Mr. Simmons. Why don't our paper come back to us? You always say you hope it will come soon, but it does not come. I fear we are forgotten, and that we are to be cheated out of our lands. I have been very poor and hungry all winter, and am sick now. In a little while I will die. I should like to be paid for my lands before I die. Many of my people died during the cold winter without getting their pay. When I die my people will be very poor. They will get no property, no chief, no one to talk for them. You must not forget them, when I am gone. We are ashamed when we think that the Puyallups have their pay. They fought against the whites, while we, who have never been angry with them get nothing. When we get our pay we want it in money. The Indians are not bad. Mean white people are bad to us. If any person says we do not want our paper (treaty) he lies. You see I am very sick. I want you to write quickly to your great chief what I say. I am done."

Hettikanim said, "When is the great father going to

send our paper back? Four summers have gone now since you and Governor Stevens told us we could get pay for our lands. We remember what you said to us at Point Elliott. Our hearts are very sick because you do not do as you promised. We saw the Nisquallies and Puyallups get their pay last year, and we are sick because we get nothing. We did not fight the whites; they did. If you whites pay the Indians that fight you, it must be good to fight. We are willing for the whites to have the timber, but we want the fish, the game, berries, and our homes where there is good land for potatoes. We want you to send our talk to the great father at once."

Hiram, a Snoqualmie, said: "We want our treaty finished. We are tired of waiting. Many of our people are dying. Look at these old men and women. They have only a little time to live, and they want pay for their lands. The white people have taken it, and you, Mr. Simmons, promised that we should be paid - you and Governor Stevens. We are afraid to plant potatoes, lest white men come and make us leave the place. We do not drink liquor unless it is brought to us by white men."

Bonaparte, one of the Snohomishes, expressed himself briefly as follows: "When I have said all it is not of much consequence. My children have all been killed by rum, and I am very poor. I believe what Mr. Simmons says, but most of the Indians think he lies. He never lied to me, and I think he will tell the truth to the great father, how much we want our pay. I have spoken." Other Indians talked the same way, telling of their poverty, their sickness, dying, the encroachments of the whites and the failure of the Government to live up to the stipulations of the Stevens treaty.

The election of 1858 apparently interested the people very little. Only 9 votes were cast in Wahkiakum County, 11 in Pacific, 20 in Kitsap, 35 in King, 37 in Mason, 73 in Whatcom, 111 in Cowlitz, 115 in Lewis, 131 in Pierce, 258 in Thurston and 270 in Clarke. The polls

do not seem to have been opened in eastern Washington, though three counties have been provided for that region, Skamania, Walla Walla and Spokane. H. L. Yesler and John H. Nagle were elected Commissioners of King County, and A. A. Denny and C. C. Lewis the Legislators.

During the year, to fill a vacancy, Arthur A. Denny was elected Auditor by the Commissioners. H. L. Yesler was also appointed Supervisor of Seattle Road District. The tax levy was made the same as that of the year before. County scrip was ordered taken at par by Road Supervisors and Treasurer. The first vacation of a public highway was the alley in block One of Boren's plat, made Dec. 6th, the land going to Yesler, owner of the block. Other property owners and citizens subsequently objected to this vacation, but their protests were disregarded, Yesler being one of the Commissioners and very stubborn in his way.

Dr. Maynard called his Point place "Alki Farm." He had considerable experience there in a short time, one of the events being the burning of his dwelling place, causing him great loss. He experimented with kelp as a fertilizer while there, and reported as a result 323 pounds of potatoes from twelve hills, an average of 27 pounds to a hill, while his potatoes without kelp yielded only 4 and 5 pounds to the hill.

Among the matters of interest to King County by the Territorial Legislature was the adoption of a memorial to Congress asking the location of a lighthouse on Sandy Point, since known as West Point, Five Mile Point and Magnolia Bluff. This request was not granted at once, but almost a quarter of a century later the lighthouse desired was established. Another memorial asked the appropriation of \$8,000 for the improvement of Duwamish and White Rivers, so as to make them navigable thirty-five or forty miles to boats drawing twenty to thirty inches at all seasons of the year. A third memorial asked for the establishment of a military wagon road from Seattle via Snoqualmie to Fort Colville, and a sufficient appropriation therefor. Like action was taken several sessions later, and still later the General Government was asked to build a wagon road from Seattle to Walla Walla.

Jan. 10th, 1859, the Third Auditor of the Treasury, R. J. Atkinson, reported to the House Committee on Military Affairs on the subject of claims growing out of Indian hostilities in Oregon and Washington. He severely criticised the accounts, alleging that charges were "extravagantly high, justified to some extent by the peculiar circumstances at the time, but enhanced by the uncertainty of payment, the irresponsibility to the Government of those creating the expenditures, and the almost entire absence of any check against improvidence except the mere discretion of those temporarily engaged in the service, and even they sometimes more or less interested themselves in putting everything at the highest possible figure." Mr. Atkinson's report was very complete, dealing with every disbursing officer's accounts, finding objections to the military service of many of the volunteer companies, making odious comparisons, and hinting at peculations and wrongs, some real and others imaginary. By rigidly scaling down what he called overcharges and improper charges, the claims for pay, subsistence, transportation,

etc., of the Oregon and Washington volunteers in 1855-56 were reduced from \$6,011,459 to \$3,296,644. This report created a tremendous sensation in Washington and Oregon, where it was denounced bitterly by press and people, and to whom it meant not only gross insult but vast pecuniary loss. Arbitrary as this procedure was, however, it still did not suit Congress, which demanded further reductions in the accounts, and which finally in March 1861, made another cut to \$2,800,000, then directing the Third Auditor to further prune where the opportunity for so doing was presented.

It may be stated that in addition to the accounts passed upon by the Third Auditor for volunteers and the prosecution of the war there were a great number of claims on account of depredations by the Indians. These have been filed from time to time, some more than forty years after the occurrence of the depredations, and the aggregate number of claims and their aggregate amount are very large. A few of these claims have been passed upon, allowed and paid, but the great majority are yet at Washington City awaiting the favorable action of the legislative and executive departments of the General Government. Among these claims are the following from King County, all arising from the War of 1855-56: Louis O. Merilet, stock stolen, \$133; Geo. F. Frye, ox stolen, \$100; D.S. Maynard, cow, \$75; Eli B. Maple, grain and lumber, \$387.37; Francis McNatt, dwelling and barn, \$1749.50; John J. Moss, house and furniture, \$339.35; Thomas Mercer, crops destroyed, \$267; D.A. Neeley, cattle and furniture, \$841.50; John N. Nagle, cattle, \$200; B.L. Johns, house and furniture, \$1578.75; Thomas Hadley, crops, \$2136; A.L. Porter, crops and houses, \$3915; Henry Adams, house, \$370; Wm. N. Bell, dwelling, \$1588; Wm. H. Brannon, clothing, furniture, etc. \$997; R.H. Beatty, dwelling, \$708; Joseph Brannon, stock stolen, \$1938; Chas. E. Brownell, dwelling house, \$657; Wm. H. Brown, hogs, \$200; L.M. Collins, houses destroyed, \$2873; E. Carr, house, \$480; David

T.Denny, provisions and canoe, \$91; Walter Graham, house, \$220; Edward Hanford, dwelling, \$574.50; E.Hanford, house, \$135; John Henning, house, \$934; August Hograve, horses, \$369; Harvey H. Jones, dwelling, etc., \$2848; Geo. E. King, stock stolen, \$984; J.C.Kellogg, canoe stolen, \$30; C.C.Lewis, dwelling, \$993; Plummer and Chase, sawmill destroyed, \$8200; S.W. Russell, house and furniture, \$1172; David Stanley, crops, \$173.50; E.M.Smithers, dwelling and stock, \$1306; Henry A. Smith, dwelling and stock, \$1728; Sidney B.Simonds, furniture and hogs, \$1211; C.C.Thompson, cows, \$400; John M. Thomas, stock and provisions, \$625; Ira W.Utter, house and furniture, \$607; Geo. F.Whitworth, ox, \$75; M.D.Woodin and Company, tannery, leather, etc., \$2792; Joseph Williamson, stock, \$380; John Harvey, buildings, \$2150; George Holt, grain, \$301; L.J.Holgate, furniture, \$110; John C.Holgate, furniture, \$150; S.M.Holderness, goods stolen, \$400; Samuel A.Maple, house and goods, \$1673.50; Joseph Foster, dwelling, \$530. Quite a number of people who lost in the war never presented claims, through ignorance of the methods necessary, doubt as to the advisability, procrastination and apparent indifference.

By the act of Feb. 15th, admitting the Territory of Oregon to the Union of States, the Territory of Washington was increased in area about fifty thousand square miles, bringing the total up then to 193,071 square miles. It so remained until the creation of Idaho Territory in 1863, when Washington Territory was reduced in area to 69,994 square miles.

The small Puget Sound schooners, Blue Wing and Ellen Maria, mysteriously disappeared. Long afterwards it was learned that they had been attacked by Northern Indians, their crews murdered, the vessels plundered and then burned.

Steamer fares to and from San Francisco were reduced to \$50, first class. Owing to opposition for a short time the rate from Victoria was \$20. People paid \$10 from Seattle to Victoria and \$20 from there on, thus saving \$20 on the regular Sound rate.

Seattle's first butcher shop was opened this year by George F. Frye and A.A. Denny.

The Post Office Department called for bids for carrying the mails from Seattle by Coeur d'Alene Mission, Hellgate, Fort Benton and Fort Union to St. Paul, 1800 miles, twice a month in covered wagons or post coaches. The wagons were to leave both ends of the route on the 1st and 15th days of each month and 25 days were to be allowed for making the trip. About the same time Delegate Stevens introduced in Congress a bill looking to the construction of a Government road across the continent by the northern route to Seattle. The people of St. Paul were eager for the new route and mail service. Under the leadership of Gov. Ramsey and Mayor Kittson, they held big meeting, and adopted a long and strong memorial in which Congress was asked to grant a semi-weekly mail with schedule of 18 days to and from Puget Sound. Either no bids at all were received, or the bids received were too high, as no contract was made for the service desired.

The Federal Government opened a trail from Seattle to Whatcom in 1859. The route was surveyed and marked by military engineers, but the subsequent work was done by civilians under contract. The distance was 85 miles, and \$93 a mile the contract price. Philip Keach was the contractor and Robert Goodburn, superintendent of the work.

The first grand excursion on the Sound was given by John H. Scranton on the steamer Julia, from Olympia and Stillacoom July 22 and 23d. Two hundred people made the trip. They were received with a salute from Plummer's wharf, and were entertained with a ball in Plummer's Hall at night. A clam bake promised by Dr. Maynard failed, as the tides had been unfavorable for some days, and it had been impossible to obtain the clams. The citizens did what they could to please their guests and altogether succeeded admirably.

The election of 1859 called out a much larger vote than that of 1858, in the different counties. The following number of ballots were cast: Wahkiakum, 12; Clallam, 50; Skamania, 62; Pacific, 62; Mason, 73; Chehalis, 86; King, 98; Lewis, 109; Cowlitz, 126; Island, 143; Whatcom, 152; Walla Walla, 164; Jefferson, 226; Pierce, 253; Kitsap, 274; Thurston, 497. For Delegate to Congress, I.I. Stevens received 1684 votes and Wm. H. Wallace 1091. In King County Joseph Foster was elected to the House of Representatives; D.T. Denny, Treasurer; T.S. Russell, Sheriff; J.H. Nagle, Assessor; D.S. Maynard, Justice of the Peace for Seattle precinct.

The Snoqualmie country got its first settlers this year - Jerry W. Borst and others. The Commissioners were asked for a road to Squak, but refused owing to the informality of the petition. A couple of years later the road was established from Black River to Squak. Since that time the neighborhood then known as Squak has gone by the names of Samamish, Gilman, Olney and Issaquah, the latter and Squak being the Indian names for the locality as nearly as the white men could render it, Squah being a third rendition of the name.

The San Juan dispute occurred in 1859, and for several months a big black war cloud hovered over Puget Sound. The British authorities claimed the boundary line was mid-channel of Rosario Strait, and that all north of that line belonged to the C r o w n. The Americans claimed the mid-channel of Haro Strait or Canal was the boundary line, and that all south of that line belonged to the United States. Under their contention the British asserted sovereignty over San Juan, Lopez, Orcas, Blakely and numerous other islands. They were not strong in their claim except as to San Juan and the small islands to the north. In fact, Lord Russell proposed Aug. 24th, 1859, to the Government at Washington that the channel between San Juan and Lopez and Orcas Islands be adopted as the international line, suggest-

ing at the same time that Point Roberts be conceded at the this by the United States. As to San Juan, however, the British were determined to maintain their hold, and the United States had no intention of relinquishing any of its rights there. This being so, with officers representing both governments on the island, and with an increasing population disposed to be independent of control except as their national inclinations individually dictated, there was soon trouble enough. In standing by its own citizens and its own rights, the United States stationed Capt. Geo. E. Pickett on the island with a company of infantry. The British, represented particularly by Gov. <sup>James</sup> Douglas, Captain Prevost, and Admiral Baynes, resented this act, protested against it, and practically threatened to expel Pickett. To prevent this, Gen. W.S. Harney, commanding the department, including Washington Territory, sent other forces to the islands under Col. Silas Casey. In August, Col. Casey held the island with 461 men, who had thrown up fortifications on which were mounted eight 32 pounders. The British forces included five warships, 167 guns and 2140 men. Meanwhile reports had been made to their home governments by those on both sides, and Lieut. General Scott was sent out by President Buchanan to look over the situation, remove tension and suggest a temporary way out of the trouble. He was on the Sound in October and November, and by his direction, after consulting the Governor and Admiral at Victoria, the guns on the fortifications were removed and all the soldiers were sent away except a single company. He proposed a joint occupancy by the military forces of the two nations of not exceeding one hundred men each, until the question of national ownership was settled between the two governments. His proposition was accepted, and for more than twelve years small garrisons of British and American soldiery were maintained on the island. The question in dispute was finally left to an arbitrator -

the Emperor William of Germany - who on the 21st of October 1872, decided in favor of the United States.

If there was any one thing the people of Seattle were more interested in than any other in early days, it was the Snoqualmie Pass and road. In some form it came up every year; 1859 was no exception. A meeting of citizens was held Aug. 20th, to take steps to secure opening of the road over the Cascades. Capt. A.C.Rand acted as Chairman and Jasper W. Johnson as Secretary. Remarks were made by Messrs. Kellogg, Yesler and others. D. S. Maynard, H. L. Yesler, A.A. Denny and Franklin Matthias were appointed a committee to raise money needed for the purpose. They started a subscription there and then, getting pledges amounting to \$1050, from those at the meeting. T.D.Hinckley was made Supervisor of the mountain work. On the 24th of October the committee reported that the work was complete as far as practicable. They had begun at Snoqualmie Prairie, and they had gone 35 miles to the open timber at the head of the Yakima Valley. The road was wide enough for a wagon. The logs had been removed, but the grading was not all finished. In this work \$1350 was spent. The committee reported in conclusion that the "Cascade Range can no longer be considered an intervening barrier to connecting and uniting the intercourse of the two grand portions of our Territory." It was proposed to renew and complete the work in 1860, in time for the great immigration expected that year. Dr. Maynard went to Walla Walla to meet the immigrants and lead them over the Snoqualmie Pass to Puget Sound. In a letter to the War Department, dated Sept. 15th, 1859, General Harney strongly urged a military wagon road from Seattle by Snoqualmie to a connection with the Colville and Walla Walla road, a distance of 250 miles, at an estimated cost of \$100,000. He further recommended the expenditure of \$50,000 upon the road from Seattle to Bellingham Bay. For these recommendations the citizens of Seattle were duly

grateful to Gen. Harney. They were a suggestion also, as is evidenced by the fact that the following year (1860) a citizens' committee, consisting of Messrs. Yesler, Rand, Ward, Abbott and McDonald, wrote to Harney's successor, Col. George Wright, asking him to assist in opening the road as a military measure. Wright replied that compliance with their request could come only by virtue of a Congressional appropriation, which he urged them to endeavor to secure, promising to give all the aid in his power.

The side-wheel steamer, Eliza Anderson, of 250 tons measurement, built at Portland in 1857-58, was brought around to Fraser River early in 1859. After running for a time on the river, she came to the Sound in November, and was put on the Olympia-Victoria route, calling at all ports on the way. She was run quite steadily for ten years, generally having the route to herself, but at various times having competition with the Enterprise, Josie McNear, New World and Wilson G. Hunt, of which all but the McNear were superior craft. Immense prices were charged, and she made a great deal of money. Victoria was the chief city and market. For taking sheep there, \$2.50 was required a head, horses and cattle \$10 and \$15 a head, freight \$5 and \$10 a ton. Passenger fares were \$20 from Olympia, \$15 from Stella-coom, from Seattle \$12. During the rebellion the Government put a head tax of 50 cents on passengers, and the steamboat master at once added it to his fares. Meals and beds were extra. The traffic was heavy even at those rates, and the net profits several years exceeded the first costs of the boat. After 1869 she ran irregularly, and in the aggregate but little, there being other and better steamers on the Sound that got the trade in preference. In the rush of 1897 to Alaska she was brought out, refitted and sent north, accompanied by the tug Richard Holyoke, the schooner W.J. Bryant, the steamer W.K. Merwin and the barge Politkosky.

This flotilla went out of Seattle harbor August 10th, and all got to their places of destination except the Eliza Anderson. She had on board about one hundred passengers. In a storm she was separated from the other vessels, and after many trying and distressing experiences, she put in to Dutch Harbor, where she was abandoned both by passengers and crew, who in some cases returned to Seattle and in others went on to the Yukon. During a storm in the following March (1898) she was blown ashore at Dutch Harbor and completely wrecked.

The first iron foundry in the Territory was opened this year by George A. Meigs, at Port Madison. It offered to furnish "all kinds of castings, mill machinery, steam engines, stoves, hollowware, etc." A machine shop was attached where, it was said, "iron turning and finishing are done on shortest notice and at less than San Francisco prices."

Courts in the Second Judicial District, including King County, were held at Steilacoom and Olympia. King County business was transacted at Olympia. T.S. Russell, David Maurer, Francis McNatt and L.M. Collins were petit jurors from King. D. S. Maynard was appointed Commissioner for King County.

1860

Steamship Northerner was lost off Cape Mendocino, Jan. 5th. She struck a rock and <sup>was</sup> run ashore to save the lives of those on board. Among the forty persons lost were Messrs. Oliver P. Meeker, Horace C. Perkins and ---Taylor of Puget Sound. She was on her way to San Francisco to the Columbia River, Victoria and Olympia. The Northerner was the second steamer lost on the way to the Sound. The first was the America, burned off Crescent City about the 1st of July, 1855. She had 132 U.S. troops on board under Major Prince, bound for Fort Steilacoom. No lives were lost. The troops were brought from Crescent City on the U.S. Steamer, Active. In January, 1855, the steamship Southerner bound for Portland was unable to get into the Columbia River. After trying until her supplies were nearly exhausted, Capt. Sampson headed for Puget Sound. The storm continued and when forty miles south of Cape Flattery the steamer was wrecked. Report of the mishap came to the Sound, whereupon the steamer Major Tompkins and the sail cutter Jeff Davis went to the scene. All hands were brought up and sent overland to Portland. No lives were lost on this occasion. The Southerner and the Northerner belonged to the Pacific Mail Steamship Company.

The Seattle Library Association was incorporated in January by the Legislature. As a body corporate and politic for the purposes of incorporation, the following numerous body of citizens was named: E.A. Clark, L.V. Wyckoff, David Graham, L.J. Holgate, Dexter Horton, John Pike, D. Parmelee, Thomas Mercer, Wm. H. Gilliam, H.L. Yesler, Ira Woodin, Jasper W. Johnson, H.L. Pike, George Holt, Walter Graham, John F. Carr, J.C. Holgate, Henry Van Asselt, Edwin Richardson, D. H. Hill, J.C. Card, Joseph Foster, H.A. Atkins, J.A. Gardner, L.C. Harmon, R.M. Bacon, Henry A. Smith and John H. Nagle. Beyond the legislative action and a few weak and fruitless efforts, nothing

was accomplished by the Association.

By call of the Territorial Legislature a Convention of Washingtonians and Oregonians was held at Vancouver on the 20th of May, to consider the possibilities and methods of securing construction of the long talked of Northern Pacific Railroad, and to take the steps desirable and necessary to hasten and secure that end. Franklin Matthias was named to represent King County, and twenty-nine other men the remainder of the Territory. The principal feature of this Convention was a letter from Delegate I. I. Stevens, in which he gives a clear account of the country along the proposed northern route, describing the fertility of the soil, the climate, the advantages of the route compared with the projected line to California, and the situation with reference to the Chinese and Japanese trades. He compared Seattle and Benicia, and showed that Seattle was nearer Chicago by 317 miles, nearer New York by 420 miles, Baltimore 389 miles, and nearer even to Charleston, Savannah and Mobile. The statements and figures of the letter were employed later with great effect in Congress, and in securing money by those at the head of the Northern Pacific enterprise. The letter also had the effect of causing Seattle to be regarded throughout the country as the probable terminus of the road when built.

The national census was taken in 1860 by the U.S. Marshall in Washington Territory. He found 250 people in the town of Seattle, 302 in King County and 11,594 in Washington Territory. Of the King County people 82 were females and 220 males. Horses were found to the number of 53, cows 287, other cattle 344, hogs 230. The production of wheat was placed at 1395 bushels, oats 920, peas 773, potatoes 14,282, hay 99 tons, and butter 2655 pounds. Seven of the nineteen counties in the Territory had less people than King, and eleven counties had more, Clarke being chief with 2,384 inhabitants.

The County assessment in 1860 amounted to \$102,821. Thurston County property was valued at \$893,984. Pierce was next to Thurston, Clarke third, and Walla Walla fourth. Five counties were below King and eleven above.

Seattle had a mining boom this year. The scene of attraction and excitement was Rock Creek and Similkameen, two hundred and fifty to three hundred miles distant by the Snoqualmie route. One of the first men back was Luther M. Collins, bringing good reports from the mines. Plummer and Hinds at once sent off five men with twenty packed horses. Joseph Foster and L.V. Wyckoff took out another train with ten men. Forty men and forty horses had gone from Seattle by the first of July. T. S. Russell brought in report of miners making from \$8 to \$20 a day, the gold coarse and bed rock from 8 to 15 feet down. He was six and a half days making the trip. There were five hundred miners at the diggings then, and he passed several hundred men bound there with pack horses and beef cattle. Other diggings were discovered on the Wenatchee, which added to the excitement. The Yasler mill had to shut down for want of hands and on one occasion a salute was fired, flags raised and a general glorification indulged in. A.A. Denny received a letter stating that men were making in some cases \$50 to \$100 a day. Wages were \$4 and \$6 and board. Some of the gold specimens were sent to him. In August the excitement was at its height. The Wenatchee being nearer and the newer discovery, was then the local attraction. Seattle was deserted by all who could get to the mines. The Naches and Cady passes competed with Snoqualmie for the Sound trade. T. S. Russell began as expressman, but soon gave up carrying letters, convinced that in his claim he had something better. He advised all his friends to hurry over. Joe Foster was quite excited at his prospects which he thought were good for a fortune in short order. The Plummer and Hinds pack train

came and went repeatedly. Horses were in great demand, and one lot of 40 was sent to Seattle from Olympia; also all the spare merchandise in Olympia suitable for miners. E.C.Ferguson wrote from Rock Creek, B.C., Aug. 11th, that there had been 500 at that camp. Flour was worth \$25 a hundred pounds, bacon 45 cents a pound, sugar 50 cents, coffee 50, beans 30, and whiskey 25 cents a drink. Miners were making from \$8 to \$20 a day. It was a trip of fourteen days from Seattle and twenty from the Dalles. He reported good digging on the Similkameen and the Wenatchee. W.H.Rearson, the miner and guide again appeared upon the scene, and led from Seattle to the mines over fifty men. The diggings were disappointing and before winter came on the camps were abandoned and the miners had returned to the Sound, Oregon and other parts of the coast.

In the election of July 9th, Arthur A. Denny was again chosen to represent the people in the Legislative Council, this time from the joint district of King and Kitsap Counties. This was Mr. Denny's last election as a Legislator, after the session of 1861, he taking the office of Register of the Land Office at Olympia, and after his term there being sent to Congress. His Legislative record included his election in 1852 to the Oregon Legislature, and his membership in the Washington Legislature every session prior to 1862 - a record for honors of that character not since equalled by that of any other citizen. At the same election, (July 9th, 1860) John H. Nagle was elected Assessor; Henry Adams, Commissioner; A.A.Denny, School Superintendent; Edwin Richardson, Surveyor; M.D.Woodin, Coroner; R.H.Betty, Wreckmaster; and T.D.Hinckley, Justice of the Peace for Seattle precinct.

Thomas Alvord, in 1860 harvested 924 bushels of wheat from 17 acres of his White River farm, an average of over 54 bushels per acre. One acre, with which he took particular

pains yielded 80 bushels.

In August the first fraternal organization in Seattle was established. Seven men petitioned the Grand Lodge officers for the institution of a Lodge of Free and Accepted Masons, namely: Messrs. Webster, Manchester, Butler, Gorton, Dillon, Chiney and Brownell. In accordance with their petition the necessary dispensation, or authority to organize, was issued by James Biles, the Most Worshipful Grand Master, and Thomas M. Reed, the Grand Secretary. The new Lodge was called St. John's, and its first officers were John Webster, Master; Daniel Manchester, Senior Warden; Hillory Butler, Junior Warden; H.P.Hart, Treasurer; C.H.Gorton, Secretary; Joseph Dillon, Senior Deacon; Daniel C. Ross, Junior Deacon; Wm.B.Cheney, Tyler. The only other charter member was Chas. E. Brownell. This first and oldest lodge has had a varied and interesting history. It has grown with the town and has shared both its adversity and prosperity. Either as a lodge or through its membership, it has engaged in a number of enterprises, including the purchase of lands, building of halls, cemetery, etc. Masonry on the Pacific Coast had its origin at Oregon City, where Multnomah Grand Lodge was established in the fall of 1848 under a charter from the Grand Lodge of the State of Missouri. The Grand Lodge of Oregon was established in 1851. The first lodge in what is now Washington was Olympia, then numbered 5 of the Oregon order, but now No. 1 of Washington, the dispensation bearing date of Nov. 25, 1852. The second lodge was at Steilacoom, in 1854, and was No. 7, Grand Mound Lodge No. 21 being third and Washington No. 22 (Vancouver) fourth, both organized in 1858. These four lodges sent delegates to Olympia in December 1858, who established the Washington Grand Lodge, with Thomas F. McElroy as Worshipful Grand Master. The four lodges then in existence were renumbered, and four new lodges were organized at different places before Seattle was reached, St. John's being No. 9. All of the earlier sessions of the Masonic Grand

were held at Olympia, but in 1895 it was determined that thereafter the annual sessions should be held in Seattle on the second Tuesday of June.

Liquor licenses were rated at \$300 per annum. Auditor E.A. Clark having died, the Commissioner elected Jasper W. Johnson to fill the unexpired term. J.H. Nagle was allowed \$120 for assessing the property in the county and \$15 for taking the census. The Territorial tax was one-fourth of a mill on the dollar, and the aggregate of all taxes was six and one-half mills with a charge of \$9 against all persons liable by law to perform road work, and one dollar poll tax.

The first attempt at a county building was made in 1860. It was ordered by the Commissioners that "a building be constructed for offices of Auditor and Sheriff on the flatiron corner of Mill and Third Streets, and that H.L. Yesler, Chairman of the Board, superintend its construction." The land belonged to Yesler and is the little triangular piece bounded now by Jefferson Street, Third Avenue and Yesler Way. Work was begun on the site by J.C. Holgate, who was paid \$6 for cutting down two trees, followed by \$27 to Joseph Mendosa for further clearing. Yesler furnished the lumber for \$152.30; D.K. Baxter, the shingles for \$28; Plummer and Hinds, the windows for \$48; D. Horton, the hardware for \$8; F. Matthias, T. S. Russell, John Ross, R.J. Davis and R.H. Beatty, the labor of construction for \$175. Total, \$444.30. The labor was all \$5 and \$8 a day. The prices paid were far above those paid for like services and materials by the ordinary citizens, but this is partially if not wholly accounted for by the depreciation of the "scrip" issued by the County in liquidation of the claims against it. This little building was the cause of considerable trouble between the Commissioners and citizens. One of the Commissioners was so opposed to its construction that he had the following placed on record: "I protest against the payment of

the bills ordered paid above for materials furnished and work and labor done on the building denominated County Building, as it is not in accordance with law. All other acts of the court of the term I approve. Henry Adams." No arrangement had been made with Yesler for payment for use of the ground occupied by this building, and he soon began to ask for it. The other two Commissioners could not agree with him on this point, and there was some ill-inclined expression of feeling, Adams finally addressing a note to the other two Commissioners, (Card and Yesler) in which he said: "Circumstances are such that I can no longer serve as one of your body. You will, therefore, please accept my resignation." The trouble still continued, and in 1863, T. D. Hinkley for the County and John Ross for Yesler, were appointed arbitrators, they to select a third man to pass upon the question, and fix ground rent of the land occupied by the County Building. No report appears to have been made by them, or if made is not of record, and we are left in doubt as to how the matter was finally settled. It is probable, however, that Yesler took the building for the rent, for it certainly passed into his possession and was held by him until its destruction in the great fire of 1889. It was used for a long time as the school house of the town, and after that for various other business purposes.

When James Tilton, Washington's first Surveyor-General, left the Atlantic for the Pacific, a mulatto boy named Charley, born in slavery, was given him by a relative in Talbot County, Maryland. After living in the Tilton family at Olympia for five or six years, and attaining his growth and almost his majority, Charley was approached by colored men, told of the pleasures of freedom at Victoria, and induced to try to make his escape. The colored steward on the steamer Eliza Anderson stowed him away one September day, just before the boat started from the southern end of her route. About the time the steamer got to Seattle, Charley was found

by Capt. Fleming. To prevent his escape the Captain had Charley locked in a spare room. At Victoria the colored men were waiting on the wharf, and when they learned from the steward of the situation, two of them made affidavit that "a negro boy, a fugitive slave, who had made frequent attempts to escape and secure his freedom, was on board the steamer Eliza Anderson, detained there against his will." On the strength of this Henry P.P. Crease, an attorney, made application to Chief Justice Cameron for a writ of habeas corpus. Capt. Fleming resisted the law for a time, but was finally obliged to release Charley from confinement, the boy walking ashore with his new found friends. Fleming filed a written protest, and demanded the return of Charley that he might be "taken back to his master" describing him as "a negro boy named Charley, the property of James Tilton of Olympia, W.T. who ran away from his master, etc." Gov. McGill, on the boat at the time, also protested, alleging that the whole proceeding was illegal and in violation of international law. Gen. Tilton claimed that he did not regard Charley as a slave but as an orphan under his control until of legal age, and further that his services were of no pecuniary value, and his escape a matter of indifference. This was the only case of negro slavery, or of anything resembling such slavery, in the history of the Territory or State.

Washington had its first Thanksgiving Day in 1860. Henry M. McGill, Acting Governor, Nov. 9th, issued a proclamation appointing and setting apart Thursday, Nov. 29th, as a day of Thanksgiving and praise to Almighty God, and recommending its appropriate observance by the people of the Territory. The proclamation recited: "Neither war nor pestilence has affected us. The earth has yielded her fruits abundantly. In their various business avocations, the labors of the people have been amply rewarded. As a Territory we have shared in

the general prosperity, Let us not forget Him from whom all these bounties come. Let our united prayers ascend to him that he may continue to bless our great Republic, and vouchsafe to its people unison, health, peace and prosperity for all time to come." Many observed the day in accordance with the recommendation of the Governor, but most people found it a new thing and not until the appearance of numerous like proclamations in years following did the day secure that general observance with which all are now so familiar.

Seattle got its first semi-weekly mail Dec. 7th. It was carried overland by Winsor and Lamon from Steilacoom. The other service was the once a week affair from Olympia. The people of Seattle rejoiced over this increased mail service, and gave boisterous evidence of their feelings by firing guns, etc. It was a horseback service, \$624 being paid per annum for it. Franklin, which later became the town of Sumner, was the only postoffice for a number of years following between Steilacoom and Seattle.

The Legislature asked Congress to equalize postage rates throughout the Union, alleging that the Pacific Coast paid 333 1/3 per cent more than other parts of the country. Letter rates were then 10 cents per half ounce, as compared with 2 cents at present.

At the session in January the Legislature enacted "that the Territorial University be, and the same is hereby located at Seattle, in King County, provided a good and sufficient deed to ten acres of land eligibly situated in the vicinity of Seattle be first executed to the Territory of Washington for University purposes." The proceeds of the two townships of granted lands were directed to be applied to the support and endowment of the University, and the act was repealed that located the University in Lewis County. By another act of about the same time Daniel Bagley, John Webster and Edmund Carr were constituted a Board of Commissioners to select locate and receive ten acres that might be given in Seattle, and also to select and locate the lands given by Congress. They were also given authority to sell any and all the granted lands for any sum not less than one dollar and a half per acre. They were further authorized to clear and improve the ten acre site, but they were not at any time to allow their expenditures to exceed the amount available from funds on hand. Nothing was said in the laws about buildings, and whether or not there was real intention of the Legislators that buildings should be erected and the school opened is doubtful. However that may be the people of Seattle wanted the school and no time was wasted in determining the matter. The Commissioners on Washington's birthday organized by electing Daniel Bagley as Chairman or President. The ten acre tract bounded by Seneca and Union Streets on the north and south, and between Third and Sixth Avenues on the west and east was selected and given by A.A.Denny, Edward Lander and Chas. C. Terry, Denny's portion being a fraction over eight acres. This land was then in the outskirts of town. This was the home of the University in all its struggles and vicissitudes until the summer of 1895, when removal was made to the new

location between Lakes Union and Washington, then comparatively no further from town than the original site was thirty-five years before. The Commissioners found themselves without money or credit, and legally prohibited from incurring indebtedness. They also found themselves forbidden to sell the lands for less than a dollar and half an acre, while the Government was selling them or lands precisely the same for a dollar and a quarter. They went at it, though, selecting government lands where they could without expense, and by the first of April were ready for business, though even then without a dollar of money. They exchanged lands for labor and materials, and where they could sold for money. By making all sorts of terms and turns and bargains they got the ten-acre site cleared, grubbed, fenced and planted in wheat and blue grass. This cost \$3,345. Among those engaged in this work were Lyman B. Andrews, Hillory Butler, Lemuel J. Holgate, Clarence B. Bagley, J.J. Crow, Ira Woodin and others. The young fir trees so handsome and so familiar to later citizens were a voluntary growth. Before the year was gone the Board had disposed of 20,524.70 for \$30,787.04. The school building of 50 by 80 feet and two stories high, the boarding house of 24 by 48 feet, and the President's house of 40 by 50 feet were all built and a water supply secured that required the laying of 1,420 feet of log pipe. The Commissioners had done all this, paid the bills, contracted no indebtedness and had more than half the granted lands remaining. Among those who helped build the houses were Pike and Russell, the Architects; Jordan and Thorn-dike, the plasterers; Hunt, Pike, Clark and Gorton, the painters; Butler and Hyde and Dodge and Jordan, the masons; Butler and Hyde, D.B. Ward and L.V. Wyckoff who did the hauling; Franklin Matthias, who furnished the wooden window frames; Hugh McAleer, the tin work and stoves, Delin and Shorey, the doors, columns, seats, blackboards and rostrums; Beatty,

the desks and chairs; White the iron work and Pike and Russell and H. & M. Hitchcock the carpenter work, the lumber being furnished by the Seattle, Seabeck, Madison and Gamble Mills. After getting the school building finished and furnished, an arrangement was made with A. S. Mercer, A.B., then recently from Ohio, by which he opened a school there, having thirty pupils, to whom in some cases instruction was given in "the higher mathematics and Latin," but for which none of the University funds were given or promised, as officially reported by the Board. Outside of Seattle there was opposition in some quarters to the zeal, activity and success of the Board of Commissioners. This made itself apparent in December, in the message of Acting Governor L.J.S. Turney and report of Territorial School Superintendent B.C. Lippincott, to the Legislature. Gov. Turney said that he regarded the Legislative act in relation to the land as "illegal and void, and the action of the Commissioners as hasty and unwarranted." He would not advise a ratification of the illegal acts. On the contrary he urged a rigid and faithful observance of the law. Those who were intrusted with the selection of these lands, and with the disbursement of funds arising from their sale, should be held to a strict and scrutinizing accountability. "Wrong doers who would squander any part of these lands should be frowned down by an enlightened and patriotic public sentiment." Turney went further than this in his private intercourse with the individual Legislators, in the effort to get them to assist in undoing and destroying the work of the University Commissioners. One of the newspapers of the day openly accused him of trying to secure its influence the same way first by bribery and then by threat followed by punishment. Superintendent Lippincott (Dec. 10, 1861) referring to the University said: "We think the expense already too great for the public good of the Territory. In

fact, if the matter is well considered, we shall find that we are not yet prepared for a Territorial University. We have reason to believe that there is not a young man in the Territory who could pass an examination to enter the University course. Hence, where is the propriety of spending all this money? There is not in all King County one hundred children of lawful age to attend even a district school. Our common schools demand our attention first; then our high schools, academies, colleges and universities, but in the above matters are reversed - University first, then come common schools. We feel it to be our duty to enter officially our protest against this hasty expenditure of our public school funds. We hold that public good should never be sacrificed for individual interest." Knowing that half the lands had already been sold and at more than the usual price for such lands, Mr. Lippincott still went so far in his report as to suggest that the forty-six thousand acres might bring to the fund \$150,000, if properly and judiciously disposed of. In other words, to make this possible, it would have been necessary to sell the lands remaining at \$5 an acre, or four times the Government price, which Mr. Lippincott and all others of the time knew was impossible. A joint Committee of Councilmen and Representatives was sent by the Legislature to investigate University affairs, of which H.L. Caples of Clarke County was one of the Chairmen and Paul K. Hubbs of Jefferson the other, and they brought with them Superintendent Lippincott. They were received at the University building by the Commissioners, Principal Mercer and citizens, with the new brass band. Mercer made a fine speech, to which Lippincott was called upon for reply. Chairman Hubbs received and accepted the buildings for and on behalf of the Territory and dedicated it to the purpose for which it was intended. It was the last day of the year, the sun shone

unclouded, it was warm and pleasant and all felt cheered and good. President Bagley, against whom the attacks were chiefly directed, presented his accounts to the Committee, convincing its members of the propriety of his course in every respect, and so the Committee upon return to Olympia made report to the Legislature as follows: "Your Committee, to whom was assigned the duty of investigating the actions of the University Commissioners, do most respectfully report that after a thorough examination of most of the vouchers and papers furnished by the Commissioners, find them to correspond with the report of said Commissioners; further, we find that the business has been conducted with commendable economy and prudence and energy." The report was adopted. As if to further express its approval of the course of the Commissioners, and its condemnation of their maligners, the Legislature at once proceeded to incorporate the University and to place upon its Board of Regents, Daniel Bagley. Animosity to the University was evinced in other communities for many years, showing itself in numerous ways and causing much ill feeling, but with the lapse of time it wore away, and finally disappeared, it is to be hoped forever.

The Territorial Legislature, in January, gave all the license and fine moneys in King County to the County School fund and forbade the Treasurer from taking as money "County Scrip" as warrants were then called. This law was repealed in December, 1862.

A man named Daniel Dodge issued a prospectus early in the year announcing his intention to publish a weekly newspaper in Seattle, the first copy of which would come from the press May 1st. The paper he contemplated was to be smaller than those then in the Territory at Vancouver, Olympia, Steilacoom and Port Townsend. This was not a drawback, however, as he announced that while the paper would be

"somewhat below the medium size, what it lacks in that particular will be supplied in the choiceness and excellence of its articles." The Northern Light was also to be "highly entertaining and recommendable to its patrons." Politically, it was to be independent. The subscription price was to be three dollars per annum and people were invited to send along the money at once. Either Mr. Dodge was not appreciated in Seattle, or he concluded that the field was too small for one of his merits and abilities, as the promised Light never shone. He went to Walla Walla, then at the beginning of a mining boom and got out a prospectus of the Walla Walla Northern Light, promising that it should appear the first of September, but his venture there, like the one on the Sound, came to nothing.

The Seattle Brass Band was organized among the employees on the University buildings, with twelve members, Geo. F. Frye as leader, and Dr. Albert Eggers as instructor. It maintained its existence for several years, made business trips to other Sound ports, and was the object of no small measure of local pride, it being the first and only band in the Territory, excluding the musicians connected with the U. S. military forces.

The mail service on the Sound route, Olympia to Victoria, was increased to two trips a week July 1st, 1861, George Parkinson of Steilacoom taking the contract for \$9,996 per annum. He brought from San Francisco the steamer Enterprise, which ran against the Eliza Anderson, and was in 1862 sold to the Hudson's Bay Company, which ran her to New Westminster. Her machinery was, many years afterwards, taken out and put in the Eliza Anderson, and again employed on Puget Sound in the boat the Enterprise had come to drive out.

The election of 1861 was of more than usual interest. Seleucius Garfield was nominated by the Democrats for Delegate to Congress. He was accused of party disloyalty in

1859, and there were bitter feelings against him in consequence. These were evinced by the putting in the field of another Democrat - Judge Edward Lander. Wm. H. Wallace was brought out by the Republicans, it being his third nomination. Lander got 739 votes in the Territory, Garfielde 1276 and Wallace 1593; total 3608. Of these King County gave Garfielde 25 votes, Lander 42, and Wallace 74, total 141. John Denny was elected Representative, T. D. Hinckley, Joint Representative, and John Webster, Joint Councilman. Wallace was the first Republican elected to Congress from Washington. He enjoyed the distinction also of being the first Delegate from Idaho, and of receiving from President Lincoln as Governor first of Washington and later of Idaho, the Republican appointments. At the election of 1861, Shoshone, Walla Walla, Thurston, Clarke, Pierce, Kitsap, Jefferson and Whatcom counties each cast more votes than King. The vexed question of capital location was passed upon by the people at this election. Olympia got 1239 votes in its favor, Vancouver 639, Steilacoom 253, Port Townsend 72, Walla Walla 67, Seattle 22, scattering 24. One of Seattle's votes came from Shoshone County, the other 21 from Kitsap. The question cut no figure in King County, the printed tickets not mentioning it, and no votes being cast for any place.

The Rock Creek and Wenatchee gold mines received some attention in 1861, but so much less than the Nez Perce mines, as to be practically out of the public mind. The few who went to Wenatchee went by the way of the Dalles from the Columbia River, or by the way of Seattle from Puget Sound, the distance in both cases being precisely the same - 142 miles.

King County tax levy was 9 mills on the dollar and two days' road work as a poll tax for road purposes. To

fill vacancies S.F.Coombs was appointed Auditor, and Justice Settle, Justice of the Peace for Seattle Precinct. The County assessment was \$81,474. The census showed 304 inhabitants. The Territorial tax against the county was \$81.47; the amount paid was \$18.75. The entire receipts and disbursements of the Territorial Treasury in 1861 were \$4,177. The Treasurer, in lieu of salary, was paid 2 per cent on all moneys received and paid by him, his portion this year being \$83.54.

The Civil War which began in 1861 and ended in 1865 was felt even in far off Washington. The regular soldiers were withdrawn and replaced by the First Regiment of Washington Territory Infantry, Col. Justin Sternberger. The revenue cutter Shubrick and steamer Massachusetts were kept on the Sound. The first notice taken of the trouble between the States was in the Legislature, which on the 30th of January adopted a strong resolution relative to the Union, concluding as follows: "That we utterly discountenance, as fraught with incipient treason and the insidious offspring of reckless aspirations, disappointed ambition and culpable ignorance, all prospects for a Pacific Confederacy. Washington Territory covets only the distinction of exhibiting, first and last, her devotion to the entire Union, as created by our ancestors, consecrated by their blood and bequeathed to us, the palladium of civil and popular rights."

In view of a possible requisition by the President for aid in maintaining the laws and integrity of the National Union, Acting Governor McGill, on the 10th day of May, by proclamation called upon all citizens capable of bearing arms to organize themselves into Companies, each Company to report immediately to Adjutant General Matthias, at Seattle, and through him to the Governor, when commissions would be issued to the officers elected. The first Company

to organize was the Union Guards of Port Madison, May 14th, within 24 hours after the receipt of the proclamation and with William Fowler as Captain, H. B. Manchester as First Lieutenant; E. D. Kromer, Second Lieutenant; A. J. Tuttle, First Sergeant and S. F. Coombs, First Corporal. The Adjutant General appointed men throughout the Territory to open muster rolls for the enlistment of all persons liable to military duty; T. D. Hinkley and Martin Givler being the appointees in Seattle. Seattle was very loyal. A flag was kept over the only church in town, and a military company organized. So great was the ambition to control this company that in altercation over it, Jasper W. Johnson, the town attorney, was shot by a man named Babcock, who wanted to keep him out. The wound inflicted was not a serious one. Quite a number of Democrats changed their politics, becoming Republicans. Many regular army officers formerly in the Territory attained high commands and much distinction during the war; among the number being Lieutenants A. V. Kautz, D. B. McKibben, Philip H. Sheridan, Captains H. J. Hunt, George B. McClellan, U. S. Grant, E. D. Keyes, F. T. Dent, Lyon, Ingalls, Ord and Pleasanton. Major Benjamin Alvord and Colonels Silas Casey and George Wright, all of whom became Generals in the Union Army. Also Gov. Isaac I. Stevens and F. W. Lander, (brother of Judge Lander) who came out with the Northern Pacific expedition in 1853. The Confederacy also received distinguished aid from the Territory; including ex-Governors McMullin, Gholson, ex-Marshall and ex-Delegate Anderson, ex-Judge Fitzhugh, Lieut. E. H. Alexander, Captains George E. Pickett and Thomas Jordan, and Major Rains and Major Garnett. Gen. W. S. Harney was retired from service; Gen. George Wright was kept on the Pacific Coast, and Major G. O. Haller, owing to false accusations, after a few months' service, was dismissed, the charges being subsequently disproved, Haller

fully exonerated, restored to the Army and promoted to a Colonelcy. A.V. Kautz, thirty years after he left the Territory a Lieutenant, returned (1891) to it a General in command of the Department, retaining the command until his retirement on account of age, shortly after which he took up his residence in Seattle where he died in 1895. In response to a request from Congress, presented by a joint Committee from both Houses, President Lincoln on the 12th of August appointed the last Thursday in September as a day of humiliation, prayer and fasting for all the people of the Nation. The President urged the people to humble themselves before God and to pray for his mercy - "to pray that we may be spared further punishment though justly deserved: that our arms may be blessed and made effectual for the re-establishment of law, order and peace throughout the country, and that the inestimable boon of civil and religious liberty earned under the guidance and blessings by the labors and sufferings of our fathers may be restored to all its original excellence." This was the first of the annual proclamations of the President, of which, however, the later ones have happily been of thanksgiving and praise. In response to the President's proclamation, the people assembled in the University building, then partially completed, at 11 A.M. The Seattle Brass Band furnished the instrumental music. After reading the 58th chapter of Isaiah, singing and a prayer, Rev. Daniel Bagley made an address of the strongest and most patriotic character, denouncing the rebellion and its supporters, and urging all to stand by President Lincoln for the Union, for freedom and for the right. On the evening of the same day a mass meeting was held with Daniel Bagley as Chairman, A. S. Mercer as Secretary and Chief Justice Hewitt as Speaker, the band playing Yankee Doodle and like airs. During the war some fears were locally felt of

Indians, of rebel privateers, and of hostile parties from British Columbia, all of which proved groundless. At one time the commander of the U. S. Sloop of War, Narragansett, then at Victoria, was urgently petitioned by the Legislature to keep his vessel in these waters as a means of protection against the vessels of the Southern States. One of the inconveniences of the times was caused by the depreciation of legal tender notes, or greenbacks as they were commonly called, which went down and down until they were worth only 40 cents on the dollar. To prevent this a Territorial law in 1865 made such depreciation punishable by \$500 fine and six months imprisonment. The law never was enforced in the courts and its enactment had no effect on the paper money of the Federal Government. The only officer of the Washington Regiment (964 men) who attained distinction in military service was a young Irishman, named Charles P. Egan. He became a First Lieutenant in 1862, and served three years as such. After the war he was given a Second Lieutenancy in the regular army, and from time to time thereafter was promoted until in 1898 he reached the rank of Brigadier General. During the War with Spain he was Commissary General of Subsistence, stationed at Washington City.

While the Civil War had a depressing effect upon the people, and to a certain extent hampered trade, it by no means stopped the advance of the Territory in population and wealth, in which advance the town of Seattle and the County of King made strides of considerable length.

At the session of the Legislature in January the Puget Sound and Columbia River Railroad Company was chartered. Its incorporators included the leading men of the Territory, such as Louis Sohns, Columbia Lancaster, Cyrus Walker, J.P. Keller, Chas. Plummer, H. L. Yesler, A. A. Denny, Paul K. Hubbs, Enoch S. Fowler, Wm. W. Miller, James Biles, H.L.Wheeler, Wm. M.Morrow, A.J.Chambers, Lafayette Balch, J.B.Webber, Philip Keach, Frank Clark, Sam McCaw and Peter J. Moorey. The object was to build a railroad from Steilacoom to Vancouver, a distance of about 130 miles. The capital stock was placed at the modest figure of \$15,000,000, but if this should not be sufficient in amount the Company was authorized to increase it to \$50,000,000. Construction was to begin within three years; completion to be effected within ten. Efforts were made to get the charter men together, and to start the company's existence, but all failed and beyond the Legislative act and these efforts, nothing came of the enterprise.

The winter of 1861-62 was the most prolonged and severe in the history of the country. It began with heavy falls of rain, causing unprecedented floods in the rivers of the coast. These were followed by snow, which covered the ground for three months, with bitter frosts, thick ice, and the usual accompaniments of cold, wintry weather. The temperature at different Sound points several days was below zero. Feed was exhausted, and there was great and general destruction of live stock. Hay sold as high as \$60 a ton. To the old settlers this has always been known as "the hard winter."

At the beginning of the year there were 57 post offices in Washington Territory. Of these King County had one - Seattle. Skamania, Wahkiakum, Island, Pacific, Jefferson, Whatcom and Walla Walla each had two; Clallam,

and Pierce each had three; Mason and Clarke four each; Kitsap, five; Lewis, six; Chehalis, seven; Thurston, nine. Cowlitz, like King, had only one. Port Angeles was then Charbourg; Sumner was Franklin, Port Gamble was Teekalet and Walla Walla was Wallepta. San Juan was in Whatcom and Fort Colville in Walla Walla County.

January 24th, the University of Washington was incorporated by the Legislature with Daniel Bagley, Paul K. Hubbs, J.P.Keller, John Webster, Frank Clark, George A.Meigs, Calvin H. Hale and Columbia Lancaster as the first Board of Regents. The Board was given all necessary power to choose a President and Professors and tutors, to fix their salaries, and to appoint such other officers as they saw fit. Four departments - literature, science and arts, law, medicine, military-were to be established. The Regents were given wide and general powers covering courses of study, care of the property, expenditure of moneys, etc. The Board did not organize for a long time, and in the interim things went as before. Commissioner Bagley continued the sale of lands until over forty thousand acres of the grant were disposed of for something over \$60,000. Of this money about \$35,000 was expended on the University and buildings in Seattle in 1861 and 1862, and the remainder of the fund was intended for endowment of the institution. It, however, was almost entirely lost in one way or another. Several thousand dollars were consumed in Legislative investigations; other thousands were loaned to reputable citizens and never repaid; and still other thousands were lost by the depreciation of the National currency, nearly nineteen thousand dollars of the money received from the sale of lands being in government paper worth at the time from 50 to 80 cents on the dollar. Some of the money was also used in the payment of current expenses. The loss of this fund and the sales of

the land were the subject of several investigations, but no taint of dishonor was fastened upon either Commissioners or Regents in consequence. The town of Seattle had no public school building and really no public school system; the University needed pupils and patronage. An arrangement was made which continued with more or less modification by which the two worked together for a number of years. In accordance with this arrangement Mrs. O. J. Carr followed up Professor Mercer's first term with a three months' course in the summer of 1862; her pupils being Eugenie McConaha, Rebecca Horton, Loretta Denny, Eunice Russell, Jane Wetmore, Gertrude Boren, Christine Delin, Mary Delin, Anders F. Delin, Eva Andrews, Wm. R. Andrews, Mary Boren, Inez Denny, Mary J. Denny, Mary White, Etta Settle, Louise Coombs, Robert G. Hayes, George Manchester, John B. Libby, William Boren, Frank Wetmore, Charles Clark and Joe Crow. It seemed to be still impossible to get together a quorum of the Regents, only two of whom lived in Seattle, the other five being residents of Jefferson, Kitsap, Pierce, Thurston and Clarke Counties. There being no action by them looking to the opening of the Territorial School, Asa Mercer was permitted again to occupy the building with a private school, which he did in accordance with the terms of the advertisement following: "University of the Territory of Washington. Preliminary to the opening of this Institution for the purposes provided by law, it has been determined subject to the approval of the Board of Regents, when assembled, to open in a portion of the building for the immediate accommodation of the patrons of the institution and the people of the Territory, a Primary and Collegiate School, to be conducted under the supervision of Mr. A.S.Mercer, A.B., in which will be taught all the branches usually taught in the Primary department of the public schools of the Territory, and all the branches usually taught in the Grammar and High Schools of California and the Atlantic States. The girls will be

under the immediate supervision of Mrs. Virginia Calhoun, including the piano pupils. Vacation Christmas to New Year. The term of five months will commence on Monday, Oct. 20th. Pupils of both sexes will be under proper restrictions and care, and their education in the several branches industriously and carefully attended to, without any sectional bias or influence whatever, and subject at all times to the most rigid guards over their moral demeanor and accomplished manner. Prices of tuition: Primary, \$5 per quarter; Common English \$6; Higher classes \$7; Collegiate students \$9; Music \$10; Board \$3 per week. A. S. Mercer, Principal."

The Regents finally assembled on the 12th of November, Henry M. McGill being elected President of the Board, Frank Clark Secretary; Sumner B. Hinds, Treasurer; S.F. Coombs, Librarian; A. S. Mercer, Steward. Thomas M. Gatch, then a promising young schoolman of Oregon, was elected President of the University and Professor of Literature, Science and Arts. A question arose between him and the Board as to the character of the money that should be paid him for salary, the currency of this country then being in a fluctuating, demoralized, uncertain condition. As this could not be settled to his satisfaction he declined to come, and the school of Mr. Mercer went on. Twenty-five years later Gatch was again elected President and a member of the faculty, he accepting the second time, and remaining with the University until 1897, when he again returned to Oregon.

The Post Office Department solicited bids for a mail service once a month from Seattle by Meridian Prairie to Ranger's Prairie, the contract to be for four years from July 1st. The Department knew so little about the route that it was left to bidders to specify the distance and scheme of arrivals and departures. This was the introduction of the mail service to Snoqualmie and the adjacent country.

Luther M. Collins, the King County pioneer, was

drowned in Snake River, a short distance above Lewiston in June 1862. Collins was a rough, roystering sort of a fellow, bold and venturesome, impatient of legal, moral or social restraint, strong, determined and wilful, a leader among the men with whom he usually cast his lot. At the time of his death he was one of the miners attracted to North Idaho (then Eastern Washington) by reports of gold discoveries.

Seattle was described by a traveling correspondent of the San Francisco Bulletin as "situated about equidistant between Steilacoom and Port Townsend, on the east side of Puget Sound, has three or four stores, one sawmill, and about 200 inhabitants. The only attraction of the place, and the object of general comment is the University, which has just been completed. It is a fine building, located on a beautiful eminence and commands a grand view of the Sound. I believe this is the first Territorial University erected in the United States."

"The beach road" as it was known for twenty years, had its beginning at this time. A petition called for its location from the foot of Main Street, by way of the place of J.J.Moss, to the country road from Alki Point, thence southerly to the Military Road. Francis McNatt, Perry Dunfield and John Martin were appointed viewers. The road proposed encountered the opposition of Dr. Maynard. He delayed it, but in the end it was approved as laid out. George Holt was paid \$100.00 for damages done his place, his being the first recorded case of damages in consequence of road making in King County. The beach road" between town and the Duwamish Valley followed the meander or shore line, occupying a narrow strip at the foot of the bluff next to the beach, and its name was given to distinguish it from the road on top of the hill to the east. By working it annually it was passable in the summer, but in winter, owing to streams of water crossing it, slides from the bank and mud all over, it was always in bad condition

and frequently impassable. The railroads of later days were built alongside of much of it, a little to the west and on safer ground. The streets of the city have long since taken the place of "the beach road," so expressive and vexatious and expensive to the citizens of the 60s and 70s.

September 1st, at the battle of Chantilly, Virginia, Isaac Ingalls Stevens, Major-General U.S.A., ex-Governor and ex-Delegate to Congress from Washington Territory for four years, was shot in the forehead and killed. At the time he was at the head of his troops charging the rebels and bearing in his hands the flag taken from the color bearer who had been shot. A profound sensation was caused throughout the Territory by the death of this distinguished citizen, whose abilities, whose patriotism and whose promising future were regarded as second to those of no other in the Nation. As a student at West Point his record could not be improved upon, he standing first in his class from his entry to his graduation. As a military engineer he had no superior, and was entrusted with the most difficult work of his time. His employment in the Coast Survey Bureau was a recognition of his talents of the most flattering character. His survey of the Northern Pacific was a great work performed in a masterly manner. As a civil official and as a politician his career was short and trying, but favored in the extreme and wonderfully successful, among other honors conferred upon him being one unprecedented among the citizens of Territories, to-wit: the Chairmanship of the National Committee in a Presidential Campaign, the Convention so favoring being that of the Democrats at Charleston in 1860. It is said President Lincoln had fully determined to place Gen. Stevens at the head of the Nation's armies, and was prevented from doing so only by the death of the General. One of the Counties of this State, a fort at the mouth of the Columbia River, the first Grand Army Post in Seattle, many streets, etc., were named in honor of Washington's first and most distinguished

Governor.

The King County Rifles was organized at Seattle on the 19th of November. The Company Captain was Hugh McAleer; R. Davies, First Lieutenant; J. Nebbins, Second Lieutenant; David Killogg, Henry Van Asselt, George Benning and R. H. Beatty, Sergeants; C.B. Bagley, R. Hooper, Edwin Richardson and George W. Harris, Corporals. Sixty men were enrolled. The object was described in the call as simply "a feeling among the people of King County that a military organization among themselves was a matter of importance in these stirring times." As a matter of fact, it was intended as a warning to rebel sympathizers and to foster and strengthen the Union sentiment. As there was no law for such an organization, the King County Rifles was a private and independent company, self-armed and self-governed.

The population of King County increased rapidly from 1862 on, as indicated by the general elections. In the following figures after the years indicated the ballots cast for candidates receiving the highest number of votes: 1862, 129; 1863, 173; 1864, 240; 1865, 286; 1866, 250; 1867, 285; 1869, 360; 1870, 616; 1872, 809, 1874, 863; 1876, 1561.

1863

Snohomish had become so populous and important that it was given mail service by the Department in January, the mail leaving Seattle on Friday of each week and returning on Saturday, over a route estimated at 40 miles in length.

By act of Congress approved March 3d, the Territory of Idaho was created, taken from Washington, and the latter being reduced to its present area. Owing to gold discoveries in the eastern districts and the consequent great rush of people thither in 1861 and 1862, coupled with the enormous extent, great distances and inconveniences of communication in the original Territory, this action had been foreseen, and was acquiesced in without a murmur. Washington lost more than seventy per cent of its area and a like percentage of its voters, as was evidenced by the election in the two Territories in the summer following, where 3080 votes were cast in Washington for Delegate to Congress and 7910 in Idaho, as follows: Washington for Delegate to Congress: Geo. E. Cole, 1572; J. O. Raynor, 1387; L. J. S. Turney, 98; scattering 23. Idaho: W. H. Wallace, 4387; Camady, 3523. Later, efforts were made repeatedly by the people of Northern Idaho to secure restoration to Washington, finally ending in the passage of a bill by Congress to that effect, which, however, was rendered null and void by the failure of President Cleveland to sign.

The taxable property in King County was valued by the Assessor in 1863 at \$200,822. For his time and labor in making this assessment that official was paid \$150.

John A. Suffren opened a small foundry at Seattle in 1863, and in connection with it soon after a small machine shop. His first job was on the new steamer J. B. Libby, built by Wm. Hammond for Capt. S. D. Libby. The Libby was a useful boat to the people of Seattle, where she made her headquarters, and she did much in her time to support and increase the local

commerce. After twenty-six years' experience as a tug boat, passenger and freight carrier, sidewheeler and propeller, she was destroyed by fire in Fuca Strait, while loaded with lime which got wet, slacked and ignited. There wasn't much business for Suffren's foundry and machine shop, the implements of which during the next few years underwent a number of changes of ownership, with little use and long periods of rest.

Laths and plaster were introduced in Seattle this year, the first house to secure them being a storeroom on First Avenue South near Washington. The second was "the little Church up on the hill," as the M.E. building on Columbia and Second was sometimes called. Under the pastorate of Rev. N. Doane it was not only plastered, but was given a new front porch and otherwise considerably improved. There was talk of a second church in Seattle, and this talk probably had a moving effect on pastor and people.

The King County Agricultural Society was organized in June by Christian Clymer, Thomas M. Alvord, Samuel F. Coombs, Joseph Williamson, Josiah Settle, D. A. Neeley, Francis McNatt, David S. Maynard, Edmund Carr and others. The general object was the fostering of agricultural interests and the special object the holding of an annual fair on the third Wednesday of October of each and every year. Membership in the Society cost \$2.50 and dues were \$1 per annum. Several small fairs, the first in Washington, were held under the auspices of this organization. Clymer was the leading spirit, having more exhibits and taking more premiums than anyone else, and being President of the society; Coombs, Mercer and Maynard being secretaries the five years of its existence. The fair of 1863 was a very small one.

The beginning of two new sawmills gave Seattle quite an impetus in 1863-4. Capt. Wm. Renton, who had located and built at Alki Point in 1853-4 and had moved to Port Orchard before the first twelvemonth was gone, now made another move,

this time to Port Blakely, where he took a claim, and began the erection of a new, large sawmill. He had a partner named Daniel S. Howard, and the firm was known as Howard and Renton. Howard died about this time, whereupon his interest in the firm was taken by another man, the partnership becoming that of Renton and Smith, and upon Smith's death the firm became Renton, Holmes and Company, the Company being a man named Ham. No concern has helped Seattle more than the Port Blakely Mill Company during all the years of its existence. Simultaneous with the removal of Howard and Renton from Port Orchard was the coming of John R. Williamson from the Seabeck Mill, with which place he had been connected for ten years. He secured what was then locally known as Lamb's Point, or Duwamish Head, and Messrs. Draper, Taylor, Phillips and Plummer as associates, built a sawmill, with wharves, shipyard, store, dwellings, etc. Williamson was the chief man in the concern, and for much of the time the only one, and he ran the mill a dozen years or more and until he sold to Capt. E.L. Marshall. During its later years the mill was shut down under subsidy, but was finally burned and the land sold to the West Seattle Improvement Company. The place was called Freeport by Williamson, Milton by Marshall and West Seattle by the Land and Improvement Company.

Coal was discovered at Squak by Lyman B. Andrews in 1863, who was so impressed with the value of his discovery that he there secured four hundred acres of land. Quite a sensation was caused by the discovery. It was tested in Sutfren's Iron Works, on steamers and in cook stoves, and was pronounced a superior article for almost any use or purpose. How to get it to market was the question. The first considerable lot was five tons brought out by Wm. Perkins in February, 1864, who assisted by two Indians, took a flatboat from town to the further end of Squak Lake, having to cut his way

through the logs and brush overhanging the water much of the way. In consequence of this, and the wagoning of the coal three miles at the other end of the route, he was twenty days making a trip of about 120 miles. The people in town were so excited and patriotic, however, that they paid Perkins \$18 per ton for this coal, and he lost nothing by his venture. He thought subsequent trips could be made in two weeks. Bunkers to hold two hundred bushels were built on the Yesler wharf, and the coal was there offered for sale. The price dropped to \$12 a ton, the demand was small, and after getting out two or three hundred tons, the operation of the mine was suspended for more than twenty years. The bulk of the coal got out in 1863-4 was brought by barges to a landing near the eastern end of Yesler Way, whence it was wagoned into town. In 1886 for \$40,000 Andrews sold his coal land to Daniel H. Gilman, who, with associates, opened the mine and got out many hundred thousands of tons of coal which they sold in Seattle and San Francisco markets.

Coal oil was scarce and a luxury in the 60s. Prior to 1863 it was sold usually in drug stores only, and few people bought more than a quart at a time, generally in bottles for which they paid 50 cents. A gallon was sold for \$2 at first, and then \$1.50. By 1864 the supply had increased so that there was competition in the sale and the price fell, Kellogg and Brother advertising that "Genuine Downer's Coal Oil, usually sold at \$1.50 per gallon, is selling at \$1.00 per gallon at the Seattle Drug Store, wholesale and retail." As the price still further fell in later years, drug stores ceased to deal in coal oil, lamps, shades and wicks, leaving that branch of trade to grocers alone.

The University was formally opened this year, by authority of law and under direction of the Regents, with W. F. Barnard as President and Miss Lizzie Boise as preceptress, both from Oregon, Mr. Barnard being a graduate of Dart-

mouth College. The school year began Sept. 7th, 1863 and ended May 9th, 1864. There were primary, academic and collegiate courses; The tuition rates for which were \$6, \$8 and \$10 per quarter. The primary course included reading, orthography, writing, geography and mental arithmetic - a course sufficiently primary to satisfy the wants of the youngest pupils. The collegiate course was of a lower grade than that of the Seattle High School of recent years. If the instruction was not of the highest character, it was evidently intended by President Barnard that the religious and moral training should be. The published advertisement said: "A respectful observance of the Sabbath is required, and at 3 o'clock P.M. each Sabbath the students will assemble at the University Chapel to study the scriptures as a Bible class. The reading of the Scriptures, regarded as the only safe text book of morals, will be a daily exercise of the school." This was evidently too strong for the pupils and regents of a public school, for in subsequent advertising all was stricken out except the words, "A respectful observance of the Sabbath is required." Another rule was as follows: "No student will be allowed to retain a connection with the school whose habits are such as to render him an unfit companion, or who will not render a ready compliance with the regulations of the school. Frequenting of saloons, and attendance upon theatres and balls are not allowed, but students are required to be at their respective places of abode at stated hours." Even this was considered objectionable, as in Barnard's later advertisements it was stricken out with all reference to the Bible and the Sabbath. Mr. Barnard continued at the University several years, a part of the time conducting a private school, about the same as the one previously kept by Mr. A. S. Mercer.

August 15th, 1863, the Washington Gazette made its

appearance. It was 18 by 24 inches in size, or a little smaller than a single page of the ordinary daily newspaper of the present day. This diminutive sheet was divided into four pages of four columns each. The paper pretended to be of and from Seattle, but in reality it was printed in Olympia. No name or publisher was given, but as a matter of fact it was got out by J. R. Watson. It was a feeler of the people, sent out to ascertain whether or not they wanted a newspaper in their midst. They could have it, or one like it, if they would subscribe for it at \$4 per annum, and give it the popular benefit of their advertising. For the purpose of testing this feeling, S.F.Coombs, Dexter Horton, C.C.Terry, H.L.Yesler, John A. Suffren, E.M.Smithers, L.B.Andrews and L.McMillan were appointed agents in King County. In the announcement to the public, Seattle was referred to as having one of the best harbors, the county a vast area of good land, while the lumber and coal prospects were unsurpassed; the University would make the town a great educational center, the new Agricultural Society would accomplish much, and the probability was that Seattle would soon secure the final and permanent location of the Territorial capital. The Gazette was offered with the conviction that no community in the Territory was more deserving of it nor better able to support it. The paper contained three Seattle advertisements, one furnished by the University, another by Gardiner Kellogg and the third by S. F. Coombs. There was but little pretense of news in this issue, either town, Territorial or from abroad. As a feeler, it was a success apparently, for after a while Mr. Watson brought his printing outfit from Olympia, and on the 10th of December got out the first newspaper in Seattle. It was the same size, makeup and character as the paper of the previous August, described in the foregoing, but instead of the Washington Gazette was called the Seattle Gazette, J. R. Watson

and Co., publishers. It was editorially stated that though the Gazette was not as big as a barn door or the London Times, it was the best that could be offered, and was sufficient for the time and place. The time was at hand when there would be at least one important town on Puget Sound, and confidence was expressed that that would be Seattle. In superior natural advantages it was preeminent, and the town would grow as these were availed of. The Gazette contained a column of "War News" principally telling of Lookout Mountain and Missionary Ridge, on the 25th of November, telling of the doings of Generals Hooker, Sherman, Grant, Bragg and others with their commands. The Seattle advertisements were those of Chas. Plummer, Yesler, Denny and Co., D.S. Maynard, A.J. Smith, Dexter Horton, A. P. Delin, John Welch, S.F. Coombs, Williamson and Greenfield, A.E. Rabbeson, L. C. Harmon, Kellogg and Brothers, Hugh McAleer and the Territorial University. The newspapers of those days gave little heed to local affairs, and the Gazette was no exception to the rule in this respect. The Gazette had a hard struggle for existence. It suddenly suspended in the summer of 1864 and remained suspended for two months. Upon its reappearance, Aug. 6th, it was enlarged to five columns on each of its four pages, the columns also being lengthened an inch or two. The Gazette was uncompromisingly for the maintenance of the Union, strongly and all the time, and, in pursuance of this line of policy, had made enemies of a few persons. These people had tried to get a new paper going during the Gazette's suspension, but failed, the town not justifying the risk in the eyes of anyone. The Gazette was also suspended two months in 1865. March 3rd, 1866, it was issued for the last time.

King County had two special elections in the fall of 1863. Owing to the resignation of H. A. Atkins, as Representative in the Legislature, an election was held Nov. 28th,

and Joseph Foster chosen to fill the vacancy. One week later, Dec. 5th, an election was held to fill a vacancy in the Legislative Council caused by the resignation of W.T. Weed, W.B. Sinclair being chosen. There were then three election precincts in King County, namely: Seattle, White River and Moxlapush, the votes cast on the latter occasion being 88,30 and 11 in the precincts respectively. At the November election 183 votes were polled, and in the July election 173.

Dec. 15th the Seattle Hospital was opened by Dr. David S. Maynard and Mrs. Catherine T. Maynard, in their own dwelling house on First Avenue South between Main and Jackson Streets. Patients were received after giving satisfactory evidence of their ability to pay, and such persons were assured that the rooms and board would be found suitable to their cases and comforts. The Doctor had been doing this kind of work for several years, caring for the county sick, but this later enterprise was more pretentious than the others, and though still a very small affair, may perhaps be considered the first hospital in Seattle.

1864

The Legislature again (January 19th) districted the Territory for judicial purposes. Pierce, King, Kitsap, Jefferson, Clallam, Whatcom, Island and Snohomish were made to constitute the Third Judicial District with terms of Court at Steilacoom, Seattle and Port Townsend. The terms at Seattle were to be held in April and November of each year, and the jurisdiction of the Court was for the Counties of King, Kitsap and Snohomish. At the same session the Legislature assigned Judge E. P. Oliphant to the First District, J. E. Wyche to the Second and C. C. Hewitt to the Third. Thus, after a deprivation of eight years, the court at Seattle was restored, and the people never after were required to go to Whidby Island, Olympia or other places for the transaction of their ordinary legal business. For some reason the first term was not held in April as prescribed by law, but in June instead. Not by Judge Hewitt, but by Judge Wyche instead. Mr. Huntington, of Monticello, was U. S. Marshall; J. J. McGilvra of Seattle, was attorney both for the United States and the Territory; David Kellogg was Clerk; L. V. Wyckoff, Sheriff of King County, and R. H. Hewitt of Olympia, Court Criers. The Grand Jurors were John Ross, M. B. Maddocks, John Buckley, Samuel Maple, Christian Clymer, Josiah Settle, Dexter Horton, James Campbell, S. F. Coombs, John Webster and Thomas M. Alvord of King County; W. S. Jamison and Luke McRedmond of Kitsap, and R. C. Ferguson, Benjamin Young and Salem Woods of Snohomish. John Webster was made foreman, and Lemuel J. Holgate, bailiff. The Grand Jury indicted ten men for cutting timber on Government lands; one for introducing spirituous liquors into the Indian country, and two for assault and battery. The regular term petit jurors were H. B. Manchester, W. W. White, David Graham, D. Pierce, R. King, L. C. Harmon, R. H. Beatty, Wm. H. Llewellyn, Wm. Hitchcock, Charles Robinson, Henry McClurg, L. M. Bagley,

John Krum, William Casto, John Martin, D. Lewis, Oliver Hall, Albert Pingree, Amos Brown, John Barker, J. M. Smith, David Wilson and John Faust, representing the three counties of the sub-district. The first case tried was an old one transferred from Olympia, against Peter St. Louis, for assault with intent to kill. The jury found him guilty and gave him the full extent of the law - \$1,000 fine and six months' imprisonment. There being no jail in King County, St. Louis was sent to Pierce County for imprisonment. John Foss, Peter Andrews, Chas. Robinson and Leonard Outlet were admitted to citizenship. There was other business than is here stated, but all was transacted during the week, or six days, the last act being an order to the Clerk to issue venire for sixteen grand and twenty-four petit jurors for the term beginning October 10th. At that term Judge Hewitt presided, Judge Oliphant holding the April 1865 term. The business of the Court increased so that Seattle soon became the great legal center of the Territory, with more attorneys, more cases and larger cases than any other place, and with the Chief Justice a resident during the last twenty years of the Territorial times.

The Seattle and Squak Railroad Company was chartered by the Legislature in January, with thirty incorporators. It was to build a road from Seattle to the south end of Squak or Samemish Lake, the beginning to be made within two years and the completion to be effected within six. Capital stock was authorized to the extent of \$600,000 and subscription books were to be opened in Olympia and Seattle. About this time coal was discovered near the eastern shore of Lake Washington, between the Andrews discovery at Issaquah and the Lake and about where the Newcastle mine was subsequently opened. This coal was of the same character as the Andrews coal, but was much more accessible either by land or water. Its discovery caused considerable excitement. Claims were taken by Philip H. Lewis, Edwin Richardson, Josiah Settle,

and Wm. Perkins; C. B. Bagley and John Ross subsequently taking claims. The object of the Seattle and Squak Company incorporators was to dispose of its rights and privileges to any capitalist or body of men who could and would construct a railroad from town to the mines. Nanaimo coal was worth \$20 a ton in San Francisco, and the King County coals were believed in Seattle to be better than those of Nanaimo for smelting, gas making and domestic uses. It was thought that by building six miles of road from the mines to the lake, and three miles from the lake to the Sound, using barges for crossing the lake, a line of transportation could be opened at an expense of \$50,000 that would be quite satisfactory, and permit the marketing of the coal at a generous profit. In fact capitalists were assured that "the proceeds of the mines would in a single season build the road around the southern border of the lake, and connect the two sections in a continuous line through the very heart of the greatest coal region on the Pacific Coast." Capitalists were not very strongly tempted by this alluring statement, for they did not invest, the Seattle and Squak Company (the first railway company in King County) was never organized, and when a highway was opened to the mines it was by the enterprising and determined but comparatively poor citizens of Seattle, and then was substantially on the plans and over the lines laid out in the beginning as stated in the foregoing. The first road was for wagons only, from the lake shore to Newcastle, and was opened in 1866 by George F. Whitworth, Daniel Bagley, John Ross, Josiah Settle, Edwin Richardson, and P. H. Lewis. They brought coal across the lake to a landing near the east end of Yesler Way, using wagons at both ends of the route in getting it to market. Under such circumstances, of course, the output of coal was very small, averaging, perhaps, three tons a day. In 1868 and 1869 the products of the mine were brought to town by barges and small steamers using the route

by Black and Duwamish Rivers, the mining and transportation being by the Lake Washington Coal Company, composed of D. Bagley, Geo. F. Whitworth, Josiah Settle, John Ross and P. H. Lewis.

The first Brewery in Seattle was called the Washington, the proprietors being A. B. Rabbeson and Company. It began brewing in April, 1864, and it continued for several years with numerous changes of ownership and management. Soon after the Washington, came the North Pacific (in 1865) established by Joseph Butterfield, who in turn was succeeded by Schmieg and Brown. This in a short time became the principal brewery of the Sound, and it made a great deal of money selling beer at \$20 a barrel. It was located at the southwest corner of First Avenue and Columbia Street.

In March of this year a party of eleven young ladies (and two men) left New York by steamer for San Francisco under the guidance and auspices of Asa S. Mercer. At San Francisco they took passage on the bark Torrent for Port Gamble, from which place they came to their destination - Seattle - on the sloop Kidder, arriving at 11 o'clock at night on the 16th of May. Each one paid \$225 passage money. They put up at the Delin Hotel, where, for a time, they were objects of much curiosity and interest. Their coming had been anticipated, and the people were prepared to welcome them in many ways. The first of these was in a public reception at the University the day following their arrival. Dr. Maynard called the meeting together and introduced Rev. N. Doane, the clergyman of the only church in town, who made a speech in which he welcomed the young ladies, hoped they would find pleasant homes, that blessings might attend them, and success crown their every effort. Mr. Mercer responded eloquently and gracefully, and, for himself and the young ladies, thanked the citizens for the warm greeting and the good spirit shown. A rousing vote of thanks was given to Mercer for

his efforts in this and other matters helpful to the town and Territory, and a no less pleasant expression of gratitude and kind feeling to the young women for their courage and self sacrifice in leaving homes and relatives on the Atlantic to come to the far North Pacific to make for themselves new homes among strangers. No immigrants to any country were ever more welcome than were these ladies to this country, as women at that time, and especially unmarried women, were a very small minority of the people. The ladies were quite young, one being only 16 years of age, another 17 and the others generally from 18 to 20. They were all intelligent, educated and refined. A number of them got schools soon after their arrival. One of them, Miss Josie Pearson, while teaching on Whidby Island was taken sick and died in August. Another, Miss Sarah J. Gallagher, afterwards Mrs. Thos. S. Russell, kept a private school during the first winter in the University building. Another, Miss Lizzie M. Ordway, taught school in King and Kitsap Counties for thirty years, and for several years was school superintendent in Kitsap County. Several of the ladies were married within the year, and all but one made their permanent homes on the Pacific Coast.

G. C. Terry built a house on First Avenue South, near Washington Street, in which he and a man named J. C. Green, under the name of Terry and Green, started Seattle's first bakery, calling it the "Eureka." They made bread, cakes, pies and crackers, and sold flour and confectionery. Two years later Terry bought Green's interest, and then ran the business alone. The Eureka was kept going for more than twenty years at the same stand, and was conducted in about the same way, and with advantage to the town, though under several different owners, Wm. Meydenbauer being the proprietor a longer period than all the others combined.

May 28th, 1864, the Occidental Hotel was opened by John Condon and M. R. Maddocks, under the firm name of Condon

and Maddocks. It was located on the triangular block bounded by Second Avenue, James Street and Yesler Way, the building being a two-story wooden affair in the middle of the block, large enough to accommodate about thirty people. It was conspicuous, well conducted, and at once took place as the leading house of the town. In the course of a few months Amos Brown was admitted to the partnership, but in 1865 he sold to John Collins, who soon became a half owner, Condon owning the other half, still later Collins becoming sole owner. The Occidental retained its prominence as the leading hotel of Seattle until its destruction by fire in 1889, though in the meantime it had become a four-story brick building covering the entire block, and had undergone other changes of a marked character. After the fire a five-story house was built upon the site, but it was devoted to mercantile and office purposes until 1898, when it became a hotel, called the Seattle, the name Occidental having been adopted by other hotels, though Collins had, in memory of former days, retained the name Occidental in connection with the building.

The sentiment of the people of King County upon the question of Union or Secession was tested in the political campaign of 1864, though the election was for county officers and Legislators only. The Democratic Central Committee led off, calling a "Union Democratic Convention," to meet in Seattle May 7th, in which "all good Union men are respectfully invited to participate." Eleven men were there, namely: C. G. Terry, A. B. Rabbeson, F. Matthias, S. F. Coombs, Robert G. Head, Erasmus M. Smithers, T. S. Russell, Joseph Foster, Moses R. Maddocks, Charles Plummer and William Gasto. The Convention resolved that it was "the duty of every loyal and patriotic citizen to take a firm stand in favor of the Constitution of the United States," and "that the doctrine of Southern secession is a dastardly infringement on the rights of the States and Government, and all Constitutional means should be

used to suppress it." A couple of discordant resolutions were introduced by Smithers, one of which denounced "Northern Abolitionism as an infringement upon the rights of the States and Government," and the other declared that "the liberty of the Southern slaves in the United States is incompatible with the safety and liberty of the European descendants." These were rejected by the Convention, the ones first referred to being adopted by recommendation of the majority of the Committee. The Republicans went the Democrats one better in the matter of party name, for they dropped their organization entirely and called a "Union County Convention," in which the Union men of King County were requested to meet. Among the delegates who assembled on May 21st were Lyman B. Andrews, Josiah Settle, M. R. Maddocks, ---Chase, J. R. Watson, Asa S. Mercer, Christian Clymer, Lewis V. Wyckoff, David T. Denny, Gardner Kellogg, R. H. Beatty, James Valentine, W. E. Barbard and six others. They denounced the rebellion as "the most infamous that has ever blotted the scroll of history." Slavery was said to be "hostile to the spirit of the Constitution, a libel upon our professedly free government and the Christian civilization of the age." Abraham Lincoln was spoken of as "a pure and devoted patriot; an efficient, faithful and impartial Executive; and an earnest and indefatigable worker, a true and representative man," in whose re-election it was said that they would all rejoice. It was further resolved by the Convention that "we hold ourselves in readiness to follow the bidding of the Government by contributing our means, services, and lives if need be, to our country's cause." The rejected resolutions and the doubtful character of the adopted ones of the "Union Democrats" hurt their nominees, the end of the political battle being the triumphant election of every candidate on the Union ticket.

The Commissioners created the election precinct of Freeport, it being the fifth precinct in the County. They

also invested \$300 of the County money in a safe, which S. F. Coombs was to be allowed to use in the transaction of his private business, provided he paid the freight bill from San Francisco. As Coombs was succeeded both as Auditor and Postmaster by Gardner Kellogg during the year, and the latter was given possession of the safe, Mr. Coombs concluded not to pay the freight charges, which, of course, were settled by the County. The County this year also had its first advertising bill to settle - for a notice inserted in the Gazette by Treasurer D. T. Denny. Upon petition of J. J. McGilvra and others, a road was opened "from Seattle to Lake Washington" it being the forerunner of the present Madison Street; C. B. Bagley, John H. Nagle and Andrew Young being the viewers. At the same time all roads "between Seattle and J. H. Nagle's claim" was ordered vacated. The County needed a jail, and proposals for furnishing the ground were invited. H. L. Yesler offered a lot at the rate of \$2 a year, and C. C. Terry offered a lot for three years for nothing. Terry also offered to sell four lots about Fourth and Marion for \$500. Nothing resulted from this action, and a year later D. T. Denny, John T. Jordan and Frank Matthias were appointed a Committee to look up and recommend a suitable location for a courthouse and jail. As the Committee never reported, it is presuable that the County was not prepared to build. More than ten years afterwards the jail was built and almost twenty years later the first courthouse.

July 2nd, the Northern Pacific Railroad Company was incorporated by Congress, among the incorporators being at least one citizen of Seattle - Charles C. Terry. The charter was accepted Dec. 15th, but construction was not begun until six years later, nor was the road finished until 1887.

Up to this time there had been no regularly established cemetery in or near Seattle, and the need of one

had long been sorely felt. When burial places were required people used without purchase or written permission a tract of ground belonging to Dr. D. S. Maynard near the gas works of later days and a tract belonging to Mr. A. A. Denny at the corner of Second Avenue and Stewart Street. This being intolerable longer, David T. Denny in September gave a tract of five acres for cemetery purposes, bonding himself to Messrs. Yesler, Terry, Wyckoff, Russell and Delin to give warranty deed for the same land to the town or city of Seattle immediately after incorporation. This he did unconditionally on May 7th, 1865. Bodies in the old places were removed to the new cemetery, which continued in use until 1884, when Washelli Cemetery succeeded it. It was then turned into a public park, commonly known as Denny Park, after the donor. Washelli was used as a cemetery until 1887, when it too, was made a park and called Lakeview. The Indians of early days used two places on what has since become the front of the city for the burial of their dead. In grading First Avenue in 1876, one of the places was unavoidably disturbed and the bones of several dead Indians unearthed. The Masonic Cemetery was formed in 1872 by G. P. Stone, S. P. Andrews, Chas. McDonald, John T. Jordan, O. C. Shorey, Thos. S. Russell, Andrew B. Young, William H. Gilliam, I. A. Palmer and E. G. Farnham. They laid out the cemetery since known as Lakeview, but at first known as the Masonic Cemetery or Association. The Masonic Order and the Seattle Lodges had no interest in the Cemetery beyond the fact that the men named were all active and prominent Free Masons. The Odd Fellows Cemetery was established in a similar manner some years later. In 1864 the Roman Catholics led by Father Demenez, laid out a cemetery of fifteen acres next to Lakeview. The place was found to be objectionable and in 1889 a 40 acre tract was obtained near Union Bay, Lake Washington by Father Guniffe,

which has since been the burial ground of that denomination. Including that of the County on the County Farm; the new cemetery of the city in the south end of the town; and all the others, a dozen grounds in all were devoted to the burial of the Seattle dead before the end of the nineteenth century.

The second annual fair of the King County Agricultural Society was held in Yesler's Hall, Seattle, Oct. 19th and 20th. It was opened with a carefully prepared address by J. J. McGilvra, followed by off-hand remarks by Daniel Bagley, Asa S. Mercer and W. E. Barnard. The second day the articles on exhibition not withdrawn by their owners were sold for \$24. The premiums awarded were as follows: to Christian Clymer, for the best stallion, bull, heifer, wheat, barley, beans and potatoes; L. V. Wyckoff for draft horses and brood mares; T. D. Denny, draft horses, bull and heifer; R. D. Campbell, brood mare and yearling colt; Thomas M. Alvord, wheat and onions; Samuel Maple, three year-old colt; Henry Van Asselt, three year-old and sucking colts; G. Kellar, sucking colt; J. Carr, beans; Edmund Carr, potatoes; D. A. Neeley, onions; D. S. Maynard, seeds; Eli B. Maple, fruit assortment; J. H. Nagle, assortment of fruits; John B. Libby, peas; J. Steward, beef and mutton; S. F. Coombs, beer and porter; M. D. Woodin, leather; John Welch, overcoat; Mrs. J. Settle, quilt and skirt; Mrs. G. F. Smith, rag rug; J. Denny, bouquets; and Mrs. H. L. Yesler, worsted works, flower plants, cake, catsup, jellies, preserves and canned fruits. In all thirty-seven premiums were awarded. Most of the prominent people of the County, either as exhibitors or judges, took part in the fair. Christian Clymer was President and A. S. Mercer, Secretary.

The telegraph wires reached Seattle Oct. 25th, a flag being hoisted and cannon fired in announcement and commemoration of the event. The line was built by the California State Telegraph Company, R. R. Haines being Superintendent in Washington Territory, Dan. Leahy first operator at Seattle,

and J. M. Lyon (about a year later) the second. The Company was then extending its system from Portland to Victoria, and on the way took in Olympia, Steilacoom and Seattle. Ten-word messages to or from Portland at first cost \$1.50, to or from San Francisco \$5; press dispatches from Portland 2 cents a word. At such rates, of course, the wires were not overcharged with messages, and the chief use for the operators was to keep the offices open and the lines up. Nothing came over the wires the first day, but on the day following a short report came to the Gazette, consisting of war news from Kansas City, New York and Washington, dated October 24th, concerning the retreat of the Confederate General Price in Missouri, of the advance of General Sherman on his famous march to the sea, and of the capture of the blockade runner by Admiral Porter. The only quotation was that of greenbacks, or U. S. paper money, at San Francisco Oct. 25th, at forty-nine and a half cents on the dollar. These dispatches included 250 words and were issued in extra form and sold on the streets at 25 cents a piece. The Gazette publisher received news reports on several occasions, and gave them to the public in what was called the People's Telegram, a small paper of four pages with three columns each, which he endeavored to sell at 25 cents a copy or \$1 a month. The field was too small, however, and the expense too great and the press reports, in consequence, were meager and irregular, and frequently suspended for many months. It was not until 1883 nearly twenty years after the coming of the telegraph, that the Seattle papers were financially able to take and publish the entire Associated Press news report. From Seattle the line went north by way of Port Elliott, Tulalip and Swinomish; thence by Fidalgo and San Juan Islands to Victoria, and from Swinomish by Bellingham Bay and Semiahmoo to New Westminster.

Nov. 7th, William Casto and his wife Abbie, and John Halstead were killed by Indians in the Casto house at Squak.

Casto was a prominent citizen who had a reckless way of furnishing liquor to Indians. His murderers, two Snohomish Indians, were drunk at the time of the crime's commission. They got ugly and fired at Casto through the window, killing him; Mrs. Casto being killed next and Halstead last. The Indians then drove their knives into the bodies again and again. Aleck, a Klickitat Indian and his wife witnessed the tragedy. Aleck was friendly with the Castos, and he waylaid the murderers, killing one with his gun and the other with a hatchet. The remaining white people of the neighborhood fled from their homes in alarm, and a party of twenty men went out from Seattle to stop further trouble. They buried the bodies, and all was then quiet, with nothing more to do, so they returned to Seattle without other incident. The Snohomishes long sought revenge from Aleck but never succeeded in catching him, but they did kill his son. It was said that the Castos and Halstead were killed not for any offense they had given, but on account of the killing of three Snohomish Indians some time before by other white men.

1865

The Legislature in January bestowed a charter upon the "town of Seattle," Chas. Plummer, C. C. Terry, H. L. Yesler, D. T. Denny and Hiram Burnett were named as the first Trustees, and Thomas S. Russell as Marshall, they to hold office until their successors were elected in April. The Trustees met January 28th, and organized by electing C. C. Terry, President of the Board, and Chas. Egan, Clerk; S. F. Coombs was made Committing Magistrate and soon after Hillory Butler succeeded as Marshall.

Feb. 7th, the Board passed ten ordinances; No. 1 being to levy a municipal tax of five mills on the dollar on all real and personal property within the limits; No. 2, to prohibit the running at large of hogs after the ensuing 1st of March; No. 3 for the prevention of drunkenness and disorderly conduct; and imposing fines therefor of not less than \$10 nor more than \$50; No. 4 to regulate the building of board sidewalks 8 feet wide on Commercial Street (First Avenue South) from Mill Street (Yesler Way) to Jackson Street, and ordering their construction with crossings at the expense of the abutting property owners; No. 5, forbidding Indians to reside on any street or vacant lot between the "Plummer ten acre lot and the south line of Bell's land claim;" No. 6, for the prevention of reckless and fast driving through the streets, and upon bridges of the town, the fines ranging from \$5 to \$25 for the different grades or degrees of offense; No. 7, to license theatrical exhibitions, concerts, circuses, menageries at \$5 a performance; No. 8, to establish a fee bill for the Committing Magistrate; No. 9, prohibiting the carrying and use of deadly weapons, the fines prescribed ranging from \$5 to \$50; and No. 10, in relation to nuisances and providing for their abatement. Feb. 18th and March 11th the Board passed a number of other ordinances, relating to

stovepipes, dogs, sale of liquor and salary of Clerk. These about covered all the wants of the people in the way of local laws and little was done thereafter by the Trustees in this direction. The first election was the cause of the first trouble, and owing to a tie between candidates a special election was held to settle it. The elected Trustees were H. L. Yesler, D. T. Denny, Hiram Burnett, Chas. C. Terry and Charles Plummer, the latter at the special election. The special election was declared to be illegal, the law saying such contests should be decided by lot. The Board went on, however, paying no attention to the objections and objectors. A tax was levied, which yielded an income of \$620.65. A small timber jail was erected at an expense of \$698 on a piece of ground leased from Yesler, which was occupied for the purpose of the city jail until 1883. In December the town government had the bodies in the burying ground at Stewart Street and Second Avenue removed to the new cemetery given by David T. Denny. In 1866, Yesler, Burnett, Matthias and Denny were elected Trustees, a tie vote that year being settled in favor of Terry. Terry was President of the Board both years, or three times. The Engineer, H. J. Stevenson, was instructed to prepare and present a uniform grade system for the streets of the town; the ups and downs of the sidewalks and the streets of that time being something awful. The Board of Town Trustees were also made by law ex-officio trustees of schools, and the corporate limits of the town were made to form one school district. The free and easy methods of the people in the past were interfered with by these and other municipal acts and their taxes were considerably increased. Fault was found, squabbling was encouraged, the Legislature was besought and after two years the act creating the town was repealed, the Legislature directing the County Commissioners to assume charge of the town property.

The Legislature of January 1865 authorized G. C. Terry and Joseph Cushman to introduce into and stock Lakes Washington and Union with Eastern shad and alewives, with the exclusive right for thirty years to catch and cure all alewives and shad in said lakes and in all the lakes and streams connected with them. They were also exclusively authorized to establish fishing stations on the banks of the Black and Duwamish Rivers and on the outlet of Lake Union. Cushman and Terry never availed themselves of the privileges and benefits conferred, or pretended to be conferred by this act.

A third Legislative act of local interest was one giving to G. C. Terry and H. L. Yesler the exclusive privilege of bringing water in pipes into the town of Seattle for the supply of its inhabitants, allowing them to use the streets and alleys in connection therewith, to charge uniform rates, etc. They had both been in the water business for some time, had laid some pipes, and were then the only people engaged in that business. The University had a spring and pipe line of its own, and the dwellings generally got their water from wells in the back yards. The first water brought for public supply was introduced in open V shaped flumes raised on poles, the people and vehicles going under them in using Yesler Way. The mill, wharf and vessels were supplied in this way after pipes were laid in the streets further up town. The first pipes were logs bored by Yesler, but afterwards better pipes were bought from the wooden pipe factory of W. N. Horton at Tumwater. Springs were tapped on the hillsides about Fifth, Sixth and Seventh Avenues and the water from them distributed and sold until 1886, when the Spring Hill Company by purchase succeeded the original owners, since which time the water supply of the town has been almost entirely obtained from Lake Washington.

Owing to the drought in California there was a scarcity of wheat and flour on the Pacific Coast. In consequence the prices were doubled and with this increase in wheat and flour other foodstuffs also went up. During April flour commanded \$18 a barrel in Seattle; wheat \$2 to \$2.25 a bushel; oats 90 cents a bushel; hay \$25 a ton; potatoes \$1 a bushel; onions 8 cents a pound; butter 50 to 60 cents a pound; cheese 25 cents a pound; eggs 50 cents a dozen. Before the year was gone flour fell to \$8 a barrel, wheat to \$1.25 a bushel; potatoes to 35 and 50 cents; onions to 2 cents a pound; oats to 50 cents a bushel and hay to \$14 to \$18 a ton. In Montana, in 1865, Oregon flour sold at \$30 per hundred pounds, Salt Lake flour at \$24 per hundred, coffee at \$1.10 per pound and tobacco at \$4.50 per pound.

On Tuesday, April 4th, the Union Party met in Convention at Claquato and placed in nomination Arthur A. Denny, of Seattle, for Delegate to Congress; he receiving on the first ballot 15 votes, or a majority of all. The platform consisted of seven paragraphs, each having reference to National affairs, and in their entirety being a strong, stirring appeal to the patriotic, liberty-loving, Union-saving sentiment of the people. The election was one of more than usual interest to the people of Seattle, owing to the nomination of Mr. Denny, for the highest office then in the gift of the electors. The close of the War of the Rebellion and the assassination of President Lincoln gave additional interest to the election, and added greatly to the strength of the Unionists. June 5th, the election was held, 236 votes being cast in King County, of which Mr. Denny received 193, and 3564 in the Territory, of which Mr. Denny had a majority of 1138. Kitsap County gave him 258 votes out of 263 cast. At the same election Christian Clymer was elected Representative; Hiram Burnett and R. M. Stewart, Commissioners;

L. V. Wyckoff, Sheriff; O. C. Shorey, Treasurer; R. H. Beatty, Wreckmaster; R. W. Pontius, Justice of the Peace for Seattle Precinct; and John Hornbeck, Constable. Owing to the resignation of Asa S. Mercer, a special election was held Nov. 20th, at which time John Denny was elected a member of the Legislative Council from the Counties of King and Kitsap.

For the first time the Commissioners acted as a Board of Equalization. Several prominent citizens had their assessments raised by the Board. Dr. Joseph Williamson, with an assessment of \$16,000, was the heaviest taxpayer in the county. H. L. Yesler was rated at \$9,786. The tax levy for the year was 12 mills on the dollar. Liquor dealers were required to have petitions signed by the majority of adults in the precinct before licenses were issued to them. Isaac M. Hall was employed by King County as attorney at \$200 a year to prosecute or defend all cases in which the county was interested. The road from Third Avenue and Union Street to the Pontius claim near Lake Union was declared a county road.

In July, Schuyler Colfax, Speaker of the House of Representatives at that time, and Vice President of the United States from 1869 to 1873, visited Puget Sound and Victoria. He was accompanied by Lieut. Governor Bross of Illinois and Messrs. Bowles and Richardson, prominent newspaper men of the East. They were received in Seattle appropriately and pleasantly; Messrs. Colfax and Bross making speeches to the citizens who had gone to the wharf to greet them.

By the sinking off Crescent City of the steamer Brother Jonathan, on the 30th of July in a storm, General George Wright, Commander of the Military Department of the Columbia, Anson G. Henry, Surveyor General of the Territory of Washington; Victor Smith, Customs Collector of the District of Puget Sound and many others lost their lives.

Libby and Shorey was the firm name of the first Millinery, dressmaking and ladies furnishing establishment

in Seattle, the firm members being Mrs. O. C. Shorey and Mrs. S. D. Libby. Their store was at first on First Avenue, between James and Jefferson, on what is now Pioneer Place, but after a few weeks it was moved south a block or two, nearer to the business center. Mrs. H. N. Steele subsequently purchased the half interest of Mrs. Shorey, when the firm name became Libby and Steele. Still later Mrs. Libby became sole owner, and continued the business until 1871, when she sold out.

The Snoqualmie Pass again called for attention in 1865. July 22nd a meeting was held at which John Denny, H. L. Yealer and J. E. Clark were appointed a committee to solicit subscriptions in King County to build the road, the object being to open a section of twenty-five miles from Ranger's Prairie into Yakima Valley, which it was estimated would cost \$3,000. At Ranger's Prairie Snohomish County could connect, if wished, and Snohomish was asked to do so. Later a second meeting was held, which was addressed by Seleucius Garfield and John Denny. For the purpose of examining the Naches, Snoqualmie and other passes and routes, Messrs. L. V. Wyckoff, John Ross, J. W. Borst, Wm. Perkins and A. A. Denny took a trip into the mountains in August. What was known as the Snoqualmie Pass to this time was by this trip demonstrated to be Cedar River or Yakima Pass, while a new pass was discovered and traveled over by Borst, Perkins and Denny, and was found to be the real Snoqualmie, and as such has since been known. As a result of the agitation, \$2500 was raised by the committee and a contract was entered into with Wm. Perkins for the opening of the road. He took out twenty men the last week in August, and before winter had set in had completed twenty miles of the road. As the road stopped in the woods several miles from the summit, it was of no immediate good, but a couple of years later it was utilized when, with the help of the Territory, it was extended eastward as originally contemplated.

Seattle's second church structure was built about

this time. Rev. Daniel Bagley, who came to Salem, Oregon, in 1852, and to Seattle in 1860, represented the Methodist Protestant denomination. Finding the Methodist Episcopalians ahead of him, the town unable to support two churches, and the doors of the one church freely opened to him, Mr. Bagley did not attempt at first to build another church. There was a good, broad, liberal religious feeling in the community, that permitted all to worship together without regard to sect. The little church, though it belonged to one denomination, was freely used by all, and Mr. Bagley preached the gospel from its platform more often than any one else. In 1862, as the nucleus or beginning of the work he contemplated, when the population of the town would justify, he organized his society, the first members being Daniel Bagley and Mrs. Susan Bagley, Thomas Mercer and Mrs. Hester Mercer, Dillis B. Ward and Mrs. Sarah I. Ward and Miss Alice Mercer, the seven members belonging to three families. In 1865, having secured a lot on the northwest corner of Second Avenue and Madison Street, a church building was put up at an expense of \$2,500. It was dedicated May 20th, 1866, Rev. Messers Belknap, Evans and Whitworth assisting Pastor Bagley. It was painted brown, the other church being white, and to distinguish between the two Methodist churches, one was ever after popularly known as "the White Church" and one as the "Brown Church." A hall was finished up over the "Brown Church" and occupied for many years by the Good Templars. Mr. Bagley served his congregation as pastor until 1880, when he gave way to a new and younger man, continuing ministerial work, however, but in a less laborious manner than the regular pastorate of one of the strong churches of the town required. The church was destroyed by fire in 1889, when its lot was sold and a new house erected on a new site on the corner of Third Avenue and Pine Street.

The Seattle-Whatcom mail route was established in

September, Capt. S. D. Libby performing the service once a week with the steamer J.B.Libby, calling at Mukilteo, Tulalip, Coupeville and Utsalady, leaving Seattle on Monday and returning Thursday evening.

The King County Agricultural Society was incorporated by the Legislature, each and every member of the old society with officers being declared a body politic and corporate for the purpose of promoting the interests of agriculture in King County. In property and capital the corporation was limited to \$30,000, though in the safe and modest way in which the affairs of the society were conducted, one per cent of that amount was sufficient and never exceeded. Two days were used for the fair of 1865, Oct. 11th and 12th. The annual address was made by Hon. O. B. McFadden, a farmer himself as well as jurist and popular citizen. He advised the young men to take up land, and become farmers, instead of hunting for gold mines and running about the country and wasting their lives. He urged the farmers to produce all they could, as there was a home demand for everything, and by supplying that demand they would keep out foreign articles and keep at home the money so much needed by all. Fifty-eight cash premiums were awarded, a few being 50 cents, a few \$2, but the great majority \$1 each. As usual, President Clymer had the greatest number of entries, upon which he secured eleven prizes. J. H. Nagle was next with six and Henry Van Asselt the same; Mrs. H. L. Yesler got six premiums for preserved fruits and Miss Kate Nagle three. Of the others receiving awards were David T. Denny, Lewis V. Wyckoff, Francis McNatt, Dr. Ballard, David S. Maynard, John Webster, Walter Graham, Henry L. Yesler, W. E. Barnard, Mrs. Webster, Mrs. Settle, Mrs. Barnard and Miss McConaha.

The business men of the town in 1865, as indicated by the advertising columns of the Gazette, were Dexter Horton, who had a general stock of merchandise, Williamson and Greenfield, general merchants, the firm soon after dis-

solving, when Joseph Williamson conducted the business alone, Greenfield and John Welch opening together as clothiers; Yealer, Denny and Co., lumber and flour manufacturers and general merchants, A. A. Denny and Geo. F. Frye in 1886 withdrawing from the firm; D. B. Ward, dealer in confectionery, fruits and tobaccos and other "iktas;" Bagley and Settle, dealers in clothing, boots and shoes, books and stationery; Plummer and Harris, general merchants; Hugh McAleer, kitchen furniture, heating stoves, tin work; A. S. Pinkham, variety store; Libby and Shorey, milliners and dressmakers; Terry and Green, proprietors of the Eureka Bakery; Seattle Drug Store, Kellogg Brothers at first, then Gardner Kellogg; L. V. Wyckoff, livery stable keeper; J. J. McGilvra, Isaac M. Hall and Maynard and Bridges, attorneys at law; Seattle Restaurant, kept by Monett; What Cheer House, kept by David Sires; Occidental Hotel, Maddocks, Condon and Brown, proprietors, Brown being succeeded during the year by Collins; the Washington Brewery, of McLoon and Sherman; the North Pacific Brewery of Butterfield and Co., afterwards of Schmeig and Brown; M. D. Woodin and Ira Woodin, of the Seattle Tannery; A. B. Rabbeason and Pray and Clancy, saloon keepers; E. M. Sammis, photographic gallery; Thomas Martin, brass and iron founder, R. R. Smith, proprietor of the Fashion Oyster Stand; Steamer J. B. Libby, Capt. S. D. Libby and the University of Washington.

The Legislature in January established the southern boundary of King County anew. The new line was fixed from a point where the fifth standard parallel line strikes the mainland near the head of Commencement Bay, thence east along the said parallel line to the middle of the main channel of the White River, thence up the middle of White River to Green River, and thence up Green River to the summit of the Cascade Mountains. A considerable area and population were lost to King County by this cutoff of territorial limits.

About the same time the Legislature memorialized Andrew Johnson, President of the United States, "in reference to the cod and other fisheries." It was stated that there was an abundance of codfish, halibut and salmon along the shores of the Russian Possessions in Northern America. The President was asked to obtain such rights and privileges from the Russian Government as would enable our fishing vessels to visit the ports and harbors in that country to the end that fuel, water and provisions might be easily obtained, that our sick and disabled fishermen might obtain sanitary assistance, together with the privilege of curing fish and repairing vessels. The President was further asked to employ some of the government vessels in exploring and surveying the fishing banks known to navigators along the Pacific Coast from Cortes Bank to Behring Straits. In due time this memorial was presented to the Russian Minister at Washington, who communicated with the Government at St. Petersburg, upon the subject. In replying the latter intimated that for a reasonable sum the United States could secure the absolute ownership of all the American possessions of the Russian Czar. Negotiations were instituted by Secretary Seward, which ended March 30th, 1867, in the purchase by the United States for \$7,200,000 of all that great country since known as Alaska.

Wm. W. Perkins, John Denny, H. L. Yesler, J. J. McGilvra, C. J. Noyes, C. H. Hall and Lewis C. Gunn were by legislative act constituted a body corporate known as the Coal Creek Road Company. The Company was authorized to build a rail or trainroad from the outlet of Coal Creek to a point in section 27, township 24, range 5 east, a right of way being permitted one hundred feet wide, also lands for wharves, warehouses, landings, stations and other terminals not exceeding ten acres at any one point. The capital stock was \$5,000, with power to increase it to \$500,000. John Denny, Gardner Kellogg, T. S. Russell, John Collins and Amos Brown were interested in it. Several assessments were made and paid by stockholders and a wooden tramway half a mile long was built up Coal Creek by John T. Jordan. It was intended to extend to the mines of the Coal Creek Company, with the further idea of consolidating with the Lake Washington Coal Company. The consolidation was never consummated, and the Coal Creek Company never did anything more, though meetings were held, and the organization maintained until 1871. The Lake Washington Coal Company developed its own mine, opening its own road, and kept going under adverse circumstances for several years, being succeeded by the Seattle Coal Company for a short time and later by the Seattle Coal and Transportation Company, the stock of which was purchased by Henry Villard in 1880 and transferred to the Oregon Improvement Company and then the Pacific Coast Company, where it still remains. The coal mined the first few years was shoveled into wagons at the mine, hauled by horses to Lake Washington, and dumped into scows, which were sailed and pulled by way of Black and Duwamish Rivers to Seattle, where the coal was shoveled upon the wharf for sale.

Encouraged somewhat by his previous success, and urged by his eager neighbors, A. S. Mercer made another attempt to bring from the East a large number of unmarried women. For this purpose he departed early in 1865, and was soon actively

engaged in the Atlantic States pushing his project. He got out a pamphlet entitled "Washington Territory - The Great Northwest" intended to inform Eastern people concerning the material resources of Washington Territory and its inducements to immigrants. He also lectured in various cities and wrote articles for many newspapers upon the same topic. By midsummer he had his arrangements perfected, or at least he thought so, for he wrote July 23rd, to the Seattle Gazette that on the 19th of August he would sail from New York with upwards of three hundred war orphans, daughters of men whose lives were given on the field of battle to perpetuate the Union of States. He asked for a welcome on their arrival at Seattle, that they should be received by Committees from different neighborhoods, and that homes should be found and employment provided for as many of the girls as possible prior to their arrival. This letter created a tremendous sensation in Seattle and one but little less in all other parts of the Puget Sound country. Steps were immediately taken to carry out the ideas and wishes of Mr. Mercer. The citizens gathered in Yesler's Hall, Sept. 16th, C. C. Terry acting as Chairman and W. E. Barnard as Secretary of the meeting. The principal address was made by Rev. Daniel Bagley. He urged that efforts be made to secure the cooperation of the other localities; he suggested that a large house be secured where many of the young women should be lodged for whom it would be impossible in the beginning to secure better places; he also wanted food, bedding and other things contributed to increase the comfort of the newcomers. It was supposed, of course, that Seattle families would take in as many as they could care for. For the purpose of carrying out the suggestion with reference to other communities, twenty-five committees were appointed, the membership of which was made up of residents of the places themselves. The Seattle Committee consisted of C. C. Terry, H. L. Yesler, W. E. Barnard, Hiram Burnett, J. S. Condon, S. D. Libby,

D. S. Maynard, S. B. Abbott, R. R. Haines and their wives in addition to all the hotel keepers of the town. An immigration aid society was then formed, with Mrs. H. L. Yesler and Mrs. W. E. Barnard as Presidents, C. C. Terry as Treasurer, and D. Bagley as Secretary. The first outside place to be heard from was Port Gamble, the people of which met on the 20th and offered homes for fifteen of the girls. The next heard from was Whidby Island, which offered to take thirty of the young ladies. On the 23rd, a popular meeting was held in the M. E. Church at Olympia, speeches being made by Elwood Evands, Philip D. Moore and Chas. A. Huntington. A strong committee of fifteen men and women was appointed and directed to procure temporary homes for and arrange for the reception of the women at Olympia, this committee subsequently reporting that Thurston County could and would take care of eighty of the three hundred. From the good spirit shown by the different communities it became apparent that the whole company could and would be well cared for.

The party did not get off on the 19th of August, and the 30th of September was next set as the day of sailing. With the delay the number who were reported by the New York papers to come was increased to seven hundred. The undertaking became clogged with troubles. Sailing day was again postponed, this time to Dec. 22nd. Mercer telegraphed to Gov. Pickering that he would then leave New York, accompanied by five hundred widows and orphans of soldiers. He asked from the Territory a loan of three thousand dollars to enable him to consummate his arrangements. The Governor presented the matter to the Legislature, then in session, which body, however, failed to act. Mercer, after another postponement, finally got off with his party in January, sailing on the steamship Continental, and arriving in San Francisco on the 24th of April, 1866. The troubles that began on the Atlantic followed him to the Pacific. Several suits were brought

against him by people who alleged that he had violated his agreement with them, detaining them for months, putting them to expense and causing them losses. The use of the steamer was also refused them beyond San Francisco, where the entire party of ninety-four persons, mostly women, were landed. About half the people remained in that city, the other half coming north on the sail vessels Washington, Vidette, Gold Hunter and Scotland, each with ten or twelve passengers. The first to arrive in Seattle did so on the 11th of May, where they, as also those who followed them, were made heartily welcome. Mr. Mercer made a statement of his troubles and an explanation of his partial failure at a public meeting. He had secured at Washington City the use of a Government steamer, the order granting her being annulled just as the ship was ready to sail. He got a new order conditioned upon his manning the vessel and furnishing the fuel at his own expense. Getting ready once more to sail, he was again stopped, this time by a demand for a \$300,000 bond conditioned upon his returning the vessel to New York. He could not give this bond. Failing there he secured an offer of a ship (one of the transports of the War of the Rebellion) from the Department at a very low price, whereupon he induced Ben Holladay to buy her with the understanding that in consideration of the bargain he was getting, Holladay would land the whole company in Seattle for a stipulated sum. If this arrangement had been fully and honestly carried out, Mercer's troubles would have ended, his efforts would have been crowned with success and he would have made considerable money. All of a sudden reports began to circulate through the East derogatory to Mercer and his enterprise. There was immorality, danger and all that was bad in him and it. In consequence of these reports the great majority of those who before were determined to go on the ship now refused. It was thought Holladay instigated these reports for the purpose of lessening the number of passengers

he would have to feed and care for on the long trip. Whether or not this thought was correct, the reports had that effect, Holladay was financially benefitted, and Mercer financially ruined. The people who came on the Continental, like those who came with Mercer before were of the most desirable character, and soon were included among the useful, prominent and estimable citizens of the Territory. Mercer himself soon married one of the young ladies of the party - Miss Anna E. Stephens. His chagrin over the outcome of the expedition caused him soon after to leave the country. The Continental for many years sailed from San Francisco to ports both north and south.

Isaac M. Hall and Hugh McNamara, who had secured the Gazette printing material, on the 5th of April began the publication of the Puget Sound Semi-Weekly. It was 16 by 24 inches in size, with twenty narrow columns. The editorial belief was announced that the public would support the Semi-Weekly, and the investment of time and money would not be in vain. Notwithstanding this alleged conviction the Semi-Weekly continued only five issues, the end being reached April 19th. It was succeeded, however, by Seattle's first daily newspaper, the Puget Sound Daily, April 23rd, by the same publishers. This was in appearance and dimensions almost identical with the Semi-Weekly. It was offered to the public at ten cents a copy, fifty cents a week and two dollars a month, nine dollars a half year and sixteen dollars a year. It was a poor paper having but little reading matter and that chiefly clippings from other papers. Day after day not a single line of original matter appeared in its columns, either local or editorial. Its life was that of a few months only. April 30th, 1866, the Puget Sound Weekly made its appearance, issued also by Hall and McNamara. With several changes of ownership it was continued eleven months, when the word Gazette was added to its title, and still further continued

until the summer of 1867, when financial troubles overcame the publishers, the printing materials passed into other hands and Seattle was again without a newspaper.

Chief Seattle died at his home near Port Madison June 7th, aged about 80 years. Seattle claimed to remember the Vancouver expedition of 1792, when he was a small boy. He was the great chief of the region of the country about the middle of Puget Sound. He was a large-bodied man, with a strong, deep, impressive voice. It was said that he achieved his prominence among the Indians by a great and clever victory over the invading force of hostiles from the Cascade Mountains, who, while descending White River in canoes, were ambushed by Seattle and destroyed. Other victories also were his, in consequence of all of which he was elevated from the chieftanship of his own tribe to the chieftanship of all the tribes about, numbering ten to twenty years before his death between five and ten thousand persons. Seattle was friendly with the whites, urged them to occupy the country, kept at peace with them and used his influence with other Indians in the same direction. Had he joined the hostile Indians in 1855 every white settlement on the middle and lower Sound would have been wiped out of existence and the people killed. Not only was Seattle a great warrior, when necessity required, but he was also a great orator, and on a number of occasions made eloquent and effective speeches. He retained his Indian characteristics to the end; living among his own people, using his native language only, and refusing to adopt the habits or attire of the whites. He left a son, Jim Seattle, and Angeline, a daughter, both of whom have since died. His burial place, at his former home, is marked by a stone monument placed there by his old-time white friends of the city which derived its name from him, the stone bearing the inscription, "Seattle, Chief of the Squampsh and Allied Tribes. Died June 7th, 1866. The firm friend of the Whites, and for

him the City of Seattle was named by its founders."

The first hops grown in Washington were by Jacob R. Meeker of Puyallup in 1866, who harvested one bale, which he sold for 85 cents a pound. The production was taken up by others until in 1890 it had spread all over the state, and amounted to \$50,000 bales or 9,000,000 pounds, the greatest acreage and yield being in King County. During these twenty-four years the vines were entirely free from pests, prices obtained were generally high and the business exceedingly profitable. Thereafter there were innumerable pests, prices were low, and losses and ruin followed.

Seattle lost one of its best known and most useful houses in July. It was the cookhouse belonging to Yesler and the mill. It was built of hewn logs in 1852, about 25 feet square, with a shed addition, and stood on First Avenue South between Yesler and Washington, on the ground since occupied by the Schwabacher stores. Though intended only for the feeding of the mill hands, it was found convenient for innumerable other purposes at the same time. Being the largest available room in town furnished with tables and seats, it was used by the Rev. Benjamin F. Close for the first Methodist (or Protestant) religious service in Seattle, and for a like reason was used by Justice of the Peace D. S. Maynard for trial of the first case at law. It was the popular meeting place and served for town hall, county building, jail, military headquarters, storehouse, elections and entertainments. The first County Auditor (Yesler) had his offices there and at one time Chief Justice Lander also similarly used it. A good table was set, and when visitors of special note were dined, it was generally done at the "cookhouse." Though so useful, it was by no means ornamental, and it had had its day. It was torn down to make room for a house more in keeping with the other houses in the then business quarter of the town.

The telegraph line was completed from Seattle to

Victoria, by way of Lopez and San Juan Islands in July. It was put in by the California State Telegraph Company, which soon after was merged with the Western Union. In the endeavor to reach Europe, the Western Union Company at this time was extending its lines northward through British Columbia, intending to go through Alaska and Siberia. It got as far as the Stikine River, the stopping point being named Telegraph Creek. The line was 800 miles long. The successful laying of the Atlantic cable made it apparent that the long overland route would be unprofitable, and the enterprise was cut short. The last four hundred miles of the route were abandoned, but the southern four hundred were kept open for a number of years. An ordinary message to the northern terminus cost \$5, but enough business could not be secured by the Company to pay even at that rate, and the line was finally given to the Canadian Government. All business north of Seattle was relinquished in 1886, but soon after the abandoned field was occupied by the Postal Telegraph Company, in conjunction with the Dominion authorities.

After a course of lectures on temperance at the Methodist Church by Rev. A. C. McDougall, Grand Lecturer of California, Seattle Lodge No. 6, Independent Order of Good Templars, was instituted, Oct. 4th, in Headquarters Hall over the store of Charles Plummer, corner of Main Street and First Avenue South. The first officers were: George F. Whitworth, Chief Templar; Miss Rebecca Horton, Vice Templar; David T. Denny, Chaplain; William Hammond, Secretary; Josiah Settle, Assistant Secretary; John A. Shoudy, Financial Secretary; Mrs. Louisa Denny, Treasurer; John H. Nagle, Marshal; Miss Clara Whitworth, Deputy Marshal; Miss L. Gertrude Boren, Inside Guard; D. W. Houghton, Outside Guard; Miss Inez Denny, Right Hand Supporter; Mrs. Sallie Lord, Left Hand Supporter; D. R. Lord, Past Chief Templar. In addition to the persons above named, there were other charter members, as follows:

Dexter Horton, Rolland H. Denny, Lyman B. Andrews, Frank Allen, F. Goodwin, Henry E. Hathaway, Frank Hastings, Orion O. Denny, John Buckley, John B. Libby, Hiram Burnett, John Alexander, William Boren, John Welch, Mrs. M. E. Whitworth, Mrs. Jane Keller, Mrs. Mary E. Steelman, Mrs. S. D. Libby, Mrs. Sarah Baxter, Misses Kate Alexander, Eva Andrews, Jane Andrews, Hannah Parker and Elizabeth Burnett. The Lodge has had the usual checkered experience of temperance organizations, at times having three hundred members, and at other times barely enough to keep alive. It has averaged 75 new members every year for several years, or several thousand in the aggregate since the beginning. In 1868 the Grand Lodge included Oregon, Idaho, Washington and British Columbia, the Grand Lodge of Washington being organized in 1870. With one exception (at Olympia) Seattle No. 6 is now the oldest Lodge in the jurisdiction.

W. E. Barnard, President of the Territorial University, and Geo. F. Whitworth, Deputy Collector of Customs at Port Angeles, exchanged places early in the year.

A post route was established between Seattle and Sumner, with way offices at Black River, White River, Slaughter, service on horseback once a week. The first contractor and carrier was Cornelius Hanford.

The two political parties in 1868 were known as the Union Party and the Union Democrats.

The Chinese in Seattle refused to pay the tax against them. The County Commissioners ordered the Supervisor of the District to force them to work on the roads until their taxes were paid.

The road from Third Avenue and Union Street to the claim of R. W. Pontius was declared a County road by the Commissioners.

Upon the question of building a court house and jail the voters expressed themselves in opposition - 30 in favor and 52 against. At the annual municipal election C. C. Terry and Dexter Horton were tied for Councilmen. At the second election Terry won.

1867

A great and long-continued effort was made about this time to open the Snoqualmie Road to public travel. It began in 1866 and was kept up for several years. It was determined to ask the Legislature for aid; the county, however, to bear the brunt of the burden. The Commissioners submitted to the voters the question of expending \$2,000 upon the road, conditioned upon favorable action by the Territory. At the election of June 1866, 115 voters favored the expenditure, 4 only being opposed. In November following the Commissioners appropriated \$2,500 outright for the improvement of the road. One thousand dollars was borrowed from H. L. Yesler, C. C. Terry, D. T. Denny, Hiram Burnett, and R. M. Stewart, which loan was soon after replaced by warrants bearing interest at the rate of 18 per cent per annum. Seeing the spirit of the people, the Legislature of January 1867, appropriated \$2,000 to be expended under the direction of the Commissioners of King County "in opening a wagon road from Black River bridge in the County of King to the Yakima Valley in Yakima County by way of the Squaque (Squak) and Snoqualmie prairies, and through the Snoqualmie Pass in the Cascade Mountains; Provided, that a like sum of two thousand dollars shall first be raised by subscription or otherwise by the Counties of King and Yakima within nine months from the passage of this act and placed in the hands of the Commissioners of King County to be expended on said road." The credit of King County was not good at the time, and it was found to be a difficult thing to raise this money. John Denny was made a special agent of the County to secure it. He was given twenty-five county orders each for \$100 and bearing 18 per cent interest and he was authorized to use them in obtaining the \$2,000 required. An order was also made that thirty per cent of all the money received for county purposes be set aside for a road fund. Bids were invited for the proposed wagon road to the open country in Yakima Valley, the

route to be as designated by the King County agent or the Commissioners. The offer of Daniel Brackett to do the entire work at the rate of \$120 a mile, was accepted. Brackett failed to make good his offer, whereupon a contract was entered into with Henry Manchester in June 1867, at the rate of \$130 a mile. A. A. Denny and Christian Clymer were appointed agents to locate the route, to measure the road opened, and to report the work done under the contract. It was found to be impossible to sell the warrants or bonds entrusted to John Denny, and they were finally withdrawn, payments being made by county orders bearing 18 per cent interest. The work was pushed with reasonable speed, and by the end of the working season there was a passable highway. Judge Wyche and others came over it, from Walla Walla, making the trip in ten days. One of the travelers spoke highly of the route and country along it, saying that Kittitas was the most beautiful valley he had ever seen, 15 by 50 miles in extent, and without a single white settler. The Columbia Press at Umatilla, Oregon, wanted freight wagons put on the road, saying that by the Seattle Route Umatilla merchants could get their goods from New York \$60 a ton, and the route was preferable to that by Portland. In Seattle a mail route was wanted to Umatilla or Wallula. The Legislature was so impressed with the value of the work done and the desirability of continuing it that in January 1868, it made an unconditional appropriation of \$2,500 out of the Territorial Treasury "to be expended under the direction of the King County Commissioners in completing the wagon road from Black River Bridge by Squaque and Snoqualmie Prairies through Snoqualmie Pass to the Yakima Valley in Yakima County". The money was spent and a good deal more of King County money, under the direction of J. W. Borst of Snoqualmie, and otherwise. Messrs. Bush, McGilvra and Denny went over the road in June for the County and reported that the road was generally in good condition, the worst portion being between Seattle and

Snoqualmie. In 1869 the Legislature appointed Levi Farnsworth of Vancouver to decide between the Naches and Snoqualmie Passes. His decision was in favor of the Naches, for which he was strongly and bitterly denounced in a public meeting held in Seattle for the purpose of enabling the people to give vent to their wrath and indignation. More county money was spent in 1870, until the cost to the people was in the neighborhood of \$15,000, upwards of \$20,000 being spent in all the work of the four years, including the Territorial appropriations and the subscriptions of private individuals. From that time on to the completion of the Cascade branch of the Northern Pacific Railroad, in 1887, the Snoqualmie was the favorite and almost the only route over the mountains in the Territory. Wagons traversed it year after year, though there never was any great movement of vehicles; but men on horse and on foot came and went continually, and thousands of head of livestock were driven over it. The people of Seattle long maintained their faith in the Snoqualmie route, and gave evidence of their faith by their works, but their expectations, based upon it, were realized only in disappointingly small part.

Charles C. Terry died Feb. 17th, aged 49 years. Terry was one of the settlers of 1851 when he located at Alki Point. He made a great effort to build a town there. He succeeded temporarily, and would have succeeded permanently had the location been entirely suitable. In 1853-4 there were at Alki a wharf, sawmill, postoffice, public house, two stores and half a hundred people. The impossibility of a town at that point was learned in due time; the mill was moved to another place, the houses one by one disappeared; the lots, blocks and streets were returned to acres, and Alki became a farm. Terry moved over to Seattle, where he became both prominent and popular. Though not a politician, he was on a number of occasions honored by his party associations. He was public-spirited, enterprising, generous and shrewd. He was active in business

and accumulated much property. For several months he had been ill, and anticipating death, had placed his business affairs in the hands of Franklin Matthias. The estate of Mr. Terry was the largest and most valuable in the county of King during its first forty years.

J. Ross Browne, Special Agent of the General Government, in a report on the Pacific Coast to the Secretary of the Treasury spoke of King County as follows: "King, Population 725; assessed valuation of property, \$414,043; area, 1800 square miles; acres under cultivation, 3650. In this county are embraced the rich agricultural valleys of Duwamish, White and Green Rivers, and the extensive coal fields back of Lake Washington, on the Squak, Black, Duwamish and Green Rivers. Seattle is the county seat, a thriving town in which is located the University of the Territory. Other towns and post-offices are Cedar River and Freeport. Seattle is connected with Steilacoom by a good wagon road, and during the past season a wagon road has been opened across the Snoqualmie Pass of the Cascade Mountains into the Yakima Valley. The extensive coal fields in the immediate vicinity of the flour-ishing town of Seattle are now commanding great attention. The earliest development was attempted in 1854, upon what is known as the Bigelow mine, about ten miles from Seattle in a direct line. This mine is accessible by light draft steamers to within several hundred feet. It has recently been purchased by S. B. Hinds and Co., an enterprising firm at Seattle, who have commenced active operations looking to its development. The Lake Washington coal fields are eight or ten miles from Seattle in a direct southeast line, and the Squak Valley fields three or four miles southeast of Lake Washington. The Lake Washington coal is quoted as kindling quickly, emitting a strong heat, making little or no clinkers, and leaving about 10 per cent of ashes. The Duwamish River has two principal

has but two principal confluent, the White and Green Rivers, both of which have historic importance from being the headquarters of the hostile bands of Indians in the war of 1855-56. The White River settlement was for a time wiped out after the terrible massacre of Oct. 28th, 1855, in which eleven white settlers, men, women and children were surprised at early dawn, murdered, and their bodies shockingly mutilated. The savages carried off such property as was valuable, and then wantonly burned the remainder, together with the dwellings. Some of the bodies were burned and others thrown into the wells. Lake Duwamish or Washington lies back of the town of Seattle. The Cedar River takes its rise in the Cascade Mountains a short distance south of Snoqualmie. The Cedar River Pass, now called the Yakima Pass, was long confounded with the Snoqualmie Pass, from the fact that it was traversed by the Snoqualmie Indians. Snoqualmie Falls, at the lowest stage of the water, has a width of about ten yards, but when the river is full it amplifies to 75 yards. Its perpendicular descent is 270 feet. Beyond the falls are rich prairies of considerable extent. The lower river is navigable for light draft steamers at all stages of water."

The growth of Seattle from Hamlet to City may be shown by the number of votes cast at each of the general elections for a period of sixteen years, as follows: 1866, 147 votes; 1867, 177; 1869, 262; 1870, 422; 1872, 543; 1874, 514; 1876, 920; 1878, 836; 1880, 973; 1882, 1279.

On the fifth of August the first number of the Weekly Intelligencer appeared. It was the beginning of anything like a substantial or permanent newspaper business. During the previous three or four years there had been published for short periods the Seattle Gazette, Puget Sound Semi-Weekly, Puget Sound Daily, Puget Sound Weekly and Puget Sound Weekly Gazette, with the ownership and management of which J. R. Watson, Robert G. Head, Isaac M. Hall, Hugh McNamara,

George Reynolds, White and others were connected. In the effort to keep going there was a constant change of ownership and title, while suspensions and revivals were matters of occurrence every few months. Maxwell was a practical printer, industrious, painstaking and of economical habits. He bought the Gazette material on credit from C. B. Bagley, and began the publication with evident misgivings. At first the Intelligencer was printed on a sheet of 20 by 26 inches, with five columns to each of its four pages, and of this size and shape it remained during its first two and a half years. It was offered to the public at ten cents a copy, fifty cents a month, and four dollars a year. It was a good newspaper from the beginning. For a time Maxwell had the field to himself, and he availed himself of it to the utmost; his paper living, growing and prospering for fourteen years, when it practically lost its identity by consolidation with the Post, and the establishment of the Post-Intelligencer. Maxwell published the Tri-Weekly Intelligencer from Aug. 9, 1870 to Feb. 4, 1871, but was obliged to discontinue it, the patronage obtained not justifying the enterprise.

The first surveys of the Northern Pacific Railroad Company were made this year. They were under the general direction of Edwin F. Johnson, Chief Engineer. In Washington Territory Gen. James Tilton had charge, and by him three parties were organized and sent into the field. These parties were led by Jared S. Hurd, A. J. Treadway and W. H. Carlton. The Hurd party arrived at Seattle in August, and began an examination of the Snoqualmie Route with a view to its use by the Company in the building of its line of railroad from Lake Superior to Puget Sound. The arrival of this party somewhat excited the people, who saw in it the almost certain coming to their town of the great railroad which they had been contemplating since the surveys of Stevens, McClellan and Tinkham many years before. S. F. Coombs at once changed the name

of his hotel to the Western Terminus, an idea that was thought locally to be quite clever; the name of another establishment being changed to the Railroad House from the Connoisseur's Retreat. As a result of these surveys Gen. Tilton recommended to the Company the Cowlitz and Skagit and Snoqualmie Passes and condemned the Naches and Yakima. The latter, now known as the Stampede, was the one ultimately adopted by the Company.

King County was in a bad financial way in 1867. It was in debt sixteen thousand dollars; it was paying interest at the rate of 18 per cent per annum; and its "scrip" or county warrants were at a discount. All sorts of expedients were resorted to for the purpose of keeping going. When money was absolutely necessary, warrants were issued and sold for cash. Warrants were taken in payment for taxes. Efforts were made to borrow money with warrants as collateral security. These were all unsatisfactory. The treasury remained empty, the debt continued to grow and bankruptcy stared the people in the face. Many regarded the extinguishment of the indebtedness as an impossible undertaking. Agitation of the matter had the effect of inducing some public economies and of increasing the tax levy, which, added to the augmented population and the growing assessment roll, soon caused the black cloud to disappear.

The steamship California, Capt. Chas. F. Winsor, arrived from San Francisco in December on her way to Olympia. She brought freight to Seattle for \$9 a ton, first class passengers for \$45, and steerage passengers for \$25. These rates were then considered moderate, and were so pronounced in the newspapers. Holladay and Brenham, the agents, were looking for a new route with a good mail contract. They thought they saw it here. The Legislature, then in session, was approached. It accommodately memorialized Congress for \$100,000 a year for the service from San Francisco. Congress

did not comply with the request, and after a few trips made monthly, the steamer was withdrawn.

The greatest flood on record covered White and Duwamish Valleys in December. The water stood seven feet deep at the places of Alvord, Cisco and others. Farmers sustained great losses in consequence. W. W. Cisco lost all his live stock, and to save his family was obliged to cut a hole in the roof through which they escaped. T. M. Alvord lost eight animals. Seerley and Stewart lost 22 sheep. Olmstead, McMullan and Roberts had heavy losses of animals, produce, etc. Manchester, Smithers and Carr on Black River, lost a thousand dollars worth of property, and on Cedar River, W. P. Smith and Dave Maurer lost two thousand dollars. The Cedar River bridge was carried into Lake Washington. Foster, Washburn and Gow were heavy losers. Fences, cordwood, bolts, a few houses and other things were washed away. At the same time there were like floods in Puyallup, Nisqually, Cowlitz and other valleys, all caused by unusually heavy rains.

1868

Rev. F. X. Prefontaine, a young priest who had been at Steilacoom and Port Townsend the previous four years, moved to Seattle in the fall of 1867. He leased a dwelling house on Third Avenue between James and Jefferson Streets, and established in it a chapel as well as a place of residence. In November he held his first religious service in the first Yesler Hall, corner of Yesler Way and First Avenue South. His congregation was very small and mostly Protestant at that, the only ones belonging to the Catholic Church being John Collins, Hugh McAleer, John Welch, Mrs. T. S. Russell, Mrs. Mary McDonald and Mrs. L. C. Harmon. A Sunday School was opened. When the Bishop, A.M.A. Blanchet, came the following summer and saw the littleness of the field and the weakness of the flock, he protested and declared he would have to move the priest to another and larger place. Father Prefontaine had then religious charge of all the country north of Pierce County, and was sometimes away from Seattle a month at a time engaged in missionary work. He asked to be allowed to make further trial, and this being granted he got up a fair in Seattle for the purpose of raising money with which to build a chapel. The people took hold without regard to sect (Aug. 19th to 21st, 1868) and the money result was \$800. Other fairs followed at Port Gamble, Port Ludlow and Utsalady, in October, November and December of the same year, from which \$1800 more came to the zealous, determined Prefontaine. With this money he bought four lots on Third and Fourth Avenues South and Washington Street, for \$250, and there built the shell or outside of the Church of Our Lady of Good Help, 29 by 50 feet, dedicating it in 1870. In 1882 it was enlarged. To further illustrate the smallness of the beginning, it may be said that it was months before the priest had to perform the rite of baptism, the first occasion being Dec. 26th, 1867, when Samuel Russell was baptised; the first marriage not occurring until Aug. 29th, 1869, when Joanna

Welch was wedded to Robert Russell. In 1889 the church reached high water mark, when the baptisms numbered 174, and the parishioners were more than 5,000 in number. The city was then divided into parishes, that of the Sacred Heart being organized, followed soon after by the parish and Church of the Immaculate Conception. Father Prefontaine was the agent through whom the Church established Providence Hospital, the Academy of the Holy Names and the first parochial school.

John C. Holgate, one of the men who took a donation claim within the limits of what later became the city of Seattle, was killed near Silver City, in Owyhee County, Idaho, on the 25th of March. He was interested in the Golden Chariot Mine. A dispute with the owners of the Ida Elmore ledge concerning title arose. A fight ensued for possession of the disputed ground, during which Holgate was shot through the head and killed. One of the men on the other side was also killed and several wounded. Governor Ballard by proclamation called on the disputants to lay down their arms, and leave the settlement of their differences to the court, whereupon hostilities ceased. Holgate was 39 years old. His mother, brother and other relatives lived in Seattle at the time.

The floods of the previous winter caused the people to look for a means of protection against like floods of the future. The cutting of a canal between Lakes Union and Washington was suggested, whereby the latter body of water would be lowered in level and given a new outlet for its surplus water. The suggestion was acted upon at once; the Legislature and Congress both being approached. By petition the people asked Congress to empower the County of King to cut the Canal and to grant to the county all lands reclaimed from the lake by the lowering of its waters. The Legislature memorialized Congress to the same effect. A bill was sent to Delegate Flanders embodying these ideas, and was introduced by him March 16th. The canal contemplated was a modest

affair, and it was thought the lands secured would be worth fully as much as the cost. The Lake Washington Canal Company was opposed to the action proposed. For the purpose of defeating it, another bill was sent to the National Capital, and introduced by Flanders April 10th. It was to give to the Company a new charter, or to amend its Territorial charter. In it the Company was given a passage way for its railroads, station lands and the rights to connect the two lakes by canal. The Government lands were to be paid for at the rate of one dollar and a quarter per acre. The Company was to have the right to charge reasonable tolls for the use of the canal, and it was to be authorized to issue bonds bearing interest at the rate of not more than twelve per cent and in amount not exceeding one-half of the capital stock actually paid in. The contention between the two interests had the effect of preventing the passage of either bill and nothing came of the two movements beyond the introduction of the bills and their reference to Congressional Committees. The agitation in favor of the canal that then had its inception was not allowed to entirely cease, but from that time was kept alive and working in the newspapers, in the city and county governments, in the War and Navy Departments, and in Congress, until, a generation later, the fullest measure of success crowned the persistent and deserving efforts of the people.

The celebration of the Fourth of July was a grand affair in 1868. People were brought from Olympia and Whatcom and from all places between. The procession included the Seattle Brass Band, officers of the day, Columbia Engine Company of Olympia, floral car with 39 young ladies, school children, Good Templars and Free Masons. There were horse races, salutes, fireworks and a dance. The Marshal was Samuel W. Russell; President, John Denny; Chaplain, Daniel Bagley; Reader of the Declaration of Independence, George

F. Chitworth; Orator, James McNaught.

H. L. Yesler built a new sawmill this year. The first sawmill stood on Yesler Way east of the present Post Street, the original beach. The new mill was in the rear of the old one, or to the west of Post Street, extending out to deep water in the Railroad Avenue of later days. When the new mill was completed the old one was torn down, and on its site were erected a number of one-story buildings used for many years by the post-office, by bakers, butchers, grocers and others in their various lines of business. The mill at Freeport or West Seattle, which was burned in 1867 was also rebuilt in 1868 by J. R. Williamson and Company.

The Seattle Library Association was organized Aug. 7th, with James McNaught as President; W.H.Robertson as Vice President; L. S. Smith, Secretary, J. M. Lyon, Assistant Secretary; Mrs. T. S. Russell, Treasurer; Robert Russell, Marshall; Mrs. H.L. Yesler, Librarian. Others prominent in the membership were Mrs. C.C. Terry, Mrs. J. S. Hill, Mrs. Amos Brown, Mrs. M.R.Maddocks, Miss Ordway, Miss Peebles, Miss Olney, John Denny, Geo. N. McConaha, and many more. Entertainments of appropriate and pleasing character were given from time to time, the programs being made up of recitations, readings, essays, songs, impromptu speeches, debates and instrumental music. There was also a very interesting series of lectures delivered in 1869 by John Denny on "The Progress of Science and Art" and later on the subject "Seek for Knowledge and Treasure up Wisdom;" by Elwood Evans on "Past, Present and Future of Puget Sound," and later on "The Right, Propriety and Desirability of the Immediate re-Annexation of British Columbia to the United States," by B. F. Dennison; on "The History of the Formation of the Constitution of the United States;" by Seleucius Garfielde on "The Commerce of the Northwest as Affected by the Railroad;" by P.D.Moore on "The Spirit of the Age;" by Elisha P. Ferry,

on "Woman Suffrage;" by John J. McGilvra on "Republican Liberty and Government;" by W.S. Baxter on "A Trip Across the Continent;" and by George McConaha on the subject "Adversity Develops the Man;" In subsequent years lectures were also given, and entertainments of varied character, for the benefit of the Association. In 1873 Dexter Horton gave \$500 conditioned upon \$1,000 more being secured. Including these amounts, the income of the Association that year was \$1858. There were 169 members, 278 volumes in the library and at one time \$1515 on hand. A reading room was maintained, well supplied with the magazines and newspapers of the day. Interest finally flagged, money again was short, the membership ran down, and, after a long and useful existence, the books in 1881, then numbering 1460 volumes, were given outright to the Territorial University, and the Library Association suspended.

Direct trade with Portland was inaugurated in September by Kamm and Tarbell putting on the route to Puget Sound the steamer George S. Wright, Capt. Henry Langdon. She made monthly trips to Olympia, with stops at Victoria, Port Townsend, Seattle and Steilacoom. She had hardly begun before the Gussie Telfair was put on in opposition by Holladay and Brenham. Passengers were carried for \$20 and freight for \$6 a ton. The Wright was soon withdrawn and put on the route to Sitka, where she was finally lost with all on board. In 1870 the steamer California was introduced, she and the Telfair having the Puget Sound Route to themselves for a number of years, and until the completion of the railroad from Kalamazoo to Tacoma made their trips no longer profitable.

The first building in Seattle of other material than wood was a stone house of 28 by 72 feet and one story high constructed in 1868-9 by Dexter Horton on the west side of First Avenue South near Washington Street. It had a brick front at first, and for that reason was frequently

called "the brick store." After some years stone was substituted for the brick, the floor and sidewalls raised and iron shutters placed on the doors and windows. It was considered proof from fire. That it was very nearly so was demonstrated in June, 1889, when it and the stone building next to it were the only two to pass through the great conflagration without meeting entire destruction. This house was occupied first by the Atkins and Shoudy store, followed for a short time by the Horton Bank, then by the stores of Crawford and Harrington and Harrington and Smith. In 1875 Mr. Horton built another one-story building alongside, the two houses covering a portion of the ground now occupied by the D. Horton and Company bank building.

1869

The management of the Portland-Puget Sound Steamers finding the upper-Sound trade was none too profitable, threatened to withdraw from the route. It was proposed to run to Port Townsend and there tranship to other vessels. This was done on a few occasions. Seattle merchants strongly objected, and by partially withdrawing their trade and threatening its entire withdrawal, compelled the Company to resume and continue the full service. In those days San Francisco and Portland competed actively for the trade of Puget Sound in flour, feed and various other bulky lines of goods.

The Western Union Telegraph Company found its business in British Columbia and Washington Territory so bad that it announced a determination to retire from the field. It offered to the colonial authorities a gift of the lines, instruments, furniture, etc. on condition that the lines be maintained and operated at government expense. On Puget Sound appeals were made for help. Seattle subscribed \$1200 and Olympia about as much, the Company being induced thereby to keep its lines in use to Seattle, but not further north. For these moneys the subscribers were given an equivalent in dispatches. With a view to increasing the trade the telegraphic rates were reduced from Seattle to Victoria for a ten-word message from \$1.25 to 75 cents; to Portland from \$1.50 to 75 cents; to San Francisco from \$3.50 to \$2.25; to Los Angeles, from \$4.50 to \$3.25, and to and from other places in proportion.

The appellation "Queen City in its application to Seattle had its origin this year. Russell and Ferry, a Portland real estate firm, had for sale fifteen hundred acres near Seattle. In a circular issued by them they referred somewhat glowingly to Seattle as "The Future Queen City of the Pacific." The title was immediately accepted, and has been locally popular ever since.

At the June election the only counties that had more votes cast than King, were Clarke, Jefferson, Thurston and Walla Walla.

By the platting of D.T.Denny's North Seattle, the Eastern Addition and Hawford's Addition, a great many new town lots were this year placed on the market and a considerable impetus given to the real estate business.

The price of Lake Washington Coal fell this year to eight dollars a ton in the home market.

July 9 and 10 the town was visited by a party of distinguished Oregonians, Washingtonians and Northern Pacific men, accompanied by George Francis Train. The Oregonians were H.W. Corbett, Capt. J.C.Ainsworth, and Postal Agent J.B.Underwood; the Washingtonians were Gov. M.F.Moore, U.S. Marshal Philip Ritz, Judge B.F.Dennison, Capt. James S. Lawson and Elwood Evans; the Northern Pacific men were Thos. H. Canfield, a Director; W. Milnor Roberts, Chief Engineer; W. S. Johnson, Assistant Chief Engineer; W.E.C. Moorhead, Financial Agent; Samuel Wilkenson, Historian; and Secretary, and Rev. Dr. R.B.Claxton. While at Seattle the town, its surroundings and approaches were thoroughly inspected and at a public meeting speeches were made by George Francis Train, Senator Corbett and Mr. Canfield. The party had a novel experience at Victoria, to which city they went from Seattle. At San Francisco, Train had publicly announced his intention to "invade British Columbia, seize as hostages ten leading Englishmen there, capture Vancouver Island, and establish an Irish republic, around which would gather warm-hearted Fenians enough to drive the English aristocracy from this continent." From the Sound he sent to the Victorian Columbian the telegram following: "I will arrive early tomorrow morning. Will lecture on the downfall of England. Get out your guns." At the time the people and authorities north of the 49th parallel were in great alarm over the invasions and threatened invasions of the Fenians or Irish. They took Train's words in

earnest, and when the steamer Wilson G. Hunt arrived at Victoria with the party on board the British gunboat Forward was there to receive her, her guns pointed out at the Hunt, and her men all on board ready to check any attack. The police were on the wharf and other forces were about to resist Train and his supposed confederates. Instead of a warm welcome being given the distinguished party, their reception was cold and cheerless, and it was made plain to them that they were under surveillance and that they were not wanted. In consequence of this and of the popular excitement, a short stay only was made, Train's lecture was not given, and the whole party returned to Seattle as fast as the steamer could bring them. The Northern Pacific men were, by direction of Jay Cooke and Co., the financial agents of the Company, making a reconnoissance of the proposed route from Puget Sound to Lake Superior. Engineer Roberts was much pleased with Puget Sound, and that he was particularly pleased with Seattle as a terminal point there can be no question from the report he rendered. Mr. Roberts reported that "the citizens fired a salute in honor of our arrival, and expressed the liveliest interest in behalf of the railroad, hoping that Seattle would be selected as one of the terminal points." He went out to Lake Washington, crossed it and examined the coal veins in company with Lyman B. Andrews. One vein of bituminous, he said, was four to five feet thick, and "was a very fair article of coal for blacksmith and other purposes." Another vein he heard of was sixteen feet thick, and was the lowest and best. Lake Washington, he reported, "is perfectly clear and pure, and is quite deep. There are here combined water and waterpower for supplying a large city." The others of the party were no less pleased with Seattle. From here they went east by way of Portland and the Columbia River.

While on his way to Alaska, in July, Wm. H. Seward, New York's ex-Governor and ex-Senator and Secretary of State

during the Presidential terms of Lincoln and Johnson, was brought to Puget Sound from Victoria by Captain Marshall Blinn, on the steamer Wilson G. Hunt. Their coming to Seattle was not anticipated by the people, but their arrival was soon known, and a demonstration was improvised on the wharf. Mr. Seward gave the bystanders a few minutes' talk, congratulating them on living in a country of unbounded resources, and predicting that the day was not far distant when Washington would rank high in wealth and population among the States of the Union. He was heartily cheered. Upon return of the steamer from Olympia, a salute of thirteen guns was fired in honor of the ex-Secretary and another demonstration in his honor occurred on the wharf.

The first circus to appear in Seattle was "The Great Eastern and Royal European" of H. C. Lee. It was advertised as "the largest and best troupe of daring riders, accomplished gymnasts, agile acrobats, witty clowns, boneless contortionists, etc. ever brought together in any one establishment in either Europe or America." The performances were given August 24th, 25th and 26th and were attended by from four hundred to eight hundred persons each. The local editor described the entertainment as "tame and insipid, and almost entirely devoid of merit."

The last elk killed within the limits of the City of Seattle was a 630 pound animal shot by David T. Denny at Green Lake in September.

A couple of half lots on First Avenue South were sold during the summer for \$2,000 a piece, or at the rate of \$66  $\frac{2}{3}$  per front foot. This was the highest price paid for business property to that time.

The firm of Schwabacher Bros. and Co. with Bailey Gatzert as Manager, made its advent in October, entering at once into a large retail trade in general merchandise and a small wholesale trade, and becoming in a few months

the leading mercantile house on Puget Sound. Its first location was in a frame building on First Avenue South between Washington and Main Streets. At the same time the Company had a large store at Colfax, and stores at Dayton and Walla Walla in Eastern Washington, and at Boise in Idaho.

New houses erected in Seattle in 1869 included one church, eleven store buildings, thirty-seven dwellings and twenty shacks and other structures. Never before were so many houses built in the town in a like period of time. The following year, however, the building record was considerably longer.

The second incorporation of the town was agitated and generally agreed upon this year. A charter bill was sent to the Legislature and introduced in the House. Among other things it provided that voters and office holders must be citizens, married, householders and payers of taxes on property within the city limits worth at least two hundred and fifty dollars. Legislators were told the charter was not wanted if these qualifications were stricken out. Other citizens said the charter was not wanted if these qualifications were all required. A new bill was prepared without the objectionable features and was passed and approved Dec. 2d.

Henry A. Atkins was appointed Mayor; Isaac M. Hall, Recorder; J.T.Jordan, Marshal; Geo. N. McConaha, Clerk; Chas. H. Burnett, Treasurer; S. G. Calhoun, C.P.Stone, John Collins, L.V.Wyckoff, Amos Brown, Frank Matthias and A.S.Pinkham, Councilmen. The annual election was in July, and the city's limitation of indebtedness was \$5,000. The authorities got to work promptly and on the 22nd of December the first three ordinances were passed and approved. The first was to prevent drunkenness, indecency and disorderly conduct; the second was concerning swine; and the third related to stovepipes. Other ordinances relating to dog shows, fast driving, fines and discharge of firearms - were approved on the 25rd and 26th. The Legislative appointees appear to have pleased the people, as most of

them were reelected to the same or other offices over and over again, - Collins, Matthias and Wyckoff five times each, and Stone Burnett and McConaha four times each. To date Seattle's Mayors have been H.A. Atkins, J.T. Jordan, Corliss P. Stone, John Collins, H.L. Yesler, Bailey Gatzert, Gideon A. Weed, Beriah Brown, Orange Jacobs, L.P. Smith, Henry G. Struve, John Leary, Wm. H. Shoudy, Thomas T. Minor, Robert Moran, Harry White, Geo. W. Hall, J. T. Ronald, Byron Phelps, Frank D. Black, Wm. D. Wood and Thos. J. Humes. White and Black resigned, their unexpired terms being filled by Hall, Wood and Humes. Atkins, Yesler, Weed, Smith, Struve and Moran served two terms each, and Humes two terms and a fraction. The city limits at first included all of Sections 3, 4, 5, 6, 8, 9, 10 in Township 24 North, Range 4 East, and Section 25 in Township 25, Range 3 East, and Sections 27, 28, 29, 30, 31, 32, 33, 34 in Township 25, Range 4 East. In 1875 the limits were restricted to Sections 3, 4, 5, 6 in Township 24, and 31, 32, 33, 34 in Township 25 or just half the original area. In 1883 and 1886 additions were made to the city by the Legislature that more than restored to it its largest previous area. Since then the people have by vote annexed much contiguous territory. The charter has also been frequently and greatly amended, and on several occasions entirely new charters have been secured or adopted.

The new City government continued the efforts begun the preceeding year of restraining the reckless and careless and preventing the selfish and vicious from injuring others of the community. Ordinances were passed looking to the closing of saloons, to prevent horses and mules running at large, to prevent fires, and relating to nuisances, sidewalks and cemetery grounds. Other acts of the Council concerned bonds, reports and compensation of city officers and taxes. During the first year of its existence as a municipality, Seattle enjoyed an income of \$2282.25, derived from dog licenses, \$118.50; theatricals, \$20; cemetery lots, \$47.77; general tax, \$494.23, and road tax \$1601.75. Disbursements for all purposes aggregated \$2065.21. Property assessed was valued at \$496,389.

No place of its size in the Territory was so slow in school matters as Seattle. Its occasional terms of school, usually of three months duration were held in leased or borrowed buildings, the places and teachers being frequently changed, and the furnishings and conveniences generally inferior and inadequate. The people had long recognized that an unhappy condition of affairs prevailed, and now and then there was a protest at its further continuance. One of the loudest and strongest of these came from a public meeting in Yesler Hall Oct. 5th, 1867, when Messrs. H.L.Yesler, H. A. Atkins, Gardner Kellogg, Josiah Settle, D. R. Lord, and others made short speeches upon the various phases of the subject. The general opinion was that school grounds should be secured at once, and a suitable building speedily erected. The meeting resolved that a special tax of three mills on the dollar should be levied on all property in District No. 1 for this purpose. With this action back of them, the School Directors, D.T.Denny, R.W.Pontius and D.R.Lord purchased from the Terry estate four lots on the east side of Third Avenue between

Madison and Spring Streets, paying \$500 for each of them. The location was referred to at the time (February 1868) by the "Intelligencer" as being in the "northern portion of the town." Nothing more was done until January 17th, 1869, when the tax paying citizens voted a tax of eight mills on the dollar for the erection of the first public school house in Seattle. For some reason this action was not satisfactory, and at another meeting, held in July the eight mill tax levy was rescinded and a ten mill tax ordered instead. This was apparently considered excessive, and by public demand still another meeting was held in August at which a new special tax of five mills was ordered in lieu of those of eight and ten previously voted. A contract was entered into with Russell and Shorey for the erection of the building early in 1870. It was a two-story frame house of 30 by 48 feet, with one school room on each floor 30 by 35 feet and was intended to accommodate 100 pupils. July 16th, 1870 the citizens voted in favor of another tax of three mills for completing and furnishing the new house. Aug. 15th it was opened to the school children of the town, Miss Lizzie Ordway being there to receive them. So many presented themselves that the one teacher was unable to attend to them all, and for the first time two teachers were required in the public schools of Seattle. Mrs. J. H. Sanderson was employed as the second teacher, and the two ladies together had more than a hundred pupils at the end of the first week. The school house cost \$5,000, or about double the amount contemplated. The district was slow in paying, and the contractors brought suit, were given judgement by default, and the school house was actually attached by the Sheriff in 1871 and advertised for sale to pay the indebtedness upon it. A settlement was made in time, however, to prevent this wretched outcome. The house was used for thirteen years for school purposes, then sold and removed to Virginia Street and First Avenue, where it still stands. The four lots were sold in 1883 for \$30,000.

The purchase of these lots and the erection of this building was the substantial beginning of Seattle's public school system.

The first services in Seattle according to the rites of the Protestant Episcopal Church were conducted Aug. 13th, 1865 by Rev. Peter Edward Hyland, both morning and evening, in the Methodist Episcopal Church. They were well attended, and so much interest was manifested that steps were taken immediately to establish a mission. Those interested met the following day and committees appointed on location and building. Mr. Yesler offered to give a lot and architect Abbott was engaged to plan a house to be erected. On Wednesday the women got together and started the "Ladies Mite Society" with Mrs. W.H. Taylor as President, and Mrs. R. R. Haines as Secretary and Treasurer. Mrs. M. R. Maddocks, Mrs. J. N. Draper and others being included in the membership. They resolved to have a number of social affairs, at which contributions would be solicited, the first one of the series being held at the residence of Mrs. C. C. Terry, Aug. 30th. By Thanksgiving Day they had money enough to pay for a lot, which they got of John T. Stewart, on the northwest corner of Third Avenue and Jefferson Street for \$200. A Sunday School was promptly organized, and Dec. 23rd, a Christmas festival was enjoyed in Plummers Hall. In 1866 the little flock was visited by Thomas Fielding Scott, the Bishop, who held services in the M.E. Church and confirmed Mr. Hiram Burnett. Burnett became Superintendent of the Sunday school, and for a quarter of a century thereafter was closely identified with the church. In 1868-9 Rev. Itas F. Roberts held services in Seattle. He got into trouble with the Bishop, and quit the Church, being succeeded by Rev. E. W. Summers. In 1870 the church building was erected, of 24 by 48 feet, and was consecrated by Bishop Morris and Rev. Messers Hyland and Summers on the 11th of June. Services were held in it until its destruction by fire in 1889. Trinity Parish

was organized as a mission in 1875, the vestry men being chosen at that time. They were Messers Beriah Brown, Hiram Burnett, James McNaught, William G. Jamison, Stuart Crichton, Charles W. Lawton and James Robbins; Rev. Chas. R. Bonnell being clergyman in charge for three years from 1875. In 1878, Trinity being a self-supporting parish, Rev. George Herbert Watson was called as Rector, and so continued until his death in 1896.

Curtis Brownfield, on New Year's Day, shot and killed a panther at Lake Union which measured 8 feet and 9 inches in length and weighed 300 pounds. The animal was in good condition, having recently killed and eaten a steer belonging to D. T. Denny and a heifer belonging to Thomas Mercer. A month later Seymour Wetmore captured another alive on his farm at Lake Washington. It had been feeding on sheep, and was decoyed into a house or trap. It was 8 feet long. The animal was brought into town in a cage and exhibited, after which it was taken up and down the Sound for like purposes. The show finally failed at Victoria, where the panther and cage were sold at auction to pay the charges.

The first bank in Seattle was opened in March. It was that of Dexter Horton, later Phillips, Horton and Co. The bank was located for five years in a small wooden building on First Avenue South and Washington Street, and where, in 1875, it was housed in a good stone building erected for the purpose.

Yesler's Hall, which stood at the southwest corner of Yealer Way and First Avenue South, was done away with in May, by being cut up into rooms for offices. The Pavilion on the corner of Cherry Street and First Avenue, which was built for a Fourth of July ball, being at first half open with roof and sides of fir greens, was now finished by plastering and making it otherwise comfortable. It then became Yesler Hall and being larger than the first hall better served the purposes of the growing town.

The census of 1870 was taken under the direction of the U. S. Marshal, E. S. Kearney. He divided the Territory into ten districts, appointing an enumerator for each. King and Pierce Counties were coupled together, and to Daniel Bagley was assigned the task of counting the people, and learning what he could concerning their schools, churches, libraries, newspapers, farms, manufactures, taxes and debts. Mr. Bagley was unable to do the work in King County and transferred it to Edgar Bryan. He found 2164 persons in King County of whom 248 were Indians. There were also 487 dwellings, 390 families, 154 farms, 11 deaths during the previous year and 41 births. In the town of Seattle were found 1142 inhabitants, including whites, blacks, Chinese and Indians. Walla Walla with 1394 inhabitants was the largest town in the Territory in 1870, and Walla Walla was found to be the most populous county, having 5302 inhabitants. Washington Territory in all had 23,955.

The first vote on the question of State government was in June, 1870 at the regular election, the question being submitted to the people by the Territorial Legislature. Very little interest was manifested by the people generally, and none whatever in King and four other counties, where no vote was recorded either for or against State organization. In all 867 persons expressed themselves in favor of a Convention and 1001 in opposition, the votes cast for Delegate at the same election being more than three times as numerous. The people voted against similar propositions in 1872 and 1874, but the opposition each time was weaker, and when the question was submitted a fourth time, in 1876, it was given a good majority.

Saleucius Garfielde was elected to Congress in 1869 and reelected in 1870. Garfielde ran for Delegate four times, or one time more than any one else. He was beaten in 1861, when Wm. H. Wallace and Edward Lander ran against him, and in 1872 by O. B. McFadden. Among other offices held by him were Register of the Land Office at Olympia, Surveyor-General of the

Territory, and Collector of Customs of the Puget Sound District. He was a bright man, a smooth and clever politician, a leader and an orator of great force and eloquence. He was a cousin of James A. Garfield, who was elected President in 1880.

Fourteen steamers were at Seattle on the Fourth of July, and the extraordinary number quite excited the local editor, who wrote: "Our harbor on the Fourth was literally crowded with the various steamers from adjacent ports, and presented a very lively appearance. Ignorant of the occasion, a stranger coming here and seeing the fine array of steamers lying at our wharves would have been astonished."

The first steps were taken in July to protect the town against fire. Seattle Hook and Ladder Company, Number 1, was then organized. Its officers were T. S. Russell, chief engineer, Gardner Kellogg, foreman; S. F. Dumphy, assistant foreman; J. C. Kinnear, treasurer; J. S. Meagher, secretary. There were forty members. A supply of the simplest and least expensive of fire fighting implements, as axes, buckets and ladders, was obtained. The Council ordained that 40 gallon casks be kept full of water at every house, non-compliance with the law subjecting the offender to a fine of \$10 a day. The town had wonderful immunity from fire in its earlier years, and in consequence of lack of necessity the Hook and Ladder Company, after a year or two, went out of existence. In 1876 the people were much alarmed by a fire in the store of T. P. Freeman, in the business center, when, from the presence of powder and oil and the absence of water and organization the town had a narrow escape from great loss. A Company was formed with Ben Murphey as President, and supplied by the city with a hand engine called the Sacramento after the city from which it came, which with a cart and hose obtained in Port Gamble, cost the people \$1425. A vacant stable on Occidental Avenue and Main Street was leased as engine house. Cisterns were built at the street corners, and for several years the hand machine served faithfully and well. At the first fire after the en-

gine was got it did nothing, much to the chagrin of the Company. The house burned was the handsomest, most costly dwelling in the Territory, that of James R. Robbins on Fifth Avenue corner of Cherry Street. It was early in the evening and the fire burned very slowly; the engine was hauled up the hill after great exertion, the hose run out, and the discovery then made that there was no water. In 1878 the first steam engine, Seattle No. 1, was bought for \$3500. In 1879 fire limits were established and a paid steward provided. The city had no horses for the steamer for several years, but, by offer of \$10 for the first team reporting after an alarm, supplied the deficiency reasonably well. In 1882 and 1883 two brick engine houses were built, one of which was made to serve also as the City Hall and jail. In 1884 the fire department was more fully organized, and provision made for a chief, Gardner Kellogg being the first one chosen. In the meantime a second steamer had been obtained, hook and ladder, hose carts and inclines built at the sides of several streets leading down to the Sound. Other things followed rapidly, including the regulation of new buildings, purchase of chemical engines, putting in of hydrants, institution of fire alarm system, etc., until by 1890 the city had a first class paid fire department, set up, one unit of which was the fireboat Snoqualmie, and all backed by a water system owned and managed by the city.

During the summer of 1870 Seattle market quotations were as follows: butter 25 to 30 cents a pound; cheese 25 cents; lard 20 cents; bacon 18 cents; ham 20 cents; beef, pork and mutton 10 to 12 1/2 cents; eggs 30 cents a dozen; chickens \$3 to \$3.50 per dozen; flour \$6 to \$7 per barrel; wheat \$1.25 per bushell; potatoes \$1; oats 80 cents; hay \$12 a ton; rough lumber \$12 a thousand feet; flooring \$20; laths \$3; shingles \$5; bricks \$9; lime \$5.50 a barrel; coal oil 65 cents a gallon; syrup \$1; white sugar 16 1/2 cents a pound, and unrefined Hawaiian 10 to 11 cents.

L. F. Jordan was appointed Inspector of Customs at

Seattle in August. There was not business enough to justify keeping him in town continually, so he was given general employment on the Sound. His appointment, however, was the beginning of anything like a permanent and substantial customs service in Seattle.

In August two Northern Pacific surveying parties arrived and began operations at Seattle. One, under Chas. S. Kidder, started from Yesler Wharf on a line to Portland; the other, under J. R. Maxwell, started to locate a line over the Cascade Mountains. In the two parties were twenty-nine men. The citizens were so elated that the courtroom was secured, court adjourned, and a grand ball was given in honor of the event, all the surveyors being present by particular invitation. The two lines located were coincident from the town to the vicinity of Black River, where the divergence began. Real estate doubled in price at once, and in some cases trebled and quadrupled. It was said that a piece of ground that was offered in 1868 for \$300 brought \$10,000 in 1870. The boomer was on hand in 1870, and his business undertaking yielded handsomely as a result of the railroad excitement.

The first Lodge of Odd Fellows in Seattle was Olive Branch No. 4, instituted by Special Deputy Grand Master C.C. Hewitt, August 22nd. John F. Damon, R. S. Moore, Isaiah Waddell, Robert H. Turnbull, William Meydenbauer, Chas. J. Allen and Ephraim Calvert were the charter members. Geo. W. Hall had the remarkable experience of being initiated into the Order, instructed in all the degrees, and elected and installed as an officer on the night of the Lodge Institution. Olympia, Walla Walla and Vancouver had Odd Fellow Lodges before Seattle.

T. G. Murphy, a tailor, who had gone to Sitka soon

after the United States took possession, and there had published the Alaska Times, removed his printing establishment in October to Seattle, and on the 24th of the month resumed the publication of his newspaper. After a few issues he changed the name to the rather cumbersome one of Territorial Dispatch and Alaska Times. Still later the name Puget Sound Dispatch was given to the paper; Chas. H. Larrabee, a noted lawyer of the time and Beriah Brown, the veteran journalist, becoming its publishers in October, 1871. As a newspaper publisher, Murphy was a complete failure.

Steamboat fares on the east side route were at the close of the year as follows: from Seattle to Mukilteo \$1.50; to Tulalip \$2; to Coupeville \$2.50; to Utsalady \$3; to Laconner \$3.50 and to Whatcom \$4.

1871

A citizen of Seattle lost a case in the District Court at Port Townsend of an interesting character. Knowing the result of the election of 1870 himself, Capt. H. H. Hyde went to Port Townsend, where the people did not know, and made a number of bets that Seleucius Garfielde had six hundred majority for Delegate to Congress. As Garfielde's majority was over seven hundred, Hyde won of course and got the money from the different stakeholders. When he fully understood the situation, H. S. Fowler sued Hyde to recover the hundred dollars he had lost, and Judge Jacobs gave judgement in his favor for the money with interest and costs. Port Townsend then had no telegraphic communication with the outer world, and infrequent mails. This little matter had quite an effect in stirring the people there, and inducing them soon after to connect their town with Seattle by a line of telegraph.

The Seattle Coal Company sold its mine, roads, boats and other properties to a new company, organized in San Francisco, and called the Seattle Coal and Transportation Company, the first directors of which were Chas. B. Shattuck, H. L. Hutchinson, Myron W. Allen, W. B. Cummings, and S. B. Boswell. Among the stockholders were also S. Dinsmore, who became Superintendent of the properties, and Samuel Blair, who in later years became principal owner. The new officers took hold vigorously, increasing the output of coal enormously and improving the methods of transportation. Under the old company the coal was brought to town by a system of transportation including horses and mules, boats propelled by wind and sail, wagons, cars run over wooden rails - a system troublesome and complicated, and which admitted of the handling of but twenty tons or so a day. The new company rebuilt the several sections of road, putting down small iron rails, introducing engines and better cars, using steam on the lakes, and building a good wharf at the foot of Pike Street, the loaded cars from the

mine being brought to the ship's side. Even with these improvements the coal was transported in this way; from the mines to Lake Washington, three miles by car; thence by barge carrying the loaded cars to the portage at Union Bay, across the portage by rail to barges on Lake Union, thence to the west end of the lake and by rail into town. Every car in passing over the route used three pieces of railroad, two barges and two steamboats. This was a slow route, but by pushing matters the company succeeded in handling a great deal of coal, increasing from year to year until upwards of four hundred tons a day were brought over it. It was also an expensive route, but prices obtained for coal were high so that the company was enabled to use it at great profit. The first locomotive was put on the road on Christmas Day 1871. The road equipment and the road itself were in such good condition by the 22nd of March following that a ride was given to the general public on the coal cars to Lake Union, eight cars being hauled several times by the only locomotive over the only railroad then on Puget Sound; the citizens enthusiastically availing themselves of the opportunity to take what to them was one of the most pleasurable rides of their lives. Heretofore the product of the mine had been entirely disposed of at home. Now shipments abroad were begun. The bark Moneynick was put in the trade, followed by the schooner Walter Raleigh and other vessels, the first cargoes being only partial, from 150 to 400 tons each. During the year 5,000 tons were sent to San Francisco, 15,000 tons in 1872, 57,000 in 1875 and 128,000 in 1878. In the latter year the route was abandoned for the cheaper, better and quicker all-rail route to Seattle used ever since.

Printed proposals were sent to Seattle by Northern Pacific officials early in the year looking to the donation of lands to the Company in consideration of the connection of Seattle with its railroad in the time specified in the charter

for completion of the same. The people refused to respond. They confidently anticipated the coming of the railroad anyhow, and were unwilling to give for a branch line, though they expected to give generously to secure the location of the terminus at Seattle. Later (in 1873) they made a magnificent offer in the endeavor to secure the terminus, but the Company was then financially unable to build the road so far.

The Federal Government determined in 1870 to establish a district for the inspection of steam vessels on Puget Sound, with office at Seattle. M.S.Drew, Collector of Customs, Orange Jacobs, Chief Justice and Samuel Guthrie were made a Board to nominate the Inspectors. They suggested Isaac Parker, for Inspector of Boilers, and Chas. J. Noyes, Inspector of Hulls. Noyes declines, and it was more than a year before the Board again got together. When again assembled, in August, 1871, William Hammond was nominated, and he and Parker were appointed with salaries of \$800 per annum. The office was opened Sept. 1st. Its jurisdiction covered all the Territory except the Columbia River on the south, and it also, until 1898 was made to include Alaska. Parker resigned after one year and was succeeded by James Wallace for a year, and then by Geo. W. Bullene for more than twenty, T.D.Hinckley holding the office between Bullene's two terms. Hammond retained the Inspectorship of Hulls until 1880, when he was officially succeeded by Capt. H. E. Morgan, who in turn was succeeded by W. J. Bryant, the office in the meantime increasing in importance greatly and the salaries with the service.

Schooner Lovett Peacock, loaded with coal, lumber, potatoes and other products, was the first vessel from Seattle to Honolulu. She made several trips in 1871.

Philo Remington, a member of the Remington Manufacturing Company of New York, accompanied by a man named Osgood, visited Seattle in July, and invested over \$40,000 in real estate in and about the city, buying from a score of different persons. His purchases were larger than those made

by any other person to this time. They created a long and strong sensation. He held the property for a number of years, but in 1879 parted with it to a relative - Watson C. Squire - who improved it. Squire subsequently became Governor of the Territory and also represented the State in the Senate for eight years.

Eben S. Osborne was appointed by Delegate Garfield to the cadetship in the Naval Academy to which the Territory was then entitled. Osborne was admitted to the school, but remained there one year only. He was the first Seattle boy appointed to either military or naval academy.

Gen. B. S. Alexander, of the Corps of Engineers, was at Seattle in August, accompanied by Lieut. Thos. H. Handbury. They made a three days examination of Lakes Union and Washington, sounding them both, looking at their outlets, taking measurements, and viewing them with reference to the building of a canal connecting them and the Sound. The five routes considered by Black and Duwamish Rivers; by Lake Union to the outer Shilshole Bay; by the inner Shilshole Bay to Smith's Cove; by Mercer's farm to the harbor of Seattle, and by the Seattle Coal and Transportation Company's tramway to the same harbor. The three first named were mildly condemned by Gen. Alexander; the two last named being approved. The mean level of Lake Union was found to be 12 feet above high water of the bay, and the mean level of Lake Washington to be 19 feet, 9 inches above the bay; the mean level of the two lakes if allowed to communicate freely, being averaged at 15 feet 10 inches. Between the lakes the shortest straight line was found to be 1910 feet long, the canal route 2044 feet; from Lake Union to the bay by Mercer's farm the section line was 5165 feet, and by the railway 6305 feet. The summit between the lakes was found to be 34 feet above Lake Union. The average depth of Lake Union was found to be five fathoms; the greatest depth eight fathoms; the average depth of Lake Washington eighteen fathoms, the greatest depth thirty-seven fathoms. From Lake

Washington to the harbor of Seattle by either the Mercer farm or railway route the cost of the canal was estimated to be the same - \$4,675,000 with two locks, and \$5,175,000 with three. In his report General Alexander said that if these were on the Atlantic Coast "such a chance to make a great naval depot so entirely secure, with so many advantages of climate, coal, timber and fresh water free from ice, there would be no hesitation on the part of the government. The work would probably be started at once. But situated as this harbor is, on one flank of the Pacific front of the United States, in a country yet in its infancy as regards population and resources, the case is different."

During September a party of European capitalists came out to visit the Northern Pacific Country, with a view to investing in the Company's bonds. They made the trip around the Sound on the steamer Cyrus Walker, accompanied by Gen. Geo. B. Sargent, Engineer W. Milnor Roberts, Superintendent J. W. Sprague, Gov. E. S. Salomon and Capt. E. A. Starr. At Seattle they were received and shown about by Messers Gatzert, Yesler, Denny, Leary, Collins and others, and expressed themselves greatly pleased with the town, the lakes, the Sound and the country about. The Company had one of its surveying parties, under Capt. Maxwell, at work in the Snoqualmie country during the summer and fall months, looking for a route for its contemplated line over the Cascade Mountains.

The traveling correspondent of a newspaper elsewhere wrote as follows of Seattle in September: "Seattle has sloughed off a great deal of its provincialism, and, more than any other place I have seen, seems to be getting ready for a metropolitan career. That is a large word, but it best expresses my meaning. Seattle merchants are reaching out in every direction to gather in and control the trade of the smaller towns and farming communities, for which that place is the central depot. The heaviest traders are Schwabacher and Co.,

Stone and Burnett, and Crawford and Harrington. These are first class houses, keeping large stocks, and never allowing them to get low. They supply the farmers up the Duwamish and its tributaries, the milling towns in their vicinity, the settlers on the Snohomish, and those on the other side of the Cascade Mountains, in the Yakima Valley. This last trade goes by wagon and pack train over the Snoqualmie Pass. The number of settlers east of the mountains increases with extraordinary rapidity; and creates a large business of which Seattle gets the cream. A thorough grade, based on a good landscape plan, would make this the most beautiful city on the Sound."

The money order system was introduced to the Seattle post-office in October 1871.

More shipbuilding was done at Seattle in 1871 than ever before. The vessels were the schooner *Lolets* and steamers *Clara*, *Comet* and *Zephyr*. There was also more repairing. The principal builder was William Hammond.

Miss Susan B. Anthony and Mrs. Abigail Scott Duniway lectured in Seattle Nov. 1st and 2nd on Woman Suffrage, after which the Female Suffrage Society of Seattle was organized with a strong membership. The Legislature was about to meet, and the idea was to assemble at Olympia as many suffragists as possible, and secure passage of an act granting to women the elective franchise. For this purpose Mrs. M. O. Brown, Laura Hall, Yesler, Wiggins, May, Miss L. M. Ordway, John Denny, J. F. Damon and Daniel Bagley were made delegates to the Territorial Convention at Olympia on the 8th, at which Mrs. John B. Allen was elected President, Miss Ordway, Secretary, and Mrs. E. T. Munson, Treasurer. After a vigorous fight the women were beaten; the Legislature, by a small majority, refusing to confer upon them the privilege sought.

The tax levies of 1871 were 8 mills on the dollar for municipal purposes, and \$5 poll tax; and 16 mills for county

purposes and \$6 poll tax. There was also a special levy of 11 1/2 mills for payment of the Seattle school indebtedness.

There were but six post offices in King County this year, namely: Seattle, Black River, Slaughter, White River, Squak and Snoqualmie. There were then also but six money order offices in the Territory; Walla Walla, Vancouver, Olympia, Steilacoom, Seattle and Port Townsend.

At the close of the year a newspaper directory of Seattle contained the names of eleven county officers, thirteen city officers, four district court officers, four justices of the peace and constables, eleven noteries public, two deed commissioners, four insurance agencies, one telegraph office, postoffice, office of Inspector of steam vessels, six wharves, one auctioneer, one architect and builder, one bank, ten attorneys, three bakeries, five blacksmiths, two boiler makers, six boot and shoe makers, three billiard saloons, seven liquor saloons, three beer saloons, ten carpenters, two cigar factories, four laundries, three surveyors, two coopers, one dentist, one commission merchant, two drug-stores, six general stores, two furniture stores, three fruit stands, one grocery, three ladies fancy goods stores, six milliners and dressmakers, one saddelry, two jewelry stores, one gristmill, three gunsmiths, three hotels, two oyster houses, two livery stables, one machinist, one marble shop, two butcher shops, two doctors, two photographers, two printing offices, seven real estate offices, one sawmill, two sash and door factories, two ship yards, two barber shops, one soap factory, one silversmith, one soda factory, two stationers, two stove and tinware dealers, one tannery, one wharf builder, six tailors, one tinsmith, one upholsterer, two wagon shops, one wood turner and three wholesale liquor stores.

The King County Farmers' Club was organized in February by C.W.Lawton, C.C.Clymer, C.H.Larrabee, Geo.F. Whitworth, H.L. Yesler, O. Jacobs, T.W. Alvord, Francis McNatt and others. It was intended to meet frequently and interchange opinions, exhibit specimens of farm produce, hold an annual fair, etc. The annual charge upon the members was one dollar. The Club held a few meetings, and tried to stir up and maintain an interest in its work, but it was not sufficiently encouraged, and died before the year was out.

In November the first steps were taken to organize a society of pioneers, the movers in the effort being David Phillips, S. W. Russell, W.H. Gilliam, A.A. Denny, D. Horton, T.D. Hinckley, H.L. Yesler, W.N. Bell, Henry Van Asselt, Geo.N. McConaha and D.S.Rodgers. Phillips was president. He died soon after. John Denny delivered a eulogistic address before the Society in honor of the late president. Henry Van Asselt gave the Society the benefit of an historical address also. April 3rd, 1872 the Society of Washington Territory Pioneers was incorporated, only those being eligible to membership who were residents prior to 1856. The charter members were H.L. Yesler, John Denny, Wm. N. Bell, A.A. Denny, C.W. Moore, Henry Adams, D. Horton, T.D.Hinckley, Josiah Settle, P.H.Lewis, F.H. Whitworth, F.M.Boyd, Geo. N. McConaha, Jacob J. Rodgers, D.R. Lord, Wm. H. Gilliam and Luke McRedmond. In 1886 the Society was merged in the Washington Pioneer Association, which was in 1896 incorporated at Seattle.

The first meeting preliminary to the organization of a Baptist Church was held at the dwelling of Edward Hanford, Dec. 14th, and the first social and prayer meeting was held at the same place one week later. On the 28th the "First Baptist Church of Seattle" was fully organized on the basis of the New Hampshire Articles of Faith. Twelve persons subscribed to the covenant, and officers as follows were elected; Deacon

William Rogers; Clerk, S.P. Andrews; Trustees, L.S. Rogers, Edward Hanford, Lemuel J. Holgate, S.P. Andrews and Thaddeus Hanford. The other members were Mr. and Mrs. D.S. Rogers, Mrs. Elizabeth Holgate, Mrs. E. Hanford, C.H. Hanford, F. Hanford, and O.A. McAllister. The organization was effected largely through the efforts of Rev. Rodolphus Weston, who had occasionally visited Seattle and conducted services. The young church held its first covenant meeting on New Year's Day of 1870. The first baptisms were those of Christian Clymer and wife by Rev. Weston; Rev. Messers Casto, Stearns and Curtis also visited the congregation during its earlier years. In 1872 Mrs. Holgate bought a lot on Fourth Avenue between James and Cherry Streets and gave it to the society, which at once undertook the erection of a building of 36 by 60 feet upon it. The house was the fifth church building in Seattle, and it was dedicated in August, 1872. Strength was slowly acquired, and it was not until 1873 that a pastor was called, when Rev. Joseph Freeman, D.D., came from Vermont in April, remaining until September. In August 1874, the church was legally incorporated by S. P. Andrews, John Rogers, Christian Clymer, Edward Hanford, S.D. Jensen, D.S. Lacey, Rachel C. Clymer, Julia J. Johns, Lizzie B. Johns, Linna W.V. Bell, Mary Waddell, Sarah E. Malson, Louise V. Ward, Phebe Webster, Ama Webster, W.L. Rogers, Lucy R. Rogers, Elizabeth Holgate, Abbie J. Hanford, Thaddeus Hanford, and Cornelius H. Hanford, the title taken being "The First Baptist Church of Seattle." Rev. James A. Wirth accepted a call to the church, and remained in charge nine years. Mr. Wirth was a man-of-war's man on board the U. S. Ship Decatur at the siege of Seattle in 1858, when, but for the ship, the town presumably would have been destroyed by hostile Indians. The Seattle church was the first Baptist Church in the Territory of Washington.

Higher Masonry was introduced in March, 1872 by Edwin A. Sherman, Grand Registrar in California and Special Deputy

for the Territories. On the 14th he organized in Seattle Washington Lodge of Perfection No. 1, Ancient and Accepted Scottish Rite, and publicly installed the officers. They were all 32nd degree Masons, and were Wm. H. Gilliam, Isaac Parker, John T. Jordan, Thos. S. Russell, John Webster, S. P. Andrews, C.W. Moore, Geo. W. Harris, Gardner Kellogg, Oliver C. Shorey, Isaac A. Palmer and H.H. Hill. During the same visit Mr. Sherman also instituted in Seattle Washington Council No. 1 of the Princes of Jerusalem, and Washington Chapter No. 1 Rose Croix; also Washington Consistory Sublime Princes of the Royal Secret of the 32nd Degree of the Scottish Rite of Free Masonry. Of the last named Territorial organization the officers were John T. Jordan, James S. Lawson, Oliver C. Shorey, Edward S. Salomon, Cyrus Walker, Elwood Evans, Thomas M. Reed, Isaac Parker, Stephen P. Andrews, Wm. E. Boone, Wm. H. Gilliam, Samuel Kenney, James R. Hayden, Gardner Kellogg, Thos. S. Russell, Thos. A. Minor, Granville O. Haller, Francis Tarbell, Isaac A. Palmer, D.C.H. Rothschild, Anasa S. Miller, George W. Harris and Henry H. Hill. While in the Territory about a month, Mr. Sherman organized fifteen Masonic bodies of the higher degrees.

About this time Dr. D.S. Maynard made renewed effort to perfect title to his 640 acre donation c l a i m. As a married man he had made the necessary notification on the 26th of October 1853, under the Act of Sept. 27, 1850, alleging that he had been a resident of Oregon (since Washington) from Sept. 16th, 1850. He then made affidavit that his first wife had died Dec. 24th, 1852. From April 3rd, 1852, to April 3rd, 1856, he had resided upon and cultivated his land. He had married Catherine T. Broshears, Jan. 15th, 1853. In 1869 the Olympia Land officers gave a certificate to D.S. and C.T. Maynard, apportioning the west half of the claim to the husband, and the east half to the wife. Upon making application for a patent it was (in 1871) refused by Willis Drummond, Commissioner of the General Land Office, who found that error had been committed in designating Catherine T. Maynard as being entitled

to one-half the claim. It appeared to him that Lydia A. Rickey who had married Maynard in 1828, and whom the Commissioner supposed to have lived upon the land until her death in 1852, was entitled to one-half, and that her rights descended to her heirs at law. The second wife was entitled to nothing. The Olympia Land officers were directed to reopen the case, with a view to giving title to one-half the land to Lydia A. Maynard's heirs. Some men thought there was a chance here to make money. They hunted up the first Mrs. Maynard, bargained with her for her right to the land, and brought her from Wisconsin. March 6th, 1872 she appeared in Olympia before the Land Officers, proved her marriage to Dr. Maynard Aug. 28th, 1828, and that at the time they had two children living - Henry C. Maynard and Francis J. Maynard. Appeal was taken from this decision. Upon the strength of this decision many people who had previously bought lots from Dr. Maynard now bought them again from his first wife, who gave a quit claim deed for various considerations. The Commissioner again reversed the Olympia officials by deciding neither woman was entitled to any portion of the claim; the first wife, Lydia A., because of the divorce, and the second wife, Catherine T. because she was not married to Maynard during the donation period between Dec. 1, 1850 and Dec. 1, 1851, and she could not acquire rights under the law intended alone for the benefit of women then married. The Commissioner further decided that Maynard was entitled to a certificate as a single man for the west half of the 640 acres. Upon further appeal to Secretary Delano the decision of the Commissioner was affirmed, to the effect that neither first wife nor second wife had any rights to the land in question. To secure the 320 acres claimed by the wives' efforts were made by various parties, resulting in litigation that extended beyond the end of the nineteenth century. The City of Seattle endeavored to secure it, and a number of citizens under various forms of law. Application for the land was finally made by W.C. Hill and J. Vance Lewis, they tendering land

scrip in payment therefor. In 1882 patents issued to them. The heirs of Lydia A. Maynard, who died in 1879, brought suit in the District Court to have these patents set aside, but they were beaten there and in the Supreme Court, it being held that the divorce obtained from her through the Oregon Legislature was binding, operating to prevent her acquiring rights to the land. In consequence of these long drawn out and varied contentions, the east half of the Maynard claim has been but little improved, while the money spent in endeavoring to acquire and hold it has exceeded its actual value several times over.

Seattle's first brick building was erected this year by Schwabacher Bros. and Co. on First Avenue South near Yesler Way. It was a substantial two-story and basement structure 50 by 120 feet. Ten years later an addition was put to it, giving the house an L shape. The great fire of 1889 destroyed the building, which was promptly rebuilt. The Company built another immense house in Occidental Avenue and Main Street in 1890 and has since occupied it and other buildings, in addition to a wharf and several large warehouses at the west end of Pike Street. The building erected after the fire of 1889, was again destroyed by fire in 1892, and a larger building was then erected in its place.

The Puget Sound Telegraph Company was incorporated at Port Townsend in July by Cyrus Walker, William Renton, Oliver F. Gerrish, Enoch S. Fowler, D.C.H. Rothschild, Chas. E.P. Wood, Thos. T. Minor and J. W. Sweeney with 250 shares of \$100 each. Its object was to connect the middle Sound and west side ports with the general telegraph system of the country at Seattle. This was done during the year by a system of short wires and short cables from West Seattle, Port Blakely, Port Madison, Port Gamble, Port Ludlow, Chimacum and Port Townsend, at all of which places offices were opened. Later Federal Government aid was induced in opening a line from Tatoosh Island to Port

Angeles, when the Puget Sound line was extended to the latter place. The lines of the Puget Sound Company were transferred by long lease to the Postal Telegraph Company in 1890, and have been operated by the latter since. The original stockholders of the Puget Sound Company were the owners of the mills along the line and a few citizens of Seattle and Port Townsend. Dr. T.T. Minor finally became the chief owner and controlling spirit.

Capt. Marshall Blinn imported three hundred tons of ice from Nevada and placed it on sale in Olympia and Seattle at 5 cents a pound. Including the first expense, the warehouses, salesmen and others, and the small sales, the enterprise was a losing one. It took two years to dispose of the ice. No more was imported and Blinn went out of the ice business.

The Warren Brothers (Samuel P. and Orange S.) came from New York to Seattle, and by the aid of a half dozen eastern dummies, established the Puget Sound Banking Company in 1872, opening up directly opposite the Horton Bank. The latter was a concern of \$50,000 capital. The new bank had an alleged capital of \$500,000, and for fear this amount would not be sufficient in a town of 1500 inhabitants the privilege of increasing to \$2,000,000 was provided for in the incorporation articles. Really the only capital they had was a large, second-hand, mortgaged safe, the freight bill upon which they were long unable to pay. They advertised showily, offering to pay 6 to 10 per cent interests on certificates of deposit, and 10 per cent upon savings deposits of one dollar or more. They attracted attention, were patronized, and soon were doing quite a business in money, land and credit. They ran for about a year. May 1st, 1873, the Federal Government presented a claim for \$2200 through the U. S. A t t o r n e y against S. P. Warren, whereupon he fled and the bank closed. Only \$300 in money was found, but there were other securities. The deposits at the time amounted to about \$3,500. O.S. Warren

also left suddenly. The personal effects of the bank were sold by the Sheriff for \$400. From the other securities and lands enough was realized to return to the creditors substantially all their money. This was the first bank failure in the Territory of Washington. S.P. Warren, some years later, turned up as a stock broker in San Francisco.

Seattle's first baseball club was organized in the summer of 1872 by E.H. Brown and others and was called the Dolly Varden. It was succeeded in 1873 by the Skookum Club, organized by J. F. McNaught, E. S. Osborne and others. Both were short-lived and inglorious.

The first wagon made in Seattle was in 1872 by a wheelwright named Vitus Schmid for a teamster named David Morris. It was a plain, strong, two-horse vehicle, made of eastern oak and iron, and cost the purchaser \$200. About the same time John W. Hunt entered the business, and in the latter part of the year turned out a wagon, staunch and stylish, for Wm. Meydenbauer, of the Eureka Bakery. Shortly after, Hunt turned out a \$300 wagon for Snyder and Co., butchers, and still later manufactured the first carriage in Seattle.

J. F. Wilson and Son, Englishmen, opened the Puget Sound Iron Foundry at the corner of First Avenue and Madison Street this year. They made a good deal of money during the three years they were in the business. White and Tenny succeeded them, followed by Tenny and Frink, who in turn organized the Washington Iron Works. Before the time of the Wilsons, John Suffren had run off a few heats in a small shop of his, and he had also done a little in the way of machine work, but his employment was irregular and the entire amount of his work insignificant. The same may be said of the several individuals who succeeded him and preceded Wilson. The Seattle Coal and Transportation Company opened a machine shop, which was afterwards bought by B.P. Jones and in which was done the first considerable machine work in town. Soon after George W. Bullene opened a similar shop. In 1875 John Nation opened the

read by Messers Beriah Brown, Orange Jacobs, J.J. McGilvra, Wm. H. White, Waldo M. York, Theodore Crowl, and James E. Clark. The permanent organization effected, had for officers Mr. E.K. Hill, as President; Miss C.E. Parsons, Vice President; Mrs. L. Mackintosh, Secretary; Mrs. L.W.J. Bell, Treasurer. As a sequence of the Institute of 1873 in Seattle, the Washington Territorial Educational Association was organized, with Orange Jacobs as President, E. K. Hill as Vice President and John Meeker as Secretary.

Beriah Brown and Son began the publication of the Puget Sound Daily Dispatch on the 19th of September. It was an evening issue, four pages, four columns each. It patronized the telegraph company generously, and was strong editorially. In the matter of local news the paper generally was lacking, and it never was supplied with advertising as the interests of the enterprise and the town demanded. For a time Austin A. Bell was connected with its publication and also Thomas B. Merry. After six years existence it was merged with the Intelligencer in 1878.

On the evening of Dec. 14th, occurred the most severe earthquake ever experienced in the Puget Sound region. Buildings and trees swayed, clocks stopped, shelf articles were thrown down and people were quite alarmed. On made land, and structures on piles the shock was greater, or more felt than elsewhere. Three evenings later the earth again quaked, but less violently.

In 1872 there were 18 births in Seattle, 21 deaths and 25 marriages. In King County 4 companies were incorporated, there were 431 transfers of land, and 142 mortgages were given. The property in the county was assessed for \$1,585,020.

King County school houses in 1872 numbered 9, districts 12, schools taught 11, pupils attending 447, children of school age 752, amount paid teachers during the year \$4140.

North Pacific Iron Works, which included both iron casting and machine work. J. R. Williamson was another of the men first engaged in this business and later Williamson and Kellogg. Prior to these enterprises Olympia, Port Madison, Victoria and San Francisco were depended upon by the mills and steamboats of the Sound for anything in that line beyond the capacity of an ordinary blacksmith shop.

H.L. Yesler had a street corner that was objectionable to the people, at what is now First Avenue and Yesler Way. In response to many importunities, he presented a proposition to the City Council on the 5th of September, in which he offered to cut off the corner and deed the land to the City for \$3,000, the City to remove the buildings, and Yesler's property to be exempt from the special tax necessary to pay for the improvement. The municipal corporation at the time was not pecuniarily able to accept; nor, for that matter was the offer considered particularly generous or advantageous. In reply the Mayor was directed to propose arbitration to Mr. Yesler, which suggestion, when made to him he refused to accept. Eighteen years afterwards appraisers rated the property at a little less than twenty times Yesler's original price, and the City paid the amount of the award; Yesler getting \$125,000 for the portion he owned at the later date, the remainder going to others who had in the meantime purchased from him parts of the desired tract.

The first King County teacher's institute was held Sept. 18-19-20, by call of the School Superintendent, Edmund Carr. Thirty-two persons attended, among the teachers being Messers Geo. F. Whitworth and E. K. Hill, and Mesdames C.M. Sanderson, L.W.J. Bell, L.Mackintosh, Nettie G. Hill, and Miss C.E. Parsons, who took active parts. Daniel Bagley acted as President and Waldo M. York as Secretary. Territorial Superintendent Rounds was present. The exercises were of an interesting and appropriate character. Lectures were delivered and papers

1873

In January, Seattle coal was selling in San Francisco for \$18 a ton - half the price of the first cargo sent to that city in 1853 but double the price of coal years afterwards. The cost of coal on board ship this year was estimated at \$3.50 a ton, freight to San Francisco \$5, ordinary price \$12.50, profit \$4. In February the price fell to \$12 and later to \$11 a ton. But little coal was mined and marketed in 1873 and 1874, the Seattle Company employing its time and capital chiefly in preparing for the cheaper operation of its properties and for the greater trade anticipated in the future.

Seattle got its first overland freight from Portland early in the year. The transportation charges were \$11 per ton by steamer and car to Tenino; \$10 by wagon to Olympia, and \$2 by boat to Seattle, or \$23 a ton in all.

Dr. David Swinson Maynard, who was born in Vermont March 22nd, 1808, died at his home in Seattle March 13th, 1873, aged 65 years. Dr. Maynard enjoyed the distinction of being not only town proprietor, but of being in many other respects one of the first men of Seattle. He was the first merchant, the first physician, the first fisherman, the first real estate dealer, the first notary public, the first Court Clerk, first Court Commissioner, first Justice of the Peace, first Indian agent, first man admitted to practise law, first person to open a hospital, and first in many other matters. He had more to do with the creation of King County than any other citizen, as he was at the Territorial Capital (Salem) at the time, urged the matter, and secured the location of the seat and place of election upon his land. Maynard died poor, having disposed of about all of his property by gift or sale before it became of great value. His was the most impressive funeral in Seattle to that time, being held in the Pavilion, and being attended by all the old citizens, the masons, brass band, and others.

March 17th, David T. Denny made public offer to King

County of two of his large blocks of land for the courthouse and jail. The cemetery ground previously given by him having proved unsatisfactory, he offered to take it back, and to give to the City a like tract elsewhere, with enough other land to pay the City for making the exchange. Neither offer was accepted.

The people found that the schools had outgrown the buildings, and that more room must be provided. A popular meeting was held May 17th, at which the Directors were authorized to buy lots at the north and south ends of town upon which to put new schoolhouses. At another meeting, May 31st, a special tax of 4 mills was sanctioned, and the Directors were authorized to build two one-story two-room schoolhouses. Two lots on Main Street and Seventh Avenue South were bought from Thomas Clancy for \$765, and two on Third Avenue and Pine Street from A.A. Denny for \$530. The buildings were put up by Chas. Coppin on a contract for \$2540. On the 8th of September the public schools opened in the three buildings owned by the District, with six teachers, or double the number previously employed.

The first step looking to the organization of a Congregational Church was taken Oct. 19th, 1869, at a well-attended meeting in the public schoolroom. It was determined to establish the "Plymouth Congregational Society of Seattle." S.P. Andrews was Chairman and W. S. Baxter Secretary. Trustees chosen were C.P. Stone, S.P. Andrews, J.H. Sanderson, S.G. Calhoun, and A.N. Merrick. It was determined to call Rev. John F. Damon as pastor. Measures were also taken to organize a choir under the management of D.R. Lord, and to secure a place of meeting. By Nov. 14th the Society was ready for religious work, which was then inaugurated in the First Yesler Hall. By Jan. 16th, 1870 they were ready to celebrate their first communion service. The Confession of Faith and Covenant of the First Congregational Church of San Francisco were adopted with rules and regulations for the government of the new body. The first entertainment was given April 29th, 1870,

when \$109 was realized for application to the organ fund. The second Yesler Hall was used for church purposes for a long time, and there was no regular clergyman in charge of the work for a year and a half after the two-year pastorate of Mr. Damon. During that time there were many things done to keep life in the church, including a series of sociables at the residences of Messers Sanderson, Weed, Kellogg, Shorey, Jordan, Meydenbauer and others, also an apron festival, mite society organization, maintenance of Sunday Schools, etc. At the Christmas tree of 1871 the Society received a present from Mr. and Mrs. A. A. Denny of a lot on Second Avenue, which was sold in 1890 to W.R. Ballard for \$30,000. In 1873 the Church building of 32 by 54 feet was erected, and was dedicated August 24th, by Rev. Messers Atkinson, Damon and McLeod. Mr. McLeod was a visitor from Salt Lake, who was so pleased with the people and they with him that they gave him a call immediately to minister unto them. He accepted, and served them one year. Messers A.A. Denny, Gideon A. Weed, David Kellogg, Silas H. Foster and James M. Colman formed "The Trustees of Plymouth Church" and filed the necessary articles on the 22nd of October, 1874. No church in the city has had a larger congregation and stronger organization than Plymouth for many years past.

One of the visits of the year that was regarded as an event was that of the U.S. ship Saranac, the flag ship of the Pacific squadron, with Admiral Pennock on board. Every possible favor, honor and social courtesy were bestowed upon the officers and crew. Her commander, Capt. T.S. Phelps, was at Seattle as a Lieutenant on the Decatur during the Indian War, and a third time visited the city as a Rear Admiral on the retired list in 1893. He evidently had a warm place in his heart for the city and people he had assisted in defending. While in port on this occasion (1873) he was presented by the citizens with a gold locket and chain, the locket containing microscopic views of Seattle in 1856 and 1873, with an inscrip-

tion to the effect that it was intended as a memento of Jan. 26th, 1856, by the citizens to one who had rendered them noticeable service in their distress during the Indian War.

Dexter Horton, A.A. Denny, John Collins and Chas. E. Burroughs were given an exclusive franchise for twenty-five years from June 6, 1873, to use the streets for dissemination of the gas to be manufactured by the Company represented by them. It was stipulated that the Company was not to charge or receive more than \$7 per month for each lamp the city would require for lighting the streets. Upon the strength of this arrangement the Seattle Gaslight Company was formed a few days later, and incorporated by H.L. Yesler, James McNaught, John Collins and Chas. E. Burroughs, with capital stock of \$50,000, the alleged objects being to sell gas, coke and tar. The works were built at once, and later an electric plant added, the establishment becoming the property of the present day Seattle Gas and Electric Light Company. Gas was turned into the mains on the last day of 1873, and that evening was burned for the first time by the people of Seattle. Nearly all the business houses and a few families were among the first consumers. For several years gas was sold at \$7 per thousand feet. Consumption the first year was about 2,000 feet daily; the second year about 3,000. In 1886 the Company was succeeded by the Seattle Gas and Electric Light Company to whom was given a franchise for twenty-five years from June 5th.

The Western Washington Industrial Fair was held this year in Seattle, on the 29th and 30th of September and the 1st and 2nd of October. The two previous fairs of the Association were held at Olympia, and the subsequent ones. The old University building furnished the place in Seattle. Geo. F. Whitworth was the President and A.A. Manning the Secretary. The annual address was delivered by Edward Eldridge of Whatcom. The exhibits were good, and included a great many articles in sixteen classes. Premiums and awards were generous, and the

fair an entire success. Receipts from all sources, including sale of stock, amounted to \$600.

Exports from Puget Sound to foreign ports in 1873 aggregated \$594,600 in value. The chief item was timber - 38,500,000. \$379,000. Shipments were made to British Columbia, Mexico, Hawaii, Peru, Bolivia, Chili, China, New Zealand and Australia. Imports of foreign goods amounted to \$51,725.

The Northern Pacific Railroad Company, through two of its Directors, announced that the terminus on Puget Sound was about to be located. All places were to have a fair chance, though the impression was given out that choice would undoubtedly be made either of Tacoma, Seattle or Mukilteo. The road had already passed Olympia, was then passing Steilacoom, and was building straight to the north, with the apparent intention of passing Tacoma. In fact, the Company located a line considerably beyond Seattle, and, in accordance with its incorporation act, the land had been withdrawn in its favor to a point well into Snohomish County. The Directors solicited propositions from the people of Seattle, who at once entered into a hot contest with the people of Tacoma for the coveted prize. Subscriptions came in freely and generously, and all seemed eager to help to the utmost extent. At a public meeting on the 10th of July, Mr. A. A. Denny announced that Seattle's offer would be 750 town lots, 3,000 acres of unplatted lands and \$50,000 in coin. James McNaught presented resolutions to the effect that the citizens approved the bonding of the City for \$200,000 in favor of the Company, and of the donation by the City of all its riparian rights to the tidelands south of King Street, in consideration of Seattle being made the final and permanent terminus on or before January 1st, 1875. The resolutions were carried without dissent; also, the further one that all present would use their best efforts to secure the necessary legislation to enable the Council to issue the bonds. All signed the resolutions, pledging themselves and the community to carry them out, if necessary. Messers Denny,

Yesler, Matthias, Collins, Mackintosh, McGilvra and McNaught were appointed a Committee to confer with the Railroad Directors, R.D. Rice and J.C. Ainsworth, and to present to them the offer of Seattle. The City Council passed resolutions of a similar character in the matter of the bonds and tidelands. The Seattle Committee was received by the railroad men on the 11th, and were promised an answer on or before the 15th of July. On the 14th came this telegram from Rice and Ainsworth to A.A. Denny: "We have located the terminus on Commencement Bay." It conveyed a shock of the severest character to the people of Seattle. For many years they had confidently anticipated this boon for their town. Their offer to the Company was an enormous one, locally reckoned as equivalent to \$750,000. The road was heading north, keeping away from the Sound, apparently bound for Seattle, Bellingham Bay or some intermediate point. The survey stakes were located many miles north of Tacoma, and the graders were in Puyallup Valley. That there was reason to hope for Seattle was plain. With the terminus determined upon there was a sudden alteration of plans; the route was changed, the advance work abandoned, and the road built to Commencement Bay. The failure of Jay Cooke during the last half of December and of the Northern Pacific Company soon gave a reason for the unexpected action, to wit; the absolute inability of the Company to build further on account of lack of money. In fact it was barely able to get to tidewater in December, thereby keeping just within the terms of the charter. While the men of Seattle were sorely disappointed at the outcome, they at once resolved to have a road of their own, if they would not have the Northern Pacific. Within twenty-four hours a plan was crudely formed to build from Seattle a line to the country east of the Cascade Mountains, and it was presented to the people by the Committee at a meeting on the 17th of July. It was approved, and the Committee instructed to organize a company, incorporate and begin construction. A demand was also made upon the General Government that all lands heretofore reserved for the

Northern Pacific Company north of Tacoma be restored to public domain for the benefit of settlers. July 21st the Seattle and Walla Walla Railroad and Transportation Company was fully organized, with Angus Mackintosh, J.J. McGilvra, Henry L. Yesler, Bailey Gatzert, William Renton, Samuel F. Coombs, L.B. Andrews, John Collins, A.A. Denny, T.I. McKenny and James McNaught as incorporators, and with A.A. Denny as President, Roswell Scott as Secretary and B.F. Briggs as Treasurer. Thomas B. Morris was Engineer. As indicated by its name the object was to build a railroad to Walla Walla - an immense undertaking for a town of 2,000 inhabitants. Big as it was, though, it was entered upon in a business-like, earnest, systematic manner. Subscription books were opened, and stock offered for money down, for land and upon the assessment plan. Before the end of the month the subscriptions aggregated half a million dollars, the principal ones being those of J.J. McGilvra for \$2500, J.W. Pinnell \$3500, William Renton \$4000, James McNaught \$5600, David T. Denny \$7500, Wm. N. Bell and family \$8500, the C.C. Terry estate \$10,000 and A.A. Denny \$21,700 all fully paid for in valuable and desirable lands. The use of the Northern Pacific surveys was obtained, additional examinations made, and reports of a favorable character were prepared and put forth. The City of Seattle endeavored to aid the Company by deeding tidelands. The Legislature in the latter part of the year passed several measures intended to help. It memorialized Congress to give the Company a right of way and depot grounds and to authorize counties along the line to bond themselves to aid the construction of the railroad in amounts not exceeding \$500,000 each. It further, by enactment, provided for holding special elections in the counties to enable the voters to express themselves upon the question of aiding the enterprise by the issue of bonds. A third measure gave to the Company all right, title and interest in the Seattle tidelands south of King Street which the Territory then had or which might be obtained

upon admission as a State. Another act was to exempt railroads from Taxation until some portion of them was fully completed and put into use; fifteen-mile sections to be taxed as soon as completed. This bill was vetoed by the Governor, but was passed over the veto by votes aggregating 27 yeas to 9 nays. Congress gave the right of way in a general law, but not the land grant nor permission to bond. The sympathies of the entire people of the Territory were plainly enough with Seattle, and had the enterprise been within the range of possibility it would have gone through with a rush as extraordinary as it would have been unprecedented. The sparseness of the population and the financial troubles of 1873 and 1874 made it impossible to do more than project the enterprise and keep it alive for a number of years.

1874

The Seattle and Walla Walla Railroad Company made every possible effort during the year, in Washington City, in San Francisco, at Walla Walla and at home to get aid in building the line, but beyond completion of the surveys, the partial grading of the road up the Duwamish Valley, the getting of a right of way bill through Congress, and keeping the organization alive, nothing was accomplished. The Company had acquired 600 town lots and 6500 acres, but the lands were at the time unsalable. With a view to making progress the people were induced on May Day to join in a general holiday and to give their time and labor to grading the road. The starting point was at the head of the bay, pile drivers being depended upon for construction of the road between that place and town. The schools were closed and several hundred women and children accompanied the three or four hundred men. They went on foot, in wagon and by boat. The men cut down trees, rolled logs and shoveled earth over a mile of the right-of-way. At noon the women had lunch ready, in bounteous quantity and extra quality. After lunch speeches were made by Judge Jacobs, John Denny, and H.L. Yesler, when work was resumed and kept up until the end of the day. Bankers, merchants, professional men, officials, laborers, mechanics, strangers all joined heartily in the demonstration, and a really wonderful amount of work was done. On account of the pleasure, the good spirit, the novelty and the real service performed, the occasion was indeed a memorable one. A fortnight later another large party of volunteers went out and accomplished almost as much as the May Day company. In addition to volunteers the Company hired a few men, who were kept employed several weeks. As money was required to do these things the citizens were appealed to, Messers Renton, Denny, Crawford and Harrington each responding with a thousand dollars and others with lesser amounts.

One of the incidents of the year was the removal

of the office of the Inspector of Steam Vessels from Seattle to Port Townsend, by order from Washington City. The move was solely in the interest of Port Townsend, and was opposed by the marine and commercial interests of the Sound generally. Upon making this fact known to the Department the order was revoked and the office was restored to Seattle at the end of thirty days. - Feb. 4th. The office had a similar experience in 1839, when Port Townsend for a few weeks was a second time the place of its location.

John Buckley, one of the first settlers and donation claimants, died in Seattle Jan. 25th, aged 77 years. Mr. Buckley was a quiet, unassuming, honest, upright man.

Jan. 23th the Court of Washington No. 5885, Ancient Order of Foresters, was instituted in Seattle, the first officers being E.W. Blake, David N. Hyde, John S. Anderson, Geo. N. Reynolds, John Leary, J.C. Grasse, Jacob Wahl and John Levy. The Lodge was the first of the order in the State. It lived a few years and then suspended, being succeeded later by a number of Lodges of the same order.

The first steamer to make the run daily between Seattle and Tacoma was the Lively, for several weeks in April and May. She was a small craft, built for the Government, and used as a launch by one of the warships. The trade would not justify the enterprise, and Capt. Geo. D. Messegue, her owner, was compelled to withdraw her. A year later he made another attempt in the same direction, using the Phantom, a little larger than the Lively, but the conditions were still unfavorable. Other steamers were then running to Tacoma and Olympia, and larger and better boats, but they were making only semi-weekly and tri-weekly trips.

In 1873 coal was discovered by E. M. Smithers at or near what has since become the town of Renton. A company was formed the following year called the Renton Coal Company, and the mine was opened. A tramway was built to the Duwamish River, the cars pulled by horses, and the coal brought in

barges to the bunkers on the Yesler wharf in Seattle, the steamer Alida being built and used for the purpose of towing barges. Among those in the Renton Company were Ruel Robinson, C.B. Shattuck, T.B. Morris and E.M. Smithers. Close upon this discovery was that of the Talbot vein in the vicinity. This property was owned by John Collins, John Leary, James McNaught, and Michael Padden. The coal was excellent in quality, and soon was popular in the local market. By the end of 1874 the output was ten tons a day. In 1875 it was greatly increased. A quarter interest was then sold to Pope, Talbot and Walker, the Port Gamble mill owners, for \$25,000. A steamer, the Wenat, was brought from the Columbia River. Ships in the bay were loaded from barges by both the Renton and Talbot Companies, selling coal then by the cargo for \$6 a ton. In 1875 the two companies shipped to San Francisco 13,240 tons of coal, and in 1876, 26,707 tons.

Orange Jacobs, Chief Justice of the Territory, was elected Delegate to Congress in November. The King County votes numbered 863, of which 652 were given to Judge Jacobs. In Seattle he got 401 votes out of 514 cast.

Market quotations near the close of the year were as follows: U.S. legal tender notes, 90 cents on the dollar; flour \$6.50 to \$7.50 per barrel; wheat \$1.12½ per bushel; potatoes 40 to 50 cents per bushel; hay \$14 a ton; butter 40 cents a pound; Hawaiian unrefined sugar 7½ to 12 cents a pound; white sugar 14 cents a pound; coal oil 45 to 60 cents a gallon.

1875

The weather was so cold in January that Lake Union was frozen several weeks, and the operations of the Coal Company were necessarily suspended; the big steam barge Lena C. Gray, used in moving trains of cars being unable to force her way through it. The rivers emptying into the Sound were all closed, and at several ports the movements of vessels were prevented or interfered with. When the ice in the Duwamish River broke, it came down in big cakes from three to six inches thick, which a southwest wind blew against the wharves. For a number of hours no vessel was able to get through them and several steamers failed to make their trips in consequence.

The Goodall, Nelson and Perkins Company, operating between San Francisco and Victoria, extended its steamship service to Puget Sound in March, the first vessel, the Los Angeles, arriving at Seattle on the 31st with thirty passengers and twenty tons of freight. She came on again in May, and a third time in July, after which she or the Pacific made a more frequent and regular trip, the trade plainly showing opportunities for great expansion. In fact, the outlook was so promising that the Pacific Mail Steamship Company was induced to enter upon the route, its first vessel, the Salvador, arriving at Seattle on the 9th of September, followed quickly by the City of Panama of the same line. Up to the coming of the Pacific Mail steamers first class fares to Victoria from San Francisco were \$50. Competition between the two lines became opposition at once, and rates went down to \$4 first class from Victoria and \$2 steerage, and \$5 and \$2.50 from Seattle. They fluctuated, however, and invariably advanced when a ship had the route to itself. These steamers made Seattle their principal port, coaling here, and here getting a large portion of their trade. The town was greatly benefited by their coming. After a few months of rivalry, the Goodall, Nelson and Perkins steamers were withdrawn, and after

two or three years the Pacific Mail steamers were displaced by those of the Pacific Coast Steamship Company.

Steamers Favorite and North Pacific carried on a hot opposition for several months, during which passengers were taken from Olympia to Victoria 167 miles, or between ports on the line for 25 cents, the lowest price ever reached on Puget Sound. The North Pacific was run by the Starr Brothers; the Favorite by Philip D. Moore, mail contractor. After a season, Moore transferred the contract to the Starrs, and the Favorite returned to the towing of logs and ships.

The mail service from Seattle to Snohomish and La Conner was increased from once a week to twice, and between Seattle and Tacoma from twice a week to three times.

For the fiscal year ending April 30, the receipts of King County from all sources aggregated \$16,748; the disbursements amounted to \$13,605, and the indebtedness at the close of the year less money in the treasury was \$5924. The paper of the county bore interest at the rate of 10 per cent per annum, and <sup>was</sup> yet/at a discount of 33 1/3 per cent. The county assessment for 1875 amounted to \$1,786,172, of which \$1,013,745 represented property within the limits of the county seat.

The hardware business, as a distinct line of trade, had its origin this year in the enterprise of Wusthoff and Wald. The firm afterwards dissolved partnership and was succeeded by two hardware stores, those of Wald and Campbell and F.W. Wusthoff and Co.

The Pacific Tribune was moved from Tacoma to Seattle by Thomas W. Prosch in June, and publication began of daily and weekly newspapers bearing that name. The removal left Pierce County without a newspaper, and Tacoma without one until the establishment there of the Herald, a small weekly by Francis H. Cook, in 1877. The Tribune was ultimately merged in the Intelligencer.

The Stetson and Post Mill Company had its origin and beginning in the spring and summer of 1875; John J. Post and

George W. Stetson forming the Company. They had located in a two-story 30 by 40 foot building on the Yesler Wharf, the boiler being the one first used by Yesler in his sawmill of 1852, the engine being used before in Yesler's old gristmill. Machinery was put in for chopping grain into feed, and also for planing lumber and making doors and window sashes. In 1877 in conjunction with the Hall and Paulson Company, they purchased the Mechanics Wharf property, at King Street and First Avenue South, of Atkins and Jordan, Hall and Paulson taking the part east of the avenue and Stetson and Post the part west. They had all necessary room there, and soon were equipped with sawmill and machinery for making any and every kind of material needed in a building of wood.

Dr. F.W. Sparling brought to Seattle the first yacht - the Amelia - in the summer of 1875. He sailed her in the July races, and won the silver cup. She was 30 feet long, 12 feet wide, and 4 feet deep. Dr. Sparling also built the first yacht in Seattle. It was in 1877, and was called the Sappho. She was 35 feet long, 14 feet wide, and 5 feet deep, and cost \$600. She won races on several occasions.

Henry L. Yesler sold to James M. Colman a quarter lot on the southeast corner of First Avenue South and Yesler Way for \$8,000; and about the same time he sold to Anderson and Osborne an inside piece 24 by 70 feet across the avenue for \$6,000. These were by far the highest prices to that time obtained for Seattle Real Estate, being at the rate of about \$4 per square foot or \$28,000 per full lot. The Anderson and Osborne piece, fourteen years later, was sold to the Schwabacher Company for \$19,000.

Ordinary house bricks from Steilacoom and Olympia (none being made in Seattle) sold on the wharf for \$17 a thousand, and delivered at building sites in town at \$19. In lots of less than a thousand, delivered, the rate was \$21.

On the 4th of November the steamship Pacific, Capt.

J. D. Howell, ran into the said ship Orpheus, Capt. Chas. H. Sawyer, off Cape Flattery, between 9 and 10 o'clock at night. The sail vessel was damaged considerably, while the steamer was so injured that she sank in a few minutes. The vessels had parted immediately, were soon widely separated, and the men on each were intent upon the examination, care and saving of their craft. On the steamer there was much confusion. She was heavily loaded with oats, hops, coal, etc., had more than two hundred passengers and a crew of fifty-two men. The sea was rough, the boats were swamped, and the great majority went down with the ship. A few got upon the floating wreckage about, but of the whole company all were finally lost save one passenger named Jelly and one seaman named Henly. The Orpheus sailed on, but on the morning of the 6th ran on an island in Barclay Sound and was wrecked, with no loss of life. Of the passengers on the Pacific about fifty were from Puget Sound, about as many from Victoria, and over a hundred from the mines of British Columbia going to San Francisco for the winter. Capt. Sawyer and crew united in a statement exonerating their ship and themselves from blame, and as there were no living witnesses of the collision and their own subsequent acts, their statement was necessarily accepted as true. The Pacific was of 873 tons measurement, a sidewheeler, twenty-four years old and worth \$75,000. Her master, Capt. Howell, was highly esteemed in Seattle, where his admiring friends joined in putting in Lakeview Cemetery a monument to perpetuate his memory.

Nov. 16th occurred the greatest gale in the history of Seattle. Three warehouses were blown down and into pieces; a dwelling was turned roof down and floor up; another was destroyed by a free falling upon it; a warehouse with one hundred tons of iron in it was moved bodily eight inches; bark Aureola was blown ashore; the chimneys of the University building were carried off, and the big front pillars moved; sheds, fences and trees were thrown down in every direction, the roads being obstructed for a long time with the timber; signs

windows, awnings, etc. greatly suffered. The loss in these ways was immense, but of life none, nor was any person injured.

Bark Windward, while sailing out of the Sound in December, drifted ashore at Useless Bay, on Whidby Island, and was unable to get off. She was sold, and brought back to Seattle, where her cargo of lumber was removed. The vessel was found to be broken so badly as to be worthless. She was stripped by her owner, J.M. Colman, of sails, copper, furnishings, and the hull left on the beach, near Marion Street and Western Avenue, and where it was in later years surrounded by fillings and covered by store buildings.

Opening the mines at Renton induced local livery men to put stages on the route from Seattle. Ordinary fares one way were \$1.25 and \$1.50, ten times the later day street car fare between the two places.

1876

The Legislature having authorized a jail at an expense for site and building not exceeding \$12,000, the Commissioners purchased the fractional half block on Third Avenue between Jefferson Street and Yesler Way for \$3500, and let a contract for the building since used as county and city jail for \$11,331. There were incidental and additional expenses that carried the total outlay to over \$16,000. Much dissatisfaction was caused by the construction of this building. The contractor and commissioners could not agree; arbitration was resorted to, and the county was beaten. The Grand Jury severely scored the Commissioners, saying that they had bought and paid for a site to which title had not been obtained and upon which was a heavy mortgage; also, that they had violated the law in spending more than \$12,000, and further, that the jail built would be a safe place for keeping prisoners only by first securing them with irons. The Jury also ironically and scathingly referred to the loose, indiscriminate wholesale and careless manner in which the Commissioners gave licenses to sell liquors and conduct lotteries, it being possible for any individual or corporation to obtain a license at any time for any place..

The Legislature of 1875 passed a bill to aid in the construction of a wagon road across the Cascade Mountains the terms of which were applicable only to King and Yakima Counties. It authorized the County Commissioners to issue licenses for lotteries, taking bonds that 10 per cent of the moneys realized would be paid to the Board of Commissioners named for the construction of a road from Snoqualmie Prairie to Lake Kichelas as part of a Territorial road from Seattle to Walla Walla. When \$5,000 was so obtained the Board was to locate the road, and begin work on its improvement. It is not known that any money was ever obtained by the Road Commissioners in this way, and certainly no money was ever ex-

pendent upon the road in the manner contemplated by law. The law had the effect of giving a tremendous boom to lottery schemes. A gigantic one was got up by H. L. Yesler, called "The Grand Lottery of Washington Territory," with 5575 prizes valued in the aggregate at \$300,000, the first prize being the sawmill property valued at \$100,000, and the tickets being \$5 apiece. There were prizes of gold coin, jewelry, and photographs in lotteries, and the town went wild over them. A revulsion came. It was seen that the lotteries were a fraud, and that they were cursing and hurting the town. Attorney W.H. White was employed to break them up, which he speedily did with the strong support of Chief Justice Lewis. The principals and their assistants, eight in number, were indicted and found guilty, the Judge holding that the license law was void in that its title did not fully express the intent. All were fined \$25 apiece and costs except two - Val. Wildman and Joseph Fares - who were defiant and contumacious and who were fined \$150 and costs, and in addition put under \$300 bonds that they would not enter the lottery business for six months. Wildman refused to pay and was put in the city blockhouse 53 days in lieu of the money. The lotteries were killed and the people rejoiced.

Street grading had its beginning in Seattle this year. On the 20th of May an ordinance was passed by the Council establishing street grades, which was followed on the 8th of June by an ordinance providing for the grading of First Avenue from Yesler Way to Pike Street, and on the 18th of July by an ordinance for grading Yesler Way from Fifth to Eighth Avenues. In due course of time contracts were let to George Edwards for both works. Trouble was experienced from the beginning and continued to the end. On Yesler Way it was occasioned by the earth slides, and so serious was it that the undertaking was abandoned when about half consummated. First Avenue was completed, but it was only after a deal of squabbling over the crib work, earth for filling, overhead

passage of Seneca Street, and non-payment of assessments; necessitating new ordinances, and concluding with litigation that all but ruined the city.

The new U.S. trade dollar, containing 420 grains of silver, sold during the year at 89 to 95 cents in gold. Half dollars with less silver sold at 95 and Government notes (greenbacks) at 92 to 95.

June 5th, the first issue of the Daily Intelligencer appeared, David Higgins publisher. It was Seattle's first morning newspaper. The city at the time had three daily papers, the other two being the Dispatch and Tribune of evening issue.

The Territorial University sent forth its first graduate this year - Miss Clara McCarty of Puyallup. It was not until four years later that there were other graduates, when (1880) three students completed the normal course and one the business.

The growth of the town, now plainly becoming a city in more than name, made demand for more school rooms. At a popular meeting on the 21st of April the purchase of two new sites in the north and east were authorized. June 9th another meeting authorized the Directors to levy a special tax of six mills on the dollar to pay for grounds and buildings. Two lots were bought in what was then the extreme north end of town from M.N. Bell for \$200, and a full block of eight lots from Angus Mackintosh for \$5134.60, this being the block bounded by Marion and Madison Streets, and Sixth and Seventh Avenues. A two-story, four-room building was put up on the north lots, for \$2609, in time for the fall opening, and a year later (1877) a one-story, two-room building on the block for \$1200. These buildings, with the three already owned, were made to satisfy the wants of the district until 1882.

Barkentine Katie Flickenger was built by T.W. Lake at Seattle this year, and was the largest sail vessel ever built in the city. She was 152 feet long, 36 feet

broad, and 14 feet deep and measured 472 tons. She proved to be a good carrier and is yet doing profitable service for her owners and the public.

On the 6th of July occurred the death of Mrs. Diana Collins. She was the widow of Luther M. Collins, who led into the Duwamish Valley the first party of white settlers twenty five years before, and theirs was the first white family in King County. Before coming to the Duwamish to live, Collins had settled in the Nisqually Valley, but had changed his location at the solicitation of Van Asselt and the Maples, selling his Nisqually place to a man named Ballard.

The first full cargo of grain from Puget Sound was taken in 1876 by the bark J. W. Seaver, from Utsalady to San Francisco. It was oats grown on the fertile low lands near by.

Mrs. Catherine T. Maynard in 1875 opened a free public reading room in her home. It soon became popular, and was recognized as of much moral benefit to the community. It suggested the idea of the Young Men's Christian Association, which took practical form on the 7th of August, 1876, Dexter Horton being elected President. A meeting place was provided, services held, and the foundation laid for the greater institution that was to follow. In January 1877, articles of incorporation of the Y.M.C.A. of Seattle were filed by D. Horton, C.D. Young, J.E. Whitworth, R.H. Denny, Thad Hanford, R. Calvert, B.A. Hill, Chas. Prosch, Geo. W. Ward, T. Coukter, Roswell Scott, B.L. Northrup, L.C. Calvert, Robert Knipe and Geo. F. Whitworth. The object was declared, officers provided for and membership qualifications prescribed. The first hall or place of meeting was in the Pontius Building on Madison Street and First Avenue, in which the fire of 1889 originated; the second in the Colman building a block further south, and the third in the Brown building two blocks north of the original site, where it was burned out. Clark Davis, in 1884, was the first fully employed paid Secretary, and George Carter the second.

The Association in 1888 purchased a lot on First Avenue, and in 1889-90 built upon it the brick house which has since been the Association's home.

The first Seattle Directory was issued in the fall of 1876 by B.L. Northrup, the compilation being by Kirk Ward. It reported 1015 names, 1013 buildings in the city, 3700 inhabitants and 479 pupils in the public schools, taught by five teachers.

At the November election 946 votes were cast in Seattle, 1585 in King County, and 9904 in Washington Territory for Delegate; Orange Jacobs of Seattle being elected. The question of State organization being submitted to the people at the same time, 5698 voters expressed themselves in favor of a Convention and 1530 against. Upon this question there was no dissent in Seattle; 862 votes being cast in favor of and none against Statehood; the King County vote being 1399 for State Convention and 22 against.

During November F.W. Hyndman established the first public hack in Seattle. As an enterprise it was premature, and was short-lived.

The Seattle and Walla Walla Railroad made substantial progress in 1876. James M. Colman was interested in it, and not only put in a big block of his own money, but secured other money as well; he also assuming the superintendency. File drivers were engaged, and the town end of the road built, the first locomotive engine (called the A.A.Denny) was secured, and construction begun on a large number of cars, of which the cast iron, wheels and woodwork were the product of local shops and mechanics. Construction work was not allowed to stop with the year. By March 7th, 1877, the road was completed to the town of Renton, and was formally opened that day. Excursion trains were run, and everybody carried free. It was a happy occasion for Seattle, Renton and Duwamish Valley people. Next day the hauling of coal trains began. The remainder of the year was spent in extending the road toward

Newcastle, in completing the wharf and incline in town, in building new cars, getting new engines and generally preparing for greater things. Newcastle was reached by the Company with its rails, engines and cars February 5th, 1878, and the same day a train with fifty tons of coal was brought from the mine to town. The Seattle Coal and Transportation Company at once abandoned the lake route, laying up the boats, taking up the rails, disposing of its rolling stock, and leaving to ruin all connected with the old transportation route that was not salable. The railroad company, on the contrary, lengthened its wharf so as to accommodate four vessels at a time, ran four locomotives and fifty coal cars, moved from four to eight hundred tons of coal a day, carried the mails, secured a large traffic, and made its property one of the most lucrative and promising railroad ventures in the country.

1876 was one of the best years for business and growth in the history of the town. There was a considerable influx of new people, as indicated by the large number of votes cast, by the many new business enterprises, by the increased trade, and by numerous other like signs of indisputable character. More money and more individuals than ever before were evidenced on every hand. The school district spent more; the city, the county, private corporations and individuals did likewise. More than a hundred houses were built, more street work done, more railroad work, more coal mining, more shipping, more manufacturing, more merchandising, more of everything that was required to sustain the increasing number of people. The finest hotel in the Territory was built, at a cost of \$17,000; a third brick store building, at a cost of \$15,000; coal exports were well-nigh doubled; potatoes, hops, oats were extensively handled; the schools, churches, social and fraternal organizations were in a thrifty, expanding condition; all seemed prosperous, and all was hopeful. Seattle gained on other towns on the North Pacific Coast, and the great anticipation of her most sanguine citizens appeared to be on the point of early realization

1877

For want of money the Territorial University did not reopen after the holidays. The building was taken by the Seattle School District and Superintendent E.S. Ingraham and Miss May Thayer were assigned to it; the larger boys and girls of the town being sent to them for instruction. The district money was soon exhausted also, and the local schools were likewise compelled to close before the year was gone. Later in the year Mr. A.J. Anderson was engaged by the Regents as President of the University, and he reopened the school in September with 45 pupils. The Legislature appropriated \$3,000 for the ensuing two years, providing, however, for 45 free scholarships to be given by the Legislators, Judges and Governor. The scholarships were eagerly sought, and in the school were soon enrolled over one hundred pupils. The money was very helpful, the course of study was advanced, more instructors were employed, and the University was then given a forward impulse it has not ceased to feel to this day.

A prominent citizen, W.H. Bow, partook of a costly meal early in the year. He slipped off from his fellow petit jurors during a trial and got dinner at the hotel. Upon learning of this, he was called before the Court (Judge Lewis) severely reprimanded, fined \$300, and sentenced to one month's imprisonment. The punishment was subsequently reduced to payment of the costs in the case - \$92.

Rev. Geo. F. Whitworth, the pioneer of Presbyterianism in Western Washington, he having organized the first society in 1854 at Olympia, began his ministrations in Seattle in 1865, and continued them with evident satisfaction for many years. His religious services were held in one of the Methodist Churches, in the absence of the regular clergyman or by friendly division of time. Dec. 12th, 1869, the Church society was formally organized with eight members, namely: Jessie Kenny, Rebecca Jones, Jeannette McKinley, Ruth McCarty, M.E. Whitworth, Lida Whitworth and Clara Whitworth. In 1872

Rev. Theodore Crowl succeeded to the pastorate, the congregation being somewhat increased by that time. Feb. 21st, 1874 the First Presbyterian Church of Seattle was incorporated, those then associated for that purpose being Theodore Crowl, Samuel Kenney, Jessie Kenney, Ephraim Calvert, Jane Y. Calvert, Chas. D. Emory, Lavinia D. Emory, Ann Jamieson, Sarah Johnstone and Clara McCarty. In the fall of 1874 a building was purchased from Edmund Carr for \$700. In 1876, during the pastorate of Rev. H.P. Dunning, the society built in Seattle its first church, a small wooden building on the southeast corner of Madison Street and Third Avenue. It was the sixth house of worship built in Seattle. As may be inferred from the long time that had elapsed since Presbyterianism was introduced, the society was not numerous in membership or strong in money matters. It was yet really unable to build, and had it not been for the gift of most of the lumber by the Port Gamble, Port Blakely and West Seattle sawmills, and for a considerable contribution of money by citizens of Portland, the church could not have been erected until a number of years later. As it was nearly a year was consumed in getting it ready for temporary occupancy (May 1877) and two years more in fully completing it. At the time of dedication, June 15th, 1879, the society was in debt \$2,000; but money enough was then subscribed to pay all. The dedication services were conducted by Rev. Messrs Hemphill, Whitworth, Bagley, Ellis and Wirth. The first pastor, after the completion of the church was Rev. Geo. R. Bird, who was publicly installed Dec. 12th, 1880. By that time the church was in a prosperous condition with 73 members, a Sunday School with 80 pupils, and with other elements of strength and stability. The first church building was occupied until 1894, when the property was disposed of, and the congregation moved into a large brick house for it on the corner of Fourth Avenue and Spring Street.

On Sunday, Feb. 11th, in a drunken row at Renton between John Thompson and a man named Bennett, Thompson tried to stab

Bennett. Solomon Baxter, a bystander, interfered on behalf of Bennett, whereupon Thompson pushed his knife into Baxter, who died the next day. On Tuesday the crime was presented to the Court, and Judge Lewis at once reconvened the Grand Jury. On Thursday the case was placed before the petit jury by W.H. White as prosecuting attorney and C.H. Hanford and W.R. Andrews for the defense. He was found guilty as charged on Friday, and on Saturday he was sentenced to be hanged on the 30th of March, 1877, within the prison yard of the City of Seattle. The expedition of this case through the courts was in marked contrast with the delays in like cases before and since. As will be noticed, progress was made every day, and in six days from the stabbing and five days from the death of Baxter, Thompson was a convicted and sentenced man. The motions of his attorneys for a new trial were denied, whereupon an appeal was taken to the Supreme Court, which met in July. There the action in the lower court was affirmed. At the August term of the District Court, Thompson was again sentenced by Judge Lewis to hang, and in accordance therewith was hung at 1:30 P.M. on the 28th of September. Thompson was calm and ready to die. He claimed that the killing of Baxter was in self defense. He was the first person hung in King County in accordance with the law, and was the first white man so hung in the Territory.

The first female physician in Seattle, who was a graduate of a school of medicine, was Mrs. S.D. Coryell Hewes. She claimed to have had ten years of constant and successful practise before coming to Seattle. She opened her house to sick, treated by letter and offered her services to the people of the whole North Pacific Coast. She and her husband, also a physician, remained in Seattle nearly two years. They were homeopaths.

Something of a moral crusade, which may be said to have begun with the attack upon the lotteries in 1876, was continued in 1877 and 1878 and through the medium of the Court was made to cover the entire judicial district. A dozen saloon

keepers in Tacoma and Steilacoom had their licenses revoked and were fined for selling liquor to boys. The squaw dance house, or mad house, at Port Townsend was cleaned out and dismantled by order of the Court, the hired keeper being fined, the real owner not being found, and the building burned by some unknown person in the night. The Port Ludlow madhouse was burned by its owner to prevent, as he supposed, its destruction by the Court, though as a matter of fact judicial notice had not been taken of its existence. The Pinnell madhouse in Seattle was closed, but some one in 1878 put a lighted match to it and, though the fire department was out and hundreds of citizens were standing about, not a hand was raised nor a drop of water thrown to extinguish the flames. Many indictments were found for gambling and maintaining nuisances, and a fair percentage of convictions obtained. On account of his prompt, inflexible and rigorous execution of both the letter and the spirit of the law in criminal matters, Judge Lewis aroused feelings of intense fear and hatred among the vicious elements of society, and to rid themselves of him one of the evil doers of those days forged his official resignation, and sent it to President Grant, but its acceptance was prevented by prompt discovery of the crime.

Among the distinguished visitors of the year were Gen. William Tecumseh Sherman and party of military officers; and Senators Morton, Saulsbury and McWilliam on their way to Oregon to investigate charges against Senator L. F. Grover.

Under the auspices of the King County Industrial Association a county fair was held in Yesler's Hall at the close of the summer, followed by other fairs annually during the next three years. As a result of these fairs the Association accumulated a fund of several hundred dollars, which was appropriated by the Treasurer to his own personal purposes, the effect being to kill the Association.

Salmon canning was begun on Puget Sound this year, at Mukilteo, by Jackson and Myers, who put up 10,000 cases, the

cannery in 1860 being moved to Seattle. During the year, 2300 barrels of salmon were packed at all Sound points. While this was the first salmon canning, it was not the first of the salmon fishery. That business had its origin in 1851, at West Seattle, when Capt. Fay put up fifteen or twenty barrels, and in 1852 when Dr. Maynard was brought to Seattle by Chief Seattle for the purpose of starting a salmon fishery.

In 1877 caterpillars made their appearance in such large numbers as to constitute themselves a pest, and for two or three years they afflicted the people sorely. Prior to their coming the Puget Sound gardener never had a worm, bug or like pest of any kind. The country was singularly and delightfully free from such nuisances.

The city revenues during the year ending June 30th were \$13,225; expenditures, \$18,712. The city debt was \$16,399; population 3124. The population of King County was 5649; county debt \$12,257; county revenue \$62,959; county expenditure \$55,951. The Territorial assessment was \$16,855,980; Territorial tax \$67,422; Territorial debt \$7,479. The largest King County assessments were those of Schwabacher Bros. and Co. \$78,400; D. Horton and Co. \$88,703; H. L. Yesler \$96,510.

H. L. Yesler disputed the propriety of the assessment for the improvement of Front Street, now First Avenue. The cost of the improvement in front of each lot was charged to the lot, and the inequity and impropriety of the plan soon became apparent. Lots that were on hills and lots that were in holes were heavily taxed, while lots on the street level escaped almost entirely. One lot was charged only \$5, another \$6, a third \$7, and they received more benefit from the grade than other lots charged three or four hundred dollars apiece. Suit was brought against Yesler to compel payment. He demurred to the complaint, averring the inequality of the grade tax, and alleging that it should have been put upon the property along the line according to the validity of the city charter, alleging also that the Territorial Legislature had no right to leg-

islate specially in favor of the city. In the District Court his demurrer was sustained. The city government was staggered. The only thing that kept it in existence was the appeal taken to the Supreme Court. By this a year's delay was secured. Congress was asked to remedy the defect, which it finally did in the summer of 1872, by conferring power upon the Legislature to grant special municipal charters, and approving and confirming any such charters heretofore granted. In the meantime the town was sorely disturbed. People refused to pay their taxes, credit was destroyed, and "scrip" or warrants sold at a sixty-five per cent discount. Congressional action came just as the city was preparing to incorporate, under the general law of the Territory. In view of the act of Congress, the Supreme Court did not pass upon the legality of the charter, but it sustained the lower Court in pronouncing the grade tax illegal, declaring it should have been levied according to property values as claimed by Yesler. The battle in the Courts was further continued, but in the end Yesler won, and never paid the \$5,000 charged against his property on account of the improvement. As he was the only one to protest, he and his property alone escaped the tax. Very bitter feelings were aroused by the contention over this grade tax and attack upon the city charter, some of the participants carrying them to the end of their days.

In December the town was startled by the murderous acts of one of the old settlers, Perry Dunfield. He had so much trouble that his mind was undoubtedly affected, and he resolved to kill himself and his family. He began by taking a dose of strychnine, and followed it by cutting the throats of his wife and daughter. He next assailed his brother-in-law with an axe. The latter fled and alarmed the neighborhood. Dunfield then cut his throat and died. Mrs. Dunfield and daughter recovered, but in the next six weeks after the tragedy four of the Dunfield children died of diphtheria.

1878

The validation of the charter and the refusal of the city to longer take its warrants in payment of taxes had the effect of raising the value of the city scrip from 35 cents on the dollar to 80. County paper also got a benefit, the selling price of 75 cents going to 95 in 1878. Government money came to a general equality; greenbacks going to par, and silver being exchangeable dollar for dollar with gold.

The gas company reduced the price of gas from \$7 a thousand feet to \$5.

The telephone and the phonograph made their appearance in this city this year, being brought to town and exhibited by Messers Lamb and Guild, two of the leading men in the employment of the Western Union Telegraph Company. The telephone tests were from Seattle to West Seattle, a line distance of eight miles. The American Speaking Telephone was used, and it worked so well that the ticking of a watch at one end was plainly heard at the other. These inventions caused much marveling, and were given a good deal of attention, but the time had not yet come for local investment in and the use of them.

The Department of Washington Grand Army of the Republic was created by order of May 2nd, 1878, and Fred W. Sparling of Seattle was appointed Provisional Commander. In organizing the Department, Commander Sparling was assisted by Andrew Slorah, as Assistant Adjutant General; Geo. D. Hill as Assistant Quartermaster General; J. W. Smith, Assistant Inspector General; D.P. Jenkins, Judge Advocate General; D.L. McGowan, Mustering Officer; in accordance with Special Order No. 1 of May 28th. On the 27th of June the first Post was mustered in, and was named Stevens after the first Territorial Governor and Federal General. The charter members were H. A. C. Thompson, G. A. Tyler, H. A. Bigelow, Jacob Beer, L.H. Tenney, A.A. Manning, G.R. Peaslee, E. Johnson, Geo.D. Hill, Andrew Slorah, Roswell Scott, Geo. W. Tibbetts and D.P. Jenkins. Hill was the first Post Commander. In number of members Stevens has always been the strongest Post in the State. The first Women's Relief Corps in the Washington

Department was that in connection with Stevens Post, and was instituted on the 10th of May, 1884, and is also Stevens No. 1. The first Washington organization of Sons of Veterans was likewise in Seattle - Gen. Geo. H. Thomas, Camp No. 1 Stevens Post gained in numerical strength until 1885, when disaffection resulted in the withdrawal of many comrades, and the organization of U.S. Grant, Post No. 26 followed soon after by John F. Miller, Post No. 31. By 1886 Stevens with 182 members had more than recovered from its losses, and by 1890 had run up its membership to 300 in number. The first celebration of Memorial Day was on Friday, May 30th, 1879, under the auspices of Stevens Post. There was decoration of the graves in the forenoon, followed by a long procession through the streets to the University grounds, where Commander Sparling presided over the exercises; Rev. J. F. Ellis acted as Chaplain, Gen. R. H. Milroy made an address, C. B. Plummer recited, Col. W.F. Prosser made some remarks, Edward S. Ingraham read an original poem, and Wm. H. White delivered an oration.

The public schools were graded this year under the direction of Superintendent E.S. Ingraham, and in 1883, under the same direction, the High School was established, the course then including four primary years, four intermediate years, and three high school years. Instruction had been given in some of the higher branches before the formal institution of the high school, but it was irregular, and without system, permanence or official recognition. Mr. Ingraham was the first High School Principal, assisted by Mr. H. O. Hollenbeck and Miss E. A. Shumway.

The daily mail service was extended August 3rd from Seattle to Port Townsend, and the service from Port Townsend to Victoria was extended from two trips a week to three. The first mail messenger or route agent out of Seattle was Quinn C. Payne, appointed in May on the Seattle-Bellingham Bay route.

Seventy-three persons died in King County during the year ending with May. Diphtheria was the disease of greatest

fatality, having 24 victims. The year before there were 98 deaths, diphtheria then also being responsible for much of the mortality.

In 1878 yellow fever was very prevalent in New Orleans, Memphis and other Mississippi Valley points. Thousands of deaths occurred, and a vast amount of suffering in consequence. People all over gave relief funds, Seattle contributing \$500 and the adjacent town of Newcastle \$200.

Auditor Booth made report in 1878 of 1147 families in King County of 1259 dwellings and of 1634 male citizens over 21 years of age. The County assessment was \$2,242,804; Walla Walla's being \$2,711,010; Pierce's \$1,736,797; Thurston's \$1,652,848; Columbia's \$1,521,434, all other counties being below one million dollars each, and the aggregate of all in the Territory being \$18,930,965.

The last of the Indian War scares was in 1878. It was occasioned by the hostile acts of the Bannocks, Piutes, and Nez Percés in Idaho. Several attempts were made by them to engage with them the Washington Indians. Chief Moses was then the controlling spirit in the eastern counties. He gathered his Indians into one band, and, getting as far as possible from the hostiles, camped and hunted the summer and fall on the eastern slope of the Cascade Mountains. As there were about a thousand fighting men in the band, and all armed, their movements and doings excited alarm, though their intentions were entirely peaceable as far as the whites were concerned. So many came west of the mountains, and were so anxious to get firearms and ammunition that the people of Snohomish, White and Puyallup Valleys were excited. A volunteer rifle company with seventy-five members was formed in White River Valley, P.H. Harper being Captain, and J.J. Crow and C. M. Van Doven Lieutenants. Gov. Ferry sent 200 rifles to Seattle, which were subsequently placed in the hands of the country people. Indians in the Territory were more alarmed even than the whites, and were no less relieved by the final defeat and capture of the hostiles in Montana.

The people in 1876 having at the polls declared in favor of State Government, the Legislature of 1877 provided for a Convention in 1878 to prepare a constitution. A special election was held April 9th, at which nine Council district delegates were elected, three Judicial district delegates and three delegates at large. Lyman B. Andrews of Seattle was chosen to represent the King County Council district, and Chas. H. Larabee, also of Seattle, to represent the Third Judicial District. The Convention met at Walla Walla June 11th, the fifteen delegates present being augmented by one other representing the three counties of Northern Idaho, which then were eager for annexation to Washington. A constitution was prepared for the State of Washington, including North Idaho, which was presented to the people for approval or rejection at the regular election in November. It was then popularly ratified, the vote in its favor being 6642 and the vote against 3231. In King County 1254 voters expressed themselves in favor of State organization and only 30 against. Congress, however, declined to admit Washington at that time.

The question of building a court house was submitted to the electors of King County in November, but was answered negatively by 592 voters, 157 only being in favor of it.

The Sisters of Charity of the House of Providence established themselves in Duwamish Valley in May, 1877 and contracted with the County Commissioners for the care of the aged, helpless and infirm poor, being given the use of the County farm. After a year the Sisters came to town, and bought the home of J.J. Moss on Fifth Avenue between Madison and Spring Streets - four lots and a dwelling for \$5,000. They made some changes in the partitions, and then opened a hospital, giving it the name of their order. It received a liberal patronage from the beginning, Aug. 2nd, 1878 - 88 patients during the first seventeen months, and more rapidly thereafter. It became apparent that more room was needed, and the east half of the

block was purchased. A new three story building was erected, with two hundred feet front on two streets. This in time also proved insufficient, when it was more than doubled by the erection of a four-story annex with greater front than the building first erected. Providence Hospital has been in every respect a successful institution, doing not only a great amount of business, but doing it well, doing much for charity, and at the same time being self sustaining and paying its own way. Patients admitted to the Hospital have averaged two each day from the beginning. Before its time doctors Maynard and Weed had done something in the hospital line, and a number of enterprises have since then been inaugurated, but Providence may reasonably claim to be the first real, complete and permanent hospital in Seattle, and for that matter the first on Puget Sound save and except the U.S. Marine Hospital at Port Townsend.

1879

On the 25th of January was organized the first Lodge of United Workmen in Seattle, it also being the first Lodge of any order having for a basis the plan of insuring the lives of its members. This was Columbia Lodge, its number being 10 of the Oregon and Washington jurisdiction. Upon the separation of Washington and the formation of a Grand Lodge within our own State borders, the Lodge numbers were rearranged, and Columbia became No. 2, Washington of Olympia, being the only older Lodge. At its institution Columbia had fourteen members. The number increased rapidly; the lead among State Lodges was taken and kept; the membership roll was lengthened more than a hundred names several different nights, the whole list including nearly twelve hundred members in 1897 and thereafter.

Andrew Chilberg, representing Sweden and Norway, was the first Consul in Seattle appointed by any foreign power. Mr. Chilberg has held the office continuously from that time to this.

The law provided that the corporate authorities might enter public lands under certain circumstances for the benefit of the town; the entry to cover such lands as were occupied by the town and the title to which was in the United States. With a view to securing the east half of the Maynard donation claim, H.L. Yesler, as Mayor, applied May 22nd, 1875, to enter the lands in question. High McAleer, Fred A. Winnick, Chas. C. Rich, E.P. Blake, Ephraim Calvert, the Northern Pacific Railroad Company and Thomas B. Valentine also endeavored to secure portions or the whole of the land. On the 19th of March, Carl Schurz, as Secretary of the Interior, decided against the city for the reason that a sufficient number of its inhabitants did not reside upon the lands, there being not to exceed six persons in all upon them at the time of application for entry was made. The Secretary also decided against all the other applicants except Valentine. The City gave up the contest, but private individuals carried it on over twenty years longer in the Department and in the Courts, before final settlement

was made, J. Vance Lewis and W.C. Hill of Washington City, finally securing the lands by entries with Porterfield scrip.

The times were exceedingly dull during the first half of the year. At one period every coal mine on the Sound was closed, and five of the ten largest sawmills; the logging business was dead, the fisheries were unprofitable, hop growers were getting only from 2 1/2 to 6 cents a pound for their product, and every line of trade was depressed or suspended. And yet the town grew right along, and seemed to flourish, and it certainly did make a considerable advance during the latter half of the year.

The steamer Cassiar, 132 feet long, and the steamer Geo. E. Starr, 154 feet long were built at the foot of Cherry Street on ground now covered by some of the largest brick buildings of the city. The Cassiar ran the first year on the Stickeen River, and was then taken to the Fraser where she was soon lost. She was a sternwheeler of light (16 inches) draft. The Geo. E. Starr was a sidewheeler, built for L.M. Starr, and, under different ownerships and managements, has since been almost constantly employed on Puget Sound routes. They were the largest steamers built at Seattle during the first forty years of the town's existence.

The Mattulath barrel factory was located and built in the north end of the city in 1879, ran two years, and gave employment to a hundred men and boys. Its barrels were made of cottonwood on the single stave plan. It turned out an immense number, sending them to San Francisco and Hawaii, and it seemed to be very successful, but it suddenly collapsed, stopped work, never resumed, and permitted its wharf, buildings and entire establishment to go into decay and ruin. It subsequently developed that the enterprise was a stock jobbing affair; that it was made to appear to be highly profitable when it did not actually pay expenses, and that the projectors slipped out with considerable money obtained in the doubtful manner indicated.

The Odd Fellows of Washington separated from those of Oregon about this time. The first steps were taken in November, 1878, when the Order had fourteen subordinate Lodges and 451 members in the Territory. An organization was then effected at Olympia; the first session of the fully organized Grand Lodge of Washington being held at Seattle in May, 1879. On the 23rd of June following the Right Worthy Grand Lodge of Washington I.O.O.F., filed its articles of incorporation in the office of the Auditor of King County, by John M. Swan, Most Worthy Grand Master, and Thos. N. Ford, the Right Worthy Grand Secretary, H.G. Struve, Wm. H. Pumphrey and H.C. Bostwick being the first Board of Trustees. Seattle was named as the principal place for holding meetings. Among other officers of the Grand Lodge then were Abe Reiss, Grand Warden; J.P. Chilberg, Grand Treasurer; W.W. Evans, Grand Representative; H.C. Bostwick, Grand Marshal, and Frank Hanford, Grand Conductor. The Grand Encampment was organized at Walla Walla in 1884.

Harmony Lodge, No. 5, instituted June 30th, 1879, was the first of Pythianism in Seattle. Its charter members were H.A. Bigelow, O.O. Denny, W.E. Wilson, C.B. Reynolds, F.A. Young, J. W. Hunt, L.M. Robbins, C.P. Schroder, F.C. Coulter, Geo. R. Finn, M.A. Kelly, Clarence Hanford, P.H. Wizeman, Mark Norton, James H. Woolery, Con. Crater, Fred Marco, F.H. Waugh, John Kennedy, Gardner Kellogg, C.M. Spaulding and David Kennedy. Harmony was always one of the strongest lodges in the state. Before its time Lodges of Knights of Pythias were established at Walla Walla, Newcastle and Dayton, two Lodges at the latter place. The Grand Lodge of Washington Territory was organized at Tacoma, Feb. 26th, 1884, when the subordinate Lodges numbered 13 and the members 600. The Endowment Rank was established in 1880, the Bureau of Relief in 1891, and the Uniform Rank in 1892. The Knights of Pythias had its inception as an Order in Washington, D.C. in 1864.

The condition of the University was stated by the Regents to the Governor to be about as follows: Since its re-

opening in September, 1877, under President A.J. Anderson, it had grown from a school of two instructors and forty pupils to one of eleven instructors and one hundred and fifty-five pupils. The course of study had been rearranged and advanced until a position of honor had been attained among Pacific Coast colleges. The income of the school during the two years under review had been \$2,000 from the Territory, and \$2,386.11 from all other sources. The expenditures were \$4188.19. More aid was asked from the Territory, the needs of the institution and the good work it was doing justifying greater liberality on the part of the public. Somewhat in response to this appeal the Legislature appropriated \$1,000 a year for two years to pay salaries of the teachers, and \$500 for the purchase of books of reference and apparatus. This was the largest help given to the University by the Territory to this time, and, as if regretting the excessive liberality of the Legislature of 1879, the Legislature of 1881 appropriated nothing whatever for the school. The building was then repaired and repainted by popular subscription, and popular subscription also came to the help of the faculty. Henry Villard alone contributed \$2,000 for that purpose for each of the years 1882 and 1883. Five thousand dollars in all were raised in this way. The Legislature of 1883 appropriated \$6,000 for the University during the two ensuing years.

Ten teachers were employed in the public schools, two in each of the five buildings known as Central, North, South, Belltown and Sixth Street. The Superintendent was paid \$100 a month, principals \$75, other teachers \$55.

On the night of July 26th, occurred the greatest fire in the history of the town. It originated in the American House, a hotel on Yesler Way east of Railroad Avenue, and it burned over an area of 350 feet square. The Seattle Sawmill - the original Yesler Mill - was destroyed, and with it the Newell and Cosgriff chair factory, the Schwabacher and Craw-

ford and Harrington warehouses, and eight other places of business; also one small schooner and a great deal of lumber, merchandise and furniture, in all worth \$100,000 or more. The sites were soon reoccupied with new houses; the mill being rebuilt by J.M. Colman on the tide lands a half mile to the south, where ten years later in 1889 it was again burned. In 1882 Mr. Yesler built another mill of twelve or fifteen thousand feet a day cutting capacity on his wharf where Railroad Avenue now is. This was Yesler's third mill. Still later he was interested in a fourth, on Lake Washington.

Mayor Brown reported the debt of the city to be on the 30th of June \$21,728, against \$20,007 the year before and \$16,399 two years before. The receipts for the year were \$15,706, the expenditures \$21,861. The assessment was \$1,216,855 and the tax levy 10 1/2 mills on the dollar.

The first competitive examination for a cadetship at one of the Government schools was held in Seattle Aug. 26th, by President A.J. Anderson, Dr. T.T. Minor and Lieut. A.B. Wyckoff. Three candidates presented themselves, Fred H. Sparling being the successful one. He received an appointment to the Naval Academy at Annapolis, through which he passed, but at graduation was dropped from the service, with more than twenty others for some demonstration regarded by the Commandant as one of disrespect and impropriety.

The first women to run in Seattle for office were Mrs. Margaret J. Pontius for School Director and Miss Loretta Denny for School Clerk, on the 1st of November, 1879. They each received 37 votes out of 84 cast and were not elected. A year later Miss Anna Bean ran for King County School Superintendent on the Democratic ticket, but was beaten by E.S. Ingraham, both candidates being teachers in the Central School. In four other counties women were elected Superintendents at that time - 1880.

On the 3rd of October the City Council by ordinance No. 198 authorized Irving Ballard to lay tracks on First, Second

and Third Avenue and Yesler Way and First Avenue South, to operate cars upon them drawn by horses and mules only, at a rate of speed not exceeding eight miles an hour. The work of construction was to begin within six months, and to be completed before Jan. 1st, 1883. W.C. Squire and James McNaught in 1880 associated with Ballard, but no road was built by them and four years later the ordinance was repealed.

By the discovery of gold on Ruby Creek, one of the headwaters of Skagit River, near the 49th parallel of latitude, a considerable local excitement was created, and which continued during the two years of 1879-80. Seattle merchants, steamboat men and other citizens opened a route up the Skagit River, sent supplies and directed the travel from their town to the mines. Near the close of the year popular meetings were held, money subscribed for a trail from the head of navigation to the diggings, and a contract let for its opening to Day Brothers and Cochrane for \$1650. More than a thousand men went from Seattle alone. The gold obtained from the mines was not nearly enough to pay for the expense connected with its getting and operations there were gradually suspended in consequence.

1880

The greatest fall of snow on record occurred in January. It began on the sixth, and on the morning of the seventh the snow was 31 inches deep on level ground. It fell more or less for several succeeding days, until in the aggregate 64 inches of snow had fallen. As it thawed somewhat and packed, the greatest depth at any one time was about four and a half feet, though depths of six feet, where the snow had drifted, were reported by a number of people. The storm extended north and south a hundred miles and more in direction, but Seattle was the center of violence. A great deal of damage was done by the snow. The Hunt and McDonald blacksmith shops, White and Tenney pattern shops, Williams and Cooper boiler shop, several warehouses, a number of wooden awnings, woodsheds and light sheds all over town were crushed to the earth. Other houses were cracked and injured. Snow shovelers were employed in all quarters, and at high wages, and made money while the alarm lasted. The schools were closed. The town authorities appropriated \$100 to clear the streets. People in the outskirts suffered through the inability to get fuel and food. The Sound was so full of snow that it was difficult for steamers to navigate it. The farmers were seriously hurt by the crushing of their barns, injury to houses, blockading of roads and loss of stock and poultry. The railroads ceased to operate, and telegraph lines were all down. The snow went off gradually, taking ten days in so doing. It was succeeded by numerous earth slides, the most serious one in the neighborhood of the town being on the line of the railroad about a mile south of Jackson Street, which the city's steam shovel and fire engine after several days' work succeeded in washing into the bay. Telegraphic communication with Portland was cut off until the 28th of the month. Including 16 inches in February, 1 inch in March, a fourth of an inch in April and 21 inches in December 102 1/4 inches of snow fell in 1880, a figure unprecedented before and unequalled since.

Owing somewhat to poverty and somewhat to a disagreement with the Gas Company, the city discontinued its street lights in February.

Mrs. Elizabeth Holgate, one of the first people in Seattle, mother of several of the pioneers, and grandmother of others - the Holgate and Hanford families - died January 22nd, aged 84 years.

"Dr. J. Highwarden, Portuguese practising physician," came to Seattle in February, opened an office and made women's diseases a specialty. He was black as the average colored man, and was generally considered as of the negro race. He had the reputation of making wonderful cures, and soon had more white women patients than he could care for, obliging him to take as partner one of the old practitioners of the city. He was very stylish also, driving around in the finest carriage in town. Women from abroad were attracted by his alleged extraordinary success; one of whom, Mrs. Crockett, of Whidby Island, finally marrying him. Seattle doctors were doubtful of his abscess, tumor and cancer cures, and made war upon him, causing his retirement, after a year or so, with the belief in the popular mind that he was a humbug and quack.

Card and Lair built a sawmill on the beach between Marion and Madison Streets during the year, using the machinery used by Renton and Howard at Alki and Port Orchard, by Colman and Falk also at the latter place, and by J. R. Williamson and others at West Seattle, during the years from 1855 to 1880. The new mill in 1881 became the property of the Seattle Lumber and Commercial Company, and did a large and prosperous business for eight years, when it was destroyed by fire, its site being occupied by three streets and as many business blocks.

Dr. F.W. Sparling, of Seattle, was appointed Supervisor of the U.S. Census for Washington Territory. He divided the Territory into sixty-one districts, five of which were in King County. In the County districts the enumerators were paid

six dollars a day; in the towns five cents a name. E.S. Ingraham was Enumerator for the Seattle district; Harry Bigelow, B.L. Northrup, John Dornier and W.B. Seymore having the four King County districts. Their work included everything connected with the census; farms, manufactures, vital statistics, etc. In Seattle Mr. Ingraham found 5535 inhabitants. He reported 29 manufacturing establishments, in which were employed 174 people, whose wages for the year were \$102,891; the capital invested being \$402,970, value of materials used \$252,655, and value of products \$464,335. The inhabitants of King County counted by the enumerators were 8910 and those of the entire Territory 75116. Columbia, Whitman and Walla Walla Counties each had more people than King County and the town of Walla Walla had 55 more than the town of Seattle. The U.S. census prior to 1880 was taken in Washington by the U.S. Marshal, or under his direction.

Samuel A. Maple died in Duwamish Valley on the 23rd of July. He was one of the first settlers in King County, and always claimed to be the first man to strike a blow in the permanent occupation or improvement of the county. He was a farmer, and 55 years old at the time of his death.

During August the Mother General for Canada and the United States of the Roman Catholic Sisterhood of the Holy Names visited Seattle, accompanied by the Mother Superior at Portland of the same order. They ratified and completed the purchase of the John Suffren residence property 120 by 240 feet on the west side of S e c o n d Avenue between S e n e c a and University Streets, paying for it \$6800. After altering the dwelling and putting up another building alongside, the first permanent sectarian school was there opened by the Sisters in January 1881 with 25 pupils. After two years they sold the property for \$35,000, clearing \$24,000; and having secured a block bounded by Seventh and Eighth Avenues South and Jackson and King Streets, a beautiful four-story house, more suited to their purposes was erected at a cost of \$50,000. In the latter they have conducted their school for girls most successfully.

The Puget Sound Salmon Packing Company was incorporated by Geo. T. Myers, John Leary and T.G. Wilson, August 26th, for the purpose of catching, preserving and selling clams, salmon and other fish. The Jackson and Myers Salmon Cannery at Mukilteo was secured and removed to West Seattle, then called Milton, where it remained a number of years, ultimately being brought over to the city proper. The first season's work brought the stockholders a 60 per cent dividend.

On the 11th of October Seattle was for the first time honored with a visit by the President of the United States. On that occasion President Rutherford B. Hayes, accompanied by his wife, Mrs. Lucy Webb Hayes and son Webb Hayes; General William Tecumseh Sherman and daughter, Rachel Sherman; Alexander Ramsey, Secretary of War; Gen. McCook and a few others, came from Olympia on the new steamer Geo. E. Starr. At that place the party was joined by Gov. E.P. Ferry, Gen. O.O. Howard, Gen. J.W. Sprague, Thos. F. Oakes and Captain George J. Ainsworth. Off Alki Point, the Geo. E. Starr was met by the steamers Fanny Lake, Goliath, Josephine, J.B. Libby, Success, Celilo, Oliver Wolcott, Blakeley and Nellie, which took places on either side, and steamed with the Starr to the docks of the town. They and six large sail vessels in the harbor were handsomely decorated with bunting. Whistles were blown, cannon fired and bells rung. The wharves were crowded with sightseers. The Presidential party was taken to the front of the Occidental Hotel, where a speech of welcome was made by Chief Justice R.S. Greene, to which a happy response was made by President Hayes, followed by other speeches from General Sherman and Secretary Ramsey. After the public reception of the President, he and Sherman made a trip to Renton and Newcastle. Others of the party were shown about the city and out to the lakes in carriages. In the evening the town was brilliantly and beautifully illuminated by bonfires, by gas, oil and thousands of candles in the windows. A recep-

tion was held in the Squire Opera House, where the President, Secretary, General and Mrs. Hayes warmly shook the hands of two thousand people. After leaving Seattle on the morning of the 12th, the distinguished visitors were taken to Port Blakely, where they saw cut a fir log of 150 feet in length and 44 inches in diameter at the small end. It was squared, and the sawed stick called "President Hayes." From there the trip was continued to Ports Gamble and Townsend, down the Straits of Fuca and among the Islands of the Lower Sound. On the 14th they left the steamer at Tacoma, and started on their return to the eastern states.

Henry Villard made his advent in this part of the country this year. He was a German-American, who, earlier in life, had been engaged in newspaper work. From that he got into railroading, through German capitalists interested in the securities of the Kansas Pacific, Oregon and California, and Oregon Steamship Companies. He was President of the two last named companies in 1875, and was receiver of the first-named from 1876 to 1878. In 1879 he organized the Oregon Railway and Navigation Company, and for a time endeavored to secure almost everything in Oregon and Washington that looked like a railroad or steamboat or could be connected with them. He bought the property of the Oregon Steam Navigation Company and Oregon Steamship Company on the Columbia, and the Starr line of steamboats on Puget Sound, merging them into the new O.R. and N. Company. He then built the railroad from Portland to the mouth of the Snake River and down to the Oregon-Idaho line, buying Dr. Baker's railroad from Wallula to Walla Walla. He, in the meantime, bought largely of Northern Pacific, acquired the control and became its President. He also organized the Oregon and Transcontinental Company, and used it in various ways to aid in large financial and building operations. All this, however, took two or three years to accomplish. He was interested in the Seattle and Walla Walla Railroad and the

coal mining and shipping connection therewith early in the fall of 1880. On the 11th of October, he completed the arrangement for the purchase of the S. and W.W. Railroad for \$350,000, clear of all liens, taxes and other incumbrances. The money was to be paid to President A.A. Denny in three installments on the 11th of November, December and January following, the stock to be surrendered by the holders and transferred to Villard or his order. Possession was given to Gen. T.R. Tamatt, as Villard's agent at once; T.F. Oakes becoming General Superintendent, and James M. Colman, Assistant Superintendent. Villard now conceived the idea of the Oregon Improvement Company, to own and handle various odd properties. It was organized on the 21st of October, 1880, with capital stock of \$5,000,000, \$5,000,000 of bonds being issued at once, and it was set to work getting in all the loose properties to be obtained on the Pacific slope, a very poor policy it never seemed able to discontinue even after Mr. Villard's retirement, and which policy twice carried it into bankruptcy. It bought 28,000 acres in Eastern Oregon, 9,000 acres near Walla Walla and 50,000 acres near Palouse. It also bought the Seattle and Walla Walla Railroad, the Newcastle and Coal Creek mines, and several Seattle water front blocks. A controlling interest was bought in the Pacific Coast Steamship Company, new steamers were built and also a railroad from Port Harford 65 miles into the interior of California. At San Francisco and Portland wharves were secured. A sawmill was run in Seattle, and \$180,000 offered for another in Portland. Some years later the railroad from Olympia to Tenino was taken, and two short and comparatively useless lines built out of Anacortes and Port Townsend. To scatter in this way was a business policy incomprehensible to all disconnected with the Company. The best property belonging to the Company, in fact about the only good property, was that in and about Seattle, including the ships in the Seattle trade. When outlining his plans with a view to raising money

in 1880, Mr. Villard in a circular said that \$375,000 was required for the purchase of the Seattle and Walla Walla Railroad, \$700,000 for a majority interest in the coal mine and ten sail vessels, \$700,000 for two new steam colliers and \$200,000 for railroad improvements and terminal facilities. To show how these investments would pay he said the mine was then producing 400 tons of coal a day, which quantity could easily be doubled. The market was unlimited, the California railroads alone requiring 82,000 tons a month. The coal was to be mined and carried to San Francisco at a cost of \$1.50 a ton, sold for \$5.45 and an annual profit of \$816,000 realized. In this the railroad was rated at \$500,000.

Glowing and handsome as this picture was, it did not bring out all that was desired, and a second circular was issued April 9th, 1881. In this the railroad was rated at \$575,000, steel rails, coal cars and wharf \$150,000; Newcastle mine and four sail vessels \$800,000; coal wharf at San Francisco \$350,000, two steam colliers building \$700,000; two steam colliers purchased \$425,000. The cost of laying down coal at San Francisco was in this circular raised to \$3.25 a ton. In a third circular, issued Jan. 2nd, 1882, the Newcastle was spoken of as yielding 2,000 tons a month, the cost being \$3.50 a ton at San Francisco, and the wholesale price \$5.50. The Company was reported to have purchased eleven steamships of the Pacific Coast Steamship Company for \$2,000,000, which ships earned the year before the net sum of \$678,654. Purchase having been made of the Seattle and Walla Walla Railroad, the new owners resolved to change the name, which was done by means of a new Company, called the Columbia and Puget Sound, incorporated Nov. 26th, 1880, by Thos. F. Oakes, who became its President, J.N. Dolph, Vice President; R. Romaine, Treasurer; A.A. Denny and Bailey Gatzert resident directors, and James Simpson, Secretary. It was recited in the article that the objects were to purchase the Seattle and Walla Walla Railroad, and to build a railroad

and telegraph lines from Seattle to Walla Walla, with branches using Snoqualmie or any other available pass in the Cascade Mountains; also, to build from Renton seven miles up Cedar River and thirty miles to Carbon River in Pierce County. In the Oregon Improvement Company's report for the year ending Nov. 30, 1882, gross earnings of the Columbia and Puget Sound Railroad were given at \$116,598, net earnings \$68,277; Newcastle mine property gross earnings \$356,343, net earnings \$126,054; steam colliers gross earnings \$466,507, net earnings \$88,238. It was stated that Seattle coal delivered at San Francisco cost the Company \$4.49 per ton. The actual cost was far from realizing the \$1.50 promise of Villard two years before. During the year the Company reported expending \$607,188 on new steamers, coal mines, docks and wharves. Col. W.C. Squire claimed to be instrumental in selling the Seattle and Walla Walla Railroad to Villard. His claim was disputed. He brought suit to collect \$25,000 as commission on the transaction. In 1881 he was paid \$5,000 and the suit was withdrawn.

The Washington Iron Works succeeded the firm of Tenney and Frink and was incorporated in December by J.M. Frink, James Readman, Geo. W. Harris and others. The shops were then located on Jackson Street and Occidental Avenue, where they remained until destroyed by fire in 1889, when a new location was found for them a few blocks to the south and east.

The assessment of property in Seattle in 1880 amounted to \$1,626,275. In King County the assessment was \$2,120,855. The county and Territorial tax amounted to \$45,351. In the city, 58 licenses were issued during the year for wholesaling and retailing liquor and beer; 17 licenses for pool, billiard and pigeon hole tables; 36 licenses for teams, and 5 licenses for hotel runners.

1881

The Oregon Railway and Navigation Company made its advent this year. It purchased the steamers belonging to Lewis M. Starr, including the North Pacific, Geo. E. Starr, Annie Stewart, Isabel, Alida and Otter, as well as all other property, contracts and rights connected with the service in which they were engaged. The new owners at once undertook to occupy the field to the utmost extent and advantage, and to give the people first-class service. Its operations on the Sound continued eleven years, during which it brought the sternwheelers Welcome, Hassalo and Emma Hayward, the sidewheelers Idaho, T.J. Potter, Sebome, Olympian and Alaskan, and the screw Victorian, the latter being the last. She was a large and elegant steamer built of wood at Portland, fast but frail, and was not a success mechanically or commercially. The Olympian and Alaskan were the finest vessels of their kind on the Pacific Coast. They were built of steel at Wilmington, Delaware; were 260 feet long, handsomely cabined and furnished; lit by electricity, steady, safe and swift. There was not trade enough for them when the Northern Pacific Company put on boats in competition, so they were withdrawn. While on her way to San Francisco for repairs the Alaskan was destroyed by foundering in a storm off the Oregon Coast. The Hassalo, Emma Hayward, T.J. Potter, Victorian and Olympian were taken to the Columbia River, the other vessels being sold, leased and otherwise retired from public service.

The Oregon Improvement Company brought from the Atlantic four steamships and entered them in the Seattle and San Francisco trade. They were the Mississippi, Willamette, Umatilla and Walla Walla. The first named was an old steamer bought for the Company; the other three were new vessels built for it. The Mississippi was also a smaller vessel, and her career shorter, she being burned at the dock in Seattle May 15th, 1885. The Willamette was continued as a freighter, carrying coal principally. The Walla Walla and Umatilla were fitted for gen-

eral business and were put in the freight and passenger service between Puget Sound and San Francisco. At one time the Unatilla was abandoned off Cape Flattery. A boat load of the crew went back to her, and succeeded in getting her into Esquimalt Harbor. There, before she could be docked, she sank, but was raised and made a finer and better ship than before. The Company, for a long term of years, ran the Unatilla, Walla Walla and City of Puebla on the route, at times employing the Queen of the Pacific, Mexico and other vessels. After many misfortunes, reverses and two failures, the Oregon Improvement Company passed out of existence; its properties, interests and business being taken by the Pacific Coast Company in December 1897.

Sandy Point or West Point was purchased by the Federal Government this year. It had long been regarded as one of the points on which a light should be placed; the Territorial Legislature, navigators, shipowners and officials having frequently urged it. The lamp was lit first on the night of Nov. 15th. Its fogbell, weighing 2,000 pounds, was the heaviest in the Territory. A.W. Martin was the first keeper, his assistant being a man named Frusher.

Seattle's first cooperative society was incorporated July 15th by Henry Adams, Geo. F. Frye, L.W. Ballard, M.L. Cavanaugh, Jesse W. George, A. Maitland, B.F. Briggs, John T. Jordan, C.B. Bagley, P.C. Hays and Francis McNatt. Geo. F. Frye was made manager. The store that was contemplated by the Society was opened on First Avenue, farm produce and groceries being its principal articles of trade. Membership was open to all. The objects included the opportunity of saving to members buying at wholesale rates and selling at retail, giving them their share of the profits; also to provide a safe and profitable investment for their money. The scheme was not so successful as its promoters anticipated, and its final demise occurred in the fire of 1889.

The first exhibiting of electric lights in Seattle was

on the night of July 31st. The steamship Willamette had four lamps, which were then burned three hours for the edification of the public. They attracted the attention of all, and the people turned out en masse to see and admire them. The first electric light plant put in on Puget Sound was at Port Blakely, in October, six lamps being used. It was said at the time that they displaced fifty oil lamps, at less cost, and with greater satisfaction. The second plant was at Port Gamble, installed in January, 1882. The third was at Seattle, in the railroad Company's mill, two lamps being used, and the electric current being turned on Jan. 17th. A company was formed by Geo.H. Rowe, Geo.W. Harris and Bailey Gatzert, in 1881, to establish an electric light plant in Seattle. A franchise was given by the Council to use the streets and alleys for the erection of poles necessary in the distribution of the light, but the company never availed itself of the privilege.

The first telephone franchise was given this year, also, to John M. Kollock with which, however, the grantee did nothing.

The Spring Hill Water Company was fully organized on the 13th of September by Louis Sohns, Thos. H. Cann, Thaddeus Hanford, Amasa Miller, L.R. Sohns and Joseph R. Lewis. Its declared object was to supply the city of Seattle with a pure fresh water drawn from the springs in the hills between the harbor and Lake Washington. The capital stock was \$25,000. It got permission to lay pipes in the streets by ordinance of Nov. 12th, and it soon became the leading source of water supply in the city. It purchased lots in different parts upon which were springs. Small reservoirs were built, and from them led the spring water in pipes to the consumers. The Yealer and Terry water systems were purchased. Later a large reservoir was built upon a high piece of ground in the south end, a pumping station established on Lake Washington and lake water forced up to the reservoir, from which it was distributed throughout the city. The Company in 1890 sold its entire plant to the municipality for \$352,265.57.

In the meantime, however, new men had got possession of it, none of the incorporators remaining in it, and the stock being held by a strong combination of San Francisco and Seattle capitalists.

Henry Villard made his first visit to Seattle in October. He was enthusiastically received, banqueted, toasted, etc. In his speech he promised Seattle a standard gauge railroad connection with Portland in 1888 but the road over the mountains he was not sure of. He estimated the cost of the mountain line at ten million dollars; it would be operated at very heavy expense necessitating an annual income of at least a million and a half dollars. Mr. Villard made it apparent that he believed the cheapest and easiest route between Eastern and Western Washington was by way of the Columbia River. The Snoqualmie Pass was then being surveyed, and he further said that if it were found to be the best pass it would certainly be used if the Company built over the mountains. About this time, the Columbia and Puget Sound Company invested \$50,000 in water front lots in the south end of town. Mr. Villard was accompanied by a party of distinguished European and American guests.

The Oregon Transcontinental Company was organized at Portland in June by Henry Villard, J.N. Dolph, Artemas H. Holmes, Geo. J. Ainsworth, C.H. Prescott, Paul Schulze, R. Kohler and Joseph Simon. Among its numerous recited objects was the building of a line of railroad from Wallula to Seattle by way of the Snoqualmie or other available pass, and a branch from this line at a point near Renton to the Carbon River coal mines in Pierce County. Another line contemplated in the incorporation articles was a railroad from Portland to Seattle, the branch from Renton connecting with the Portland line somewhere in the White, Stuck or Puyallup Valleys. The following year, (1882) supplemental articles were filed, one of which provided for the construction of railroad and telegraph lines from Seattle to a point on the line of the Northern Pacific ten miles south of Tacoma, or about where the town of Lakeview

now stands. The Oregon and Transcontinental for a few years was a great factor in local transportation affairs. It furnished money to the Northern Pacific and O.R. and N. Companies; it dabbled in stocks and bonds, and for a time it enabled Villard and his associates the more easily to control the great corporations in which they had interests. It became embarrassed in the long financial troubles following the business panic of 1883; its securities were depreciated and lost, and the Company finally collapsed, carrying ruin to many capitalists who had been prominent in the North Pacific Coast affairs. The Oregon and Transcontinental was engaged in a number of works in and about Seattle during its active business existence.

Memorial exercises were held in Seattle Sept. 26th, in commemoration of the life, services and death of James Abram Garfield, President of the United States. The business quarter was draped in mourning, with flags at half mast. Cannon boomed and bells tolled. At one o'clock a procession formed and after marching through the principal down town streets brought up at Occidental Square. There Judge Roger S. Greene acted as President of the day; Rev. J.F. Ellis as Chaplain, and Hon. Orange Jacobs as orator. Other speakers were Rev. Geo. H. Watson, John C. Haines and Wm. H. White. Rev. J.A. Wirth pronounced the benediction. Upon motion of Gov. Ferry a message of condolence was sent to Mrs. Garfield. In the evening services were held in the various churches of the town, in accordance with the proclamation of President Arthur. The people of San Francisco called upon all parts of the Pacific Coast to unite with them in building a Garfield monument at that city. Seattle responded with four hundred and fifty contributions or two hundred dollars.

October 1st the Daily and Weekly Post and the Daily and Weekly Intelligencer were consolidated, the Post-Intelligencer being the result. At the time of its consolidation the Post was owned by John Leary and Geo. W. Harris; the Intelligencer by Thomas W. Prosch and Samuel L. Crawford. The latter withdrew, and the other three were the owners of the new paper for two years, when the two first-named sold out to Prosch and he became the

sole owner, which he remained until 1886, when he disposed of the concern to a syndicate composed of Watson C. Squire, Thomas Burke, Edward S. Ingraham, Griffeth Davies, Clarence B. Bagley, Fred J. Grant, Wm. H. Hughes, David T. Denny, Thomas T. Minor, Cornelius Hanford and Jacob Furth. Furth became President of the Company, Ingraham, Secretary; Davies, Treasurer; Bagley, Managing Agent, and Grant, Editor. This organization was continued a few months, when Leigh S.J. Hunt ended it by purchase of the entire establishment. Hunt, after several years, was succeeded by F.J. Grant, Geo.H. Heilbron and J.D. Hoge, the latter finally becoming sole owner. From its first publication in 1881 the Post-Intelligencer became the leading newspaper of the Territory, a pre-eminence it has ever since held in the State. For a few days after the consolidation it was the only paper in Seattle.

Seattle's first woman preacher was Mrs. A.W. Jones, who, beginning in the latter part of 1881, conducted religious services for several years. The Methodist churches were opened to her, but after a few months she entered the Baptist fold. She afterwards moved to Eastern Washington, where she also preached.

The first foreign church, or church in which the services were conducted wholly in a foreign language, was the German Reformed on Seventh Avenue and Cherry Street, the pastor being the Rev. George Mechttersheimer. A small German school was maintained by the pastor in connection with the church. Following this church very closely, and also in 1881, was the Scandinavian Baptist Church, Rev. Mr. Okers, pastor. The local field of the latter was too small for one minister, and Mr. Okers increased his work by including Tacoma and dedicating a church in each place on the same day.

The first cargo of wheat from Puget Sound was taken by the American ship Dakota, Capt. Gilkey, Nov. 5th, from Tacoma. The occasion was a great one there, speeches being made by enthusiastic citizens, a gold watch given to Captain Gilkey and other demonstrations of good feeling exhibited.

November 11th Lawson Consistory No. 1 of Washington, composed of 32d degree Masons, was organized at Seattle by James R. Hayden, James S. Lawson, William McMicken, Thomas H. Reed, Ross G. O'Brien, Francis Tarbell, Daniel B. Jackson, Gardner Kellogg, N.S. Porter, W.B. Scott, L.R. Sohns and J.F.T. Mitchell, serving as temporary officers. The officers first chosen and installed were John F. Damon, Commander; A.J. Anderson, First Lieutenant Commander; L.R. Sohns, Second Lieutenant Commander; E.P. Ferry, Chancellor, Jesse W. George, Minister of State; Samuel Kenny, Almoner; L.S. McLure, Register; Hillior Butler, Treasurer; John R. Thompson, Prelate; Oliver O. Shorey, Marshal; E.S. Ingraham, Expert; C.A. Wright, Assistant Expert; A.S. Miller, Captain of the Guard; Thos. H. Cann, Steward; Henry Peterson, Standard Bearer, and H.N. Moore, Tyler. Other high degree Masons present and participating were Julius W. Smith, Stephen P. Andrews, H.W. Fairweather, D.C. Guernsey, T.T. Minor, Cyrus Walker, Rufus Willard, Geo. W. Harris, M.V.B. Stacy, Wm. H. Taylor, Jos. A. Kuhn, D.C.H. Rothschild, Wm. E. Boone, R.C. Stuart, Wm. Billings, Louis Bettman, Bailey Gatzert, John McReavy, J.A. Campbell, John Webster, Oran Kitley, J.H. Smith, Elwood Evans, Otis Sprague, E.G. Ingalls, J.J. Gilbert, Wm. Ranton and H.M. McCartney. These men were from all parts of the Territory and were among its most distinguished citizens. After the exercises of institution and installation, there was a banquet at the Occidental Hotel, with toasts, speeches and other evidences of fraternal good feeling.

Dec. 10th, 1881, James Osborne died in San Francisco, to which city he had gone for medical treatment. He had been a resident of Seattle since 1866, and had contracted a strong attachment for his adopted home. He had no family, and he left an estate valued by Court appraisers at \$22,014. It consisted of town lots in the City and of a hundred acres outside. After a few small bequests, covering one-fifth or one-sixth of the whole, he left all in trust for the erection of a city hall. H.A. Atkins, Chas. McDonald and A.C. Anderson were appointed ex-

ecutors. The property was to be converted into money as soon as convenient or advisable, and placed at interest. Thereafter, at least once each year the executors were to propose to the authorities to give this money to the City of Seattle for the building of a City Hall, the gift being conditioned upon the city giving as much more money for the same purpose. The stipulation was also made that the executors were to have the right to place upon the building a suitable inscription. Two of the executors, Anderson and McDonald, were to have the rents, issues and profits arising from certain real estate in which they were concerned during their lifetime, or until disposed of, when all should go into the City Hall fund before referred to.

Forty-two steamers were licensed for business on Puget Sound in 1861, ranging from four tons measurement to 489 tons. Fifty-four King County marriage licenses were issued during the year. Six companies were incorporated in Seattle. The mortgages and deeds of the year aggregated 550 in number, and the aggregate value of the land transfers was said to be \$840,000.

1882

The public schools were in a bad way in 1881, and it took over a year and much effort to get them out of it. The town was growing, the five small buildings were crowded, and there was urgent and increasing necessity for more room. The Directors submitted the question of selling the Central School property and applying the proceeds, with other money to the purchase of new sites and the erection of new buildings. It was not received with favor, and on the 14th of May the people answered negatively by a vote of 177 to 15. A second special election was called immediately, to decide for or against a special tax that would realize \$12,000, with which to secure new grounds and houses. This, also, was summarily condemned, June 25th, 1881, by 153 voters out of 161. The Directors let the matter rest for a few months, the condition of the schools in the meantime rapidly becoming worse. When it could be endured no longer a popular meeting was called, and was held on the 14th of January in Yealer Hall. Judge J.R. Lewis presided, and spirited addresses were made by him, W.H. White, Thomas Burke and Orange Jacobs upon the shameful inadequacy of the schools, and the absolute necessity for changed, increased and improved educational facilities. The school census gave evidence of 1170 children of school age in the city. The five school buildings had seats for 519 children while the children enrolled numbered 636. In one of the eleven schoolrooms were 90 children, and in three others between 70 and 80 each. One speaker said there had been real estate, saloon and other booms but now was the time for a school boom, which should be kept up until the town was well supplied with houses of the best character for all the children. A good deal of enthusiasm was worked up, and as a result a Committee of ten men and five women was appointed to visit the town schools, consider the subject thoroughly, and report at a later meeting a plan for a large, central school building and such other suggestions as the Committee might deem advisable. The district at that time owned

10 lots with houses upon them valued at \$9,000, the lands being estimated to be worth \$36,500. The previous year's expenses were \$8,376 or \$14.44 for each of the 580 pupils then in attendance. Feb. 4th, the Committee of fifteen reported in favor of building on the block bounded by Six and Seventh Avenues, Marion and Madison Streets a house large enough to accommodate 500 pupils, and recommendation was further made that a block one mile to the south be purchased and a block one mile to the north upon which to build similar schoolhouses later. On the 15th, a Committee which had visited Portland recommended a twelve-room schoolhouse similar to the Park School in that city. Feb. 18th, after a full discussion, a popular meeting requested the Directors to call a special election to decide the question of levying a special tax sufficient to produce \$25,000, the money to be used in erecting a schoolhouse similar to the Park building in Portland. At the special election held April 1st in compliance with this request, 345 electors expressed themselves in favor of the tax and 97 against. The Directors were now disposed to disregard the expressed wish of the people and build a three-story and basement house instead of a two-story and basement house like that of Portland. The Citizens Committee met again, condemned the three-story plan, and insisted upon the other for which the people had voted. The Directors were informed by the Committee that it was their duty to do as bid by the people, whereupon they yielded. A new plan was drawn by Isaac Palmer of a house 128 feet long by 112 wide and 105 high to the top of the cupola. There were twelve rooms of 28 by 35 feet each with 14 foot corridors, cloak rooms, etc. The contract to build the house called for \$20,877, that being the lowest of eleven bids, and a tax of 10 mills on the dollar of assessment was levied to pay for it. Including architect's commission, furnance, furniture, extras, the completed house ready for occupancy cost \$30,025. It was used for five years, when one morning it was

found to be on fire in the cupola, and there being an inadequate water supply, its destruction was inevitable.

On the 13th of October, 1881, police officer, David Sires was, without provocation shot by a loafer named Benjamin Payne. Payne had been disorderly, and Sires was looking for him. Without a word Payne sent a bullet through the officer's neck. Sires lived three days. He was an old settler, of good family, mild, gentle and charitable. His killing caused a feeling of indignation in the community that it was difficult at the time to prevent taking the form of mob violence. Other lawless acts followed. It became apparent that the town was infested with thieves and other criminals, whose vicious acts excited and enraged the people greatly. Early in January, 1882 a number of persons were stopped on the streets at the end of a pistol by footpads. At six o'clock in the evening of Jan. 17th, Geo. B. Reynolds, a grocery clerk, recently married and quite popular, was held up by two men on Third Avenue near Marion Street. In anticipation of such an event, Reynolds had provided himself with a revolver. His attempt to draw it from his pocket was seen by the would-be robbers, one of whom at once shot him in the breast. Reynolds fired but failed to hit either of his assailants. The shooting and other noise drew persons from near about to the scene, the murderer and his comrade in the meantime escaping. Reynolds died at his home two hours after the shooting. The frenzied citizens immediately took the matter into their own hands. The officers and courts were too slow, inefficient and lenient, the people thought, and it was determined not to trust them in this emergency. Two hundred men organized a Vigilance Committee, and in a few minutes had the streets patrolled, the country roads watched, and the waterfront searched, and other efforts made to capture the murderers. At ten o'clock two men were found secreted in the hay on Harrington and Smith's wharf. One had a revolver with one empty chamber. The other had a lot of loaded cartridges that fitted the revolver. They were taken to jail, where they were

left with Sheriff Wyckoff upon the promise of the latter to produce them in the Justice Court in the morning. Their shoes were taken from them and found to fit the tracks in a muddy alley through which they had run. Other evidence of an incriminating character was also found in the night against them. Many of the Committeemen were satisfied that the two prisoners were the murderers, and were in favor of hanging them at once. In fact, the doors of the jail were broken in by a mob having that intention, but upon the assurance of the Sheriff and Police Chief McGraw that the men would be safely kept and produced in Court the following morning the threatened act of vengeance was stayed. All night, however, the jail was closely watched by the Vigilance Committeemen. On the morning of the 18th the two prisoners were taken to Yealer Hall, where they found Justice of the Peace Coombs awaiting them, Justice Cann and Chief Justice Greene being there also. W.H. White and Orange Jacobs appeared for the Territory and W.H. Holcomb for the defense. The large room was full of men. Twenty-eight witnesses testified to the shooting, the capture, the identification of the prisoners and all the various features of the affair, and matters in connection with it. The men gave their names as James Sullivan and William Howard. Sullivan had but one arm. The evidence connected them with the murder quite clearly, as also with other offenses, of falsehood in statements, etc.. Their revolver was of the same caliber as the one with which Reynolds had been shot, and the one empty cartridge had been fired off within a few hours of the murder. A strong case was made out against them. Justice Coombs announced that he would send the men to jail to await the action of the higher Court, the evidence justifying such action on his part. Bail would not be taken. The words were hardly uttered before the law officers were seized and held, and Howard and Sullivan were taken through the back door, down

the alley to the foot of James Street. There a sawed timber was hoisted between the forks of two big maple shade trees, ropes thrown over the same, and within two minutes Howard and Sullivan were hanging. An effort was made by Judge Greene to cut them down before death, but he was forcibly prevented by bystanders. About four hundred men then went to the jail, and breaking in, took out Benjamin Payne and hung him alongside the other two men, those acts occurring at one and one thirty in the afternoon. Payne, though known beyond question to be guilty, asserted his innocence to the last. At two o'clock the three bodies were lowered, and an inquest held to ascertain the facts concerning their deaths. The jurors were all prominent citizens - Chas. D. Emory, Wm. H. Reeves, Leonard Diller, H.A. Atkins, J.E. Floyd and Orange Jacobs. They reported that the three men "came to their deaths by hanging, but from evidence we are unable to learn at whose hands. We are satisfied that in their deaths speedy and substantial justice has been subserved." Before dark three bodies were buried in the potter's field. In April the matter was submitted to the Grand Jury by Judge Greene. In return the jurymen reported that they were each and all thoroughly convinced that the three men hung were the murderers of Sires and Reynolds, and that their meeting death at the hands of an outraged community ended the cases, and rendered unnecessary any further action on the part of the Grand Jury. Had they lived, it was further stated, the Jurors would have been constrained to indict them for murder in the first degree. With few exceptions the lynchings were approved by the citizens, and by neighboring peoples as well. Their effect on the criminal classes was quite restraining, the town for several years being remarkably free from their presence and acts.

During January Lewis V. Wyckoff and Thos. S. Russell both died in Seattle. Wyckoff came to the country in 1852, and as a farmer, a mechanic and official, served the people long and well.

He was Sheriff for eighteen years. Russell crossed the plains in 1852, and early the following year came to King County, settling at first in the town of Alki. He also had been sheriff, one of the first men to hold that office, as well as holding numerous other official positions of similar character. The death of Wyckoff caused a vacancy in the Sheriffalty, which was filled by a special election held on the 10th of February. Five candidates sought the suffrages of their fellow citizens on this occasion, 1459 votes being cast; John H. McGraw getting 551, and having a plurality of 86, he was elected. Mr. McGraw probably held more offices this year than were ever held at one time by any other citizen. He was Marshal, Chief of Police, Harbor Master, Chief and Fire Warden. At this time the entire police force consisted of the chief and two other men, though Seattle was a smart, bustling, growing town of five thousand inhabitants.

In February the city was using thirty gas lamps to light the streets at night, at a cost of \$180 a month. No lamp was north of Union Street, none south of Main, and none east of Third Avenue.

The town was extending toward Lake Union in 1881-2, and to accommodate the people in that direction the first sidewalk was built with money raised by popular subscription. It went through the Pontias claim down Lake Street, was three feet wide, 4531 feet long, and cost \$424. The people were quite proud of it, and for several years it was a favorite promenade.

Seattle's first city hall was built in 1882. It was located on the east side of Second Avenue South between Yesler Way and Washington Street. The house was a two-story brick of 40 by 80 feet, the first floor being used in the front for an engine room and in the rear for a jail, the upper floor being divided into a Council Chamber and rooms for the Clerk, Treasurer and Chief of Police. After destruction of the house in 1889 the lot was traded by the city for other property a few blocks to the south, the city for two years using other property owned by it on Fifth Avenue and Yesler Way and until its purchase of

the Courthouse property from King County.

The first County Court House was also built in 1882. It was a two-story frame building of 40 by 64 feet, on Third Avenue and Jefferson Street. On the first floor were rooms for the Judge and Clerk and two juries; on the upper floor a courtroom and the corridor. The house cost \$5250. When the second courthouse was built of brick and plaster and stone, on Seventh Avenue, the first one was sold to the city, with the jail alongside, the city then needing both houses and the county having no use for either.

Early in the year the railroad interests began to press for a right of way along the water front to the north of the city as then built, or about to the west end of Pine Street. On the evening of Jan. 21st, two hundred citizens met in Yesler Hall to confer, and for the purpose of acting unitedly in the matter. Attorney James McNaught represented the Columbia and Puget Sound and Northern Pacific Railroad Companies, and he produced a map of the route and a form of ordinance which he wanted the City Council to pass. Speeches for and against the proposition were made and a Committee was appointed to see that all was done properly and for the best interests of all. The Committeemen were Joseph R. Lewis and W.H. White for the citizens; Moses Keezer and John Collins for the City Council; and A.A. Denny, Henry L. Yesler, Angus Mackintosh and Thomas Burke for the property owners. Feb. 15th, Messers Lewis, White, Yesler, Denny and Burke made a report in writing. They believed that a public way should be set apart of sufficient width for two tracks of rail for distributing freight to and from warehouses and depots. No one road should be granted the exclusive right, but that should be held for all roads terminating at Seattle. The first road to build on this public way should be given the privilege to do so in trust for the benefit of all roads hereafter willing to pay a due proportion of the cost. The water front road should be only for the purpose of serving the wharves, warehouses and factories along the line and not

for passenger and general traffic. The Committee believed that all yards, depots and shops should be on the tidelands in the southern part of the city. The public way should remain in the possession of the city; and simply a privilege of laying tracks and using them should be given, the city retaining its right and control as it would in the case of a street. The owners of property alongside should have the right to connect with the tracks, and be afforded opportunities uniform with and equal to those of others. The Companies petitioning should be given the first privilege or right on the new roadway if they were the first to give Seattle connection by rail with the East. This did not altogether suit the Companies or Villard, as it was usually termed, his personality being great in the enterprises. Speaking for the railroad interests McNaught said the Companies wanted a mile of water front, and that in two years they would have use for all they then had - three-fourths of a mile. After some months of delay and considerable talk, threats and alarm, the people along the line gave the right of way desired, not a dollar being paid to anyone. The Oregon and Transcontinental was used in the transaction, because of a doubt as to the right of the Northern Pacific under its Congressional charter to build north of its terminus in Tacoma. The action of the people was followed by the City Council giving to the two Companies rights over the streets along the waterfront. Other delays followed; Villard on the 8th of July telegraphing to A.A. Denny that the promised connection with the Northern Pacific would be strictly fulfilled. Sept. 1st, the Puget Sound Shore Railroad Company was organized in Seattle by Henry Villard, C.H. Prescott, R. Romer, R.N. Armstrong, J.H. Dolph and Bailey Gatzert; the object being to build the promised line from Seattle to Green River, there to connect with the Northern Pacific Railroad. The franchise given by the city and the right-of-way given by the property owners was not fully availed of for two years, and when consummated was a disappointment and an aggravation well nigh in-

tolerable. The Companies made no use of it in the extension of their business, the only trade being that furnished by the people along the route. The line turned and curved and crossed so many lots, streets and alleys, and was so crooked and inconvenient, that it was called "the Ram's Horn." It irritated the citizens, and caused a great deal of trouble and litigation. The worst section of it (north of Columbia Street) was done away with in 1896 by arrangement between the city and property owners on the one side and the Columbia and Puget Sound Company and Northern Pacific (which in the meantime had succeeded to the properties and franchise of the Oregon and Transcontinental) in the other, by the terms of which the railroad companies were given privileges on the east side of Railroad Avenues and certain rights in the lots adjoining, constituting a right-of-way superior to the one vacated, and at the same time beneficial to the city and property owners.

Stephen Collins, son of Luther M. Collins, one of the first two white children to come to King County in September, 1851, killed himself by shooting himself in the head on one of the roads in the country on the 8th of April. He was 36 years of age and married. Insanity caused the suicidal act.

What was known as the D.W. Crooks farm, 700 acres on the east shore of Shilshole Bay, was sold in May by D. Horton and Co. to James Crawford and John Leary for \$14,000. A few years later the town of Ballard was built upon this land.

In May flour was selling in Seattle at \$4.90 to \$5.50 per barrel; brown sugar at 11 cents a pound; white sugar 12 1/2 to 15 1/2 cents; rice 6 to 8 cents; Costa Rica coffee 15 cents; tea 25 to 60 cents; salt 1 cent; wool 16 to 22 cents; wheat 1 1/2 to 1 5/4 cents; oats \$52 to \$55 a ton; hay \$12; beef 9 to 12 cents; pork 10 to 12 cents; mutton 10 to 12 1/2 cents; rough fir lumber \$11 per thousand feet; flooring \$14 to \$18.50; rustic \$14 to \$17; and dressed lumber \$17 to \$19.

The first ice factory was built this year, at the west end of Marion Street. It remained there for seven years, when it was destroyed by fire. A.A. Denny, James Campbell, Angus Mackintosh, H. Bloomfield and Dexter Horton were the incorporators, the Puget Sound Ice Company being the adopted name.

The Washington Steamboat and Transportation Company was formed in May with D.B. Jackson as President, Geo. S. Jacobs as Secretary and Hiram J. Olney as Manager. It brought the screw steamer Edith from San Francisco; the sternwheeler Washington and City of Quincy from Portland, and got the sternwheelers Daisy and W.K. Merwin on the Sound. It occupied the east side routes between Seattle and Whatcom and for a time ran a boat between Seattle, Tacoma and Port Townsend. In 1889 the Washington Company sold its boats, routes and business to the Puget Sound and Alaska Steamship Company and went out of existence.

The Evening Herald, issued first on the 5th of July, was the first five cent paper in Seattle. Prior to the Herald, newspapers in Seattle were sold at ten cents a copy.

The Moran Brothers began business this year, opening a machine shop on Yeeler Way and Western Avenue. They soon acquired a fine property and were on the high road to prosperity when they were burned out in 1889, their pecuniary loss being estimated at \$40,000. They rebuilt on a new piece on the tidelands a half mile to the south, where they soon had an extensive iron foundry, machine shop, sawmill and shipyard, the latter with marine railway attached - one of the most complete iron and wood working establishments on the Pacific Coast, employing a great many skilled men and turning out a vast amount of work.

Hops were a wonderfully profitable crop in 1882. Prices ranged from 18 cents to \$1.05 a pound. The two hundred acres in King County yielded 300,000 pounds, which were sold for \$180,000

of which \$150,000 was over and above expenses. Never before or since were prices so high. A tremendous stimulation was given to hop culture, the acreage being greatly increased from year to year until 1890. In 1889 the hop louse came, since when, with low prices prevailing, there has been little in the business but losses and troubles to the growers.

Thomas H. Brents, of Walla Walla, was the third time elected to Congress. He was the first citizen honored with more than two terms, or four years in that body.

The First National Bank was chartered Sept. 26th, 1882, and November 15th opened for business, succeeding the private banking house of Geo. W. Harris and Company. Its capital then as since, was \$150,000. The organizers were W.S. Ladd of Portland, C.L. Dingley and the Anglo-Californian Bank of San Francisco, and Geo. W. Harris, W.I. Wadleigh, J.R. Lewis, H.L. Yesler, and John Leary of Seattle. It was the first of the Puget Sound National Banks, and the third in the Territory, banks at Walla Walla and Dayton preceding it.

Seattle Typographical Union was organized in the Post-Intelligencer office on the 16th of September. H.C. Cramer was made President; C.R. Phillips, Financial Secretary and Treasurer, Fred M. Hall, Corresponding Secretary; John B. Nary, F.M. Hall and W.H. Fonovan, Directors. This was the first typographical union in Washington. When chartered, in November, Seattle Union became No. 202, and J.H. Swerdfiger became its President, the other officers of the preliminary organization being continued in the permanent one.

Seattle's first pipe organs were put in churches this year - one in the Roman Catholic Church of Our Lady of Good Hope, followed shortly by the second in the Protestant Episcopal Church of Trinity.

Early in the year the Postoffice Department awarded a contract for carrying the mails from Port Townsend to Sitka to a citizen of Seattle - James P. Ludlow. Ludlow was then building the steamer Evangel. In the interest of the former

contractors, an Oregon Steamship Company, efforts were made to have the award to Ludlow annulled. Among other influences brought to bear for the accomplishment of the purpose was that of the Portland Board of Trade. A contract in 1874, made with Seleucius Garfielde at \$26,000 per annum, on the same route, had been set aside, and it was feared this one would be too. The Alaska trade was beginning to be worth something, and Seattle merchants wanted it. The sense of justice was also aroused. To frustrate the unfriendly efforts referred to, and incidentally to help the town, it was determined to establish a Chamber of Commerce. Accordingly, on the 17th of April, twenty-three citizens, namely: Henry L. Yesler, Joseph R. Lewis, Orange Jacobs, John Leary, Angus Mackintosh, Alfred Snyder, Geo. W. Harris, Z. C. Miles, James Campbell, John J. Post, Corliss P. Stone, Samuel C. Woodruff, Samuel Kenney, Wm. A. Jennings, Samuel Frauenthal, Thomas Burke, Wm. H. Taylor, John C. Haines, Bailey Gatzert, H. B. Bagley, John Collins, Henry G. Struve and Fred W. Wusthoff, met in the office of McLure and Taylor, and organized the Seattle Chamber of Commerce. Lewis was the first President; Gatzert, Vice President; Stone, Recording Secretary; Burke, Corresponding Secretary; and Harris, Treasurer. Resolutions were at once adopted, formally and strenuously protesting against the action of the Portland Board of Trade in endeavoring to have the Ludlow contract annulled. It was pronounced "an unwarranted intermeddling with a matter which in nowise concerns it." Further, the Chamber declared that upon the most careful inquiry and investigation it was clear Mr. Ludlow had the ability and was ready with the most ample facilities for the transportation of the mail in accordance with the requirements of the contract. It subsequently developed that this statement was not well founded; for the Evangel broke down and was condemned by the Inspectors of Steam Vessels at Seattle, and the tugboat S. L. Mastick was sent north instead. A suitable steamer could not be found,

and after two attempts by the contractor in July and August, the contract was transferred by the Department from Ludlow to the former carriers, at the same price, \$14,000 per annum. The Chamber of Commerce, however, vigorously agitated the matter; had the resolutions telegraphed to the Postmaster General, and called upon Delegate Brents to do what he could in behalf of Mr. Ludlow. The end of the agitation was that the steamers soon made calls at Seattle as desired, and Puget Sound was made the southern terminus of the route instead of Portland. An organization being effected, it was found that there were other works to be done. The Chamber was kept alive to do them, and it has been at them ever since. Bailey Gatzert was elected President the third year and held the office until 1890. The first meeting place was in the Butler Building, the second in the City Hall, the third in the Yesler-Leary Building. In March 1890, the Chamber of Commerce was reorganized with three hundred members, and incorporated. John Leary was President the first year; the Vice Presidents being E.O. Graves, C.H. Kittenger and Thos. W. Prosch; E.F. Whittler, the Treasurer and John W. Dodge the Secretary. A club feature was maintained for two years, but being the cause of constant trouble was set aside, as also was the incorporation itself in 1895, as being heavy, awkward and unnecessary, the Chamber going back to the character of organization originally adopted. Edward O. Graves had the honor of the Presidency during the eight years from June 1892.

The taxable property in the City this year was assessed at \$4,039,580. It was so much larger than that of 1881 that the tax levy was reduced from 10 3/4 mills to 5. During the year ending June 30, 1882 the City debt was reduced \$5,538, the amount remaining being \$11,368. By inventory taken by Jesse W. George, Isaac Parker and S.F. Coombs the property belonging to the City was found to be worth \$13,678. The city and county assessments were then made by different individuals, one without reference to the other. The effect was striking in 1882, among the large property owners, and especially when it

is borne in mind that all property assessed in the City was also assessed in the county, while much that was assessed in the county was not assessed in the City. James M. Colman was assessed in the city \$51,150, in the county \$32,610; John Collins \$52,445 in the city and \$17,770 in the county; James McNaught \$61,275 in the city and \$32,830 in the county; Wm. N. Bell \$77,155 in the city and \$50,200 in the county, Schwabacher Bros. and Co. \$77,500 and \$57,265; D. Horton and Co. \$84,595 and \$99,260; the C.C. Terry estate \$99,850 and \$59,520; Watson C. Squire \$102,825 and \$60,780; Henry L. Yesler \$126,851 and \$144,410; Arthur A. Denny \$143,625 and \$64,285; Oregon Improvement Company \$149,295 and \$176,800. The radical and extraordinary differences of assessment by the two independent officials after repeated occurrences had the effect of causing the abolishment of the municipal office, the assessment thereafter for both city and county being made through the one medium - that of the county office. The assessment of all the property in the county was, in 1882, several hundred thousand dollars less than the assessment of a portion of it only in the city by the City Assessor, the county assessment amounting to \$5,685,565.

At the November election 1274 votes were cast in Seattle. This was 60 more than were cast in Walla Walla, though Walla Walla in 1880 cast 1818 votes. Dayton this year (1882) was the third town in the Territory in the number of votes polled - 778 - and Colfax fourth - 573. Among the counties Whitman took first rank, with 2136 votes for Delegate; Spokane second, with 1962; Walla Walla third with 1818; King fourth with 1802 and Pierce fifth with 1297.

The Madras from Portland and Victoria with 605 Chinamen on board, called at Seattle in December and took on 671 tons of coal for fuel before sailing for Honolulu and Hong Kong. The Madras was a British vessel of 2500 tons, and the first steamer to go from Seattle across the Pacific Ocean. She came again in 1885, taking on the second occasion a hundred barrels

of salmon in addition to 900 tons of coal.

In 1882, 2199 deeds were recorded for King County real estate. The consideration ranged from \$1 to \$50,000, and the aggregate amount was \$1,100,000. It was the greatest year for real estate transactions to that time. Two hundred and fifty thousand dollars was put into new wooden buildings. Three brick houses were also erected. The new houses included the court house, the city hall, Central School and four new churches. The building record exceeded that of any previous year. The streets were opened, and seven and a half miles of new sidewalk built. There was considerable railroad work, many extensions, additions and renovations to mills, factories, wharves, etc., with an unusually large number of new business men and enterprises.

1883

Jan. 8th, a franchise was given by the City to John I. Sabin, Superintendent of the Pacific Bell Telephone Company, and to his associates to erect and maintain poles and wires for telephonic and telegraphic purposes in the streets and alleys within the corporate limits of Seattle. He was required to accept the conditions and provisions of the ordinances within thirty days. Within that time he had a large number of poles up, and the system well advanced towards use. The business at first was conducted in connection with that of the Western Union Telegraph Company, in the same office, on the southwest corner of Second Avenue and Cherry Street. Later the telephone exchange was moved across Cherry Street. Upon the organization of the Sunset Telephone and Telegraph Company it acquired the Seattle property and rights, and the rapidly growing business thereafter was conducted in its name. In 1896 the Company bought a lot on Third Avenue and built upon it a home, in which its business has since been transacted, and at the same time it placed most of its down town wires under ground.

There were an unusual number of serious accidents to steamers during the first half of 1883. On the 16th of January the steamer Josephine left Seattle for the Skagit River, and about noon, when in Port Susan Bay, had her boilers burst, well nigh destroying the steamer, causing the deaths of six members of the crew and of two passengers and causing serious injuries to five other passengers. She was a sternwheeler that had been in use four years on these waters, trading between different Sound points, and was the second boat blown up in this region. Steamship Tacoma, a new vessel belonging to the Southern Pacific Improvement Company, of 4000 tons and worth \$400,000, was lost Jan. 29th, on the coast of Oregon, while making her first round trip in the service of her owners, from Tacoma to San Francisco. Feb. 6th, the sternwheeler Gem, while off Appletree Cove, on her way from Seattle to Hood's Canal, with a number of passengers and a full load of freight caught fire and was

destroyed. Two passengers and three members of the crew were drowned. She was the first steamer burned on Puget Sound. Within a few weeks was the second, the Fanny Lake, a similar craft, but without loss of life; and three months later the third, a more serious case. The vessel on this occasion was the iron steamship Mississippi, which, while lying at the coal wharf, on the morning of May 12th, took fire in the oil room. She was soon in a blaze above and below from end to end, the men on board having barely time to make their escape. In fact, one man, the Chief Engineer, was burned to death. The wharf alongside was burned. The hull of the steamer was towed to the beach a mile to the north, where it was afterwards broken up for the metal in it. In a pecuniary sense this was the greatest fire in the history of the town to that time, the lost property being valued at \$240,000.

Wa Chong & Co., Chinese merchants, started a cigar factory Feb. 1st. It was the first such factory on Puget Sound. Others soon followed, until in the course of a few years the making of cigars in Seattle became an important industry.

At a meeting held in the Congregational Church on the 1st of March, Seattle Union of Christian Temperance Women was organized. The first officers were Miss Mattie Hansee, President; Mrs. Gideon A. Need, Vice President; Mrs. C.R. Jones, Corresponding Secretary; Miss Leila A. Shorey, Recording Secretary; Miss Etta Whitworth, Treasurer. Others present at the first meeting and then joining were Mrs. E.C. Harrington, Mrs. M.H. Ellis, Mrs. Mary A. Damon, Mrs. W.A. Scott, Mrs. Mary E. Shorey, Mrs. E.W.P. Guye, Mrs. Grace W. Greene, Mrs. Mary A. Whitley, Mrs. S.D. Crockett, Mrs. Sarah Woodward, Mrs. C.E. Jenner, Mrs. M.J. Harrison, Mrs. O.M. Clough, Mrs. O.G. Root, Mrs. Sarah Vrooman and Mrs. J.H. Sanderson. The Union met in the various churches for a number of years, and later in the rooms of the Chamber of Commerce. It not only engaged actively in the character of work indicated by its name, but also in other good undertak-

ings, the most notable being that of the Day Nursery, intended as a temporary abiding place for small children whose mothers were obliged to go to work. This was carried on in a dwelling on Third Avenue and Marion Street in 1888 and 1889, and so successful was it that the Union felt encouraged to go further, and being generously helped by the public, bought a lot at Broadway and Madison Street, where it built and furnished quite a large house. There for several years it carried on the Nursery and did much for charity. Becoming embarrassed, however, by the demands and drains for the work, the Union was finally compelled to close the Nursery, and later to sell the property to prevent its entire loss, the Roman Catholics buying it and using it in connection with their Church and school in the same block. Since then the Union, while extending a helping hand on many occasions to deserving individuals, enterprises and plans somewhat outside its regular sphere, has chiefly interested its membership in the causes of temperance and Christianity, and has been the means of modestly and unostentatiously accomplishing a vast amount of good. In 1883 a Union of Young Christian Temperance Women was organized, composed of unmarried ladies, but it did not live long. As the years rolled by and the city grew other Unions were formed, and joined the parent society in the great work. In 1884 the various Washington Territory Unions held their first session in Seattle, and in 1899 the National Christian Temperance Union Convention was held in Seattle, it being the first time that organization met in any Pacific Coast city.

At a special election on the 19th of May, 88 votes were cast, 77 of which were in favor of selling the four Central School lots for \$50,000 or more. A year and a half before in 1881, a proposition to sell the lots for \$8,000 was submitted to the people, but it was then voted down. In 1882 an offer of \$10,000 was made for them. The Directors called for bids, and received one from M.V.B. Stacy for \$50,000 for the lots and \$525 for the building. It was accepted. Of the

money thus obtained \$8200 was expended at once in purchasing a block in the north end, and the remainder of the money was expended in erecting the Denny School building upon the block. The old Central School House was moved to First Avenue and Virginia Street, where for a long term of years it did duty as a boarding and lodging house called the Central House.

Dr. Luke Robinson of San Francisco, and Messers W.P. Harrington and Jacob Furth of Colusa, Cal, came to Seattle early in the summer and interested with them Bailey Gatzert, Henry L. Yesler, Elisha P. Ferry, A.B. Stewart and James McNaught in the establishment of a National Bank to be called Puget Sound. Messers Robinson, Furth, Gatzert, Ferry and Stewart were the first Directors; Ferry becoming President, and Furth Cashier. The original capital was \$50,000. July 26th the new bank opened for business at 607 First Avenue, where it remained until completion of the Occidental Hotel building, when it moved into that house, where it continued until the summer of 1889. In 1886 the capital stock was increased to \$150,000; in 1889 to \$300,000; in 1893 to \$528,000, when it exceeded the capital of any other bank in the State. The Puget Sound National Bank from the first was a power in monetary matters in the city, in which it flourished, and with which it grew almost unceasingly. The Merchants National Bank soon followed the Puget Sound. Its incorporators were Angus Mackintosh, Wm. H. Reeves, James Campbell, Thomas Burke and Mary M. Miller. Its capital stock was also \$50,000 at first, but was increased later to \$200,000. It succeeded the private banking house of Mackintosh and Reeves. Seattle was then, in 1885, the only town west of the Rocky Mountains with three National Banks.

The Seattle and Walla Walla Trail and Wagon Road Company was organized by Walter A. Bull, H.M. Bryant, N.W. Preston and Geo. H. Smith, and was incorporated March 13th. The object was to open a route by way of Snoqualmie Pass between the two cities named, and particularly to give the people of Kittitas

and Yakima Valleys a passable way to and from Puget Sound over which to market their produce and get their supplies. They raised several thousand dollars in Seattle for the improvement of the Snoqualmie Pass route, secured a franchise, and spent a few thousand dollars in improving the road, which was made passable for cattle and in a rough way for wagons. They collected tolls on it for about ten years much to the distress of the people using the road, which meanwhile was allowed to get out of repair. Suit was finally instituted against the Company for the annulment of the franchise, but before consummation of the legal proceedings the Company sold all its rights, claims and properties to the County of King for \$2250, the Company and its extortionate tolls being thus got rid of, and the way opened to all travelers free of charge.

Bricks sold in Seattle in the summer of 1883 at \$18 and \$18 a thousand. Hops ranged in price during the year from 15 cents a pound to \$1.07 1/2.

The Washington Improvement Company was one of the creations of this busy year. It included among its originators David T. Denry, Jesse W. George, Coliss P. Stone, Thomas Burke, W.D.Wood, F.H. Whitworth, H.B. Bagley, B.F. Day, G.C. Phinney, J.W. Van Brocklin, W.H. Llewellyn and Geo. W. Boxman. The object was to cut canals between Lakes Washington and Union and between Lake Union and Shilshole Bay. The capital was \$50,000 and in a year it was all used in the construction of the two waterways. The contract was let to J.J. Cummings, who began the work, did the easier part, and then abandoned the undertaking, leaving the Company and his men in the lurch. The Company then got other men, and soon had a way between the two lakes available for sawlogs and small vessels, and another leading to the bay that was useful merely as an outlet for the surplus water, the volume of which was ten times greater than before the Lake Washington waters were let in. Efforts were made to get help in Congress, and at one time there was a prospect

of success in that quarter. It was proposed to give the Company about 2500 acres of land, but at the same time require construction of a canal sufficient for the movement of a 3,000 ton ship. As such a canal was beyond the ability and intention of the Company, the proposition was declined. To make a ship canal was too big an undertaking for a private concern, and the later efforts of the Company and of the people generally were in the way of inducing the Federal Government to assume entire charge of the work as a River and Harbor improvement and for all purposes of the Navy. These efforts were finally successful, and in 1897 the Company's right-of-way, or such parts of it as were needed, was condemned by King County for the uses of the Federal Government.

A great deal of street grading was done in 1885. Among them were Second and Third Avenues South, Jackson, Main, Washington, James, Columbia, Madison, Pike, Pine and Battery Streets, and Fourth and Ninth Avenues. In all contract work was done on twenty-eight streets, aggregating 43,098 feet in length, with 72,962 feet of sidewalk, \$217,154 being paid by the City on their account.

The census this year gave evidence of 8645 inhabitants in Seattle, 5108 in Tacoma, 1300 in Port Townsend, and 1169 in Spokane.

The large assessments in King County in 1885 were those of W.N. Bell, \$156,980; Columbia and Puget Sound Railway Company, \$348,690; J.M. Colman, \$101,350; A.A. Denny, \$244,035; D.T. Denny \$246,715; Schwabacher Bros. and Co., \$103,870; Watson C. Squire, \$177,370; Terry estate, \$128,975; H.L. Yesler, \$518,985; Northern Pacific Railroad Company, \$199,600. The assessment of the county more than doubled that of 1882.

Street numbering began in 1883, by the passage June 5th of Ordinance 394, which provided a plan which has substantially been continued from that time to this, the initial points being on Yesler Way at First Avenue<sup>South</sup> and Broadway, twenty feet being allowed to a number and one hundred numbers to a block.

Mrs. C.A. Blaine, from Boston, opened on Pine Street at Third Avenue the first Kindergarten in Seattle, in July, taking children from three to six years of age, and having at the beginning fifteen pupils. In the course of a few years numerous other kindergartens were started and they became permanently incorporated in the educational system of the city.

The annual address to the graduates of the University was delivered June 28th in the Presbyterian Church at the Commencement exercises by Miss Francis E. Willard, the distinguished and lovable Christian temperance leader of the United States. She talked for an hour and made one of the finest speeches in the history of the school and city - the only one, it may also be said, ever made by a woman on such an occasion in this University. There were three graduates this year. June 29th the University graduates got together and organized the Alumni Association. There were then 19 alumni. The first officers were Louis F. Anderson, President; H.O. Chipman, Vice President; Miss Edith Sanderson, Recorder; Wm. J. Colkett, Treasurer; Geo. H. Judson, Corresponding Secretary. For the literary exercises of 1884 L.F. Anderson was elected Orator, Miss Sanderson, Poet; Miss Carrie V. Palmer, Essayist; Miss Eva Lombard, Annalist; Mr. H.O. Chipman, Miss Luella Wittensayer and Miss Leila Shorey, Committee on Constitution and By-Laws, and Miss Leila Shorey, Mrs. (Hall) Wayland and David R. Bigelow a Committee on Arrangements.

The completion of the Northern Pacific Railroad from Lake Superior to a point of junction in Eastern Washington with the line of the Oregon Railway and Navigation Company, and the opening of through traffic over the combined lines from the Eastern States to Portland and Puget Sound was celebrated at every considerable place from St. Paul to Seattle. The Northern Pacific construction parties from the East and West met on the 8th of September at a point in Montana 1198 miles west of Lake Superior and 847 miles east of Puget Sound. Trains with three hundred distinguished invited guests from both directions there

and then met and witnessed the formal completion of this great transcontinental work. Among these guests were ex-President Grant, Secretary of the Interior Teller, Ex-Secretary of State Everts, the British and German ministers at Washington City, numerous Senators and Representatives, the Governors of Wisconsin, Minnesota, Dakota, Montana, Oregon and Washington and leading railroad men and financiers of the Eastern States and Europe. The last iron spike driven was the one first driven in the building of the road, and H.C. Davis, who drove it on the first occasion, also drove it on the second and last occasion. President Villard concluded the ceremony by driving a gold spike from which the event and the place took names they retained for many years. The arranged speeches of the day were those of Messers Villard, Everts and Billings, with remarks by Grant, Teller, the foreign ministers and Governors, brief but quite entertaining. Gen. Grant's speech was received with particular favor. He said that he had something to do with the road in its earliest days, and he did not know but that he was entitled to a small measure of credit in connection with its building. As Lieutenant in the Army, and while serving as Quartermaster and Commissary in the Department of the Columbia in 1853, he had issued supplies for the Stevens and McClellan surveying parties, and without which they could have done no work. The same day, Sept. 8th, the last spike was driven on the section of the road between Portland and Kalama, making it possible to ride by car to Tacoma from the East, but not to Seattle, contrary to Villard's own promise, until about a year later. After the last spike was driven in Montana, the distinguished guests separated. Some went East and some came West. The latter were given a grand reception at Portland, after which there was another breaking up of the party. A portion came by rail to Tacoma, and thence by steamer to Seattle, but the greatest number came by the Steamship Queen of the Pacific to Seattle direct, and among them President Villard and family.

The authorities and citizens had made extraordinary preparations for the reception, preparations never before or since equalled in the town on any occasion. The streets had been thoroughly cleaned, and adorned for miles with evergreen trees, arches, bunting and appropriate emblems and sentiments. When the Queen came in sight at ½ P.M. on the 14th, she was met by a marine procession which included the steamers Oliver Wolcott, Eliza Anderson, Yakima, Favorite, Messenger, Edna, Lucy, Lily, Tillie, Arrow, Lone Fisherman, Queen City and Augusta. Taking positions on each side, these boats escorted the Queen into the harbor and along the city front, and the firing of guns, the ringing of bells, the blowing of whistles, the music of bands, the shouts of the people, and every other imaginable expression of welcome and exaltation announced the arrival. It was a fine day. Carriages took the visitors about the city, and finally in procession to the University grounds, where Dr. T.T. Minor delivered an address of welcome to which Mr. Villard responded quite happily, followed by a very pretty speech from Miss Nellie Powell, responded to by Carl Schurz. In the evening the town was illuminated, and the next day there was a grand barbecue and other exercises for the people generally and the guests yet remaining. Among other things the visiting newspaper men were received and entertained. At the public affair speeches were made by Messers E.P. Ferry and Thomas Burke of Seattle, C.M. Bradshaw of Port Townsend, Hazard Stevens of Olympia, Carter Harrison of Chicago, Judge Paxton of Pennsylvania, Rev. Dr. Bartlett of Washington City, Gen. Thos. J. Henderson of Illinois and Congressmen John A. Kasson, Melvin C. George and D. Evans. An exhibiting of natural products was made in and about Yesler Hall. Altogether the local celebration was a great affair. Mr. Villard had a wonderful reverse of fortune at this time. When he started from New York on this trip he probably estimated his personal wealth at not less than ten million dollars. On his return, a month later, he was finan-

cially ruined. His absence had been taken advantage of by enemies to attack the properties represented by him. The market was in condition to respond, and the result was the panic of 1883. Villard tried with all the means at his command to beat back the assault, but unavailingly. He held on to the Oregon Companies until December, when he was forced out, and out of the Northern Pacific in January, Chas. B. Wright succeeding him as Director and Robert Harris as President. In 1887 he returned to the Northern Pacific Directorate, and for a time was again the leading man in that body, as the representative of German interests, but he could not or would not hold on and was soon permanently retired.

The Grand Lodge of Masons met in June at Seattle for the first time. In 1882 it met at Walla Walla. Prior to that time all meetings had been held at Olympia. Since then Seattle has become the annual place of meeting.

The first news stand in Seattle was opened in 1883 by Major Jack Stratman, formerly and long of the same line of business in San Francisco. Papers and magazines were sold in Seattle before Stratman's time, but only as a small feature of book stores.

The Puget Sound Post, issued Nov. 15th, was the first Seattle newspaper printed in a foreign language. It was German. After a few issues the name was changed to Tribune.

Women Suffrage was agitated during the year. Privately and publicly the idea was pushed by its friends. When the Legislature met, House Bill No. 16 was introduced, by the terms of which the disabilities of women as citizens and voters was removed by providing that all American citizens over the age of 21 years should have the franchise, and that where the words "his" occurred in the election laws it should be construed to also mean "her." The bill passed one of the legislative branches Oct. 17th by a vote of 14 to 7, and the other branch Nov. 15th, by 7 to 5. Women at once took advantage of the law, registering and voting generally and serving on juries. The first

women to serve on the petit jury in Seattle, April 1884, were Mary L. Damon, Lydia M. Graves, Orrie Gornley, Mary M. Harris, C.M. Sanderson, Rosamond Densmore, Carrie F. Compton, Eliza W.P. Gays and Minnie Thomas, all married, seventeen men serving as jurors with them; the first women called on the Grand Jury shortly after being Adeline M. Weed, Susan Maddocks, Johanna Boyd, Agnes Colman, Mattie Keyes, Elizabeth Foss, Margaret Miller, Mary Lowman, Cornelia Jenner, Catherine Burritt, Sarah J. Russell, Mary B. Leary and Eva Grasse. For these mixed juries there were both male and female bailiffs. Women held political meetings, participated in the Conventions, ran for office, and registered and voted, exercising all the prerogatives of citizenship, and making no more effort to avoid its duties and responsibilities than were made by the men. In Seattle no objection was offered to the new order of things. Woman suffrage had its enemies and they being assured that efforts in the Legislature would be unavailing, resolved to attack the law in the Courts. The first case was that of Mollie Rosenkrantz at Tacoma in 1884, in which the Courts held that the law was good. The Judges at that time were in favor of suffrage. A little later, by changes in the personnel of the judiciary, it was learned that the Supreme Court would be divided, if the matter were again presented. The Court was then composed of the four District Judges, three sitting in each case, the Judge who had tried the case in the lower Court being debarred. Another case was made up by those opposed to suffrage. One Jeff J. Harland at Tacoma was indicted for carrying on the game to Twenty-One, or bunco. Judge Hoyt presided. Harland challenged the Grand Jury, claiming that the five married women thereon were not eligible jurors. Hoyt ruled against him. On the appeal trial in the Supreme Court Hoyt was not on the bench. Judges Turner and Langford, then comprising a majority of the quorum sitting, announced that they were unable to agree with the findings in the Rosenkrantz case, though

two members of the Court, Hoyt and Greene, yet adhered to that decision. They ruled that females were not citizens, and not being citizens were not competent to sit on juries. They also decided that the law of 1883 was unconstitutional and void because its object was not expressed in its title, and the same of the Legislative acts of Jan. 29th and Feb. 3rd, 1886. Judge Greene filed a dissenting opinion. The plan of the Anti-Suffragists was thus successfully carried out. Had it been undertaken in the lower Court conducted by either Langford or Turner it would have failed, but this contingency was foreseen and shrewdly provided for. This decision was arrived at in February 1887. At a subsequent election held in the City of Spokane, the ballot of Nevada M. Bloomer was rejected by the election board. She brought suit against the members for \$5,000 damages. By that time all the Judges were personally opposed to woman suffrage; Nash in the District Court deciding against Bloomer, and Jones, Langford and Allyn in the Supreme Court. Bloomer failed to appeal to Washington City, whereupon a man named Austin took up the case, but the U.S. Supreme Court refused to receive his appeal. The Constitutional Convention of 1889 submitted the matter to the electors, but as men only were allowed to vote the proposition to give women the elective franchise was overwhelmingly beaten. The Legislature of 1897 presented the question again to the people in the shape of a Constitutional amendment, but it was decided negatively by the voters in November, 1898.

Messers Angus Mackintosh, Isaac Dobson, D.B. Denton, Fred E. Sander, James Campbell and Wm. H. Reeves of Seattle, incorporated as the Satsop Railroad Company in December. Their object was to engage on a large scale in logging in Mason County, and incidentally to build a railroad that might reach Gray's Harbor. The road was built to the length of thirteen miles, and was the first complete steam railroad in the State for exclusively logging purposes, and with it was soon done an enormous traf-

fic in saw logs. The road was the first in Mason County. It extended west from the town of Shelton. After a term of years it passed into the ownership of the Washington Southern Company.

Seattle and King County unmistakably took the lead among Washington t o w n s and counties this year in matters of population, wealth, taxable property, etc. Tremendous gains were made in every direction. Fifty-nine additions were made to the town; the unprecedented number of 2570 transfers of real estate were made; 600 houses were erected in Seattle at an expense of \$600,000; \$100,000 was put into waterworks, \$250,000 into wharves and coal bunkers and \$250,000 into streets and sidewalks. At the Postoffice \$13,320 worth of stamps and envelopes were sold, and more mail matter handled than ever before. Though these figures seem small in the light of later days, they were then simply immense. The population at the close of the year was about 7,500.

1884

The eight-page Weekly Post-Intelligencer was reduced in price at the beginning of the year to \$2.25 per annum, if paid in advance. If not so paid, the old price, \$3 continued. At the same time the four-page Daily was reduced to 5 cents a copy, 10 cents being still charged for the Weekly and the occasional eight-page Dailies.

The Puget Sound Railroad Company was incorporated on the 15th of August, 1882, by C.H. Prescott, J.N. Dolph, John W. Sprague, R.N. Armstrong and Bailey Gatzert. Its particular object was declared to be the building of railroad lines from a point in White River Valley, two and half miles south of the junction of White and Green Rivers, "being the point of junction with the projected Cascade branch of the Northern Pacific Railroad from Tacoma via Stampede Pass," and running thence north to and through the City of Seattle. The capital stock was \$500,000. Construction of the road was not begun at once, and when begun was not actively pushed, as promised. So slow was it, in fact, that its completion was not effected until this year - 1884. The people were disappointed at the non-arrival in cars of the spike-driving excursionists in September, 1883, and upon Henry Villard's retirement from the Northern Pacific they feared, with reason, that the new road would not be used as contemplated, as an important section of a through road ending in the largest town in the Territory. Villard's idea was to build the Cascade branch from Stuck Junction up Green River, a sort of compromise between Tacoma and Seattle, to which the Tacoma interests were strongly opposed. It would have been a shorter line than that through Puyallup Valley, and it is said would have cost \$600,000 less money. When the opposition forces got in control, it was discovered that the Northern Pacific Company had no right to build branch lines, and the ownership of the seven-mile section between Puyallup and Stuck was repudiated. As no one else owned it, it was locally dubbed the Orphan Road. The Oregon and Transconti-

mental Company had built the Puget Sound Shore line at an expense of \$750,000, expecting to merge it in the system of the Northern Pacific. The latter no longer wanted it. The O. and T. Co. had no rolling stock and was not prepared to use the road advantageously. In consequence it was not used at all for some time. Finally an engine and a few cars were obtained, and the road operated in a lame, halting manner by the Oregon Improvement Company. Occasionally all traffic was suspended. The Chamber of Commerce busied itself in the effort to secure operation of the road in a proper manner. Appeal was made to President Elijah Smith of the Oregon Companies, who informed the Chamber that the trouble lay with the Northern Pacific. The latter was approached, but no satisfaction was secured. While in use inconvenient time-tables were adopted on the road, and frequently changed. Delays were unnecessarily made with passengers and merchandise. For several years the most contemptible and vexatious measures were constantly resorted to by the agents of this great, publicly-aided corporation to offend and hurt the people of Seattle. Freight ordered all rail to Seattle came by steamer from Tacoma. The people of the City accepted the gage and fought the battle with spirit. Finding that ordinary, peaceful, business methods were of no avail, recourse was had to others. Intense feelings of animosity to the Company were aroused throughout the Territory; politics was resorted to; appeals were made to the President and members of his Cabinet; the fight was taken up in Congress; and the boycott was used. Upon the return of Villard to the Northern Pacific a change came, and one by one concessions were made to Seattle that tended to mollify the people, and restore friendly relations between them and the Company. The latter had found, at great cost to itself, that it could not kill the town, or even apparently hurt it, for its growth continued throughout the struggle, and its commercial importance increased visibly from year to year. It was not until the 17th

of January, 1890, that the struggle was entirely ended, and it ended then by the Northern Pacific Company making formal announcement of its acquisition of the Puget Sound Shore Railroad and its future operation as a part of the Pacific Division. It is said the price paid was \$1,000,000 of Northern Pacific bonds. In 1890 the line originally contemplated from the town of Auburn up Green River to the Cascade branch, was built, the distance to Seattle thereby being considerably shortened to the advantage of both the City and the Company.

The charter period of the Northern Pacific Company for the building of its road was drawing to an end, and the Company not being prepared to go on with the work and complete the road within the allotted time, began to arrange for the anticipated emergency. In various ways it solicited expressions from the people to Congress favorable to an extension of this period, and the consequent continuance to the Company of its land grant. At first there was little or no opposition, and many public bodies throughout the Territory acceded to the request. Among others approached was the Seattle Chamber of Commerce. Somewhat reluctantly, and after several evenings consideration of the matter, the Chamber complied with the request of the Company's agent, and on the 15th of February it resolved that it deemed it "for the best interests of the people of the Territory of Washington, as well as for the whole Nation, that the Northern Pacific Railroad Company should have and retain its land grant in accordance with the spirit and intent of the law, to enable it to finish and complete its road to Puget Sound." It was further resolved "that we are opposed to and most respectfully protest against any action by Congress tending to the forfeiture of the said land grant." There was o p p o s i t i o n to the adoption of these expressions of sentiment, and it was only the feeling of friendliness to Villard that carried them through. Like pressure was brought to bear upon the City Council, which body adopted the resolutions first adopted by the Chamber of Commerce. This action of the Seattle Chamber was used by the Company

throughout the Territory in its efforts to secure other influence, but in the end it proved a boomerang of disastrous character. It not only did not express the sentiment of the Chamber's own membership. On the contrary, it aroused feelings of opposition, and fanned into flame the growing popular bitterness toward the Company. The matter was discussed on the streets, in the newspapers, everywhere. The cry of forfeiture was taken up, and the demand for it daily grew louder and stronger. A mass meeting was called by Mayor Struve, and was held on March 22nd. A long preamble, containing a full statement of the grievances of the people in connection with the land grant, and the wrongs perpetrated by the Company in trade and other matters, and in addition, a statement, that the Chamber of Commerce resolutions were contrary to the almost unanimous sentiments of the people of the City and the country, was adopted, together with resolutions of appropriate character in connection therewith. Committees were appointed to circulate protests, to raise money, and to otherwise arrange for carrying out the wishes of the people. In compliance with the popular demand, and with a clearer view of the situation, the Chamber of Commerce soon after ordered the resolution of Feb. 15th, expunged from the record, and on the 17th of April declared "that all lands not heretofore fairly earned by the Company ought to be at once restored to the public domain." The Chamber followed this up by what was called the "Black Cloud Map," showing <sup>in</sup> a powerful and striking manner how the land grant overshadowed the Territory, copies being sent to every member of Congress and to the members of the National Republican and Democratic Conventions. Further, it protested to the President against the acceptance of the Puyallup railroad, built in 1877-78, as a portion of the Cascade Branch, and the bestowal upon the Company of a land grant therefor. Another mass meeting was held April 19th. A delegate, W.H. White, was sent to Washington City, to represent the people in this particular

matter. A strong effort was made to prevent acceptance of the Puyallup road by the Government, for which a grant of three quarters of a million acres, chiefly in King County, was sought. In the fall the fight was carried into politics. The Republican Convention, held in Seattle, refused to endorse forfeiture. The Democratic Convention took the opposite course. Its candidate for Congress, Chas. S. Vorhees, was elected on the (same) that issue, carrying King County by an immense majority, while at the same time the Republican candidates for county offices were also elected, they being first required to give in their adhesion to the forfeiture cause. It was a long drawn out contest, Vorhees being reelected upon the same issue in 1886 by one of the two biggest majorities ever given to that time. During his second term a bill was passed by Congress forfeiting that portion of the land grant from near the Snake River to Portland, and the offer was made by members to include the Cascade branch as well. Vorhees refused it, demanding more, and in consequence getting nothing. The people condemned him for this, and when he stood for election the third time, in 1888, he was beaten by John B. Allen, who had the unprecedented majority of over seven thousand votes. In the meantime the Company completed the transcontinental line by building the Cascade branch; the Interior Department recognized its right to the land grant; prolongation of the contest seemed futile, and the fight for forfeiture was over.

The first pressed bricks used in Seattle - seven thousand - were brought from San Francisco in May, and were used in the construction of the Safe Deposit building on First Avenue and Cherry Street.

Mrs. Jennie Sanders and Mrs. L.E. Barker, in February, opened a home for homeless children at Seventh Avenue and Spring Street. There was instantly given evidence of the demand and need for such a place, as they received children there rapidly and until they had more than they could well care for.

This was a suggestion to the charitably inclined ladies of the city, who promptly took up the burden of the work. April 3rd, they incorporated the "Ladies Relief Society of the City of Seattle." These were Mesdames Babette Gatzert, C.M. Sanderson, Mary B. Leary, Abbie J. Hanford, Belle B. Haines, Sarah P. Ferry, Elizabeth M. Minor, Emma W. Wood, Mercie Boone, Mary Booth, M.A. Pierce, L.A. Furth and Sarah B. Yesler. Mrs. Leary was elected President, Mrs. Sanderson, Vice President, Mrs. Haines, Secretary, Mrs. Minor, Assistant Secretary, and Mrs. Gatzert, Treasurer. General benevolence and charity, and the aiding and assisting of the destitute, regardless of creed, nationality or color, was declared the object. Other ladies in the organization at the beginning were Mrs. Cornelia E. Jenner, Mrs. M.W. Fulton, Mrs. J.B. Metcalfe, Mrs. Genevieve Farrar, Mrs. Agnes McNaught, Mrs. Garris Burke, Mrs. Nellie Scurry, Mrs. Alpha Hurst, Mrs. J.M. Blanchard, Mrs. Lascella Struve, Mrs. Lizzie Pumphrey, Mrs. Susan Prosch, Miss Lizzie Edwards and Miss E.H. Shumway. In the beginning much charitable work of a general character was done, but of later years the Society has devoted itself almost entirely to the caring for homeless children. Lots were given to the Society on the corner of Box and Harrison Streets, and a large and comfortable home erected. This was furnished, and what is commonly known as the Children's Home was opened by the Society. A generous endowment was obtained, as the result of which very little other help has been solicited, and a vast amount of good is done.

One of the features of Seattle political life in 1884 was the struggle in favor of law and order. This was instituted in January; J.R. Lewis being the President, D.T. Denny the Vice President; C.L. Wayland, the Secretary and R.H. Denny, the Treasurer of the organization then formed. The idea was to sustain the regular officers of the city and county in a more strict execution of the law, to assist in prosecutions for law breaking where necessary, and to procure enactment of local measures in the furtherance of order in the community. This element at

once sought the support of the new voters, the women, and got it. One of the first meetings was a large and enthusiastic one in the Congregational Church. The question was put to the women whether they would register and vote. In token of their determination so to do every woman present rose to her feet. June 13th, the law and order people, or the people who in their call were described as those "who favor the enforcement of existing laws and ordinances, and the administration of municipal affairs by sober, honest and efficient men," met in the apple orchard on Fourth and Marion Street, to the number of four hundred, over one-half being women. Mr. Chas. K. Jenner was made Chairman and Mrs. Laura E. Hall, Secretary. Strong resolutions were adopted, and a full list of nominees placed in the field. From the place of convention the meeting was commonly called the Apple Orchard Convention, and the list of nominees the Apple Orchard Ticket. The old political parties took no action in the municipal campaign, but left all to the Law and Order League, the Young Men's Political Club, the Young Men's Independent Club, The Business Men's Club and the Protective Association, each of which put up tickets, the three latter being firmly allied, the two former closely. Of the nominees the Law and Order people, or Apple Orchardists, elected seven, the others six. Of the 759 women registered, almost every one voted. Women stood at the polling places, brought voters in carriages and otherwise, and canvassed just as interestedly as the men did. This was the first election at which women voted. In 1885 the same elements again convened, but this time in the finest place in town - Frye's Opera House. Whether or not the Convention place had anything to do with the result cannot be said, but certain it is the second ticket was disastrously beaten at the polls, and the Apple Orchardists as an organization were driven out of politics.

Col. Watson C. Squire was appointed Governor of the Territory by President Arthur. Squire was the first Seattle man honored with the Governatorial office. Not being an offensive

partisan he was permitted by President Cleveland to continue in office long into the latter's own official term.

Daily mail service was established between Seattle and Victoria in July, the Oregon Railway and Navigation Company being the carrier.

Miss Josephine Leila Robinson came to Seattle from Boston early in 1884. She had studied law and been admitted to practice in Massachusetts, and upon presentation of her certificate to Chief Justice Greene became the first female lawyer in Seattle or Washington Territory. In October Mrs. Mary A. Leonard, who had studied law in Portland and Seattle was also admitted by Judge Greene to practice in the Territorial Courts, after recommendation by C.H. Hanford, Thomas Burke and E.P. Ferry. The ladies got little or no business, however, and soon were compelled to seek other means of obtaining a livelihood. In 1891 Mrs. Carrie V. Denny was admitted. She was the daughter of a lawyer and the wife of a lawyer, and acquired all her legal knowledge in Seattle. She lived only a few months after her admission, and had no opportunity to practice at the bar.

The Seattle Street Railway Company was organized in August, 1883, by D.T. Denny, George Kinnear, Amos Brown, D.B. Ward and I.M. Bigelow. It asked for street car line rights on First Avenue from James Street north to the City limits, and on Madison Street from First Avenue east to the limits. The idea then was that Western Avenue north of Pike would ultimately be a better car line thoroughfare than First Avenue north of Pike, and accordingly the right was asked to vacate First Avenue and go upon Western Avenue when the latter should be graded. In October a franchise was given to the Company to lay tracks and operate a street railway using horses, mules or cables in the movement of the cars, electricity then being unknown as motive power. There were delays consuming several months, during which Thomas Burke, F.H. Osgood and certain Boston moneyed men were interested in the enterprise. Construction began about the first of June, 1884; the first four cars

arrived in August, and on the 23rd of September the road was ready for business. The line then built began at the corner of Main Street and Railroad Avenue, thence to Occidental Avenue, thence to Yesler to Second and Pike, where it branched, one division going to Battery Street at the corner of First Avenue and the other by Pike and Eighth to Stewart Street. A little later the First Avenue line was extended to Mercer Street, and upon grading of the way was soon further extended to Harrison Street and Queen Anne Avenue. So also the other line was built on to Lake Union, where the Company established a pleasure ground with walks, swings, bathing, dance hall and other attractions. A wharf was built, and boats run over to the then rapidly growing suburb called Fremont. The Company's stable was on the northeast corner of Second Avenue and Pike Street. The people were quite proud of the distinction given their town by the possession of this horse railway. At first single fares were ten cents; four tickets for twenty-five cents and twenty for a dollar. The cars were what were commonly called hobtail, without a conductor; the passengers being expected to deposit the money or ticket in a box near the driver. This primitive manner of conveyance and doing business were done away with in 1889, when the Company equipped its lines with electric power and modern cars. It was the first electric line west of the Mississippi River, and there were then not more than a dozen such lines in all Europe and America. About the time the Seattle Street Railway Company began, Messers J.B. Metcalfe, J.M. Colman, James McNaught and Jacob Furth asked the City Council for a franchise for a road on Jackson Street from First Avenue South to Lake Washington. It was granted, but as the road was not built the ordinance was repealed in 1885. In 1888 the Yesler Way cable line was built, and the First Avenue cable line in 1888-89. The other cable and electric lines came later.

Two of the pioneers died in September. One was Jacob Maple, on the 2nd of the month, at his home in White River

Valley, aged 86 years, 4 months and 22 days. The other was Edward Hanford, on the 25th, at his home in Seattle, aged 77 years, 8 months and 15 days. Both men were farmers; both men were plain, peaceable, unassuming, worthy citizens; and both had been the recipients of many evidences of popular esteem and trust. Maple was one of the Duwamish settlers of 1851 and Hanford one of the Seattle town proprietors of 1851.

The militia had its origin in 1884. On the 5rd of April a meeting was held in Yesler Hall of men to organize a military company. Thirty-eight signed the roll. Committees on organization, etc. were appointed. The new Company was called the Seattle Rifles. It was open to men over 18 years of age and 5 feet 6 inches high. They were charged \$2.50 entrance fee and 50 cents a month dues. The officers, elected May 14th, were J.C.B. Hebbard, Captain; Joseph Green, First Lieutenant, and E.M. Carr, Second Lieutenant. Nov. 4th the Company became officially known as B with Joseph Green as Captain, E.M. Carr as First Lieutenant, and C.L.F. Kellogg as Second Lieutenant. The Queen City Guards was organized Sept. 24th, 1884 by Capt. E.P. Edsen, First Lieutenant, E.T. Huff; and Second Lieutenant C.K. Robb. Dec. 7th it was commissioned as Company D, with John C. Haines as Captain, John H. McGraw as First Lieutenant and E.M. Hunt as Second Lieutenant. Company E. was commissioned March 9th, 1886, with E.M. Carr as Captain, W.T. Sharpe as First Lieutenant and Joseph F. McNaught as Second Lieutenant. The Home Guards of Seattle was organized Feb. 8th, 1888, George Kinnear being Captain, W.V. Rinehart, First Lieutenant; and Daniel H. Gilman, Second Lieutenant. This Company having declined to accept the provisions of the militia law was disbanded March 7th, 1888, each member being given an honorable discharge. The First Regiment N.G.W., was organized as a Battalion March 9th, 1886, with Geo. D. Hill of Seattle as Lieutenant Colonel, and as a Regiment April 28th, 1887, with John C. Haines as Colonel, S.W. Scott as Lieutenant Colonel, and Chas. Evans as Major. In April, 1899, the First Regiment Band was organized by T.H. Wagner, who

was Bandmaster, with rank of Second Lieutenant. The musicians were enlisted men, and numbered usually 24 to 28 men. The Regimental Band soon became the leading musical organization of its kind in the State. It went to all encampments, to the 1889 State installation, to the Gubernatorial inauguration of 1893, and was in demand on all great occasions. The Seattle militia companies rendered much State service. They served faithfully during the Seattle riots of February 1886; the Blakely riot of November the same year; at Newcastle, in January 1889; at Seattle in June 1889; at Franklin, Gilman and Newcastle in June and July, 1891; in Eastern Washington, in July 1894; and on the Columbia River April 9th to July 2nd, 1896. The Companies also attended every encampment - 1885, 1887, 1890, 1892, and 1894, all in Pierce County or Thurston.

It will not be out of place to mention specially the subsequent record of a few of the men in the militia companies when organized. Lieut. Green became Captain Green, then Lieut. Colonel and last Brigadier General. Captain Hebbard went to San Francisco where for ten years he served the people as Judge, Capt. Haines became Colonel, which rank he held for five years, and until his death. Lieutenant McGraw became Captain of Company D and as Governor was Commander-in-Chief of the State militia from 1895 to 1897. Edward S. Ingraham a private in Company E at its organization, was afterwards Corporal, Sergeant, Lieutenant, Captain, Major and Lieutenant Colonel, holding every grade in turn. The Legislature of 1897 made so small an appropriation for the National Guard of Washington that a reduction of the force was necessary. So many Companies were disbanded, including E, that the organization of the First Regiment was discontinued, and was succeeded by the Second Battalion, the parts of which were two Seattle Companies, one at Tacoma and one at Vancouver, J.F. Weisenberger being Major in command; Col. Green and Lieut. Colonel Ingraham losing their places by the discontinuance of the Regimental organization. At the out-

break of war between the United States and Spain in 1898, B Company was commanded by Capt. Geo. H. Fortson and D by Capt. Frank E. Adams. In response to the call upon the State for a regiment of volunteers both Companies promptly entered the service, each 109 men strong, Capt. Adams being the first man in the regiment mustered in and D the first Company. Over a hundred other men went from Seattle into the Companies of other towns, there being no other chance for them. Lieut. John Wholley, instructor of military tactics at the State University, was appointed Colonel by Gov. Rogers. The Regiment was sent to Manila, where it rendered valiant service, and was much distinguished. The Seattle Companies had many losses, among others Capt. Fortson of B Company being killed in battle with the Filipinos.

One of the incidents of the year was connected with the publication of a daily newspaper - the Chronicle. Getting into financial trouble it was put into the charge of the Court, Judge Greene appointing a Receiver to represent him in its management. The Receiver employed an editorial writer who made it his hobby to personally, officially, continually and violently assail and abuse the Judge. Issue after issue it endeavored to belittle and deride him, and to hold him up to scorn and contempt. The Judge was finally compelled to take notice of it. The Receiver was called into Court and informed that as an agent of the Court it was highly improper for him to use the property and business in his charge as such agent in the manner indicated, and he was directed to cause a cessation of these attacks, and to stop the publication of the paper until he could secure the services of another editor. Later, the paper began to advise people in favor of violation of certain laws looking to Sunday observances, restraint of the liquor traffic, etc. Again the Judge (Greene) called the Receiver before him, and publicly reprimanded him, telling him that it was grossly wrong for a newspaper conducted under direction of the Court to urge

the disregard and violation of the law, and that it must stop forthwith. A great cry was made of these alleged attempts to gag the press, to suppress free speech, to tyrannize, and upon the strength of these efforts were made to secure the removal of the Judge from the bench by the President. The people generally approved the course of the Judge, however, and the efforts to effect his removal failed.

At the April term eleven indictments were found by the Grand Jury against different persons for carrying on gambling or allowing gambling on their premises. In July the indictments were stolen from the Court files with three indictments for other crimes. Two of the indicted men, Chas. W. Mullen and Frank L. Bush, boasted in Victoria that they had secured the indictments by paying \$500 for them to an officer of the law. In November they were arrested at Red Bluff, California, upon complaint of the King County officers. Extraordinary efforts were made to secure their escape. Twice they were discharged upon writ of habeas corpus, but on the third arrest they gave up the fight at that point. It was only at that point, however. With Sheriff McGraw they started for Seattle on the steamer Geo. W. Elder. The steamer called at Victoria. There the prisoners were taken from the Sheriff by local law officers, and upon hearing they were ordered released by Judge Walkem. In December the King County Grand Jury indicted Bush and Mullen for destroying the Court records. These men found themselves exiled from their country, with but a small field and not altogether a prosperous one in which to operate. They finally proposed, if not punished too severely, to return voluntarily, plead guilty and abide the sentence of the Court. The proposition was accepted, and the two men served time in the Penitentiary for their offenses.

Though the buoyancy and boom had been taken out of business by financial troubles in the East, Seattle made considerable progress in 1884. The Frye Opera House was erected, the

largest theater north of San Francisco; the first Safe Deposit building was put up, and the vaults and boxes opened to the public; the Occidental Hotel, the Gordon, Poncia and Kenney were other new brick business houses; the city built a brick engine house, and the School District built the Denny School; the Academy of the Holy Names was built and the six finest and largest dwellings in town, namely, those of Messers McNaught, Stacy, Yesler, Haller, Colman and Minor. The new buildings in Seattle cost about \$600,000. The Spring Hill Water Company spent \$140,000 in extensions and improvements. The Gas Company laid 4,000 feet of new mains and put in a new tank. The Columbia and Puget Sound Company built 11 1/2 miles of new railroad up Cedar River, spending in all \$200,000. The Seattle Street Railway Company built its first three miles of road, upon which were placed four cars, and employed twenty horses and ten men. The city and county assessments were higher than ever before. Considerable street planking was done, many streets graded, and much sewer pipe laid. Quite enough was accomplished in the way of town building to cause 1884 to be considered at the time one of the best business years in the history of the city.

At the general election in November the six largest towns in the Territory cast votes in number as follows: Spokane, 1012; Sprague, 1020; Dayton, 1264; Tacoma, 1665; Walla Walla, 1960; Seattle, 3218. At the same time the most populous counties cast votes as follows: Clarke, 2100; Lincoln, 2294; Spokane, 2899; Pierce, 3033; Walla Walla, 3062; Whitman, 3147; King, 5072. About one fourth of the votes were cast by women. A number of counties elected women to the office of School Superintendent, and in one King County precinct a woman was elected Justice of the Peace and another woman constable.

1885

At a meeting of the leading citizens with Henry Villard on the 20th of April, 1883, Judge Thomas Burke, for the citizens asked Mr. Villard this question: "If the people of Seattle will raise \$150,000 for the purpose of building a standard gage railroad up the Cedar River Valley, to connect the Green River coal deposits with Seattle, and also to connect with the Cascade division of the Northern Pacific Railroad, will you by the agency of any of your Companies agree to build at once such a road?" Mr. Villard replied that in consideration of the money suggested, Seattle could and should have the road referred to - "a standard gage that would make the Green River coal fields exclusively contributory to Seattle, and at the same time a line that will form a direct connection with the Cascade Division of the Northern Pacific." He said the line should take the Cedar River route, but that he could not then say what Company would undertake the building of the route. By a rising vote the citizens expressed their approval of the proposed arrangement. For many years the people of Seattle had been very anxious to get a road to the McAllister or Cedar Mountain coal mine, concerning which ideas somewhat exaggerated were entertained. The more recent discoveries on and near Green River had sharpened this desire, until they were ready to promise and undertake almost anything to secure the building of a railroad up Cedar River that would cause the development of these mines and the making of them tributary to Seattle. A.A. Denny and Bailey Gatzert were designated as Trustees of the fund proposed, which was speedily subscribed, a dozen persons offering more than half, as follows: H.L. Yesler, \$10,000; A.A. Denny, \$10,000; D.T. Denny, \$10,000; James McNaught, \$8,000; and the following \$5,000 each: John Leary, Wm. W. Bell, George Kinnear, William Renton, Cyrus Walker, John Collins, M.V.B. Stacy and the Terry estate. Work was begun extending the Columbia and Puget Sound Railroad from Renton up Cedar Valley, which was to be completed to the further end on or before

the first of May, 1884, the subsidy to be all paid by the time the road reached a point twenty miles beyond Renton. The Company became embarrassed financially, and was soon compelled to cease work. In February 1884, John L. Howard, Manager of the Oregon Improvement Company, came to the subscribers with a new proposition, looking to the payment of a part of the money in advance, and also to an extension of time. As these propositions could not be entertained, a plan was prepared by which the people were to loan the money at six per cent interest. About a hundred thousand dollars was promised in this way, payable in installments, and about \$40,000 was actually advanced. The Company went on with the work, the Oregon and Transcontinental Company putting up \$335,000 to help it. It was not completed until late in the spring or early summer of 1885, the Cedar River Extension as it was called having a length of 23 miles. As the road was not built on time, was not of standard gage, and did not reach the Northern Pacific's Cascade Division, the arrangement with the citizens was undone, the Company returning the money, and being relieved of obligation on account thereof.

The extension of the Columbia and Puget Sound Railroad in 1884-5 had immediate effect in the development of the country along the line. The first coal deposit reached was that of Cedar Mountain, from which in 1884 about 1800 tons of coal were taken, in 1885 about 25,000 tons and in 1886 about 18,000. The next coal mine was that of Black Diamond Company, which sent its first product in 1885, and which mined that year 44,000 tons and 69,000 tons in 1886. Just beyond Black Diamond was the O.I. Company's own mine - Franklin - which yielded 8,000 tons in 1885 and 17,000 tons in 1886. These mines and others along the line of the Columbia and Puget Sound road have done much to build and sustain the city of Seattle. Their product has been popular on the Pacific Coast, finding ready sale for steam making and domestic purposes: in the Puget Sound towns, Oregon, California, and at times,

British Columbia and Alaska.

At the beginning of the year Seattle Sunday Schools had 1174 pupils, distributed among religious denominations as follows: Protestant Episcopal 114; Presbyterian 75; Christian 45; Roman Catholics 140; Congregational 150; Baptist 210; Methodist Episcopal 310; Free Methodist 30, and Methodist Protestant 100. The public schools were attended by 950 pupils in 1885, of whom 85 were in the South, 326 in the Denny, and 539 in the Central, with 22 teachers. The enrollment included 1,444 children and the census 2,080.

William Lenard died in Seattle January 14th, aged 106 years and 3 months. He was said to be the oldest person on the Pacific Coast, and his age was certainly greater than that of any other resident of Seattle in the nineteenth century. He left a wife 97 years old, with whom he had lived 75 years.

The steel rails in their march north reached Columbia Street on the 23rd of January, and for the first time a locomotive - the A.A. Denny - ran so far along the city front. It was an event of interest. The engine was decorated for the occasion, photographs were taken, and a small impromptu celebration indulged in.

The Swedish Evangelical Bethsemane Church of Seattle was built in 1884-85 and dedicated Feb. 22nd of the latter year. The new church which was the first of Scandinavian character in Seattle, was built on Third Avenue between Pike and Pine, under direction of Rev. P. Carlson. The house was 34 feet by 50, and the cost of it and the lot together was \$5,000. The first pastor, Rev. Wm. Anderson, occupied the Tacoma-Seattle field, spending one Sunday there and the next here, the members of neither place being able alone to keep up their organization.

Capt. David Gilmore organized the Northwestern Cracker Company in February, associated in the enterprise with himself Joel P. Reynolds, John Dozer and C. M. Johnson. Though crackers had been made by ordinary bakers without the applica-

tion of modern methods. Work was begun April 23rd, with eight men. The second week ten boys and girls were employed. The third week they were using thirty barrels of flour a day, and the second month the concern was running nights as well as days. Fire interfered here, however, for on the 20th of May the factory was destroyed, the money loss being \$16,000. Gilmore showed his faith and determination by at once putting up a four-story building, in which new machinery was installed, and in which a more complete and extensive factory was opened than the one previously burned. The Northwestern remained on First Avenue near University Street until it was burned a second time in June 1889, when it was moved to Sixth Avenue and Stewart Street.

What soon became the leading printing and stationery house in Seattle was incorporated in March by J. N. Jackson, Clarence Hanford and James D. Lowman as the Lowman and Hanford Stationery and Printing Company, with a capital of \$25,000. It opened a store in a room put in for the purpose under the Yessler Hall, on First Avenue at the corner of Cherry Street, and where it was burned out in 1899. As soon as possible the Company moved into a new and elegant four-story and basement house near its old site, which it occupied from the ground up, with merchandise, printing implements and stock, bookbindery, etc., and where it has since continued in business.

Among Seattle enterprises of the past none was more important in its effects upon the town and people than one inaugurated this year in which Daniel H. Gilman was the leading spirit. He conceived the idea of building a railroad to Spokane, that should to a marked extent free that town and Seattle from thralldom to and hostility of the Northern Pacific. He did not doubt that connection could be made with the Union Pacific, Canadian Pacific or other transcontinental line or lines. In the low altitude of Snoqualmie Pass, its marble and

iron deposits; in the wheat and fruit lands to the east, and in the eager desire of Spokane; and in the coal, timber and water power west of the Pass, he saw attractions to enterprises and capital of the most alluring character. Impressing others with these ideas, he finally succeeded in organizing the Seattle, Lake Shore and Eastern Railroad Company on the 28th of April, 1885, the incorporators being James R. McDonald, F. H. Osgood, Thomas Burke, Thomas T. Minor, John Leary, Daniel H. Gilman, Henry L. Yesler, David T. Denny, George Kimear, G. M. Haller, Griffith Davies, William Cochrane and James W. Currie. It was at first intended to call the Company the Seattle, Snoqualmie and Spokane. The capital stock was placed at \$5,000,000. McDonald was the first President, Minor, Vice President, Burke, Secretary, Osgood, Treasurer, and Gilman, Manager. The alleged objects were to build a line of railroad from Seattle by Snoqualmie or other pass to Spokane with branches to the north and south; also to buy, sell, own and operate telegraphs, steamships, docks, and real estate. About \$5,000 was put up by the incorporators, for which they received stock, and the money was used in getting the first surveys and sending Mr. Gilman on to New York. It was a hopeless looking undertaking to most people, and those in it were the object of many a jeer. The jeers turned to praise a few years later, when it was found that the efforts of these men were to be rewarded with a full measure of success, and that for the outlay the largest kind of return was to be made in the benefits of which all should share. The first surveys, conducted by F.H. Whitworth, were of a line along the water front, by Smith's Cove, Shilshole Bay and Lake Union to Lake Washington, by which the practicability of the route was fully demonstrated. Mr. Gilman secured an option on six hundred acres at Smith's Cove; also on valuable coal lands, and with these, a few hundred dollars and the name of a Company, he began to operate on the shrewd, keen Wall Street men of money. It took courage to

undertake such a task, but courage was possessed by him and he succeeded.

Under the direction of a Commission created for the purpose, the 223 bodies in the old cemetery were raised, put in new boxes and reburied in either the Lakeview Cemetery or the City Cemetery adjoining, during the winter of 1884-5. Those in the City Cemetery, known at that time by the Indian name of Washelli, were soon after again removed and placed in Lakeview. The two abandoned cemeteries became Denny and City Parks. Some of the bodies were buried at least four times before finally being allowed to rest - first, in one of the several early day burying grounds, on the Maynard, Boren or A.A. Denny claims; next in the ground now known as Denny Park, third in Washelli and last in Lakeview.

By passage of the necessary bill in Congress in February, 1885, Seattle was made a port of delivery for foreign goods. This was accomplished after long effort on the part of the Chamber of Commerce. Upon Tacoma was bestowed the same favor at the same time. A deputy collector was provided for in the bill, at a salary of \$1200 per annum. Congressmen had to be assured at the time that this official was not an additional one, or an increase in the customs force, but that the deputy was to take the place of an Inspector at the same compensation. So careful and particular were they upon this point that Delegate Brents offered to make the expenses to the Government even less for a Deputy Collector than it had been for the Inspector previously stationed here. For this purpose he offered an amendment making the annual pay \$1199. This, however, was rejected. The first Deputy Collector at Seattle was an individual named Major J. S. Jones, who opened an office in the Post Building. He was soon after succeeded by John Alexander and in August, 1886, by F.H. Winslow. The first duties were simple and few in character, consisting chiefly of swearing the Inspectors of Steam Vessels, clearing manifests and making note of changes

of masters of vessels. The office has since grown with the town and its trade, in a manner that would have greatly alarmed the Congressmen could they have foreseen it, and which in that event might have led to steps to prevent the business and official extension which have been witnessed.

At New Orleans was held in the winter of 1884-85 a National Cotton and Industrial Exposition, which was participated in by Washington Territory. The Director General allotted to the Territory \$6,333. Properly applied it was enough to get together and maintain a fair exhibit. Instead, however, four Commissioners and a Secretary were appointed, and after providing for their maintenance, traveling and personal expense but little was left for the main purpose of the allotment. Some woods, iron, coal, bricks, vegetables, fruits, photographs, paintings and printed matter were sent from Seattle. A year later a second, known as the North, Central and South American Exposition was held in the same city. Two thousand dollars was given to Washington Territory. But one Commissioner - Ezra Meeker - was appointed, and with the money he made a fine show, and maintained it during the entire six-months' period of the Exposition.

At three o'clock in the morning of March 19 the Hotel Oriental on Washington Street and Occidental Avenue was discovered to be on fire. It was a two-story wooden building and burned rapidly. Two men lost their lives, and three others were more or less injured. The fire was said by the Coroner's jury to be of incendiary origin. It never was ascertained, however, who the guilty person was.

The first Seattle Press Association was organized May 3rd, by F.J. Grant, E.S. Meany and Thos. W. Prosch of the Post-Intelligencer, Kirk C. Ward of the Star, and M. Dishon, F.C. Montgomery and Frank Bauerlein of the Chronicle. The objects in view at the time were the organization of a Press Association for Puget Sound, and in addition to inaugurate and foster

a movement to entertain the members of the Iowa Editorial Association then about to come to Seattle. The first association of Territorial newspaper men was formed in Seattle July 11th, in response to a call of the Seattle Press Association of which Mr. Prosch had been made President and Mr. Bauerlein, Secretary. Thirty editors and publishers from Seattle, Tacoma, Olympia, Port Townsend, Snohomish and Whatcom got together then in the Chamber of Commerce, and organized "The Puget Sound Press Association." The declared object was to secure unity of thought and action in matters relating to journalism and publishing; to elevate the tone, purify the expression and enlarge sphere of usefulness of the press, advancing it in wisdom and justice, extending its influence, and cultivating friendly relations and fraternal regard among its members. Membership was to be confined to Western Washingtonians. John M. Murphy of Olympia was made President; Allen Weir of Port Townsend, Vice President; Thos. G. Nicklin of Whatcom, Secretary, and C.H. Packard of Snohomish, Treasurer; R.F. Radebaugh of Tacoma, T.G. Nicklin and Thos. W. Prosch, the Executive Committee. President Murphy, upon taking the chair, in a neat speech, predicted a long, honorable and useful career for the Puget Sound Press Association. An attractive program was prepared for the next meeting, to be held in November or December following. When that time came the Puget Sound newspapers and people were involved in the bitter anti-Chinese agitation of that day, and the proposed meeting was postponed and never held. The Puget Sound Association was succeeded by the Washington Press Association organized at Tacoma during the great Fourth of July celebration of 1887.

There were three receptions of a public and extensive character in the early part of the summer. The first was that of seventy Omaha business men, who went on to Victoria, making short stays in Seattle both going and coming. They were shown about as far as possible, furnished maps, pictures, papers and general information. The second party came June 8th and con-

sisted of Gen. Nelson A. Miles, Senator John Sherman and Chas. Francis Adams, President of the Union Pacific Railway Company, and a few others of little less prominence. They were taken in carriages to Smith's Cove, Shilshole Bay and Lake Union, thence to Lake Washington and back to town. In the evening they were banqueted at the Occidental Hotel, where the three gentlemen named made fine and pleasing speeches. They also went on to Victoria and down the Strait of Fuca, then back to Seattle, and on to Portland, Vancouver, Walla Walla and East. June 15th the Iowa Press Association, 121 men and 60 women, arrived in Seattle coming from Tacoma on the steamer Geo. E. Starr. The town was illuminated in their honor. The next forenoon they were taken about town in carriages, and later to Port Blakely on the steamers Glide and Cascade. In the afternoon they participated in a clambake, at which they had several pleasant speeches. They were also supplied with pictures and reading matter descriptive of the town and country. Their entertainment was complete and happy. Upon their return to Iowa their sentiments found expression through the newspapers edited by them in the most laudatory statements concerning Seattle and its people.

J.J. Upchurch, or Father Upchurch, as he was familiarly called, visited Seattle in August and was warmly and cordially greeted by members of the Order of United Workmen, of which he was the founder. He was given a reception in Yesler Hall, a banquet at the Occidental Hotel, and was the recipient of many pleasant and complimentary attentions. The Order was instituted by Upchurch in November 1868, at Meadville, Pennsylvania, with six members. During the seventeen years that had elapsed, its membership had increased to 152,000, of whom 5,000 were then in the Grand Lodge jurisdiction covering Oregon, Washington and British Columbia.

Ossian J. Carr, the Postmaster, W.J. Colkett, Assistant Postmaster, and Mail Clerk Harris were appointed by Postmaster General Viles members of the Civil Service Commission having supervision of examinations of candidates for positions in the

postal service in the Territory. Sept. 22nd, candidates for positions appeared before them and Judge Thomas, U.S. Civil Service Commissioner for the first examination in Washington, held at the King County courthouse. They then examined one young man from Cheney, two men from Tacoma, and four from Seattle. As a result of the examination two of the Seattle candidates got places in the Government service. Confucius L. Wayland, a young law clerk, was given a clerkship in the Post Office Department at Washington City, being afterwards appointed Inspector in the service, where he remained a long term of years. Joseph W. Anderson, a teacher in the Seattle schools, was the recipient of the other appointment, he being called to the Commissary General's office in Washington, D.C. Wayland returned to the State of Washington, but Anderson remained in the City of Washington.

On Saturday, Sept. 26th, in response to a published call, a meeting of farmers was held at a place called Titusville, in White River Valley, to consider the non-operation of the Seattle Tacoma Railroad, and to see if steps could not be taken to compel its operation by the Company or people owning it. By special invitation it was attended by Messers J.R. Lewis, Orange Jacobs, Chas. F. Munday and John R. Kinnear, legislators elect; by James McNaught and John L. Howard, representing the owners of the road, and by a few other citizens of Seattle. The principal speakers were Judges Lewis and Jacobs and Hanford for the people, and Howard and McNaught for the Railroad Company. Advanced ground was taken by the speakers in favor of compelling the owners to operate the road, or, in the event of their failure so to do, of taking charge of it, condemning it for non-use, and adjudicating a forfeiture of the Company's franchise. Judge Lewis also urged the Legislature be asked to declare a forfeiture of the property to the Territory, the Territory on getting possession to lease or sell to such person or Company as would undertake to operate the road. The railroad men took

other ground and urged against the propriety and possibility of doing this. The people were worked up, however, and were prepared to do almost anything hostile to the Company. During the meeting a telegram came from Elijah Smith, President of the Company, saying arrangements had just been made to open the road October 1st. The reading of this had the effect of preventing further unfriendly action at the time. Rolling stock was put upon the road as promised, but it consisted of a single locomotive, and a freight car for passengers, with a schedule that connected with nothing and service of infrequent and irregular character. It was a beginning, though, and was largely due to the meeting of the White River farmers.

Another of the enterprises of this dull year was that of the Seattle Electric Light Company, organized in September by Fred. W. Sparling, Geo. D. Hill, S.Z. Mitchell, J.M. Frink and Thos. H. Cann. The object was to furnish people of Seattle with Edison's incandescent electric light. The capital stock was \$50,000, but the actual capital was nothing. The plant bought was obtained on credit. It was installed in a little shed on Jackson Street near First Avenue South, and was valued at \$3,000. A right was given by the city for twenty-five years to use the streets and alleys for poles and wires needed in the distribution of the new light. It was a few weeks only until the entire capacity of the works was taxed to supply the demands of the people for light, and a larger establishment on First Avenue succeeded the little establishment on Jackson Street. The Company soon got the contract for lighting the streets, displacing gas, and the Gas Company in its competition felt compelled to put in an electric plant also, introducing to Seattle the arc light. The Seattle Electric Company was agent for eastern manufacturers, and as such was instrumental in introducing electric light to Port Townsend, Tacoma, Olympia, Spokane and other Washington cities.

The Seattle Turn Verien, organized by August Wolf, Lenard Reinig, E.P. Edsen and others, was another new thing of

1885. It soon secured a large membership, built a hall, opened a gymnasium, and inaugurated systematic amateur athletics.

Schooner Leo, formerly the U.S. revenue cutter Reliance, was put on the Seattle Alaska route, and aided materially for two years in promoting and increasing the growing commerce between this city and that immense territory. Brady and Whitford were her owners. Steam was added to her sails as motive power. The Leo had a marked effect in compelling the mail steamship company to give Seattle more recognition, resulting in greatly improved service and lower freight and passenger rates.

Seattle was made a Government signal station in September, with Capt. J.A. Hatfield as displayman. At the same time Port Townsend was also made a station, Captain Eugene Biondi there serving as displayman.

The Regents of the University determined, if possible, to establish legal and medical departments in the fall of 1885. The necessary first steps were taken Oct. 15th, when Doctors T.T. Minor, Rufus Willard, Edward L. Smith, John Baker, Gideon A. Weed, C.H. Merrick, L.R. Dawson, John W. Waughop and John O. Sundberg were constituted the faculty of the school of medicine, and Messers E.P. Ferry, R.S. Greene, Thomas Burke, Elwood Evans, B.F. Dennison, J.C. Haines, Orange Jacobs and John B. Allen of the law school, with Junius Rochester as stated instructor. The course of the medical school was to cover three years. The first term was to begin Nov. 9th. Like many other ambitious efforts, the attempt was premature, and the school was never organized.

A great deal of ugly feeling was manifested in 1885. The times were hard, and the hands of all seemed to be raised against others. Grievances were common, and reform and relief measures took violent shape. The Apple Orchard or Law and Order Council of the first half of the year proceeded against the liquor sellers and gamblers, making special efforts to close saloons on Sunday. The Post-Intelligencer commended the effort, and for so doing was vigorously and bitterly boycotted, the three wholesale houses of that day t a k i n g

the initiative, circulating papers pledging the people to withdraw their patronage, and making a long, hard fight to weaken and ruin the paper. The feeling against the Northern Pacific Company was intensified, and was reciprocated by the friends of that corporation. Constant attempts were made to force the Company to take the Puget Sound Shore Line, or to make arrangements by which the latter could be operated at least. This had its effect, for an arrangement was made late in the year by which the Northern Pacific Company, The Oregon Railway and Navigation Company and the Columbia and Puget Sound Company each furnished rolling stock, and the road was opened for trade, being operated by the C. and P.S. Co. While the Northern Pacific conceded this much, it was only a matter of necessity, and the old attempts to hamper the road and hurt the town were continued. In the fall, among other popular contentions, arose an anti-Chinese agitation, which spread all over the Pacific Coast and into Wyoming. The Chinese were driven out of many places, and not a few of them murdered. A camp of hop-pickers in Squak Valley was attacked, and three killed and three wounded. All the Chinese in Tacoma, four or five hundred in number were hustled out one November morning, and driven from town, they and their effects being left on the prairie, whence they were taken by rail to Portland, and their houses in Tacoma being set on fire and destroyed. The agitation raged in Seattle, instigated by the Knights of Labor, and assisted by men from the coal mines back of town. Expulsion of the Chinese from Seattle was only prevented by the unexpected arrival of several hundred regular soldiers from Fort Vancouver, who stayed until they supposed the danger past. In this supposition they were in error, as the events of 1886 established.

The Presbytery of Puget Sound was organized and incorporated at Seattle in the latter part of the year 1885, by Rev. Messers F.S. Strange, Geo. F. Whitworth, John R. Thompson, Thos. J. Weeks, George A. McKinley, M.D.A. Steen, W. H. Lee, John Reid, Jr., H. F. White, Samuel Campbell and S.S. Caldwell.

1886

The price of gas was reduced at the beginning of the year to \$2.40, \$2.50, \$2.60 and \$2.70 per thousand feet, according to the quantity consumed. If not paid within ten days of the expiration of the month, however, the old price of \$3 was charged. The reduction was made in view of the operation of the new Seattle Electric Light Company. In April, when the electric plant was fairly and fully employed, the gas company further reduced its rate to \$2 per thousand, when Seattle people were getting their gas for less money than were the people of any other place on the Pacific Coast. For a time the business rivalry between the two companies was very keen.

The Territorial Legislature appropriated \$10,000 to the University for the years of 1886 and 1887, being the largest appropriation for that institution to date.

By the persistent exertions of the Chamber of Commerce mail service was established by the Post Office Department over the Puget Sound Shore Line early in the year. The order was hardly made until it was practically vitiated by the Northern Pacific officials, who arranged a schedule that left the Seattle mails in Tacoma twenty-two hours. This continued several months, but the Company was finally compelled by popular clamor, by pressure from the Department, and by the growing traffic of the Shore Line to yield and give connection to the two roads of a more satisfactory character. When this was done the Department shortened the Sound mail route to Port Townsend and Victoria by cutting off Tacoma, making Seattle the southern terminus, which it has since remained. About this time the management of the Oregon Railway and Navigation Company seriously contemplated building a line of railroad from Portland to Seattle, and the unanimous vote of its Board of Directors was given in favor of the project. It is likely that this had much effect upon the Northern Pacific. During the year the general business of the Puget Sound Shore Line grew enormously.

As a result of the anti-Chinese agitation of the year

before Daniel Cronin and fourteen other men were tried at the January term of the District Court for conspiracy. Of 73 jurors called 61 were excused. After a long, hard trial, a verdict of not guilty was rendered, the jury being out twenty minutes. The conspirators were emboldened. They thought they had the people behind them for support, and they set themselves up for martyrs and heroes. On the streets and in public meetings they lionized themselves and each other. They hurled defiance at capital, at law, order and everything else likely to stand in the way of the exercise of their determination to further persecute and molest the Chinese. Early in the morning of Feb. 7th, a Committee of fifteen of these lawless agitators, headed by the Chief of Police, one William Murphy, who fully sympathized with them, began an investigation of the Chinese quarters. They were followed by a great company of other men. Some with wagons, who entered the houses of the Chinese with the Chief and Committee, and who seized upon the goods of the Chinese, put them in the wagons, and carried them down to the Ocean Dock for shipment on the steamship Queen of the Pacific to San Francisco, driving the Chinese there also. They had nearly completed their work before the law-abiding citizens were made aware of what was going on, it being Sunday morning and people not out and around as early as usual. Mayor Yesler, Sheriff McGraw, Chief Justice Greene and U.S. Attorney White were out among the first, but they were only a handful among a host, and their first effort was of no avail. The policemen did nothing. Gov. Squire issued a proclamation commanding the lawbreakers to disperse, and for the purpose of maintaining order he placed the militia under the direction of the Sheriff. During the later hours of the day the Sheriff got out a large number of deputies, and with the militia companies took possession of the town. By this time nearly all the Chinese, three or four hundred in number, had been driven to the dock, and told by the Committee and its helpers that they must go on the steamer

to San Francisco. Terrorized as they were they were eager to do this, but they generally had not the money to buy the necessary tickets. A subscription of \$1500 was raised, and the money used to pay for the passage of as many Chinese as the steamer could take. The others remained in the warehouse on the dock all night, watched by the agitators and guarded by the Sheriff. A number of these engaged in the anti-Chinese movement were arrested during the day, but they were soon released on bonds and were out on the streets noisier and more violent than ever. On the morning of the 8th the Chinamen on the steamship were taken into court on a writ of habeas corpus and were told by the Judge that they could not be driven out of town, and if they wanted to stay in Seattle they were at liberty to do so, and would be protected in so doing. A few said they would stay but the great majority were eager to go, and the steamer took away 197 when she sailed shortly after. It was intended to send other Chinamen on the next steamer, but in the meantime they had to be kept in town and protected. They were placed under the care of what was then known as the Home Guards, a company of thirty or forty of the best citizens, commanded by Capt. Geo. Kimear. They all marched up Main Street, heading for the former habitations of the Chinese. At First Avenue South they encountered the mob, which at once assailed them with vituperation and threats, followed almost immediately by attempts to take away the guns of the Guards, by blows and by efforts to get at the Chinese for the avowed purpose of doing them bodily injury. The mob was led by Chas. G. Stewart. The Guards at first used their guns as clubs, but the situation soon became so desperate that without orders firing began, the result being the killing of Stewart and the wounding of four of his followers, named Murphy, Muirane, Smith and Schrieber. Hearing the shots, Company B, Captain Green and Company D, Captain Haines, hurried to the spot. The guns of the men were loaded with ball cartridges in the sight of all, and it was made plain that another attempt at violence would be met promptly and sharply, with

bloody and fatal effect to those engaged in it. The wounded men were taken to their homes. The town was placed under martial law by Governor Squire, the Courts being suspended, and the militia taking the places of the police. Saloons were closed, public gatherings prevented, people forbidden on the streets after 7 in the evening without passes from the Provost Marshal, arrests were made, business restrained, and for a time regulations of the strictest character proclaimed and enforced. Feb. 9th, President Cleveland commanded and warned all insurgents in Washington Territory to disperse and go to their homes, and admonished all good citizens against unlawful demonstrations. At the same time he ordered Gen. John Gibbon with troops from Fort Vancouver to Seattle, they (500 men of the Fourteenth Infantry, under Lieutenant Colonel DeRussey) arriving in the city on the 10th of February and relieving the home companies that evening. Martial law was continued until Feb. 22nd, when it was suspended as far as interference with civil law was concerned. As the excitement subsided, it became apparent that other relaxations might safely be made, and they were made, but it was not until the 20th of August that the last of the soldiers was sent back to their garrison on the Columbia. The ugly feeling was not entirely ended, however, and it made itself manifest at the following elections in victories for the anti-Chinese element, in later threats against the Chinese, and in various other ways. One of the other ways was in the shape of a suit for damages against Gov. Squire and Gen. Gibbon. Junius Rochester, through the medium of the Court, demanded from them \$25,000 on account of his imprisonment from Feb. 17th to 23rd and J. S. Hanegan demanded \$50,000 for his imprisonment thirteen days during the same month. The suits never came to trial, and were finally dismissed and with their dismissal ended the last phase of the anti-Chinese agitation in Seattle.

James Manning Colman, a Lake Washington farmer, and Wilbur Patton, an 18-year old Seattle schoolboy, disappeared on

the morning of Feb. 8th. They left the Colman house in a boat, and were never after seen alive. As they did not return, inquiry was made and search begun. On the 4th of March their bodies were found in the Lake, each shot twice. One thousand dollars reward was offered for the arrest and conviction of the murderer or murderers. Suspicion fell upon Geo. H. Miller and his family, living also on the Lake. Miller had been accused by Colman of killing a man the year before, of voting his children before they were of age, and of false swearing in a land contest. There was bad feeling between them. Miller was at once arrested, but after a short detention was discharged. Upon finding the bodies he was again arrested, and locked up in jail where he remained over two years, during which he had the remarkable experience of being tried more energetically, more frequently, at more different places, before more different judges and jurors, and under more different circumstances and conditions, than any other person in the criminal annals of the Territory or State. He was indicted by the King County Grand Jury for both murders. To insure a trial before a jury of unprejudiced persons, a change of venue was taken to Port Townsend, in 1886, where the jury failed to agree after being out forty hours. The second trial was at Seattle in April 1887, and again the jury failed to agree after being out two days and nights. A change of venue was taken to Tacoma, but the case was returned to Seattle for trial before a jury composed of citizens of Kitsap County. On this occasion, in June 1887, he was found guilty as charged in the indictment. Miller was sentenced to be hanged Sept. 25rd, by the Sheriff of King County for the murder of Colman. An appeal being taken to the Supreme Court, the execution of sentence was delayed by the Governor. In February, 1888, the Supreme Court announced in a sensational manner that the verdict in the Miller case "must have been rendered upon suspicion and passion only, and not from deliberate weighing of the testimony in the scales of reason. It is entirely insufficient to justify the verdict of

guilty, and should have been set aside and a new trial granted." The judgment was reversed, and the case sent back to the District Court for further proceedings. Miller's next and last trial was at Port Madison, at the first term of the Territorial Court held in Kitsap County in April, 1888. The trial jury was empaneled and the prosecution presented its case, whereupon non-suit was moved by the defense and granted, the Judge holding that the evidence in the case was insufficient to convict. Miller was discharged. As the evidence in the Patton case was the same as that in the Colman, except in the matter of evil intent on the part of Miller, he was not tried for the killing of Patton. Miller went home, but did not live long, and his family were soon scattered and lost to local view. His prosecution cost King County \$18,000.

The first Arbor Day celebration in Seattle was suggested and arranged by Superintendent Ingraham, of the public schools on the 22nd of February, 1886. The idea was eagerly taken up and carried out by the teachers and pupils. Upwards of eighty trees were brought by the children, and planted upon the school grounds, or on the streets in front of them, some of which are living and flourishing to this day.

The Chautauqua studies and movement in Washington had their beginning in Seattle. The first Territorial citizen to graduate was Dexter Horton, who pursued the literary work under the direction of the original circle in New York. In September 1883, the Young People's Society of the First Baptist Church of Seattle arranged for semi-monthly meetings, the program of which was culled from the Chautauqua. In September, 1884, the Society voted itself the Rainier Circle C.L.S.C., and gave notice of its opening meeting with Professor Curne of the University as lecturer. A series of lectures was given in the University Chapel by Prof. Curne on the Greek people and language, and by Prof. O.B. Johnson on Chemistry. As a result \$150 of new books were added to the University library. In the summer of 1885 an Assembly was held on Vashon Island, at the place of Rev. R.B.

Dilworth, twelve small cheap houses being built for the purpose, and under the management of Rev. Messers Ward, Wells, Otis, Pierce and Dilworth. The location was not satisfactory, and the meeting that summer was the only one held there. Meanwhile the interest had so increased in Seattle that four Circles were organized and maintained, namely: the Rainier, Vincent, Alki, and Acme. Among others who assisted in the first Assembly were Bishop Paddock, President Powell of the University, Professor Curne and Rev. Messers Rugg, McLafferty, Banks and Burchett. The session closed with a strong organization headed by D.J. Pierce, who for six successive years was elected President. In April, 1886, the Chautauqua of Tacoma and Seattle met in Seattle, six circles being represented, and organized the Puget Sound Chautauqua Assembly, and which continued until 1895. The Assembly of 1886 was held at what was called Gardiner's Beach, a little beyond Alki Point, and about five miles from the city. It was an attractive spot, and those who participated in the meetings were many times more numerous than those of the year before at the other place. In fact it was the popular resort of the time, and it or its vicinity has since continued one of the favorite places for summer campers from the city. The Chautauquans, however, had a strong desire to own and control their own grounds, which as a matter of business policy, it was thought they should be midway between the cities of Tacoma and Seattle. Such a place as Trump Harbor, on Vashon Island in King County, was secured, and there the Assemblies of 1887 and years succeeding were held. For the purpose of more fully carrying out the idea, articles of incorporation of the Puget Sound Chautauqua Association were filed, Sept. 2nd, 1887 by S.R. Cheadle, A.J. Hansen and D.J. Pierce, the objects being to acquire lands and plat them, to hold annual summer assemblies, and to do other necessary and proper things. The first Trustees were Messers D.J. Pierce, H.L. Bates, C.C. Otis, O.B. Johnson, E.S. Orborne, A.H. King, Angus Mackintosh, Miss Minta Foster, Mrs. M.H. Abrams, Mrs. F.E. Nickels and Mrs. L.D. Ward of Seattle; Mrs.

G.J. Turrell, Mrs. E.M. Calhoun, Mrs. E.W. Benney and Messers J.W. Tait, W.A. Mackey and S.H. Cheadle of Tacoma; Mr. R.H. Massey, Mrs. P.C. Hale and Mrs. Ella Stork of Olympia; W.W. Beck of Walla Walla, G.M. Johnson of Lopez Island and R.B. Dilworth of Vashon Island.

The first public school graduates in Washington Territory went from the Seattle High School in 1886, namely: Pierre P. Ferry, Will M. Feas, Albert M. Graves, Axel Anderson, Robert Emmett Russell, Millie Pickard, Belle M. Vrooman, Emma Ulin, Haidee Gasch, Lillie L. Piper, Fannie McRae and Lillie W. White. They immediately organized an association of graduates with Mr. Ferry as President; Mr. Graves as Secretary, Miss Gasch as Treasurer, Miss Pickard as Poet, Miss Piper as Historian and Miss Ulin as Phrophetess.

Seattle sold her first bonds in June, 1886. This issue was \$20,000, bearing 8 per cent interest, and was taken by E.B. Downing and Company at 7.3 per cent premium. At the time of their issue the Councilmen thought that it might embarrass the city to redeem the bonds at maturity if all were presented at once, and to prevent this they were made payable at the rate of \$5,000 a year in ten, eleven, twelve and thirteen years. The money derived from their sale was used in the building of what was termed Grant Street bridge. These bonds were but a starter, other city bonds and local improvement bonds followed by school district bonds came, until within ten years the people of the city were burdened with bonds calling for an amount aggregating about five million dollars.

The Puget Sound Construction Company was organized in 1886 by D.H. Gilman, Thomas Burke, Chas. M. Sheafe, Wm. P. Robinson, Franklin Jones, Angus Mackintosh, W.C. Squire, S.V. White, H.D. Armour, James D. Smith and others. The object of the Company was to build the Seattle, Lake Shore and Eastern Railroad. The men named subscribed for a large amount of stock, \$10,000 and upwards each, and then through the medium of the Construction Company contracted with the Railroad Company to furnish all material needed and build the road, taking pay for the same in

stock at the rate of \$10,000 per mile and bonds at the rate of \$20,000 per mile. Under this arrangement the first forty-odd miles of the road out of Seattle were built. The Company then ceased the operation, the compensation received being insufficient to justify it in continuing construction.

The city school funds were exhausted early in the year and by July 1st the district was in debt \$13,518. The Directors were alarmed. A month was taken off the school year, salaries were cut, and permission was asked of the electors to levy a special tax sufficient to realize \$10,000, compliance with which request was promptly voted. The receipts of the school year were \$18,548.75, the expenditures \$20,893.03, the deficiency \$2,344.28 and the cost per pupil \$17.53.

Seattle Corps No. 1 of the Salvation Army was organized about this time by Captain Alfred Harrie and wife. At first the work was confined to street parades and meetings, but it gained in interest and widened until it included a field as broad as that in any other city of the land. The sick and dying were visited, War Crys sold, a wood yard opened, basket making begun, labor and employment bureau organized, lodgings, meals and baths furnished, food and clothing sent to poor families, Christmas trees and dinners provided for the poor, men's training garrison established, and many other like things in addition to the ordinary revival work. A printer named J.W. Munson left to the Seattle Corps all his property, including 280 acres of land in Kitsap County. This beneficent gift the Army has since been utilizing as fully as circumstances permit, placing upon it worthy men, clearing and cultivating the ground, opening roads, building houses, etc. Headquarters for the North Pacific Division of the Salvation Army for Oregon, Washington, Idaho and Montana being established in Seattle by Major William Halpin in 1891; Idaho and Montana being subsequently cut off and created a new Division. Gen. Wm. Booth, founder of the Salvation Army, visited Seattle several times, and on each occasion was given a grand reception by his followers and citizens.

generally.

Steamer Fleetwood, a famous craft in her day, was brought from Portland to Seattle this year by Capt. Z.J. Hatch. She was the forerunner of the Columbia River and Puget Sound Navigation Company, owning and operating the Fleetwood, Flyer, Grayhound, Telephone and Bailey Gatzert, usually two on the river and two on the Sound.

Gen. Wm. T. Sherman, Gen. John A. Logan and Gen. Russell A. Alget were among the distinguished men of the Nation who visited Seattle this year..

The Pacific Postal Telegraph Company made its appearance in 1886, and was given permission to use the streets in connection with its business.

In 1886 Puget Sound sawmills sent to foreign markets 71,659,000 feet of lumber and to domestic ports 200,000,000 feet. Their output was greater than in any previous year.

1887

The first franchise of the Seattle Lake Shore and Eastern Railway Company was given by the City on the 7th of January, and was for a right of way thirty feet wide over the tide lands from Yesler Way to the city limits on the north. Twenty days later this was amended, again<sup>in</sup> September, and once more in 1889, when it was extended 250 feet south of Yesler Way, and was placed upon the Railroad Avenue as then laid out by the city. It was conditioned upon the Company building a road over the Cascade Mountains through Snoqualmie Pass before the 1st of December, 1891, putting inside tracks, running two trains a day and other things of the character usual to such privileges.

The West Coast Railway Company filed its articles of incorporation April 13th, 1887 by Daniel H. Gilman, Thomas Burke and Chas. M. Sheafe of Seattle, and Henry Crawford and Henry Crawford, Jr., of Chicago. Its object was to build a line of railroad from Seattle to the International line, between Canada and the United States at some point in Whatcom County. It undertook the work at Snohomish Junction on the Seattle, Lake Shore and Eastern Railway, building north from there. After spending considerable money in the undertaking, it sold out to the S.L.S. & E. Co., which completed it first to Snohomish and then to the boundary line at Sumas.

The Puget Sound Construction Company began spending money in the construction of the Seattle, Lake Shore and Eastern Railway early in 1887. It purchased several thousand tons of heavy steel rails from the Moss Bay Company at Workington, England, in January, and started one ship with a load of them in February, a second in March and a third in April. It opened bids in Seattle in February for the building of 16,640 feet of pile trestle along the water front of the city, and also for clearing, grading, bridging, etc., the first five miles from the tide water at Smith's Cove to a point near Lake Washington.

Surber and Egan were given the trestle contract, and Kerne Brothers the other. Other contracts quickly followed. Union Bay on Lake Washington was reached in the early fall, a wharf built and traffic begun. By Thanksgiving Day the road was twenty-two miles out, an excursion was given to the end of the track at Bothell and 108 people carried. Carrying the mail began in November. Ship Persian arrived with rails on the 10th of August, followed by the ship Rydalmere on the 14th, the ship Cape Verde in December, and the Joseph S. Spinney in January following. The two first locomotives, named the D.H. Gilman and H.L. Yealer, arrived June 27th. As there was no business for them one was leased to the Puget Sound Shore Line, and for a time ran over that road. The first cars were flats and an express car came from the East in September and were immediately put to work on the finished road. The West Coast Company gave a contract to Earl and McLeod to build thirty miles of road from Snohomish City, which they entered upon in May, but which they finished a year later, for the Seattle, Lake Shore and Eastern Company. All this road work - over seventy miles of new road - caused a tremendous stir among the sawmills, laborers, ships, town and farming community. Logging camps, mills, mines and towns sprang into existence as if by magic and caused a development, growth and boom the like of which never before had been seen on Puget Sound.

The Seattle and Eastern Construction Company was incorporated in November by Thomas Burke, D.H. Gilman, Angus Mackintosh, F.M. Jones and Wm. H. Scott. Its declared objects were to build canals, railroads, ships, etc., and to operate the same in Washington, Oregon, Montana and Dakota; also to run ships to Victoria, San Francisco and elsewhere on the Pacific Ocean. Its real object, however, was to displace and succeed the Puget Sound Construction Company in the building of the Seattle, Lake Shore and Eastern Railway. It took contracts to build the latter at the rate of \$20,000 in stock and \$25,000 in bonds per mile. The Seattle subscribers to the stock of this Company were

A. Mackintosh \$20,000; Thomas Burke \$20,000; John Leary \$10,000; Bailey Gatzert \$10,000; Watson G. Squire \$10,000; Mrs. Mary M. Miller \$10,000; and Daniel H. Gilman \$40,000.

The Bellingham Bay Railway and Navigation Company filed supplementary articles of incorporation at Seattle January 21st, the original articles having been filed at Whatcom in 1883. The Trustees on the latter occasion were Eugene Canfield, Daniel B. Jackson, Chas. Donovan, Frank H. Richards, Sutcliffe Baxter, Wm. R. Forrest and Thos. T. Minor. The declared object was to build a line of railroad north from Bellingham Bay to the Canadian line to connect there with some railroad in British Columbia, and also to build south from Bellingham Bay to Seattle and Tacoma. The northern line was built, and when built was purchased by the Great Northern Company and included in its line from Seattle to New Westminster.

Franklin M. Jones, Henry Crawford, D.H. Gilman, Thomas Burke and Chas. M. Shaefe incorporated the Seattle Coal and Iron Company February 1st. It was to own and operate mines and do other necessary and desirable things in connection therewith. Its capital stock was fixed at first at \$2,000,000, but increased later to \$5,000,000. It acquired several pieces of valuable mineral property, the principal one being the coal mine at the town of Gilman or Issaquah. This was opened upon the completion of the Seattle, Lake Shore and Eastern Railway to that point, in 1888, the first cargo of coal sent abroad being in May of that year on the ship Margaret from Seattle. The mine has been operated ever since, more than a million tons of coal having been taken from it. In the financial depression of 1893-7, the Company became embarrassed and had its property sold for the benefit of its creditors.

The Puget Sound Improvement Company, formed by Herman Chapin for himself and Boston capitalists, was possessed of \$160,000 capital. In buying the two lots from John Leary on Second Avenue at the corner of Columbia, \$27,000 was spent and in buying two lots from the First M.E. Church on the corner

opposite \$30,000 was spent. The Colonial Building and the Boston Block took the remainder of the money. The Boston was the first house in Seattle to use pressed brick in construction, and when new it was the largest and most costly house in town. Subsequent to building the two houses referred to, the same Company built on the Colonial lots a brick house fronting on Columbia Street that for many years was used by the Government for the postoffice.

Capt. Geo. D. Hill, after being County Treasurer for twelve years, was succeeded by F.A. Pontius. The Commissioners had his accounts examined by Messers J.H. Parsons, W.H. Hughes and J.T. Ronald, who, after due examination, reported him to be indebted to the County including interest \$61,472 for tax collections not accounted for, overcharges, etc. As he disputed the amount, and moreover was unable to pay it upon or after demand, suit was brought against him by the county. A.R. Coleman, of Port Townsend, was appointed referee. He went into the case laboriously and thoroughly and finally in May of 1888 reported Hill to be short in the principal sum of \$46,975. He, however, found judgment against him and the bondsmen for only \$24,910. The other money, he stated, was taken during the period from January to March 1887, when the term of the Treasurer was extended by the Legislature and no bond required or given and could not be collected by law. Including interest at 10 per cent, the referee's finding increased the amount due from the ex-Treasurer about nine thousand dollars. The bondsmen affected numbered twelve of the most prominent men in the town, to whom, by trust deed, Hill transferred his property for the purpose of securing them from harm at least to the extent of its money value. There were three actions, one for each of Hill's three last two-year terms. The first case contained a claim for \$4,281 on account of shortage prior to 1881, but the referee found that this was outlawed and the Court withdrew it. Judge W.H. Calkins tried the cases in the District

Court, and found for the County in the two first, which were afterwards carried to the Supreme Courts of the State and United States, where the decisions sustained the lower Court and were in favor of the County. In the third case the County excepted to that portion of the referee's report which failed to give judgment for the shortage of \$22,000 during the two months' extension of the Treasurer's term of office. This case was sent back by the State Supreme Court, and the second time was tried before Judge I.J. Lichtenberg, who gave judgment for the full amount claimed. The Supreme Court of the State reduced this judgment \$22,064, holding that the bondsmen were not liable during the extended period of Hill's last term of office. This decision was rendered in January 1895 and in February the bondsmen paid to the County Treasurer the \$24,910 found to be due by the referee, with 10 per cent interest to date of payment, the county losing the \$4,281 and the \$22,064 on account of the statute of limitations and the official term extension before referred to. Hill was indicted by the Grand Jury for his forgeries while in office, but he died before being brought to trial.

The American ship Carondelet, Capt. Stetson, which arrived in March, was the first vessel from England to Seattle direct. She brought 1900 tons of pig iron, cement, salt, fire brick, liquors and other cargo. Within a year half a dozen other ships came with full cargoes from the same far-off land.

A special effort was made this year to cater to the tourist trade on the Alaska route by the Pacific Coast Steamship Company. The large and handsome steamer Olympian was put in the passenger service exclusively. The first sailing she had only three passengers and after starting she was recalled. She made two round trips a month, and her charterers were reported to have lost over \$20,000 on her account during the season. Similar enterprises in later years were more generously rewarded.

July 14th Albert Friedrich shot his friend, Julius

Scherbring on the Grant Street bridge. It was an atrocious act, without excuse or palliation. Upon Scherbring's making an outcry, after receiving his death wound, he was besought by Friedrich to keep quiet and not arouse the neighborhood, and was told that he would soon be dead and sufferings ended. Though Friedrich was unprepossessing and without friends, extraordinary efforts were made to save his neck from the halter by his attorney, James Hamilton Lewis. The matter was fought through all the Territorial, State and Federal Courts for six years. Twice he was convicted of murder in the first degree and twice sentenced to be hanged. The second verdict was modified by the Supreme Court to second degree, because no motive was shown for the crime. He was finally sent to the Penitentiary at Walla Walla for twenty years.

The reservoir on Beacon Hill was built by the Spring Hill Water Company in 1887. Its capacity is 4,000,000 gallons, and it was then and long afterwards remained the largest reservoir made by men in the State. At the same time the Company put in new pipe lines of large capacity from Lake Washington to the reservoir and from the reservoir to town, greatly increasing its supply of water thereby, and enabling it to depend less upon the springs in the hillsides from which the Company derived its corporate name.

Seattle and the Territory had the remarkable experience of having five different Chief Justices within about two years. The term of Judge R.S. Greene having expired, President Cleveland in March, 1887, bestowed the office and honor upon Richard A. Jones of Minnesota; Judge Jones died in August, 1888. Chas. E. Boyle of Western Pennsylvania was next appointed. He arrived in Seattle November 18th, and died December 15th following. The Seattle Bar Association met at once and warmly and strongly recommended Thomas Burke of Seattle for the vacant Chief Justiceship. In accordance therewith President Cleveland appointed him December 19th, and being immediately confirmed, he qualified December 22nd, and entered upon the discharge of the duties,

haste being necessary owing to the clogged and overburdened condition of the Court calendars. Upon the inauguration of Benjamin Harrison in March 1889, Judge Burke resigned and Cornelius Hanford of Seattle was appointed to succeed him. Judge Hanford held the office until November, when it was done away with by the merging of the Territory into the State, he then becoming U.S. District Judge for the State of Washington, and the former Territorial District Courts being succeeded by the State Superior Courts..

Yesler's Hall was done away with this year, other and better places for public entertainments having excluded it from public favor. The hall property was turned into a photograph gallery, and office rooms, a store room being built below. No hall in the country ever had more varied uses than Yesler's, the fame of which extended from the Pacific to the Atlantic. Built in 1865 for the Fourth of July ball, it was kept for other balls and other purposes of diversion for twenty-two years, and during almost the entire period was the popular and much of the time the only hall of a young, rising, live and important town. The mass meetings were invariably held there, as it was the largest room available. For a like reason it was the common place for Conventions, Democratic and Republican. It was used as a Court room term after term, and was the scene of the trial of Howard and Sullivan who were hanged in 1862. Plymouth Congregational Church held its beginning there, while other denominations held services innumerable within it. The Liberal League used it on Sundays for services. Several County fairs were held in it. Susan B. Anthony, Elizabeth Cady Stanton and Abigail Scott Duniway talked Woman Suffrage there. Mrs. Scott Siddons recited, Remenyi played his violin, Yankee Plummer, Carl Bosco and Charles Vivian gave their entertainments. O.S. Fowler lectured on phrenology, Rose Eyttinge and others as noted in the theatrical and operatic world appeared upon the stage of this hall. John L. Sullivan and other bruisers boxed there, and there Madame Anna Bishop, when seventy years of age, drew

an audience from all parts of Puget Sound to hear her sing at five dollars apiece - a price never before equalled in this country. J.G. Kanyon, a well known citizen of later years, but formerly a professional ventriloquist, gave a number of shows in it, when new. The Turn Verein Society used it, while for political gatherings and theaters it had no rival until within a short time of its end. Located on First Avenue and Cherry Street it was most convenient, and as it was large and cheap and without a competitor it was necessarily popular. Before its time there was a Yesler Hall on First Avenue South and Yesler Way, but it was succeeded by the second one, and both were burned in 1889.

The assessment of 1887 was a mess of blunders locally unparalleled, besides being based on exaggerated ideas of property values. It caused great discontent and clamor. A vast number of errors were corrected by the County Commissioners, after doing which the whole thing by a horizontal cut was reduced thirty-three and a third per cent or from \$16,000,000 to about \$10,000,000. The City Council found it more convenient to have a new assessment made by other persons, the amount of which was something over \$7,000,000.

Wm. N. Bell, one of the first settlers and founders of the town, died Sept. 6th, aged 70 years and 6 months. Mr. Bell had been a farmer, a lumberman, a dealer in his own real estate, and was the father of four children.

The census of 1887 gave proof of 144,009 inhabitants in the Territory. The four chief counties had population as here stated. King 15,952; Whitman 12,892; Pierce 11,994; Spokane 11,515.

The U.S. Land Office at Olympia was removed to Seattle in December, and with it came the officers - J.Y. Ostrander, the Register, H.E. Shields, the Receiver and their assistants. The Seattle District then included all of Puget Sound and for a time did a larger business than any other office in the United States. The District was divided subsequently and a new District es-

tablished with offices again in Olympia.

On the 11th of September free delivery was established in connection with the Seattle Post Office with four carriers, namely: Frank Henry, Paul Jonas, A.J. Snyder and R.M. Brooks. J.M. Lyon was then Postmaster.

The West Coast Improvement Company was formed in August by Thomas Burke, Wm. R. Ballard, John Leary and Boyd J. Tallman. They secured about eight hundred acres of land on the north side of Shilshole Bay. This was platted as Gilman Addition to Seattle, but the people that went upon it and settled, established a town and called it Ballard. This enterprise of the West Coast Company was the largest in real estate to that time and the most successful of all. West Seattle, East Seattle, Kirkland and Columbia were enterprises of similar character, in which a vast deal of work was done, and millions of money spent but they were all later, and, in substantial, practical results very much less.

Among other enterprises and gains by Seattle in 1887 were these: the establishment of a branch of the Standard Oil Company, with warehouses at the corner of King Street and First Avenue South; the American District Telegraph Company, organized by Thos. T. Minor, Bailey Gatzert, Jacob Furth, H.G. Struve and Valentine Hall; and the Seattle Hotel Company, a popular enterprise, incorporated by J.D. Lowman, Geo. H. Heilbron and A.B. Stewart, which leased the Occidental Hotel and conducted it in a first class style for nearly two years and until destroyed by fire.

1888

The boom that began in 1886 and grew in volume and force in 1887, continued with unabated activity and vigor in 1888. It was manifested in a thousand ways, but particularly in the way of speculation in real estate, in the platting of additions to the City, in hundreds of new buildings, in scores of graded streets, in new railways, banks, hotels, stores, factories, shops and people. The inhabitants of Seattle, who numbered 3533 in 1880 and 9786 in 1885, increased in number to 12,167 in 1887, and to 19,116 in 1888. Much as this great increase signified, it was dwarfed by that of the next two years, for the census of 1889 showed Seattle to have 26,740 inhabitants and that of 1890, 42,837. The Polk Directory estimated the population in 1888 at 20,390, as their directory contained 8156 names. The Directory was, however, a few weeks later than the census, and every week at that time meant 150 more people in Seattle. Other Puget Sound towns at the same time were estimated by Polk to have populations as follows: Tacoma 13,355; Olympia 2408; Port Townsend 2040; Snohomish 740; Puyallup 585; Whatcom 568; Sumner 488; Port Angeles 463 and all other places smaller numbers. The assessment of Seattle grew as rapidly in amount as the inhabitants increased in number; the foreign and domestic trades swelled enormously; the Port Office receipts ran up in a manner unprecedented from less than \$15,000 in 1884 to more than \$90,000 in 1890; the schools were crowded, hundreds of children being unable to get in, and in some cases teachers having double classes, one in the forenoon and one in the afternoon. About the only thing that lagged was the municipality, which had not then fully attained to the grand ideas, wastefulness and extravagance that characterized later years, and which did not then apparently believe that the city would be blessed in proportion as it was involved in debt. The revenues for the city for the year ending May 31st, 1888, were \$139,199. This not only paid all the expenses but a good deal more, as there was a balance in the treasury of \$24,755. The

consisted of \$4,680 outstanding warrants and \$20,000 bonds. There was money enough on hand at the end of the year to pay every dollar of the debt and still have something left in the treasury.

The construction of the Seattle, Lake Shore and Eastern Railroad continued actively during 1888, the thirty miles of finished road at the beginning of the year being increased to about one hundred and thirty miles at the end. The road at first had been spoken of derisively by some as a "paper railroad" but that it was the real and genuine thing there was now no question. By March its rails extended into the town of Issaquah, forty-three miles from Seattle. The Puget Sound Construction Company transferred the property to the Railroad Company, which on the 18th of March began operating on its own behalf with officers as follows: W.R. Thornell, Manager, Fred A. Allen, Auditor, W.J. Jennings, General Freight and Passenger Agent; M.K. Jones, Trainmaster and Roadmaster; J.H. Watson, Superintendent of Bridges and Buildings; and W.H. Garlock, Master Mechanic. The Western Union Telegraph line reached Issaquah a few days later, and very soon a fair business was doing in coal and logs one way; merchandise the other, and passengers and mail both ways. The road was popular, and excursions over it were frequent, the largest of the year being that of the Pioneers in June, when passenger, box and flat cars were availed of to carry the numerous and enthusiastic company to the end of the line. The road was finished to Snohomish during the fall, much to the satisfaction of the people of that place. The Seattle and Eastern Construction Company built the road from Issaquah to Snoqualmie Falls and Sallal Prairie, reaching Raging River about the first of October. Falls City was reached in December and Sallal Prairie early in 1889. For the benefit of Ballard a suburban service was established with Seattle in August of 1888. Trains were run several times a day carrying large numbers of people at the rate of 25 cents for the round trip or 15 cents for one way. This was kept up two years, and until

the completion of the Seattle, West Street and North End electric lines permitted the S.L.S. & E.Co. to withdraw. During the year the people of Spokane, eager to secure another line to Puget Sound subscribed \$175,000 to the stock of the Railroad Company, conditioned upon its expenditure, from that town west. The offer was accepted, and a line 45 miles long was built from Spokane to the town of Davenport. This did not prove a good enterprise on the part of the Company, as the money was not all paid, the Company was unable to join this eastern section to its western section, and the eastern section could not be made to pay expenses. It has been maintained, however, but is now known as the Spokane and Seattle Railway.

The Seattle Real Estate Exchange was organized in January by Wm. D. Wood, G.C. Phinney, Dillis B. Ward, John Leary, D.A. McKenzie, E.T. Smart, J.W. Edwards and others engaged in this business. A room was leased, property listed, information and immigration features established, sales made and much work done. It continued a year or so and then suspended, owing to lack of interest and non-participation on the part of its members.

The First Regiment Armory Association was organized in March by J.C. Haines, Chas. H. Kittenger, Paul d'Heirry, Jos. W. Wilkinson, L.R. Dawson, J.D. Lowman, G.F. Kellogg, W.T. Sharpe, E.M. Carr, Geo. E. Preston, Joseph Green, A.P. Brown, John P. Hoyt, H.G. Struve, Geo. B. Adair and John A. Hatfield. A piece of the University ground, fronting on Union Street, was leased, and there a building 80 feet wide by 160 feet long was put up at a cost of \$12,000. It was well-planned, well-located and well-built, and more than filled the gap caused by the closing of the Yesler Hall. Though occupied by the three militia companies and Regimental Band, it was available for other purposes, and has been used from that time to this for the biggest conventions, meetings and exhibitions of the town. It supplied many a want that would have been sorely felt without it.

The first permanent social club began its existence in April. It was the Rainier, established by Robert C. Washburn,

E.A. Strout, W.A. Barker, John Leary, J.R. McDonald, Elisha P. Ferry, Henry G. Struve and others. The McNaught residence on Fourth Avenue and Spring Street was leased, furnished and occupied for four years. In 1892 the Club moved down town, and into fine rooms in the Seattle Theater Building on Third Avenue and Cherry Street. In the entertainment of distinguished strangers the Rainier Club has taken the lead, and has done in this way much that was desirable that could not be done in any other way.

Ships Royal Alice, Madeira and Lizzie Bell arrived during the year with full cargoes of steel rails, pig iron, cement, fire brick and general merchandise.

The Seattle Dry Dock was built in 1888 by Robert Moran and associates. The occupancy of the waterfronts by the railroads had destroyed the griddirons, repair shops and yards of the ship builders of Seattle, and the town had felt the inconvenience and loss occasioned. This enterprise was intended to supply the want partially at least, and it has done so well that it is now an object of pride to citizens. The dock itself consists of an incline into deep water, with marine railways, carriage, chain and steam power, and in the vicinity are saw-mills, foundries and machine shops equal to any ship work needed to be done.

The first, last and only Attorney-General of the Territory of Washington was James B. Metcalfe of Seattle. The office was created by the Legislature early in the year, and Metcalfe was appointed to fill it by Gov. Semple. It continued until Statehood was attained, when, with other Territorial offices, it was ended by legal expiration.

The demand for bricks was so great in 1888 that the local yards were unable to supply it. Prices went up to \$12 and \$15 a thousand. Attracted by these prices plain house bricks were sent to the city from Port Townsend, Victoria and other places. One large shipment came to the city from Japan, and were used in the construction of the Diller Hotel.

The Broadway Coach Company of Messers L.S.J.Hunt, J.F. McNaught, A.B. Stewart, A.F. Haber, J.D. Lowman, Geo. H. Heilbron and W.B. Ballard put two Herdic coaches with four horses each on the run from First Avenue and Cherry Street to the vicinity of Lakeview Cemetery. Fares were 10 cents or 18 for a dollar. Half hourly trips were made all day long. It was a showy turnout, and the enterprise was well conducted, but it was unprofitable and short-lived.

Two of the land enterprises of the year were immense ones with great capital behind them and with extensive and apparently well-laid plans. It took years to carry out these plans, and in the lapse of so long a period there were changed conditions that brought failure to them. One of these enterprises was the West Seattle Land Improvement Company, which in the purchase of its lands, their clearing and grading, the improvement of the streets, the cable railway built, water works, steam ferry, wharves, buildings, etc., spent about a million dollars. The works of this Company were first-class, and it was only the absolute impossibility caused by the long period of business depression that prevented it meeting with the fullest measure of success. It sold a great number of lots at high prices, and fine dwellings were built upon them, but the demand ceased, values shrank, and the business of the Company all but ended. A great deal of money was lost in consequence of the continuance of necessary expenses of maintenance, taxes and other charges, causing repeated assessments upon the stock, and much personal distress. The other enterprise was Kirkland Land and Improvement Company. The operations of this Company were on the east shore of Lake Washington, and were much like those of the West Seattle Company. The lands were cleared, streets graded, sidewalks laid, fine brick houses built, dwellings, factories, wharves, in short a complete and attractive town sprang up as the result of the Company's inspiration. One of the business enterprises was the projection of the most extensive ironworks on the Pacific Coast. A company spent \$200,000 there in setting

up a modern smelting plant, only to abandon it upon completion without trial. The place was connected by rail with the Seattle, Lake Shore and Eastern Railway five miles distant, while the Lake Washington Belt Line was built to it from Black River, but not quite finished and never operated. Including the railroads, iron works and other incidents connected with Kirkland, it is safe to say that considerably more than a million dollars was lost in and near that town.

Somewhat connected with the West Seattle scheme was the Seattle and Southern Railroad Company, incorporated by Wm. P. Brown, Geo. W. Prescott, Thomas Ewing, Chas. Gadwalder, John P. Hoyt, Leigh S. J. Hunt, Henry G. Struve, Alexander B. Stewart and Cyrus Walker. Its capital stock was \$7,000,000, and its object was to build a line of railroad 180 miles long from Seattle to Portland. Surveys were made of the contemplated route, and hopes were entertained for a time of the actual building of the road. While the Company did not build, its inception and doing accomplished several things, one of which was to attract the attention of railroad men to Seattle, and another to cause further improvement in the service given the city over the Northern Pacific Railroad, the Company controlling which being quite averse to the idea of a rival road between the chief cities of Washington and Oregon, and in this way somewhat lessened the popular demand for the line projected by the Seattle and Southern Company.

The Congregational Association for Oregon and Washington held its annual meeting in Seattle and was dissolved, the separate Associations for Oregon and Washington succeeding the former combined Association. The Washington Association elected Rev. Samuel Greene as Moderator, and Rev. E. E. Newberry as Clerk, with a Committee of Five to prepare the necessary Constitution and by-laws, appoint committees and arrange for the next annual meeting.

The first cable railway in Seattle (built by J. M. Thompson and associates) was opened to traffic September 29th, 1888. It was

the line running out Yesler Way and back on Jackson Street. It was heavily subsidized by owners of property along the route, and for a long time was the best piece of street railway, from the standpoint of profit, in the city or State. The second cable was that on Front Street or First Avenue. After a good deal of opposition by property owners who did not want a railway there, and by the Seattle Street Railway Company who claimed a prior franchise, the privilege to build a line was given to the same J.M. Thompson and associates, who began work in October and by March 1st, 1899 had finished with cars running from King Street to the power house at Denny Way. The Madison Street line was third and the James Street fourth of the Seattle cable railways.

An Arbor Association was organized by Mrs. W.H.H. Green, Mr. Herman Chapin and others, with a view to beautifying the streets which to this time had been rather bare, desolate and neglected, as far as shade trees and like ornamentation was concerned. Nearly a thousand dollars was raised by popular subscription, and about a thousand trees were planted on prominent streets, including Pike and Third, where, however, the speedy invasion of business houses soon caused their destruction. The work of the Association was like seed planted in good ground, and was speedily followed by individual tree planting all over the city, by parking many residence streets, by the beautifying of school grounds, and by the opening of parks in different places by the city and the street railway companies. One of the good results of the agitation at this time was the gift to the city by Mr. George Kinnear of the 12 acre tract since known as Kinnear Park - a gem in its way of great public value.

Miss Julia E. Kennedy, of Illinois, was in 1888 elected by the Board of Education, Superintendent of the Schools of the city and was the first woman so honored. She was reelected in 1889, but retired in 1890. The burning of the Central School building in 1888 caused great discomfort and inconvenience among the schools and people, and upon the question of

bonding the district to the amount of \$150,000 for the erection of the present Central and South School buildings being submitted to the electors it was carried by a vote of 195 to 16. When new these were the finest school buildings west of the Rocky Mountains.

The Woman's Home Society had its inception in 1835, its incorporators being Mesdames Martha S. Bush, Sarah B. Kellogg, Mary E. Handsaker, Elizabeth Mackintosh, Harriet S. Parkhurst, Cornelia E. Jenner, Lucy S. Hopkins, Myra S. Ingraham, Cleo C. Davis, Sarah Ward, Carrie Smith, Addie P. Burns, Mary R. P. Johnson, Arabella Horton, Louisa Ward and Mary M. Daniels. The Society, aided by large gifts, built and furnished a house in the northern part of the city, where for many years it engaged in its work of benevolence.

The last of the Territorial elections was held this year, John B. Allen, then of Walla Walla, but later of Seattle, being elected Delegate to Congress. The votes cast numbered 46,384. Women, who had voted in 1884 and 1886 were deprived of the elective franchise by adverse decisions of the Courts. Mr. Allen's term did not begin until in 1889, and the admission of the Territory then as a State cut it off in its earlier days.

Steamer Lief Erickson, while on her way from Seattle to Sidney, Dec. 24th, was burned and five men and three women were drowned in consequence, the other nineteen persons on board being rescued by passing steamers. The fire was caused by the overturning and spilling of a demijohn of whiskey, the liquor running upon the boiler, bursting into flames, and connecting a little later with powder on board. The vessel was entirely destroyed.

The Seattle Hotel Company of 1887 did so well, conducted so good a house and made so much money, that the people were moved the year after to undertake another enterprise of the same character. It was thought that if a large, showy, modern house were built upon an eligible, commanding site, with spacious grounds and grand view, properly managed and with the

money-making idea of secondary consideration, that tourists from all parts of the country would be attracted to it, and that the town would be greatly benefited thereby. Such a site was found in two blocks owned by Arthur A. Denny between Second and Fourth Avenues, Stewart and Virginia Streets. Mr. Denny offered to take stock in the proposed enterprise to the amount of their value - \$50,000. A Company was formed by him with Messers H.G. Struve, Thomas Burke, Bailey Gatzert, T.T. Minor, W.E. Bailey, George Kinnear, J.P. Hoyt, J.D. Lowman, L.S.J. Hunt and others, and was soon called the Denny Hotel Company. The subscription was made popular, and was soon all made, several men taking \$5,000 apiece of the stock, and Mr. Denny putting in it \$18,000 of money besides the land. A contract was let to F.S. Potvin for \$196,000 to build the house. Owing to incidental expenses, such as architects fees, advertising, taxes, costs in consequence of changes of plans, work upon the grounds and other things, it was found that the capital stock alone would not realize enough to pay all the charges, and \$100,000 was borrowed from the funds of Cornell University. Later it was found that even this was not sufficient, and as no more could be raised work stopped when the big house was just about completed, but with nothing done to the grounds. Liens were put on the building, and litigation ensued between the Company, University, Contractor and material men, which continued several years, and ended finally in favor of Potvin. The \$150,000 capital of the Company, the \$100,000 borrowed from the University and probably \$50,000 were all lost. No one could be found with the hundred thousand dollars required to fix up the grounds and furnish and start the hotel, and it remained unused and vacant for years.

After the fire of June 8th, 1889, the want of a good hotel was still more strongly felt than before, and as the Denny was necessarily slow of construction, and probably would not be finished for a year, it was determined by enterprising citizens, principally those who had put money into the Seattle and Denny, to build a house quickly and cheaply to supply the want. The

block bounded by Fifth and Sixth Avenues, Columbia and Marion Streets, was leased for a term of years and a large wooden building put upon it, and called the Rainier. It was kept in unexceptionable style, and when new was the first-class hotel of the city. It was expensive, however, and when competition down town came and business reduced, it lost money and lost it rapidly. After five years the Company closed the house, abandoned the enterprise, and went <sup>out</sup> of existence, the losses aggregating about \$100,000. In the three hotels upwards of \$300,000 of Seattle money was lost, and for a long time thereafter schemes of their character were contemplated with great disfavor.

Among other things that boomed in 1888 was local insurance companies. The first concern was a fiction, a mere pretense of a Company, without standing or even office in Seattle, without assets or capital, but with agents abroad well supplied with blank policies and other printed matter. Until exposed by the newspapers quite a business was done by this fraudulent concern in other parts of the territory and in Idaho. The first real Company was the Home Fire Insurance Company incorporated in March, with a large list of the foremost men of the city as stockholders, such as Geo. B. Adair, Gardner Kellogg, David Kellogg, C.P. Stone, Geo. W. Fischer, T.T. Minor, Bailey Gatzert, J.H. McGraw, Moran Brothers, H.L. Yesler, E.F. Whitler, W.V. Rinehart, Amos Brown, John Schram, W.P. Boyd, A.M. Brooks, A.S. Burwell, M. McMicken, Geo. F. Raymond, H.G. Struve, M.D. Ballard, Griffeth Davies, E.P. Ferry, Jacob Furth, John P. Hoyt, A.B. Stewart and James Bothwell. The capital stock was \$100,000, \$10,000 being paid down, and \$90,000 in June of 1889, the Company in the great fire then having larger losses than any other Company operating in the city. At the same time the capital was increased to \$250,000. The Home struggled on six years, when, finding nothing was to be made in their venture, the stockholders instructed the Directors to reinsure their risks and go out of business. As the Home appeared to be doing well in 1888, others were moved to imitate the example set them, and accordingly

the Seattle Insurance Company, the Cascade Fire and Marine Insurance Company and the Farmers' Insurance Company were organized in November and December. The two first named had short and unfortunate experiences and were soon closed. The Farmers was prudently managed and was the last of the local Companies to go under, but it finally ended its career by passing into the hands of a receiver. In addition to these fire companies, there were home companies of other character, several in particular intended to insure land titles. There was no capital back of them, and against the general disrepute of the Seattle Companies, they could not long be maintained.

The Seattle and Northern Railway Company was incorporated in November by Elijah Smith, T.J. Milner, J.C. Haines, H.L. Tibbals, Prosper W. Smith, W.H. Holcomb and others. The declared objects were to build a main line of railroad from Seattle to Blaine, with a branch from the main line of the road to Spokane and another branch from the main line to Anacortes. The two branches joined in one line were all that the Company built, extending from Anacortes 54 miles up Skagit Valley. The enterprise was one of the Oregon Improvement Company's, which furnished the money and owned the property, but did it under the name of another corporation.

Among other business undertakings of 1888 were the Seattle Transfer Company, Stewart and Holmes Drug Company, Bay View Brewing Company, Crescent Manufacturing Company, Yesler Wood, Coal and Lumber Company, Queen City Bakery and Candy Company, all of which assisted materially in building up and maintaining the city.

Taken altogether 1888 was a great year for boom and business. The failures subsequently were due to changed conditions which could not be foreseen or guarded against, and are not necessarily to be laid to the people, the time or the place.

1889

The first fish planted in this vicinity were 350,000 whitefish in Lakes Union, Samamish and Washington, early in the year. They were obtained from the U.S. Fish Commissioner by George T. Myers for the purpose.

A commission of naval officers - Capt. T.A. Mahan, Commander C.M. Chester and Lieut. Commander C.H. Stockton - visited all parts of the Oregon and Washington coast in 1889, for the purpose of locating a dock and dockyard contemplated by the General Government. They were received, welcomed, entertained and assisted wherever they went. The result of their investigations and inquiries was the recommendation of Port Orchard as the best available site, though Lake Washington was greatly admired and would undoubtedly have secured the prize had it been accessible by canal or otherwise to the vessels of the Navy. The report did not silence objections on the part of other localities, and a second commission was later appointed, to go over the same ground. This was not exclusively naval in character, but mixed, and consisted of Thos. Collier Platt from New York, Richard Thompson, ex-Secretary of the Navy, Col. Thomas Mendell of the Engineer Corps, U.S. Army, Capt. Thomas Oliver Selfridge and Lieut. A.B. Wyckoff, both of the U.S. Navy. In the latter part of 1890, they also reported in favor of Port Orchard, whereupon objections ceased, Congress made large appropriations, the greatest graving dock in the United States was built, with shops, quarters for officers, wharf, warehouses and other things necessary and desirable in an establishment of that kind. The dock was tested and accepted in 1896.

The first large sale of bonds in the city were those of School District No. 1 (Seattle), of which \$150,000 of twenty-year 6% were taken in New York at par. Shortly after \$115,000 of King County thirty-year 5% were sold in San Francisco at par. Both sales were effected by Jacob Furth. Mr. Furth also sold the first State bonds in 1890, \$350,000 of 3 1/2% at par and 1/8 of 1% premium. The school money was used in building the Central and

South Schools; the County and State bonds replaced warrants bearing 10% interest.

By a sort of general consent agitation of the question of admission to Statehood was begun in all parts of the Territory. It was talked on the streets, in the newspapers, at public and private meetings, everywhere and all the time. A convention was called at Ellensburg in January, and a memorial prepared which was sent for circulation among the masses. Individual action was taken of every conceivable character. Delegate Vorhees introduced in the House of Representatives a bill for the admission of Washington as a State. An effort was made in certain quarters to have a change of name; Olympia, Cascadia, Columbia, Tacoma, Pacific and even Puget Sound being suggested, but the people made it plain that they were satisfied with Washington and Washington it remained. Agitation was carried on in the other Territories at the same time, including Utah and New Mexico, the end of it all being the passage of a bill by Congress, approved by President Cleveland on Washington's Birthday, providing for four new states - Washington, Montana, North Dakota and South Dakota. It was stipulated that Conventions of 75 members should be held in each of the proposed States, at which Constitutions should be prepared for submission to the people. If approved by a majority of the electors, a certificate to that effect should be sent to the President with a copy of the constitution adopted, and if the latter was found by the President to be not repugnant to the terms of the enabling act he was instructed to officially proclaim the fact and announce the consequent admission of the Territory as a State. Delegates to the Convention were chosen on the Tuesday after the second Monday in May, and the Convention met in Olympia on the 4th of July. King County delegates were John P. Hoyt, Thos. T. Minor, John R. Kinnear, David E. Durie, M.J. McElroy, Morgan Morgans, Geo. W. Tibbetts, Richard Jeffs and W.L. Newton. Judge Hoyt served the Convention as President. After a 50 days' session a Constitution was presented, which the people by an

overwhelming vote adopted on the first Tuesday in October. At the same time State officers, county officers and Legislators were elected; among the number being Elisha P. Ferry of Seattle, Governor, John P. Hoyt of Seattle, Justice of the Supreme Court, and thirteen Legislators from King County. It was provided in the Constitution that the Legislature of the new State should meet on the 6th of November, and it did so, but it transacted no business until the lapse of six days, owing to the refusal of President Harrison to sign the proclamation of admission until the receipt by him of a copy of the Constitution certified to by Governor Moore, the copy sent at first not being so certified. This omission being finally repaired, the President at 5:27 P.M. November 11th, 1889, signed with a pen made of Washington gold the proclamation announcing fulfillment of the Congressional terms and the complete admission of Washington as a State. Nov. 18th, the new State and County officers assumed their respective functions. The Legislature, on the 19th, elected Watson C. Squire of Seattle and John B. Allen of Walla Walla to represent the State in the U.S. Senate. The session of the Legislature was the longest in the history of the State, ending March 28th, 1890, after a continuance of nearly five months. By virtue of its sovereignty the State became possessed of the tidelands within its borders, and by act of Congress it received grants of lands amounting to about three million acres for the schools, public buildings, reformatory, penal and other institutions. The questions of Woman Suffrage and Prohibition were submitted to the people by the Constitutional Convention in Separate articles, and were both rejected. The location of the capital city was also voted upon, Olympia, Yakima and Ellensburg being candidates. No place having received a majority of the votes cast, the question was again submitted at the next election, when it was decided in favor of Olympia. Montana and the Dakotas were admitted before Washington, which by reason of this fact became the forty-second State of the American Union.

The first Grand Jury for the United States exclusively, was called at the February term of the District Court. Prior to this Grand Juries served both the Territory and the Nation.

The Seattle Electric Railway and Power Company, formed by F.H. Osgood, Thomas Burke, E.C. Kilbourne and L.H. Griffiths, succeeded the Seattle Street Railway Company in the ownership of the horse car lines, and early in the year proceeded to substitute electricity as the motive power, on the 19th of March using it first in the propulsion of their cars. At that time and for some months after, the only electric cars on the Pacific Coast were in Seattle.

The Seattle postoffice became first class in 1889. At the time Portland was the only other north of California. Tacoma and Spokane soon followed Seattle in the acquirement of the distinction.

The Seattle Transfer Company built its warehouses and stables on the tidelands in the south end in the spring, and by arrangements with the Puget Sound Shore Line and Northern Pacific made them the freight depot of the latter companies. Five years afterwards the Northern Pacific Company purchased the property and thenceforth occupied it exclusively, attending to its own freight business with its own employees..

The first person killed by a Seattle street car, or from one, was Mrs. Sophronia B. Waggoner, May 13th, 1889. She and her husband and two children, residents of Nebraska, while visiting the city were riding on a Front Street (First Avenue) cable car. At Second Avenue and Pine Street the car got beyond control of the gripman, and went around the corner with great velocity, throwing her and others off. Several persons were hurt, but she was almost instantly killed.

The popular clamor for a new courthouse became so great that the Commissioners submitted to the electors the question of bonding the county to the amount of \$200,000 for the purpose of raising the money desired. At the election May 14th, 2287 votes were cast for the proposition and 653

against. The bonds, bearing 5% interest, were sold for \$202,125. For a time there was a question where the building should be located, whether on the east half of the block occupied then by the county and since by the city, on Yesler Way, Jefferson and Fourth, or on a new site to be chosen and purchased near the Rainier Hotel; or on the block then owned by the County, between Seventh and Eighth Avenues, Terrace and Alder Streets. It took several months to determine this question, and when determined it was in favor of the site last mentioned. After securing plans, by competitive arrangement, from an architect named W.A. Ritchie, bids were called for the construction of the house, and the contract was awarded to Robert Smilie of San Francisco, for \$163,000, not including jail fixtures and other furnishings, heating and plumbing arrangements, which, with incidental expenses, were sufficiently costly to consume the money remaining on hand. When completed the house was generally satisfactory to the people, but the location was for many years denounced as an out-of-the-way, improper and costly one.

The Harbor Master reported 575 vessels arrived in Seattle during the year ending May 31st, 1889, of 459,925 tons measurement. The city's income that year was \$250,460; disbursements \$274,676; deficit \$44,216.

The Territorial census showed 40,788 people in King County and 240,000 in the Territory.

About half-past two o'clock on the afternoon of June 6th, 1889 began the most extensive conflagration in the history of Seattle. It had its origin in the basement of a wooden building owned by Mrs. Margaret J. Pontius on the southeast corner of First Avenue and Madison Street. The place was a paint shop kept by James McGough. A man named John E. Back put on the stove a pot of glue, and in the stove a lot of shavings. The glue got to burning, water was thrown upon it, when the blazing glue burst and scattered fire among the shavings all over the shop. Extinguishment was impossible, and the five men there all fled to save their lives. The fire department promptly responded

to the call, and in a few minutes Engines Number One and Two were on the ground. Number Two got in the rear and threw water from the bay. Number One attempted to throw water from the Columbia Street hydrant, but it was found that there was really no water there to throw and from that time on there was such a lack of water that little reliance was placed upon it, and but little help obtained from it in the extinguishment or keeping down of the flames. The day was hot, everything was dry, and the buildings of the town were chiefly of wood, all the brick and stone houses numbering thirty, and they scattered over almost as many blocks. In the first two blocks on the west there were no brick buildings, while in their rear was a sawmill, a lot of flimsy warehouses, a coal yard, piles of lumber and elevated planked roadways, all conducing to the spread of fire. Under the circumstances it could not help spreading, and it did spread in every direction; to the north three blocks, to the west until stopped by the waters of the Sound, to the east from one to three blocks, and to the south ten blocks, covering a total area of one hundred acres, in all of which, every wharf, all the railroad tracks, all the sidewalks and most of the streets, the buildings, stocks of merchandise, hotels, banks, office furniture, law libraries, newspapers were destroyed. The only house left standing was the Horton bank, built of stone, and that was so damaged that only the necessities of the times induced the owner to repair it that it might be used for a season until another house could be obtained. The basement of the Safe Deposit Building passed through the fire with little injury. The fire moved slowly, about a hundred yards each hour, there being no wind. When it was found that there was practically no water, efforts were made to check the fire advance by attempts to blow up buildings, but the efforts were failures, and after exhausting every other means further attempts were relinquished, and the fire was allowed unchecked to burn until there was nothing more to burn. Some large maple shade trees prevented the fire crossing Second Avenue at Columbia Street,

and to the south of that spot the Boston Block was a like preventive. At James Street the fire crossed Second and ran up to Third Avenue, burning on the west side but not on the east. Merchants and others moved out such goods as they could, the wagons of the town carrying them down upon the docks and up the residence streets. Steamships Ancon and Mexico took from the wharves all the merchandise they were able to get on board, after which they, with other craft, moved out into the bay to places of safety. By 7 o'clock the fire had crossed Yesler Way and was in the most densely-built, most inflammable portion of the town. For a couple of hours thereafter the spectacle was a magnificent one, the flames rising high in the air, and covering almost the entire burned area, while the noise of falling walls, the crackling, the occasional explosions, the shouts, added to the glare and heat in making the scene a memorable one. Early in the afternoon appeals for aid were sent to Port Townsend, Portland and Tacoma, and from the latter place it came very promptly, a hose cart with 800 feet of hose and forty men coming over the railroad in fifty-eight minutes, and doing all possible service during the remaining hours of the day. The losses in money values consequent upon this fire could not be more than approximated, but the common estimate of careful, thoughtful men was eight million dollars. A single insurance agency long advertised that it paid losses at that time amounting to more than \$800,000. A great many people were financially ruined, and many more who, borrowing money assisted in the rebuilding, and apparently amassed considerable fortunes, went down in the long period of depression and shrinkage that began almost before the completion of their fine houses, their railways and their other business enterprises. The losses by fire of June 6th, included upwards of \$100,000 to the city, in engine houses, streets, etc., and in the rebuilding of the city was put to expenses of \$500,000 for new houses, new streets and other improvements.

Among the great losses were reported \$150,000 by Stetson and Post Mill Company, \$110,000 by Harrington and Smith,

\$200,000 by John Collins, \$100,000 by Chester Cleary, \$100,000 by the Gordon Hardware Company, \$400,000 by Toklas and Singerman, \$200,000 by Schwabacher Bros. and Co., \$400,000 by H. L. Yesler, \$110,000 by W.C. Squire, \$200,000 by James M. Colman, \$150,000 by the Seattle Improvement and \$350,000 by the Oregon Improvement Company.

The great fire of June 6th was still fiercely raging when steps were taken to set things going right. The militia was called out at once, and a large number of citizens were made special officers. The goods exposed in the streets were protected from thieves, and to prevent pillaging the burned district was placed under guard, all being forbidden to enter it without passes. The Armory became headquarters for not only the militia but for the relief of the suffering and destitute, for meetings, and for all purposes in any wise connected with the calamity. Food and clothing were distributed from it to thousands, while five and six thousand meals were daily served from its tables. Close to it a Committee of Tacomans put up a big tent 30 by 120 feet, where for a fortnight they fed all applicants, the number running up into thousands daily. They also had blankets, and with them furnished lodgings for many men who otherwise would have gone without beds. Even the Chinese, of whom there were five or six hundred in town, were cared for. While the people were thus engaged in dispensing charity at home, they did not forget the needy ones elsewhere. During the previous week, \$558 had been contributed in the town to help the people who had suffered by a terrible flood at Jamestown, Pennsylvania. At a meeting of the citizens at the Armory, the day after the fire, Geo. B. Adair, President of the Board of Trade, said that he had this money, and he would do with it as those present decided - spend it at home or send it to Johnstown. The proposition had hardly been stated before the shout went up from everyone, "To Johnstown! Let it go to Johnstown!" and it went. At the same meeting Gov. Ferry expressed the idea common to all that though this was a fearful calamity there should be no

begging from Seattle. Proffered aid might be accepted, but it must come voluntarily and without asking. The people had been very generous not long before on an occasion of misfortune at Nanaimo, when about eight thousand dollars was raised for the families of a number of men killed in a coal mine. These things perhaps were placed to the credit of Seattle, for there suddenly seemed to be a widespread, irrepressible desire to do and give something to help the stricken city. Committees were appointed in many localities, who solicited and received contributions, and where there were no such Committees individuals sent their moneys direct. The people of San Francisco gave \$22,049; of San Jose \$2379; all other California towns \$7024; Portland \$13,024, all other Oregon towns \$2527; Virginia City \$4,000; Chicago \$2695; Victoria \$1754; all other British Columbia towns \$827; Spokane \$9958; Tacoma \$7631; Seattle \$2085; Olympia \$1328; Vancouver \$1,000; Ellensburg \$1,000; Yakima \$1,000, Snohomish \$450; Port Townsend \$146; all other parts of Washington \$4221; all other parts of the United States \$19,042. The entire relief fund amounted to \$104,150 in cash. Besides this large amount, much was given in the way of food, clothing and other things by other communities (particularly Tacoma), of which there was and could be no record kept. For the purpose of distributing relief, Messers J.R. Lewis, E.P. Ferry, Geo. H. Heilbron, Griffith Davies, and John Leary were appointed a Committee. They kept an office open for several months, and spent the money buying tools, clothing and food for destitute persons, in sending people away, and otherwise. It was found that the fund was not an unmixed blessing, as it attracted to the town beggars from all over the country, and was an inducement for many attempted dishonesties. A paid Secretary could not overcome his desire to secure more of the money than his salary entitled him to, and by numerous forgeries and frauds got about three thousand dollars. For this he was arrested, tried, convicted and sent to the Penitentiary at Walla Walla for five years. An accomplice in the relief fund robbery plead guilty to a charge of forgery in connection

therewith, and was sent to prison for six months. Spokane and Ellensburg were visited by great fires a month or two later than Seattle, and every dollar of the money sent by their people to Seattle was returned to them by the Seattle Relief Committee with clothing and food besides. Five thousand dollars was also sent to San Francisco for the benefit of unemployed working men there, but this money was gracefully returned by the Mayor of that city with the statement that reports of distress were greatly exaggerated, that the city was abundantly able to take care of its own poor, but that if help at any time was needed they were convinced that it could be obtained from no place more freely and willingly than from Seattle. When the Committee finally concluded to cease its labors, the money on hand was divided among local charities, as follows: To Grace Hospital \$282.50; to the Women's Christian Temperance Union Association for the children's day nursery then maintained \$2500; to the Women's Home Association for the enterprise then contemplated, and subsequently carried out \$8,000; and to the Ladies Relief Society for its orphans' home and other purposes, all the remainder, \$10,831.

At a meeting of the citizens in the Armory June 7th a number of matters of the utmost importance were practically settled. It was determined that the burned district should be rebuilt, and that the new buildings should be longer, wider, higher and better than before. The City Council wanted advice, and it was given unanimously and decisively to permit the putting in of tents for a few months but wooden buildings under no circumstances. Brick, stone and iron were to be the building material of the future. The Council was urged to widen the principal business streets, to cut off objectionable corners, and to raise street grades in the lower part of town. The necessity for these things was recognized by all and the opportunity to get them, though obtained at fearful cost, was not to be lost; in fact, was said by many men to be providential. Acting upon the common desire, the Council ordered First Avenue widened

from 66 to 84 feet, Occidental Avenue the same, and Second Avenue from 66 feet to 90 feet; also the cutting off of what were known as the Yesler and Rinehart corners. The Yesler corner was a triangular piece equal in area to a little less than an ordinary town lot, and extended from Cherry Street on the west side of First Avenue to Yesler Way. For this little piece of ground the appraisers awarded the owners the extraordinary amount of \$156,000. Other awards in other parts of the city and verdicts in condemnation suits in Courts amounted to about as much more, the city having to pay over \$300,000 for lands taken in this way for the public good. The Council also had new grades established, by which the streets in the vicinity of Yesler Way and to the south in the burned district were raised from one to four feet for the aggregate length of fully a mile.

Meanwhile the rebuilding began. In fact, it made its start on several sites before the fire was entirely extinguished. Money was plentiful. The Insurance Companies were prompt in paying for the losses they had sustained. Eastern money poured in as never before. The banks soon had to the credit of the depositors more than at any time previous. Speculation was rampant. Sales of real estate were made at extraordinary figures, and leases the same. It was, therefore, easy to buy and build and in a short time thousands of men were at work moving earth, cutting stone, laying brick on the streets, wharves, railroads. Hundreds of tents went up as by magic and newspapers, dentists, professional men, merchants moved into them at once. The tents lasted about a year, when the last of them were summarily removed by order of the authorities, there being at that time buildings enough for all. The nearest, best and most popular wharf for several weeks was that of the Schwabachers, at the foot of Union Street, while the railroad terminus at the north end was at the same place, and the south end was a mile away. Lumber was sent in from Tacoma, Blakely, Gamble, Hadlock and from the mills in the country. General merchandise came by

ship and train in great quantities. The suburban business and residence districts were jammed with people and trade. The activity may be inferred from the official record of buildings, which for August included 362 permits for houses to cost \$1,529,090, and for the calendar year 3,465 permits for houses to cost \$13,547,979; and from the transfers of real estate, which numbered 9697 for the year with aggregate values of \$15,055,795. The summer was long and dry, the fall and winter mild, and dirty all the time was the business quarter, alternately dusty and muddy, but it was not so uncomfortable as it might have been and as many anticipated it would be. The conditions, in fact, seemed to be fascinating, attracting people from abroad, many of whom stayed, and the experiences of those days will always be remembered, by those who passed through the fire scenes and rebuilding events, as among the most interesting of their lives. It is, perhaps, enough to say that within two years Seattle's business quarter was finer, more convenient, more modern and better than that of any other place of like population in the world.

The Seattle Clearing House Association was organized the first week in June by six banks, with J.P. Hoyt as President, Abram Barker as Secretary and Lester Turner, Jacob Furth and R.R. Spencer as Clearing House Committee. Before business was begun, however, came the great fire, causing postponement of the opening until August 26th, by which time there were several new banks to join in the organization, all being: the Puget Sound National, First National, Washington National, Boston National, Merchants National, Bank of Commerce, Guarantee Loan and Trust Company, D. Horton and Co., Bank of North Seattle, and Washington Savings Bank. The clearings from September 1st to December 31st inclusive, amounted to \$16,919,416.

Daily mail service was established over the full length of the Seattle-Whatcom route on the 26th of August, including Tulalip, Whidby Island places, Laconner, etc. Prior to this time the mail had been carried but three times a week.

The first British warships to visit Seattle were the Champion and Acorn, which cruised over the Sound in November and spent a few days in the harbor of Seattle. The Acorn was 970 tons displacement; the Champion of 2850 tons. While in port they were visited by a large number of citizens.

By circular of October 10th the Northern Pacific Company announced that there-after Seattle and Tacoma freight rates would be the same to and from points east of Orting. The people had long endeavored to secure this concession, and were accordingly gratified. It was soon discovered that grain was not included, occasioning much disappointment, but causing a renewal of efforts which were successful a year later..

Building of the Seattle, Lake Shore and Eastern Railway continued throughout the year, but not with the push and speed of 1887 and 1888. There was dissatisfaction in the Company, the Eastern investors being disappointed in the money returns, and extravagance being alleged in operations on the Pacific. The fault finding resulted in a new set of officers, President, Manager and Engineer. Work was continued, however, several contracts being let for sections of new road between Snohomish and Sumas to Edwin Hall Warner, Earl and McLeod, Smith Brothers, M.J. Heney and Clements, Bradford and Company. The Spokane and Davenport section was completed, and also the work in hand up to Snoqualmie Falls and Sallal Prairie. The first excursion to Snoqualmie Falls was given on the 4th of July, when as many people went as the Company was able to take, and hundreds were left who wanted to go. Early in the year the community was "touched" to see if money could be raised to enable construction to go on more certainly and speedily. Two hundred and fifty thousand dollars was asked, and within a week was subscribed. Twenty per cent was called for about the first of June and payments were promptly made. No more was asked, and after the fire the money so advanced was returned to the subscribers. The Company suffered severely in the Seattle fire, but by energy and diligence soon repaired the damages, and in the fall was doing

a bigger business than ever.

The Union Pacific made its appearance in local transportation affairs in December. It leased the railroads and steamers of the O.R. and N. Co. and at once operated them in its own name, and as a part of its system from Omaha west. In its interest the Portland and Puget Sound Railroad was incorporated, the object being to build a line of railroad from Portland to Seattle with branches to Gray's Harbor and Port Townsend. Somewhat in opposition to the Union Pacific, the Northern Pacific management organized the Puget Sound and Alaska Steamship Company in September, and at once proceeded to secure boats and occupy routes on Puget Sound. It also hampered the Union Pacific, refusing to honor their through tickets and obliging the U.P. Co. to put a freight steamer on the Portland-Seattle route. During the year 312 miles of new railroad were built in the State.

Three prominent and esteemed citizens - Thomas Taylor Minor, Edward Lewis Cox and G. Morris Haller - while on a hunting expedition were drowned near Whidby Island on the 2nd of December. Search parties were sent out, and about a month afterwards the body of Haller was found, and early in February the body of Cox. Of Minor no trace was discovered. Haller and Cox were brothers-in-law. A great public demonstration was got up in honor of these men by the city authorities, the Chamber of Commerce, the Bar and Medical Associations, the Knights of Pythias, the Masons and the State Militia, with which bodies the deceased had been intimately identified. It consisted of a procession through the streets, exercises in the Armory, music, reading of resolutions, etc. On the day of Haller's funeral, and at the same time and place another brother-in-law of his was also buried - Norman D. Cox, a boy of 14 years who, while coasting down James Street, ran into a pole and was killed.

The Puget Sound sawmills were reported as cutting in 1889, 684,132,851 feet of lumber, 142,052,510 laths and 8,209,476 pickets. The lumber cut of all other mills in the

State was estimated at 382,500,000 feet. The shingles cut by all State mills numbered 900,000,000. To that time this was the largest cutting of any year in the State's history.

The coal output of King County for the year was 391,183 tons; of the State 911,527 tons..

Seattle's jobbing trade in 1889 was estimated at \$18,000,000. At the close of the year there were in use in the city 508 telephones.

1890

The Steamer City of Kingston arrived from New York Feb. 18th, after a voyage of almost three months. She was a large, comfortable, elegant and speedy boat that had been doing passenger service on the Hudson River for several years, and which would do credit to the transportation facilities of any city or country. She was brought out by the Puget Sound and Alaska Steamship Company, and was made to serve on the Tacoma, Seattle, Port Townsend, Victoria run. So pleased were the Company with the Kingston that it was determined to build two steamers on the same general lines, only larger, and a contract was quickly placed for one of the two. This vessel was built by Neaffie and Levy, at the Penn Iron Works, Philadelphia; her stem, while building, standing within twenty yards of the spot where the famous elm tree was under which William Penn made his treaty with the Indians in 1685. She was a little larger than the Kingston, being 259 feet long, 40 feet wide and 16 deep, the cost being \$200,000 upon delivery, and about \$25,000 at Seattle. She was named the "City of Seattle." She was loaded and sent on her long voyage, making three stops on the way, and arriving at Seattle December 26th, 1890. A grand reception was given her. The Chamber of Commerce presented her with a complete suit of colors, two hundred citizens met her at Port Townsend, with the Regimental Band and came up the Sound on her. On entering the port in the evening a salute was fired, all the steamboat and town whistles were blown, there was a grand display of fireworks, and the waterfront was crowded with people eager to see the much talked of ship named after their town. The City of Seattle was employed for a couple of years on the routes to Whatcom and Victoria, but she was too big for the business. She was the popular excursion steamer of the Sound, but there was not trade of that kind enough to keep her in commission, and she was therefore laid up much of the time. Later she was put in the Alaska trade, for which she showed great adaptation. The third steamer was to be larger and more costly than the

Seattle, and was to be called the "City of Tacoma." She was planned and partially arranged for, but was not built, the Company determining that the business conditions would not justify the venture. In 1899 the City of Kingston collided in Tacoma Harbor with another ship and went to the bottom. The Company then went out of business.

Cornelius H. Hanford of Seattle was the first U.S. District Judge in the State of Washington, his appointment being made by President Harrison on the 10th of February.

The Seattle, Lake Shore and Eastern Railway made much progress in 1890, but not so much as anticipated. An arrangement had been made with the Canadian Pacific to bridge the Fraser River at Mission, built ten miles of road to Sumas, and there connect with the Seattle road by July. Instead of doing this the Canadian Company did not begin until July, and did not finish until ten months later. The Seattle Company put its entire line under control, and contemplated bringing its rails over the Canadian road, laying them from Sumas to the south. Though disappointed, the Company went on, and reached Arlington, on the Steilaguamish River in June, was laying track at Sedro on the Skagit River in July, finished the Skagit bridge in October, and in November opened the road to traffic as far as Sedro. Work was continued during the winter on the uncompleted portion of the road to the north. In June the Eastern Washington section was transferred to the Railroad Company by the Seattle and Eastern Construction Company. Large additions to the rolling stock were made during the year. It became apparent that the road could be used more advantageously as part of a transcontinental system than as an independent line, and efforts were made to sell it in different directions. The Canadian Pacific Company could not make up its mind; the Great Northern already had its plans laid and arrangements partially made for a parallel line; the Union Pacific was willing but could not raise the money; while the Northern Pacific was not only willing but anxious and able. It began to

bear the Seattle Company early in the year. Surveys were instituted and threats made of a parallel line into Snohomish, Skagit and Whatcom Counties, and in February an effort was made at Spokane to put the affairs of the Company into the hands of a receiver. These and all like efforts were failures, whereupon resort was had to the more business-like method of securing control by the purchase of stock. The Eastern stockholders were approached, those in Seattle refusing to go into any arrangement that would remove control of the Company's affairs from their own city. Of the stock issued, over \$3,000,000, or about two-thirds of the whole, were secured by the Northern Pacific Company in the East. The property was then leased upon a guarantee of 6 3/4% interest on the outstanding bonds, and a further issue of bonds necessary to complete the road to the international boundary, about \$5,000,000 in all. The Northern Pacific Company did not put up all the money at once, and therefore did not acquire entire control of the Seattle Company, but it was made plain in many ways that their interests were allied and that it was only a question of time until they were operated together as of one system.

The Northern Pacific and Seattle, Lake Shore and Eastern Companies combined on an arrangement for a belt line around Seattle, the western half of which, from Black River to Samamish River, was already built, the eastern half of which was to be a new line 22 3/4 miles on the other side of Lake Washington. The Company for this purpose, called the Lake Washington Belt Line, was formed on the 3rd of July by L.S.J. Hunt, J. Furth, A.S. Dunham, J. F. McNaught and James McNaught, representing the railroad companies, J.D. Rockefeller, Colgate Hoyt, J. H. Bryant, themselves and some others. There was a good deal of real estate speculation behind the scheme, it being intended by some of them to build a manufacturing city on the lake that would become one of the big places of the State. The road was begun, and very nearly finished. It met with opposition at every point, was enjoined, restrained, and unavoidably and

vator or at Seattle, she going out in November with a cargo for Cork. The second and only other ship in 1890 was the British bark Bessfield, 1371 tons, which sailed for Hull in December. The two vessels took over four thousand tons of wheat. The shipments of 1891 were made on sixteen vessels, and aggregated 31,761 tons. The Company lost money in the business and after a four years' trial it failed. The property was there, however, and, under direction of a receiver, was continued in use for all the purposes contemplated by the Company originating it.

The acts and intentions of James J. Hill and associates were of much interest in 1889. It was evident that the field in which they had heretofore operated - Minnesota, Dakota and Manitoba - had been fully occupied, and that the extensions they contemplated must be made elsewhere. The local name - St. Paul, Minneapolis and Manitoba Railroad Company was discarded and the broader Great Northern adopted. They were known to have money and to be making money, and their credit was as good as that of the best on the American Continent. Their agents were found in Manitoba, Idaho, Oregon and Washington, and it was generally understood that they were looking up a route to the Pacific for the corporation they represented. Early in 1890 W.P. Clough, the Vice-President, and E. H. Becker, the Chief Engineer, spent weeks on the coast, on the Columbia River and Puget Sound, and particularly at Portland, Tacoma and Seattle. They finally selected Seattle, and by arrangements made with citizens of the State proceeded to carry out the idea of completing another, the sixth, transcontinental line of railway. March 7th was incorporated the Seattle and Montana Railroad Company, by Daniel H. Gilman, Thomas Burke, Edward O. Graves, Wm. E. Bailey and W.R. Thornell. Its objects were to build a railroad from Seattle to the eastern boundary of the State and branch lines and lines of telegraph; to acquire other railroads and telegraphs; to build and sail steamships; to build wharves, and bunkers, to do business in Oregon, Idaho and

vexatiously delayed, was put to unexpected and extraordinary costs, and was so hampered that those engaged in it finally tired of it and gave up the undertaking. They were also reconciled to this course by the conviction forced upon them by the increasing dullness of the times and by the nearer approach of Great Northern operations, that their road could not be made to pay anyway, and that by quitting them, they would lose less money than by going on. From the Samanish to Kirkland the road was entirely completed and trains run over it. On the greater part of the line the rails have been removed, the woodwork has decayed and the enterprise is apparently abandoned and dead.

The Puget Sound Shore Line passed to the Northern Pacific finally and officially on the 17th of January, and became a part of the Pacific Division of the greater Company.

The people of Seattle were very anxious to have grain shipped from their city to Europe, as it had been for many years from San Francisco, Portland and Tacoma. They were told by the Northern Pacific Company that all discriminations against them would be removed as soon as they had the necessary warehouses, elevators and other facilities necessary to the traffic. To remove this last objection, and put their town on an equality with the places named, Messers John Leary, Amos Brown, Jacob Furth, Thomas Ewing, W.E. Lailey, B.F. Shawbut and S.G. Austin organized the Seattle Terminal Railway and Elevator Company. A franchise was obtained from the city and a site across the bay at West Seattle. Building of the road three and a half miles long, and of the warehouse and elevator was begun simultaneously. The building was 125 feet wide, 521 feet long, and two stories high. It cost \$160,000, the road \$145,000 and other expenses aggregated \$20,000; the outlay of the Company being \$325,000 in these ways alone. The first train reached the elevator August 13th, the house being then completed, and a celebration was participated in by a large number of citizens. The Canadian ship Mary L. Burrell, of 1456 tons measurement, Capt. G.P. Kenney, was the first vessel to load wheat at the new ele-

Montana, and generally to do all things necessary and usual to such companies. Its capital stock was \$10,000,000. The same day the Company applied to the City Council for a right to use a strip of land 60 feet wide in and near the middle of Railroad Avenue over the entire length of the Avenue as then laid out, and the further privilege of using the streets and alleys for a line of railroad deflecting to the southeast from the Avenue at King Street. The Council at once passed the desired ordinance, and it was signed by the acting Mayor the same day - March 7th. The ordinance required the Company to begin building on or before August 1st, that it should have fifty miles of road built by August 1st, 1891, and that its main line should be completed to the eastern boundary of the State by the 1st of August, 1891. These conditions were carried out to the letter. Mr. Gilman was President of the new Company; Mr. Graves, Vice President and Treasurer, Mr. Burke, Solicitor, and Mr. Thornell, Secretary. Messers Clough and Becker purchased the Fairhaven and Southern Railway March 8th, but left the property in the hands of the old Company to complete from New Westminster to Bellingham Bay, and Sedro on the Skagit, the completion occurring eleven months later. It was said at the time that the Great Northern Company was so anxious to inaugurate its trade to the Pacific that it had arranged for through trains over the Canadian Pacific from Winnipeg to Sumas and from Sumas to Seattle over the Seattle, Lake Shore and Eastern. That the Company was in a hurry was made evident by the building of the road in much less time than any of the transcontinental lines preceding it, but the arrangement rumored was never carried out and perhaps was never seriously contemplated. In September 1890, the Great Northern filed a mortgage for L6,000,000 or \$30,000,000 on the Northern Company from Assinaboine, Montana to Seattle to secure the payment of a like amount of bonds. The largest previous mortgage in King County was one given by the Oregon Improvement Company in 1889 for \$15,000,000.

The Union Pacific figured extensively in 1890 in Western Washington. Its projected line from Seattle to Portland was

begun at many points, and pushed with vigor all along the line. Terminals and franchises were obtained at Seattle and Tacoma, which towns were to be connected by a line built along the beach. The right-of-way was secured for practically the whole 185 miles. A bridge across the Columbia at Vancouver was partially built. A tunnel was begun at Olympia. Grading was actively pushed in the counties to the south. Thousands of piles were driven in the tide lands fronting Seattle, and the rights of individuals purchased to sixty acres intended for depot grounds. In all, a million and a half dollars were spent on the entire line, which, if all spent on one section, would have given the Company fifty miles of completed and valuable road, but which spent in disconnected pieces, none of which were finished, was all wasted and lost, as the Company became embarrassed, was unable to complete the work, and in 1891, ceased the effort, the whole thing being abandoned. It was understood at the time the Great Northern was interested in this Seattle - Portland road, or was half owner of it, but it did not engage in the work of construction of it, which was left wholly to the Union Pacific and its creature, the Portland and Puget Sound Railroad Company.

The Oregon Improvement was very enterprising in 1890. It built the Port Townsend Southern Railroad from Port Townsend to Quilcene, on Hood's Canal, 25 miles; bought the Olympia and Chehalis Valley Railroad, from Olympia to Tenino, 16 miles, and changed the gage from narrow to standard, and extended the Seattle and Northern Railroad from Anacortes to Sedro, 25 miles. These works were really too much for the Company, causing it to collapse in the latter part of the year, and the appointment of a receiver was necessary.

On twenty-six different lines 365 miles of new railroad were built in the State of Washington during 1890.

The House of Good Shepherd was established by the Roman Catholic Order of that name in the spring and summer of 1890, the preliminary arrangements being made by Rev. Father Guniffe.

After a temporary location in a leased building, several lots were purchased on Ninth Avenue between Jefferson and Terrace Streets, into the large dwelling on which Mother Mary of the Nativity moved with five sisters. Other buildings were erected from time to time as needed. Mother Superior Williams remained in charge until her death in 1897, and had the satisfaction amid extraordinary difficulties of building up a great home for children and unfortunate women, in which from one hundred to one hundred and sixty people were generally sheltered, cared for and trained.

There was a fair prospect for a Government building in Seattle in 1890. U.S. Supervising Architect Windrow recommended an appropriation of \$750,000 for the purpose. The block generally favored was the one bounded by Third and Fourth, Madison and Spring. Three hundred thousand dollars could have been secured for the building, but the people thought that amount inadequate, and sent word to their representatives in Congress that Seattle would wait until it could get a larger appropriation and a building more suited to the wants of the then rapidly growing city.

On the 4th of March the City Clerk reported the net indebtedness of the city, after deducting amounts due from taxes to be \$31,296. This did not include the \$20,000 Grant Street bonds.

The Legislature having increased the number of Superior Judges, King County was given three. I.J. Lichtenberg had been elected the previous October and Julius A. Stratton and Thomas J. Humes were appointed by Governor Ferry to fill the other two places until the next regular election.

The hop louse made its appearance in 1890, though there were reports of the pest the year before. The crop had been increasing in quantity for a long time, but it now received a great set back. The yield of 1888 was said to be 35,492 bales, of 1889 42,000 bales; of 1890 50,000 bales; of 1891 44,000 and of the years since very much less, ten, twelve

fifteen thousand bales per annum. It is fair to state that it was not the louse alone that caused the shrinkage, but the fall in price of the hops sold, which for a number of years ranged from four to eight cents a pound, or less than the cost of production.

By a vote of 100 to 9 the people on the 19th of April voted in favor of \$100,000 bonds for new school houses and grounds. This election was set aside, and another held in June, when \$200,000 of bonds for the same purpose was authorized.

The Seattle Press Club was organized April 27th at the Post-Intelligencer office. John G. Egan was President; J. W. Pratt, Vice President; Mart Egan, Secretary; and A. C. Hammon, William Hundley, Frank Peltret and W. H. Parry, Directors. The Club entertained a number of distinguished visiting journalists, after which it was allowed to lapse into a condition approaching the moribund.

1890 was distinguished as the U.S. Census year. The Bureau divided Washington into two districts, separated by a line down the summit of the Cascade Mountains. The First District was Western Washington, and was put under the charge of W. D. Jenkins of Whatcom, as Supervisor and the Second District was assigned to Supervisor J. M. Hitt. The Bureau gave out the population estimates in advance; that for the First District being 120,000, and for the Second District 105,000, or 225,000 for the State. When the count was ended, the First District was found to have nearly twice as many people as estimated, the whole State having 349,390 or 50% above the estimate, a gain of 274,274 over 1880. Oregon showed 313,767 or 138,999 more than in 1880; Idaho 84,385 or 51,775 more than in 1880 and California 1,208,130, a ten years' gain of 443,436. The population of King County was found to be 63,989, and of Seattle 42,837, a gain for the city of 112% in ten years. Seattle's manufacturing was reported to include 51 different lines of industry and 331 establishments, with \$4,758,283 capital, em-

ploying 4048 hands to whom were paid \$3,405,523 in wages, the materials used costing \$4,778,384 and the finished products being valued at \$10,205,007. The number of establishments in the State were reported to be 1543, with capital aggregating \$24,369,736. King County mortgages were found to number 8,951. Washington's inhabitants were divided as follows: males 217,562; females 131,828; native born 259,385; foreign born 90,005. whites 340,513, colored 8,877.

The city census of 1890 gave evidence of 43,467 inhabitants, and the Directory claimed 43,835, the volume containing 17,534 names.

The municipality received a great overhauling in 1890. Things had been loosely conducted under the old system of government; franchises had been given away freely and easily; debts had been quickly contracted; the Councilmen individually exercised too much official power, and criticism and condemnation were common. By a new law the Legislature made provisions for enlarged powers for cities of the first class, that is for cities having 20,000 or more inhabitants. As Seattle was in this class, a fact ascertained by Special Census, and was thereby privileged to write its own charter, it was determined to allay the feeling of discontent by calling a Convention and allowing the representatives of the people to prepare and submit for popular approval such law as in the judgment of the representatives was best adapted to the wants of the city and citizens. An election of fifteen freeholders to form a charter was ordered for May 31st. A general sentiment was that politics should not be allowed to intrude upon this work, and in obedience thereto an arrangement was made by which six Democrats were to be chosen, six Republicans, one Prohibitionist and two Labor Union men. Instead of accepting and carrying out this arrangement, the Labor Unionists proceeded to put up a full ticket of their own, including three of the six Democrats already nominated, but no Republicans. Seeing this, the Republicans, who had commended the two delegates to the Labor Union from

their own number, recalled their offer, and put upon the non-partisan ticket eight candidates. Those elected were: Republicans, H.G. Struve, J.R. Lewis, O. Jacobs, Jacob Furth, John Leary, Geo. B. Adair, J.C. Nixon and C.M. Sheafe; Democrats, John Collins, George Donworth, Junius Rochester, W.R. Andrews, R.H. Calligan and Douglas Young; Prohibitionist, Roger S. Greene; Labor Unionists, none.

The Convention held its meetings in the Chamber of Commerce rooms and the City Hall, and for several weeks was industriously engaged in the construction of and preparation of the proposed municipal constitution. It was passed upon by the people at the polls on the 1st of October; 2416 people favoring adoption and 455 opposing. That the people were indifferent or in doubt was made evident by the fact that nearly twice as many votes were cast for and against the charter itself. The charter magnified and multiplied the city government as a whole and in all its branches. The Council was made to consist of two bodies, called the Board of Aldermen and House of Delegates with twenty-five members, each drawing \$300 per annum; the Council displaced, consisting of nine unpaid members in one body. The Mayor, who before was an additional member of the Council, its presiding officer and unpaid, was put in a separate department, given \$3,000 a year and provision made for more pay when there were more people. The clerical work was divided between Clerk and Comptroller, and besides these three there were ten other departments, to-wit: Police, Public Works, Finance, Sanitation, Fire, Harbor, Parks, Library, Law and Judicial. Instead of a single lawyer, there was now a Corporation Counsel and an attorney, the first getting \$3,000 a year, the second \$1,500; the Treasurer was paid \$3,000; the Police Judge \$2400; the Comptroller \$3000; the Clerk \$2000; each of the three members of the Board of Public Works \$2000; each of the five Park Commissioners \$300; the Library itself 10% of the fines, penalties and licenses and the parks the same as the Library. The Police, Fire, Health and Library Com-

missioners get no pay themselves, but they soon managed with those in the other city departments to spend a vast amount of money. The employees of the city were largely increased in number, and the salaries given them were greater than ever before. The extravagance of the new Government became apparent at once, and was the cause of unfavorable comment. It was also discovered that there was a lack of personal responsibility throughout, a feature previously much desired, but which was now odious in the extreme. The Government was slow, as matters were passed from one Department to another, a month being frequently required where a day before was sufficient. The old City Hall was found to be inadequate to supply half the new host of officials with quarters, and offices were leased in various down town buildings at large expense; a year later the city buying the old County Courthouse and jail for the more united and economical housing of its multitudinous helpers. The aggravations and troubles connected with the new government led to bickerings within and to fault finding without, and within a month or two a commission of eight members was authorized to undertake its revision. This commission found that nothing could be done until 1892, before which time it gave way to a second commission which suggested numerous changes, all of which were adopted by the people; a third commission making other changes in 1894, and a fourth in 1896, the latter presenting not amendments but a new charter throughout. By these changes the Council has again become one body; the Police, Fire and Park Commissions have been abolished, the Comptroller is made Clerk, the City Attorney is merged in the Corporation Counsel, salaries have been reduced, or done away with, and the people are in every way better served. With larger population, more wealth and continued prosperity, the charter of 1890 would perhaps have given the people entire satisfaction, but under the adverse conditions that prevailed for a number of years after its adoption it could not do otherwise than fail. The cities of Tacoma and Spokane in 1890 adopted charters very

similar to Seattle's and their experiences there were no less unhappy than those of this city.

Professional baseball was played in Seattle in 1890 for the first time. The cities of Portland, Spokane, Tacoma and Seattle united in the organization and maintenance of the Pacific Northwest League, and in each city a Club was organized. That in Seattle was incorporated in March by R.C. Washburn, W.R. Thornell, W.A. Hardy, S.L. Crawford and Maurice McMicken. Grounds were obtained at the eastern end of the Madison Street car line near Lake Washington, graded, fenced and the necessary houses, platforms and seats erected. W.C. Rockwell was made manager, and players were brought from different parts of the country. The first game of the season was played at Tacoma, May 3rd, and won by Seattle; also the last game, Oct. 12th. The association had established a limit of \$1000 expenses per month for the Clubs, but this was disregarded later, and salaries paid the players of \$200 and \$300 per month. In consequence the Clubs all lost money. In 1891, this experience was repeated, and more money lost; the Portland Club winning the pennant, Spokane second, Seattle third and Tacoma fourth. Abner Powell managed the Seattle Club in 1891. At the end of the season the Portlands or Champions went south and played a series of 19 games with the California League Champion Club of San Jose. Each Club won 9 games but the odd game went to the San Jose on a declaration of forfeiture, the Portlands beating their opponents, refusing to abide by a decision and leaving the field in a row. 1892 was a repetition of the two previous years, in the matter of losing money. Seattle, under Gil Hatfield, won the pennant, Portland second, Tacoma third and Spokane fourth. The four clubs broke up, and with them the Pacific Northwest League.

After a good deal of trading, coming to terms, and arranging for payments, the city purchased the plant and property of the Spring Hill Water Company. The Company at first asked \$840,000, but afterwards came down to \$480,000, then to \$386,000 and finally accepted the city's offer of \$325,285.67. The city in its negotiations employed a distinguished civil

engineer of Chicago named Benezette Williams, who appraised the property, and estimated the cost of its duplication. Later he laid out plans for its extension, including the Cedar River Water system of supply. After completing its deal with the Company the city submitted the matter to the people in the shape of a request for authority to issue water bonds to the amount of \$845,000 and sewer bonds to the amount of \$110,000; the latter money to be used in a proposed sewer tunnel from Lake Union to the bay in the front of the city at the foot of Denny Way, with extensions throughout the city - a suggestion of Williams. At the election of June 4th both propositions carried by a vote of 705 against 16. The 5% bonds were sold in the fall at par by N.W. Harris and Co., after which the Spring Hill Company was paid in full and the property and business transferred to the city. Six years afterwards it was discovered that the Company had outstanding \$50,000 of bonds secured by a mortgage upon all its property, a matter in some way overlooked by the city's agents at the time of purchase. Demand was made upon the city by the bondholders for the money; litigation ensued; the Company's affairs were put in the hands of a receiver, and stockholders assessed for the money with which to redeem the bonds. In 1900 pipes were laid to the headwaters of Cedar River, upwards of a million dollars being spent in new works, and the people supplied thereafter by a gravity system with an abundance of the best water..

The Great Western Iron and Steel Company was fully organized on the 6th of June, by Peter Kirk, Walter W. Williams, Leigh S.J. Hunt, Jacob Furth, Arthur A. Denny, H.A. Noble, Columbus T. Tyler, Russell A. Alger and Edward Blewett. Its capital was \$1,000,000, and its object to build iron works at Kirkland. The most extensive and complete arrangements were made for the purpose in view, grounds being prepared, great buildings put up and six thousand tons of fire brick, boilers, engines, machines and materials imported from England and the Eastern States. A section of railroad several miles in

length was built to connect the works with the outer world, and contracts made for vast quantities in every respect, and three hundred thousand dollars spent upon it, When all was about done for business, the enterprise was abandoned as impracticable; the fires being unlit, the men discharged, and no effort ever made to utilize the works. For years afterwards the concern was in course of stripping, a little sold here and a little there, until nothing but the decayed buildings were left to recall this extraordinary but unfortunate enterprise.

For the year ending May 31st, 1890 the municipal expenditures were: for lights \$13,180.69; for water account \$98,587.59; fire fund \$91,423; city fund \$165,079.64; road fund \$273,716.47; total \$641,987.53. The expenditures of the previous year amounted to only \$226,884.19, of 1887-88 to \$122,215.47 and 1886-87 to \$67,556.25. The increase of the four years was nearly one thousand per cent, and was far beyond the increase of population or taxable property.

The first election in the State of Washington under the Australian ballot system was the regular election in Seattle on the 14th of July, when 3855 votes were cast, the number registered being 5412.

A cougar was seen on Pike Street, between Fourth and Fifth Avenues at 9:30 A.M. Sept. 20th. It killed a chicken, threatened attacks in various directions, and was finally shot and killed by Eugene Chapin, a merchant in the vicinity. In 1891 children at the Columbia School, between Lake Union and the harbor, saw a strange-looking yellow dog near the school-house. Upon throwing stones at it, it ran off and climbed a tree. The men of the neighborhood got guns and went after it, but the animal, a cougar, eluded them and escaped. In 1892 a black bear weighing nearly three hundred pounds was killed on the Madrona Park car line half way between the bay and Lake Washington. In August of 1893 a half grown black bear was found in the dwelling of E.L. Winslow on Eighth and Cherry, eating the family preserves and was killed by Mr. Winslow with a re-

volver. These animals were all lost, did not know where they were or how to get away, and in at least three cases paid with their lives for their confusion and error.

The first ship of the "White Navy" to visit Seattle was the U.S. Cruiser Charleston, which arrived from Honolulu Aug. 23rd and stayed in port nearly a fortnight. Though a second class cruiser only, she was at that time one of the most formidable vessels of the American Navy. She measured 3730 tons, had engines of 7500 horse power, could make 19 knots an hour, and at that time was commanded by Capt. George Remy. She was then the flag ship of the Pacific Squadron, Admiral George Brown. While here the Admiral and ship officers were much entertained by citizens.

The U.S. Recruiting Office was opened in Seattle in December by First Lieutenant R.T. Yeatman, assisted by Sergeant Connelly and Corporal Falk, of the Fourteenth Infantry at 814 First Avenue.

In 1890 the fire boat Snoqualmie was built; also fire engine houses, to-wit: those on Columbia, Main, Terrace, Battery and Pine Streets. The Gamewell fire alarm system was also introduced at a cost of \$9,200 for 31 boxes and all necessary wiring, apparatus and labor.

The School District in 1890 built five school houses, namely: the Mercer, Minor, Rainier, Olympic and Columbia, containing thirty-six classrooms, and capable of accommodating 1800 pupils.

Washington gold product in 1890 was estimated at \$194,000; silver at \$85,000.

King County's assessment in 1890 was \$44,045,275; the State's \$217,595,739.

Seattle's new buildings in 1890 numbered 2160; their cost being \$8,935,657.

King County's real estate sales aggregated for the year the enormous amount of \$25,387,728.

1891

The floating indebtedness of the city on the 1st of January was reported by the Comptroller to amount to \$549,762, besides which about \$270,000 were due for street widening and the cut-off corners; the bonds out amounting to \$978,000.

The Washington State Board of Trade was organized in January, with offices in Seattle. W.F. Rupert was the first Secretary. Rooms were given by the Chamber of Commerce. The State Board maintained an existence for three years, got together fair exhibits of fruits, woods, minerals, etc., and issued and sent out large quantities of printed matter descriptive and statistical of the State. It was almost wholly supported by the business men of Seattle, and when that support was gradually withdrawn the Board shrank and weakened and finally died.

Watson C. Squire of Seattle on the 21st of January was reelected U.S. Senator by the State Legislature. The contest was spirited and ugly, but on the final vote Squire received 58 Republican ballots; Thomas Carroll of Tacoma 21 Democratic ballots; W.H. Calkins of Tacoma 50 Republican ballots; and Lieut. Governor Chas. E. Laughton 1 disgruntled ballot.

The Library Commission got to work in January. Rooms were secured on the fifth floor of the Occidental Building; one as an office, one for the library, one for reference books, and a reading room for women and one for men. A.J. Snoke was the first librarian. The reading rooms were opened on the 8th of April, with 180 periodicals, and the library on the 1st of December with 7,000 books. The public properly appreciated the new institution and gave it an immense patronage from the start..

On the 5th of January the Secretary of War received the report of the Board of Military Engineers appointed to examine the project of a canal to connect the waters of Lakes Samamish, Washington and Union with Puget Sound. The Board consisted of Col. George H. Mendell, Major Thomas H. Handbury and Capt. T.W. Symons, and, under their direction, the work was done

chiefly by Mr. Philip G. Eastwick, C.E. They reported that a canal connecting Lake Samamish and Lake Washington, with a lock near Lake Washington to overcome the difference of 105 feet in the level of the two lakes, would cost \$4,927,250. The proposed canal between Lakes Union and Washington contemplated the construction of a waterway 2600 feet long, 80 feet wide at the bottom, 159 feet wide at the water line, and 26 feet deep, with a masonry lock 400 feet long, 50 feet wide and 26 feet deep over the sill. Between Lake Union and Shilshole Bay a second canal was proposed 6700 feet long, 26 feet deep, 80 feet wide at the bottom and 158 feet wide at the water line. From the head of Shilshole Bay two routes ..... were proposed by the Board; one to the main body of the Sound by Shilshole Bay, with a lock near the Sound 400 feet long, 50 feet wide, 26 feet deep, and the other route to the Sound at Smith's Cove by a canal across the low land separating the Cove from Shilshole Bay. The latter route was favored by the Board for the reasons that its entrance would be in Seattle Harbor, and that its entrance would be less exposed to attack by the fleet of an enemy. The cost of the canal from Lake Washington by the Shilshole Bay route was estimated at \$2,900,000, and by the Smith Cove's route at \$3,500,000, not including damages for lands that may be submerged. The Secretary approved the report, and adopted the route by Smith's Cove in 1896.

During February three distinguished men died in the United States. One was Kalakaua, King of the Hawaiian Islands, who, on the U.S. Ship Charleston, had accompanied Admiral Brown from Honolulu to San Francisco; another was David Porter, Admiral of the U.S. Navy, and the third was William Tecumseh Sherman, General of the U.S. Army. Under the auspices of the Grand Army of the Republic, a memorial service of imposing character was conducted in Seattle in honor of Gen. Sherman. Kalakaua was the last of the Hawaiian kings, he being succeeded by Queen Liliokalani, who in turn was deposed by the founders of the Hawaiian Republic in 1893.

The faculty of the State University for the year 1890-91 included eleven persons, the pupils receiving instruction numbering 313. There were then three courses of study, not including the sub-freshman, or preparatory, to-wit: the Classical, Latin Scientific and English Scientific. Of the attendance that year, 26 were in the Collegiate Department, 176 in the Preparatory, 24 in the Normal, 112 in the Musical, and 27 in the Art. The Legislature, in February, appropriated \$25,000 for the maintenance of the School during the next two years. It also provided for a change of location to a tract of 160 acres between Lakes Union and Washington, conditioned upon absolute title to the ten acre tract in town being vested in the State. To that time the title was good only so long as the ground was used for the purposes of the University. Edward Lander personally and C.C. Terry and wife through their heirs made new deeds conveying to the State whatever interests or rights they still had in the land, and the city through the Council and Mayor gave assent to the proposed change of site. By the new law a Building Commission was provided for, which lost no time in preparing for the proposed removal. Plans were adopted for several large and fine buildings, the aggregate cost of which would have gone into the millions; clearing the grounds was begun, and bills to the amount of many thousand dollars were contracted. There being no other fund in sight, an effort was made to draw upon the \$25,000 appropriated for the maintenance of the school. State Auditor Reed refused to permit this, and in the attempt to compel him to do so a case was carried into the Supreme Court, which body decided that there was no appropriation and no fund available for the works undertaken by the Building Commission.

On the 14th of February the last spike was driven on the lines of railroad connecting British Columbia and the State of Washington. The lines referred to were then known as the New Westminster Southern from the Fraser River and the Fairhaven and Southern from Bellingham Bay. The

point of junction and the scene of festivity were at the international boundary line, in the outskirts of the town of Blaine. An arch was built over the track, one leg standing on the soil of the Dominion and the other on the soil of the Republic. There was a platform for speakers, a profusion of flags, and other things appropriate to the occasion. The participants included Governor Nelson of British Columbia, and Lieut. Governor Laughton of Washington, all the people of Blaine and large companies of other people from New Westminster, Whatcom, Fairhaven and Seattle. The spike was driven by Mrs. Laughton and Mrs. Nelson with a silver hammer. There was much music and many speeches. One of the features of the celebration was a telegram from James G. Blaine, then Secretary of State, to the Mayor of the town of Blaine, in which among other things was expressed the hope that British Columbia would one day be a State of the American Union. It created considerable of a sensation, and the sentiment was promptly antagonized by the local subjects of her British Majesty then present. It subsequently developed that the telegram was bogus, it being intended as a joke by some one in or near the local telegraph office. As soon after completion as possible the New Westminster Southern and Fairhaven and Southern were transferred to the Great Northern Company, and were united to the Seattle and Montana in an unbroken line of railway from the city of Seattle to the southern shore of the Fraser River opposite the city of New Westminster. This line was completed in November, and in commemoration of this fact a grand excursion was given to New Westminster and back by the Great Northern Company under the auspices of the Chamber of Commerce. Ten carloads of members of that organization and their ladies left on the morning of the 27th, taking along the Regimental Band, and all persons supplied with silk badges, the cars being garlanded, etc. At Fairhaven, in the evening, suitable entertainment was provided by the townspeople, and at Everett, the next day, the excursionists were given a sumptuous lunch by the Land Company and a

hearty welcome by the people. This event over, the road was opened to traffic over its entire length.

The Evening Times was purchased in February by W. E. Bailey, owner of the Evening Press, and the two papers consolidated under the name of the Press-Times. Bailey was not a newspaper man, nor a successful business man and after a few years' experience he dropped out loser to the amount of over a hundred thousand dollars by his enterprise in the newspaper field. During his ownership of the P r e s s the price was reduced for a short time from 5 cents a copy to 2, and it was the first paper in the State to sell for less than 5 cents. In 1896, under new owners, Press was dropped from the name and the paper became the Times, the price being reduced to 2 cents a copy. The Press had its origin in 1886, by the consolidation of the Call and Chronicle newspapers by Homer M. Hill. In 1897 the circulation of the Times reached the daily average of 9000 copies, a figure far above that of any evening paper on the North Pacific Coast. In 1899 and 1900, under the direction of Col. Alden J. Blethen the daily circulation of the Times was increased to 20,000 copies.

In response to a petition signed by more than one-fifth of the qualified electors, an election was held May 4th, by order of the Council and in accordance with the State law, to determine the question of annexing to the City of Seattle the country north of Smith's Cove, West Point, the west side of Shilshole Bay, north of Lake Union, surrounding Green Lake and to Lake Washington. The people of the country to be annexed, as well as those of the town proper, expressed themselves by their ballots, and in almost every precinct annexation was favored - the total number of votes cast for the proposition being 812 and against 232. Annexation was completed June 1st.

On the first of June another special election was held for the purpose of securing popular ratification of indebtedness incurred by the city for street widening, corners cut off, interest, warrants outstanding, amounting to \$830,979.44.

Seventy-five were opposed to ratification, 835 in favor of so doing, and the matter was decided as the majority wished of course.

A squared fir timber called "Seattle" was brought in from the Snoqualmie in June that was 111 feet long, 51 by 63 inches in diameter, and contained 25,000 feet board measure. As indicated by the rings around the heart it was from a tree 441 years old. Three platform cars were required to haul it. It was taken to New York, exhibited in various parts of the country, and finally rested in Chicago, where it became a lunch counter in a big beer saloon.

The second President to visit the Pacific Coast was Benjamin Harrison. He came in April, through Alabama, Texas and other States to California, and thence through Oregon to Washington. He was accompanied by Jeremiah Rusk, Secretary of Agriculture, John Wanamaker, Postmaster General, Mrs. Harrison, Mrs. Wanamaker, Mrs. McKee, Mrs. Dimmick, Mrs. Ramsdell, Mr. and Mrs. Russell Harrison, Mr. and Mrs. Boyd, Gen. Sheehan and Gen. Saunders. The party had a magnificent train of five palace cars to travel in, but by arrangement of the local committee, Seattle was entered by boat. The President and those with him were met at Tacoma by Mayor White of Seattle and a reception committee of twenty-five men and fifteen women on May 8th, in the forenoon and were escorted to the steamer City of Seattle at the dock, Gov. Ferry and his staff assisting in the reception also Senator J.B. Allen. On the way to Seattle the steamer, elaborately decorated for the occasion, was escorted by the steamers Greyhound, Bailey Gatzert, T.J. Potter and City of Kingston. Lunch was served on board. As the five steamers rounded Alki Point, they were met by a whole fleet of Puget Sound steam craft decked in bunting, blowing their whistles, and bearing upon their decks large companies of interested, happy people. These steamers included the Sehome, Fleetwood, Haytian Republic, Henry Bailey, Wasco, Idaho, Yakima, City of Quincy, Favorite, Lola, Buckeye, Glide, Siz, Tyee, Wasp, Politkofsky,

Delta, Michigan, Wanderer, ferryboat Snoqualmie, ferry boat City of Seattle, W.F. Munroe, Mabel, Detroit, Grace, San Juan, Violet, Hornet, Halys, Aquila, Perhaps and Wilamette. All came into the harbor together, a magnificent sight, and one typical of the marine interests of the city and the Puget Sound country. On the Yesler Wharf were the Grand Army veterans, the State militia, policemen, postoffice employees, band and citizens generally. Carriages were provided, the guests taken in and the march into the city begun. Arches had been erected and decorations put up. At Pioneer Place a short stop was made, to enable the High School girls to sing a song of welcome specially written for the occasion. Cars were then taken on the Yesler line for Lake Washington, where the steamer Kirkland was boarded for a ride on the lake, the party being finally landed at Madison Street. On the route demonstrations of joy and welcome were made at several points by school children, which must have been grateful to the distinguished guests. At the High School were 2400 children, gathered from several different houses, the building being one of the most elaborate and tastefully decorated houses in town. At the University Campus was a vast concourse of people. The President was there addressed by Judge Burke for the citizens; a graceful and fitting reply being made by Mr. Harrison. Gen. Wanamaker and Secretary Rusk also made short and happy speeches. Seattle was the end of their Pacific Coast journey, and having completed their visit here, they started on their return to the National Capital at 6 P.M., by the train that brought them to Tacoma, the only part of their 6,000 mile trip traveled twice being that between the Sound and Portland, the Oregon Short Line and Union Pacific being the route adopted for return to the East. The rain fell almost constantly, though lightly, from the time the party crossed the California-Oregon line coming north to their departure from Oregon to the East.

The Oregon Improvement Company had a great deal of trouble with its miners at Newcastle and Franklin. They were

said to be unreasonable in their demands, were unruly and above discipline. When the troubles got to be practically beyond endurance, an agent of the Company, T.B. Corey, was quietly sent east. In Illinois, Missouri and Kansas, he engaged several hundred colored men and putting them in ten cars he quickly crossed the continent with them. Their coming was not known until their arrival in King County. They left the train at Palmer Junction and marched over the trail and into Franklin, while the women and children were sent by train around to Seattle and thence to Franklin. The Company had taken the further precaution to have the town strongly guarded by deputy sheriffs. The coming of the negroes caused a tremendous sensation all over the country, was hotly discussed in every quarter, and was approved by some people, but disapproved by more. To the white miners it carried consternation. Most of them saw that resistance was futile and without offering any, left town. Those who did not go were excluded as far and as fast as possible, the blacks taking their places in dwellings, mine, school, everywhere. At the other mines in the country sympathy strikes were got up, and much unruly, disorderly conduct indulged in. These strikes were failures, hurting the men engaged in them, and doing The Franklin miners no good whatever. On the 28th of June the Oregon Improvement Company sent sixty of the black miners from Franklin to Newcastle. Lawless men took advantage of the opportunity to feign or make an attack on Franklin, hoping to intimidate the Company and the negroes. Shots were fired from various directions, buildings being struck by bullets, shouts were uttered, and men were seen skulking in and moving about the bushes. Naturally enough the firing was returned, and for a time there was a pretty lively fusilade. Park Robinson, the mine boss, shot and killed two men named Morris and Williams, close to his house, and two white women were slightly wounded, though by whom it is not known. A colored man was also wounded but not seriously. The troubles were now beyond the power of the civil authorities and the State militia was called upon

for help. Two Companies were sent from Seattle to Franklin under Col. Haines, and the third Company was sent to Gilman. One of the Tacoma Companies was sent to Black Diamond, a second to Newcastle, and the third to Gilman. A Port Townsend Company was sent to Franklin. Martial law was contemplated, and had there been a second collision, would undoubtedly have been proclaimed. As it was the people were all put under more or less surveillance, meetings were discouraged, violent talk repressed, and the excitement allowed to abate. Guns were in the possession of the different companies' private guards, of the numerous deputy sheriffs, of the colored miners and of the striking white miners. Gov. Ferry commanded that they be given up, and, while this order was complied with in but few instances, it caused the disappearance and practical suppression of the offending weapons. The Companies introduced to the mines as many new men as possible. In this way the Gilman mine was reopened with an entirely new gang of men. At Black Diamond there had been no grievance but the men struck to prevent the O.I. Company making money hauling coal from their mine during the troubles at Franklin and Newcastle. When work was resumed there it was on terms less advantageous to the miners than they had enjoyed before the strike. A strong effort was made to secure the punishment of Robinson. He was indicted for manslaughter, but on trial he set up the plea of self-defense and was acquitted. When the troubles were entirely appeased, and the militiamen sent to their homes, a demand was made on the State authorities for their pay. Adjutant General O'Brien took the ground that the militiamen were not in the field as the servants or representatives of the State, but as civil officers for the payment of whom King County might be responsible but not the State of Washington. This led to trouble of a new character, resulting in a personal altercation between Gen. O'Brien and Col. Haines, and the subsequent courtmartialing of the latter; also to the institution of a suit by Col. Haines and Capt. Ashton, on behalf of the militia against the State, which

ended in the Supreme Court deciding that the State should and must pay the bills contracted by and for the State troops during their service at the Coal Mines.

The Seattle, Lake Shore and Eastern Railway being completed to the boundary line, at Sumas, service upon it was begun on the 23rd of April. The Canadian Pacific was not yet ready for trade, but two months later, or on the 25rd of June, began to operate its road from the main track to the boundary. By this time the Bellingham Bay and British Columbia Company had its road finished from Whatcom to the same point. Owing to the close relationship between the Seattle Company and the Northern Pacific, the Canadian Company was unable or unwilling to make the friendly and intimate traffic arrangements originally contemplated, instead making new arrangements with the Bellingham Bay and British Columbia, Oregon Improvement, and Canadian Pacific Navigation Companies, by which its cars were run into Whatcom, where they connected with the steamers Premier and Eastern Oregon, collecting and distributing its Puget Sound business through these mediums. This arrangement lasted a little less than a year, when it was displaced by a new one with the Great Northern Company by which Canadian Pacific cars for several years were brought daily into Seattle over that line. The Great Northern in turn was followed by the Seattle and International, successor of the Seattle, Lake Shore and Eastern, the line of which was built to connect with the Canadian by people allied in interest and friendliness with the latter, but who for unknown reasons were long unable to consummate the plan in furtherance of which its line from Snohomish to Sumas was called into existence.

The old King County courthouse property was sold at auction on the 13th of June, and was bought by the City of Seattle. A minimum price of \$60,000 was put upon it by the County and it went for \$61,000. The price was a large one, though in those days it was not thought too much, and at the sale there was sharp competition. The land, at Jefferson

Third and Yesler was bought from H.L. Yesler fifteen years before for \$5,000, and the buildings cost the county about \$20,000. It was the first property bought by King County in the city, and was certainly a profitable investment. The City took possession at once, and made use of it for general municipal affairs..

The Seattle postoffice made immense advances during the later 80s and early 90s. The revenues were increased enormously, and the patronage correspondingly. It gained upon other offices in the country, and in the matter of gross receipts was exceeded in 1891 by only fifty other places in the United States. It was made an international money order office on the 1st of July, displacing Portland. A few months later it was made the money order depository for a large number of offices in the State of Washington and all of Alaska. The office receipts for five years, not including those from money orders were as follows: 1887, \$16,805; 1888, \$27,517; 1889, \$46,962; 1890, \$77,828; 1891, \$96,645.

In the way of recognition by the General Government of Seattle's importance and growing trade there was marked advance not only in the post office, but otherwise. The city was made the subport of entry with Deputy Collector John Alexander clothed with all the powers of his principal, with offices and a number of subordinates. An internal revenue office was also opened, with S.D. Kingsbury as Deputy Collector, the district at the time being composed of the States of Oregon and Washington, with head office at Portland. Kingsbury's receipts the first year were \$136,125. The U.S. Recruiting Station was also increased in rank, men being enlisted for all branches of the military service instead of for the 14th Infantry alone, as at first.

The Northern Pacific Company invested a good deal of money in Seattle in 1891, and was apparently anxious to establish better terminal arrangements in the city. It bought the Yesler Wharf property for \$175,000 and it paid W.S. Ladd, W.C.

Painter and Noble C. Wallingford \$51,477 for lands in South Seattle wanted in connection with a new route into the city. Its building over this route was stopped by an order of the War Department requiring a drawbridge over the Duwamish at Newell's mill, and by an injunction in favor of Messers Brawley and Kinnear preventing the Company crossing their lands. For the purpose of facilitating their Seattle business the Company also undertook to put in a draw at Meeker Junction, but by opposition this was also prevented.

The sea lions which gave the people so much pleasure at Leschi Park were imported from California in the summer of 1891. One of them escaped and, led perhaps by instinct, made its way to salt water. It was captured in a back yard of the town of Ballard. A few days later it was returned to the pen at the Park.

Benezette Williams, the Chicago civil engineer, who was employed by the city in connection with the water works purchase and proposed extensions, furnished in August, plans for a complete sewerage system estimated to cost \$600,000. Williams' plans divided the city into districts, each with a system to itself, with between fifty and sixty miles of mains ranging from 8 inches up, with tunnels, outlets to the Sound, and for a limited amount of drainage into Lake Washington. One of his ideas was to raise the tide lands south of King Street to the height of at least twelve feet above datum. His sewer suggestions were adopted by the city.

Seattle's first night school was opened on the 26th of October in a store room on the corner of Seventh Avenue and Cherry Street, by the Board of Education, employing Mr. E.S. Peet as teacher. Its thirty pupils increased in number to seventy within a month when a second room and a second teacher, Miss Lillian Purdy, were called into use. The attendance was made up principally of elevator and messenger boys, hotel waiters, girls, married women, full grown men, both white, colored and Japanese.

In 1890 Spokane had an Exposition, among the features of which were a Seattle exhibit, Seattle day and a Seattle excursion. In 1891 Tacoma had an Exposition, with Seattle exhibit, and Seattle day, but many excursions. Seattle day was the 26th of September, and under the direction of the Chamber of Commerce a grand excursion was got up. The steamers City of Seattle and Bailey Gatzert were chartered and carried to Tacoma 1700 people. Hundreds were left behind, and to accommodate them special trains and the steamer Greyhound were run. It was said that 3000 persons went that day from Seattle. The Courts were closed, business suspended, and all took a holiday. Expositions at Tacoma in 1892 and 1894 were more generously patronized by Seattle than by any other community in the State except Tacoma itself.

1891 was a great year for steamboat racing, and the breaking of Puget Sound records. With such a lot of new and fine boats as the Olympian, T.J. Potter, Victorian, City of Seattle, Bailey Gatzert, Greyhound, Flyer, State of Washington and City of Kingston, untried and with officers and managers full of spirit, it could not be otherwise. To this time the quickest run between Tacoma and Seattle was that of the Olympian, in 1 hour and 39 minutes. In a contest with the Bailey Gatzert this time was reduced by the Greyhound to 1.26. The T.J. Potter next reduced it to 1.22 1/2. The Bailey Gatzert subsequently beat both the Greyhound and the Potter, and the claim was made for her of 1.21, but steamboatmen generally discredited this claim. The two smartest boats were undoubtedly the Flyer and the Victorian. On her first trip from Port Townsend to Seattle the Flyer lowered her record to 2 hours and 18 minutes. On the 9th of December the Victorian cut this down to 1 hour and 48 minutes, running over the entire distance at the rate of 21 1/3 miles per hour. She was in good racing trim that day, and she waited for and challenged the Flyer for contest of speed to Tacoma. The Flyer on the 26th of November had made the run from Seattle to Tacoma in 1.21 1/2 beating the

Potter's time 1 minute, and on the same day made the run from Tacoma to Seattle in 1.25 1/4. The challenge of the Victorian was accepted. It was a beautiful race, the Victorian winning in 1.19, her speed over the entire distance - 28 miles - being a little over 21 1/4 miles per hour, speed never before equalled by any but torpedo boats on Puget Sound. The Flyer made the run in excellent time of 1.25. The same boats raced again the next day, when the Flyer was again beaten to Tacoma, but on the return trip from Tacoma to Seattle she beat the Victorian, the time being 1.21 1/2 or the best she ever made. These efforts ended the races for this year, and these boats never again were matched against each other.

A beginning was made on Seattle's park system in 1891. The greater part of the work and money were spent on Kinnear Park, which was made quite attractive. Some plowing, leveling, fertilizing and sodding were done in Denny Park, and a little work in City Park. The Park Board asked the city for \$50,000 for 1892 with which to buy lands and make further improvements.

The increasing speed with which the city's money went in these days is indicated by the drawing of warrants for the half year from July to Dec. 31, 1890, amounting to \$641,987.50 and for the year 1891 of warrants amounting to \$1,455,565.89.

Within the city limits there were in 1891, 572 deaths, 592 births and 804 marriages.

Coal mined in King County during the year aggregated in quantity 429,778 tons of 2000 pounds each, valued at \$1,009,278. The output of the year before was 517,492 tons, valued at \$1,352,920. The decreased production of 1891 was laid to the strikes of miners at the collieries.

1892

The Bureau of Associated Charities was organized in January by a large number of men and women connected with the benevolent and charitable works of the city, Mr. D.C. Garrett being the one to originate and formulate the proposition; Mr. S.A. Bright, the first President, Mr. T. R. Fleming the first agent and Mr. Joseph Shippen the first Secretary, and Mr. Jacob Furth the first Treasurer. The idea was to unite the city, the county, the churches, the charitable organizations and individual citizens in the systematic, methodic distribution of relief among the poor, to uplift and make strong and helpful the weak and despairing, to sift out the unworthy, and prevent impositions by such persons; to procure employment for the needy and friendless; and to establish a central office and agency for the presentation of applications and the making of investigations into the merit of cases brought to the attention of the Bureau. That more could be obtained for the money and that the results would be better to the individual and to the community, was the promise of the new organization. Three hundred members were obtained at five dollars per annum; many persons gave monthly sums, and a number of entertainments brought other amounts into the Treasury. An office was opened, and the work begun. The town was districted, and a portion assigned to each of the strong churches; a Board of Friendly Visitors, consisting of women only, was organized; the City Board of Public Works and the County Commissioners helped. Indiscriminate alms-giving was minimized, strong, healthy beggars and tramps were discouraged; and the doings of charity simplified to the satisfaction of the people generally. The results were so good, that notwithstanding the hard times, there was less suffering than usual, less deception, and the calls for assistance so reduced in number that people could see little or no further use for the Bureau. Membership was stopped and monthly contributions cut off, until finally after five years of efficiency and usefulness, the Bureau ceased to exist for want of workers and funds.

The first dog and poultry show in Seattle was held during the month of January in a store room in the Ranke Building on Pike Street. The different breeds of animals and birds were well represented in the show, which was in every way creditable. A generous patronage was given it by the public; the money receipts paying all expenses and nearly three hundred dollars over.

The Grant Street electric car line from Yesler Way to South Seattle, was completed and opened to traffic in the latter part of January. It was intended at the time to extend the road to Tacoma, and approaches were made to the people on the route looking to full right of way and subsidies. As these were not forthcoming, and the success of the road doubtful without them, the line was not extended beyond the suburban district of Seattle.

At the beginning of the year 8230 men in King County were liable to military duty, and 45,421 in the State.

The first floating dry dock on Puget Sound was built at Port Hadlock, by Capt. R.W. DeLion, and sold by him to the Puget Sound Dry Dock Company. This Company located it at Quartermaster Harbor in King County and there entered upon and prosecuted the business for which it was intended. The dock is sectional, and can take out vessels over three hundred feet long and of three thousand tons displacement.

The Union Pacific Company withdrew from Puget Sound in April, taking with it the Oregon Railway and Navigation Company; retaining agencies at a few of the principal points, and selling, leasing or removing steamboats and other properties. It was the result of a combination with the Puget Sound and Alaska, Canadian Pacific Navigation and Hastings Steamboat Companies, by which competition was lessened, unprofitable steamboats were taken off, and routes divided and assigned among the Companies remaining.

The Seattle Theater Company was incorporated April 11th, by Geo. H. Heilbron and James D. Lowman. Lease for a long term of years was made of the two lots belonging to Joseph R. Lewis on

the northeast corner of Cherry Street and Third Avenue, and a house built at a cost of \$100,000. A portion was leased to the Rainier Club, the remainder being devoted to the theater in which were seats for 1200 persons. The house was opened by the J.C. Duff Opera Company on the 5th of December, with "A Trip to Africa." For the opening the eight boxes and 198 seats were sold at auction. No seat sold for less than \$4, while other seats were sold at \$20 to \$50 apiece. The boxes brought hundreds of dollars each, the sale netting the management \$5,571. The unsold seats were disposed of in the ordinary manner at from 25 cents to \$1.50 for the matinee and at from 50 cents to \$3 for the evening performances. It was the most profitable season the theater has ever had; but the inferiority of the company performing was an aggravation quite disappointing to the patrons and management. Gov. McGraw made an address at the opening and there was a fine exhibition of electric lighting.

At a special election on the 5th of March, the Board of Education submitted to the voters seven questions in which approval was asked for the contemplated purchase of six and one half blocks of land in different parts of the city for school-house sites, at an aggregate cost of \$56,830, and of building thereon of two \$3,000 houses and of one \$4,700 house. At the same time an eighth question was submitted involving authority to buy the block bounded by Eighth, Ninth, Madison and Spring Streets for \$40,000, and to build upon it a high school at a cost of \$100,000. The votes cast numbered 1914, and the first seven propositions were approved by majorities ranging from 174 to 452. The eighth was defeated by 167 votes.

The city continued spending money faster and faster, and running behind more and more. In consequence of pursuance of this course it found itself embarrassed early in this year, and the people were again appealed to for authority to issue more long-time, low interest bonds. On this occasion \$135,000 was wanted to fund outstanding warrants; \$275,000 for judgments already rendered or recoverable; \$220,000 for liabilities upon

condemnation awards not in judgment or suit; \$240,000 for general municipal purposes; \$205,000 for waterworks, and \$190,000 for sewers; total \$1,265,000. The election was held March 7th, and the desired authority was given by majorities ranging about 1300 in a total vote of 2600. Bids for the sale of the bonds were opened April 4th, and that of Blair and Co. was found to be the highest - \$1,265,000 less a commission of \$24,860 or equivalent to 98.04%. Their bid was accepted, and the bonds (5%) duly issued.

Still another election was held, the third within five days on March the 9th. At this thirty-seven amendments to the city charter were proposed and ratified by majorities ranging from 145 to 1554. At the same time the Democrats swept the municipal field by large majorities. The Prohibitionists, Populists and Republicans all had tickets out, but of the long and numerous lists of nominees all elected were Democrats but two.

It being one hundred years since the explorations and discoveries of Capt. George Vancouver on the Coast of Washington and of Capt. Robert Gray of the U. S. Mercantile Marine, these important events were celebrated by the people of the State in becoming manner. One of these celebrations was at Port Townsend, May 6th and 7th, and was a grand affair, participated in by the American war ships Yorktown, Adams and Mohican, the fish commission steamer Albatross, the revenue cutters Oliver Wolcott and Richard Rush, numerous sail and steam vessels engaged in the trade of Puget Sound, U. S. regulars and Washington militia, the Governor of the State, many prominent people from abroad, and citizens of the town and vicinity; the orator being Gen. J.B. Metcalfe of Seattle. This was to commemorate the discoveries of Vancouver, who on the 6th of May 1792 was at Port Discovery, on the 7th at Port Townsend, and thereafter for several weeks on Hood's Canal, at Port Orchard and elsewhere on Puget Sound. The next celebration was at Gray's Harbor, on the 7th and 8th of May, and was in commemoration of

Capt. Gray and his discoveries. He was on that body of water on the 7th of May the century before. Gray remained there until the 11th, and gave it the name of Bulfinch Harbor, after Charles Bulfinch of Boston, one of the men who had fitted out the expedition. Lieut. Whidby of the Vancouver party, subsequently entered the Harbor and upon English maps for a long time it appeared as Whidby Bay. By a sort of common consent, however, the name of Gray has since displaced both Bulfinch and Whidby, and as Gray's Harbor it will undoubtedly continue to be known for all future time. Elwood Evans of Tacoma was the orator at the Harbor. The discovery of the Columbia River, by Capt. Gray was celebrated at Astoria, May 11th. In each of these affairs the people of Seattle joined in large numbers, excursions by steamers and train affording them excellent opportunities.

On the 14th of March the identity of the Seattle, Lake Shore and Eastern Railroad was practically suspended, being merged in the Northern Pacific. The transfer of stock to the latter was finally completed, and being a majority of all, the new owners resolved to have the entire control, having only had partial control in the past. In carrying out their plan the old executive officers were now displaced, and were succeeded by men in the service of the Northern Pacific Company; J.W. Kendrick becoming Chief Engineer, J.M. Hannaford, Traffic Manager, and I.A. Nadeau, Superintendent, all holding similar places in the Northern Pacific employ. The auditing department was removed to St. Paul, where the new President, Treasurer and Secretary of the Northern Pacific in New York were employed. The new manager and the new assistant Secretary were Tacomans, the traveling freight agent being also removed to Tacoma. The repair shops at Seattle were closed, and needed work to cars and engines was done at Tacoma. For several months the Northern Pacific ran through trains from the south to Anacortes, Seattle being a way station only, and on the 1st of May the Seattle, Lake Shore and Eastern Railway was made a part of the Pacific

Division of the Northern Pacific. The reason given for these changes was the necessity for greater economy in the management of the property, which was now said to be quite profitable. While there was force in this reason the changes made were distasteful to the people of Seattle; in fact, were in some respects humiliating and galling, and they caused a revival of the ugly feeling toward the Northern Pacific that had been at least partially allayed during the year or two previous. This resentment and dissatisfaction resulted in litigation instituted by local minority stockholders, the end of which was judicial severance of the two companies in 1893.

The Puget Sound Fire Clay Company, with plant in South Seattle, was succeeded by the Denny Clay Company, the incorporators of which were Arthur A. Denny, Orion O. Denny, Geo. W. Kummer, E.F. Blaine, W.M. Calhoun and Mrs. Mary M. Miller. The old works were enlarged and improved, new lines of trade entered upon, and a great industry prosecuted. The sewer pipe made, at once took precedence in the local market, displacing imported pipe, and it was not long before carloads were being sent abroad. Its vitrified brick were found to be as good as the best made anywhere, while its pressed brick sold readily in the cities of the Mississippi Valley and further east. The results obtained by the Denny Clay Company were very gratifying to the citizens of Seattle.

1892 being the 400th anniversary of the discovery of America by Christopher Columbus, the people of the United States determined to properly celebrate the great event. In this determination the people of Washington were as zealous as those of any other portion of the Union; and to narrow it down finer the people of Seattle were of one mind in favor of the proposition. The Legislature of 1891 took the initiative in providing for a Commission, consisting of one member for each County in the State, to be known as the Washington World's Fair Commission, which was to exhibit the resources, products and general development of the State of Washington at the World's Columbian Exposition, which Congress had determined

should be held at Chicago between the 1st of May and the 1st of November, 1893. By legal direction the Commission met at Olympia, elected officers, and chose an executive Committee of nine members: the President being N.G. Blalock of Walla Walla; Percy Rochester of Seattle, representing King County on the State Commission and the Executive Committee; George V. Calhoun, then of Skagit County but since of Seattle, was Executive Commissioner during the Exhibition, and theoretically the Manager; while E.S. Meany, of Seattle, was Assistant Executive Commissioner, or Press Agent during the entire two years of preparation and consummation.

A Board of Lady Managers was also provided by law of whom Mrs. Alice Houghton of Spokane was Chief; she serving at Chicago as Superintendent of the Washington Women's Work Department, and Mrs. Julia Slaughter of Tacoma as Director of the Washington Art Department. The State Commission had endless troubles, not the least of which were in its own membership, in the personal efforts to secure destruction, control and emoluments. One of the first acts was, after determining upon a building, to call upon architects for plans. A great many were presented, the two most favored being by Seattle men. Decision was made in favor of one, but the dispute was carried before Supervision Architect Burroughs, at Chicago, who decided in favor of the other plan, that of W.P. Skillings, whereupon Mr. Skillings' plan was unanimously adopted by the Executive Committee. Sentimentally inclined citizens thought the time was a good one for adopting a State Flower; whereupon Mrs. Houghton, in her official capacity called an election, women only to vote, and all ballots to be sent to her for counting. A spirited contest ensued at once, which was maintained for six months, and which raged with especial force between the advocates of the clover and the rhododendron. The leader of the latter was Mrs. Alsora Hayner Frye of Seattle; of the clover forces, Mrs. Ella Higginson of Whatcom, ably supported by Mrs. Kate Turner Holmes of Seattle. The newspapers were

freely used to support both sides of the contention, booths were established in popular stores for the reception of votes and personal appeals were made by those interesting themselves in the struggle. The end of it all was the giving of 34 votes to the dogwood, 84 to the marguerite, 227 to the Washington holly or Oregon grape, 730 to the gaillardia, 5720 to the clover, and 7704 to the rhododendron. The latter having not only a large plurality but also a majority of all votes cast, became Washington's State Flower - in so far, at least, as such an expression of popular approval could settle the matter, though it may be added the Legislature subsequently ratified the ladies choice. Columbus Day - the 21st of October - was observed in Seattle chiefly by the schools, in which musical and rhetorical exercises of a historic and patriotic character were the order of the day. The Washington building at Chicago covered 128 by 218 feet, and was a striking feature of the great fair, in marked contrast to the club houses put up by most of the other States, and was one in which Washingtonians took much pride. It was built by Rigby and Evans of Seattle, the cost being \$52,138. Materials for this house were largely given by citizens of the State, 150 carloads going on for the purpose, the lower part of the house being all of immense logs, piled five high. The size of these may be known by the description of one, which was 127 feet long, squared to 3 feet, and weighing 30 tons. These logs were an exhibit in themselves of extraordinary character to Eastern lumbermen. The most remarkable stick of timber of all was the Washington flagstaff, given by Mrs. Mary M. Miller of Seattle, 42 inches in diameter, at the base and 15 at the top, and 215 feet long. It was impossible to carry so long a piece; so with regret, it was cut in two, the parts being afterwards united at Chicago, and from its top the largest and highest flag on the grounds was flown. One of the most conspicuous and pleasant exhibits in the Washington building was a model Palouse Valley farm, covering 200 square feet, with houses, fences, people, animals, trees, crops, all in miniature. The animals of the State were repre-

sented from the smallest to the full grown cougar, bear, elk and even whale, the latter being one of the humpback species, 47 1/2 feet long and 48 around, taken at Pacific County. The skeleton of a mammoth, unearthed near Spokane, and the largest in the world was a part of the exhibit. It stood 15 feet high, or far above any elephant ever known. The fish display was fine and complete, including aquaria of living fish from the State, the skeleton of the whale being suspended from the roof. The forestry department included cuts of logs from 12 inches in diameter to 15 feet. The mineral display included 80 tons, and in it were gold nuggets worth \$65 apiece and in the aggregate \$2400. The schools of the State made a fine display of work. A piece of coal from the Roslyn mine weighed over 50,000 pounds, and was the biggest in the history of coal mining. There was a pyramid of 101 bushels of wheat grown on a single acre, and another pyramid of 156 bushels of oats grown on one acre. Of preserved fruits there were 2,000 jars, while fresh fruits were exhibited during the season. Nearly 20,000 citizens of the State were in the Washington Building during the Exhibition, and of non-residents a number very much larger. The cost to the tax-payers is represented by \$100,000 appropriated by the Legislature of 1891, \$55,000 in 1893 and \$29,374.30 in 1895; total \$184,374.30.

The U.S. Navy was represented in the harbor during June by the Baltimore, Charleston and Ranger. Not including revenue vessels there were never before so many in the harbor at one time.

The first woolen mill in King County was built in 1892 at Kirkland, on Lake Washington, by Thomas E. Eyanson from Columbia City, Indiana. He had been running a mill there, the machinery of which he brought with him, adding to it new machinery from Massachusetts. The lake location he thought better than one on the Sound, on account of the soft, pure water giving a superior finish to the goods, the mild climate being no less advantageous when compared with the weather of the Eastern States. The

industry thus established has been of much value to the city and county.

The flour mill of the Novelty Company was another enterprise of value in 1892. It was the property of Messers A.B. Graham, Geo. B. Landers and Geo. F. Folsom. The mill building covers 50 by 80 feet, is four-stories high, and has a one-story engine house of 30 by 40 feet along side.

June 27th the store of Schwabacher Bros. and Co. was destroyed by fire. It was the greatest loss by burning of a single house in the history of the town. The building was valued at \$100,000, the contents at \$325,000, the loss on both being almost total. Though the building was closely surrounded by other houses no others burned, though some injury was done to two of them by water and by the breaking of glass. There was considerable explosive matter in the house, in consequence of which the Company was delayed in getting its insurance money, and was obliged to make an allowance of about 10% on the settlement. The insurance was \$70,000 on the house and \$250,000 on the stock. The Company resumed its business on the corner of Occidental Avenue and Main Street, and speedily erected another house on the old site - First Avenue South near Yesler Way.

The Seattle Athletic Club had its origin in the summer of 1892 among those suggesting and organizing it being James S. Goldsmith, President; Job P. Lyon, Vice President; H. Thomas, Secretary; Manly B. Haynes, Treasurer; W.B. Goodwin, Captain; Fred K. Struve, First Lieutenant; Tracy B. Robertson, Second Lieutenant; John Gibbon, Theodore N. Haller, Frank B. Wiestling, James B. Obarteuffer, G. Meade Emory, Albert Cockingham, Sidney Van Wyck, S.C. Williams, J.Y. Ostrander, J.R. Hayden, Will H. Parry, Geo. H. Heilbron, James H. Calvert, W.E. Bailey, and others. For a time the club had rooms in the Seattle National Bank Building, but in 1893 it moved into quarters built for it by John Parkinson on First Avenue and Seneca Street. The Club at once took possession of the field of amateur athletics. Its first and second games of football were with the Tacoma Athletic

Club, losing the first but winning the second game. Boxing, wrestling, fencing, rowing, swimming, ballplaying, minstrel and theatrical entertainments, indoor gymnastics have given the members the diversion, exercise and health they sought by the establishment of the Club.

The British Steamship Palmas, 1560 tons, Capt. Taylor, which arrived July 26th, was the first vessel at Seattle from Hong Kong and Honolulu direct. She brought 220 tons of sugar, bananas and household goods.

The census of 1892 gave evidence of 57,542 inhabitants in the city of Seattle, 78,762 in King County and 395,569 in the State of Washington.

The political campaign of 1892 was conducted on the narrow, local issue of the Lake Washington Canal. It early became apparent that any commendatory mention of that meritorious enterprise in the political platforms would be vigorously opposed in the supposed interest of other Government works and of rival communities; also, that candidates favoring the canal would be attacked and beaten, wherever possible. It was to be a fight against Seattle by the small-minded, jealous people of other parts of the State. Until the meeting of the Republican Convention at Olympia no notice was taken of this animosity by the citizens of King County, but there it suddenly and with full force burst upon them. After a desperate struggle their opponents were doubly beaten, for the Convention not only placed at the head of the ticket a Seattle man, John H. McGraw, for Governor, but in the platform was a plank in which was especially commended "as worthy the attention of Congress the Columbia River, the harbors of the Pacific Coast and of Puget Sound, and of the ship canal connecting Puget Sound with Lake Washington; we condemn the action of the Democratic House of Representatives in refusing an appropriation for the opening of the Columbia River and the Lake Washington Canal, and we most heartily commend the course of Senators Allen and Squire in their advocacy of these measures." Many of the beaten ones at

once went into revolt, and during the campaign sulked, and at the end either did not vote or voted for those on the other tickets; others began to dally with the Democrats, making advances to them, and finally joining in the support of the ticket put in the field by that party. The head and center of disaffection was in Pierce, a strong Republican County, and the strength of it may be seen when it is stated that McGraw there received only 1790 votes while 5034 were given to Snively, his Democratic opponent. The Democrats took up with the idea of carrying the State by downing King County, and in their Convention, also at Olympia denounced "the course of Senators Allen and Squire in advocating the appropriation for the Lake Washington ship canal to the exclusion of needed appropriations for the necessary improvement of our rivers and harbors." The King County delegation fought this expression of condemnation nobly and bravely, but they were powerless to prevent it in view of the combination against them. They refused to accept the nominations upon such a platform, and the only question among them and their constituents was as to whether or not they blundered by remaining in the Convention. In the way of personal abuse, local feeling, bitterness and general ugliness it was a remarkable campaign. King County saved itself and the State by giving McGraw 4551 majority, or 271 more than necessary to secure his election, the vote of the County and State for Governor being as here stated.

<u>Candidates</u>	<u>King County</u>	<u>Washington</u>
McGraw (Republican)	7,773	53,228
Snively (Democrat)	3,222	28,948
Young (People's Party)	3,506	25,780
Greene (Prohibitionist)	<u>503</u>	<u>3,941</u>
Total	15,004	89,897

While the Republicans carried the State, and denunciation of a people or place was dead as a political issue, there was still enough disaffection in the party to secure, with

other influences the defeat of Senator John B. Allen for re-election in the Legislature of 1895. The Republican members numbered two-thirds of the whole number of Legislators, and the Allen men numbered two-thirds the Republicans, but the minority would not yield, and after balloting 101 times, and every day to the end of the session, the Legislature adjourned without electing, and the State for the next two years had but one member in the Senate.

About this time the Yukon River and further Alaska trade began to be of interest to the people of Seattle. One John J. Healy, who had been merchandising for six years at Chilkat, supplying Indians from the Yukon and miners for the Yukon, came down and going east organized the North American Transportation and Trading Company with the help of Portus B. Weare, Ely E. Weare, Michael Cudahy, T.C. Power and one or two others. While the head office was located in Chicago, the headcenters of operations were established in Seattle, at St. Michaels in Alaska, and at Fort Cudahy in the Northwest Territory. A contract was given to a Ballard shipbuilder named Holland for a steamboat 175 feet long. She was built, put on board the Alice Blanchard, and taken to St. Michaels. The new Company found itself unwelcome at that place, every obstruction possible being thrown in the way by the Alaska Commercial Company of San Francisco, the dominant influence at that point to that time. Finally a location was obtained at a distance from the other Company, and a place established called Fort Get There. The new steamer was got in shape, named the P.B. Weare, and on the 20th of September started up the Yukon on her first trip. She was the first large steamer to go into trade on that river, and Mrs. Healy was said to be the first white woman to go into the interior of that vast territory. It had cost 15 cents a pound to pack to the headwaters of the Yukon by the Chilkat route and the new Company hoped to carry merchandise by the new route for not more than half that price. In 1891 the few men on that river got out, according to common estimates, over \$300,000. The operation of the North American Transportation

and Trading Company grew with the trade of that country, becoming very great, necessitating many vessels, hundreds of men, vast purchases, and being of enormous pecuniary advantage to Seattle.

The congregation Ohaveth Sholom of Seattle built the first Jewish Synagogue in the State, and dedicated it to the worship of God on the 18th of September. In buying the lots and building a large house, the congregation involved itself in debt; the Hebrews in the city were not united, and after a few years the mortgage holder foreclosed, sold the property, and got it for the debt.

In a contest at New Westminster, first and second prizes of \$500 and \$300 were offered by the British Columbia Agricultural Exhibition Association for the best drilling by teams of the United Rank Knights of Pythias. Seattle sent in two Divisions - Seattle No. 51 and Rainier No. 18 - and they took both prizes.

The steamship Willamette, from Seattle for San Francisco, and the steamer Premier from Whatcom for Seattle, in a dense fog on the 8th of October collided in mid-Sound, between Bush and Marrowstone Points. The Willamette fastened her bow so firmly in the side of the Premier that it was impossible to extricate herself, and as a means of precaution she pushed the other vessel on the shore on Whidby Island. It took three powerful tugboats, the Golish, Tyee and Tacoma, to pull the vessels apart. The Willamette, after temporary repairs, was sent to San Francisco, where she was made as good as before. The Premier lay on the beach in a half submerged condition for several weeks, when she was raised, and shipped over to Victoria, her register and flag changed to British, and her name changed to Charmer. Four people were killed and 17 injured on the Premier. In behalf of them or their relatives suits were brought against the Willamette for damages aggregating \$126,400 and judgements secured on eleven different accounts for sums ranging from \$300 to \$5,000, and \$30,000 in all.

Smallpox was brought from China to Victoria, B.C. in the spring. It soon obtained a stronghold in the town. During the summer a great many persons were attacked by the disease, and deaths from its cause were common. The town was quarantined and communication with the outside places was restricted to the narrowest limits. Notwithstanding the precautions taken, the disease spread to other places, and in the fall made its appearance in Seattle. British Columbia towns established rigid regulations against Puget Sound communities, while all trains and boats from Seattle were detained for health inspection at Tacoma. On the 26th of December the Seattle pest-house contained twenty-seven patients, the largest number during the epidemic. Stamping out the disease cost the city several lives and a large expenditure of money.

The first train robbery in the State of Washington occurred near Washington Hot Springs, King County, on Thanksgiving night, Nov. 24th, 1892. Three men at that place got on the rear platform of the Pullman sleeping car, and robbed the passengers of their money, watches and other valuables, the value of all the plunder being estimated at two thousand dollars. Pulling the bell cord, the train stopped, the robbers stepped off, disappearing in the hills and never were apprehended. The principal loser was Henry F. Guimaraes of Seattle, who was robbed of \$875 and his watch, who was beaten besides, and his wife frightened into hysterics. He afterwards sued the Northern Pacific and Pullman Companies for \$25,000 damages, but the Court decided that they were not responsible for more than the amount people should carry for ordinary expenses on a trip of the kind they were making, and the jury rendered judgement in favor of the defendants.

The house of William Radloff was burned on the 18th of April. In the ruins were found the bones of a man, which it was supposed were those of Radloff, as he had disappeared at or about the time of the fire. It was then learned that Radloff had recently taken out policies of life insurance aggregating \$55,000. Detectives were put to work, and a man named Kos-

tranch was arrested. Under pressure Kostranch confessed that he and Radloff had robbed a grave in the cemetery near by, kept the body in the henhouse for three weeks and had finally burned it in the dwelling, their object being to deceive the insurance companies, and enable Mrs. Radloff to get the insurance money she would be entitled to upon proof of her husband's death. For complicity in these offenses Kostranch was sent to jail one year, and was fined \$500. Radloff never came back and Mrs. Radloff was not prosecuted.

Two startling murders occurred in December. Mrs. Marie S. Story, a handsome woman, a fine singer, deservedly popular and in every way worthy, was shot and killed in her own home, by Charles Rogers Moulton, an insanely jealous man, who had for some time been presenting her with his uninvited, undesired attentions. With the same weapon and immediately after, Moulton killed himself. Mrs. Story left two small children. Thomas Henderson Boyd, an Olympia newspaper editor, was shot dead by Ursula Juanita Unfug. Upon the trial it developed that they had lived together, that though not married, he had repeatedly acknowledged her as his wife; that he had endeavored to use her immorally, and through her to blackmail prominent, reputable citizens who were supposed to have money; that generally he was vile and bad, and that finally he had provoked the tragedy by a threatening, violent assault upon her in their rooms. The verdict of the jury acquitting her of murder was in accord with the sentiment of the community.

Henry L. Yesler, who was born in Washington County, Maryland died in Seattle on the 16th of December, aged 82 years. He went to Masillon, Ohio in 1830, and came to Seattle in 1852, taking one of the six original donation claims upon which the city has since been chiefly built. Mr. Yesler during the entire forty years was one of the most prominent figures in the community, being County Clerk, County Commissioner, member of the City Council, millowner, merchant, wharf owner, landlord, and one of the leading spirits in a great many stock companies.

His property became very valuable, and he was always one of the most wealthy men of the place, though at times, through over enterprise and local stagnation, he was seriously embarrassed. His first wife, Sarah Burgert Yesler, died in 1887, and in 1890 he married Miss Minnie Gagle, a young woman of about 20 years. It was supposed he had by will bequeathed his property and that among others the city was a beneficiary. No will could be found, however; then began a struggle to secure possession of the estate. The young widow applied in her own interest for the appointment of an administrator, M. R. Maddocks. What were known as the Lowman heirs (Yesler having a half brother named Lowman) opposed her, and in the opposition it was alleged that she had conspired with Dr. H. M. Van Buren and Dr. J. Eugene Jordan to destroy the will or wills Yesler was supposed to have left, and that they had destroyed the same feloniously. The three were arrested and taken into court. Nothing criminal was proved against them, and after some months they were discharged. A compromise between the conflicting interests was affected about the same time, and Mrs. Yesler herself was appointed administrator with Jacob Furth as associate. The property left was finally, by an arrangement made between the heirs and creditors put into a company, and stock issued to the individuals entitled thereto. The property left was worth in good times a million or more dollars. During his life Yesler was associated in business transactions with almost every resident of Seattle, and at different times was closely connected with C.C. Terry, George Plummer, A.A. Denny, Geo. F. Frye, Capt. Rand, J.J. McGilvra, John Leary and others.

In 1892, 426 miles of new railroad were built in the State, being 10% of all the new railroad mileage in the United States. The Great Northern beat the building record with 556 miles during the year, 122 in Montana, 83 in Idaho and 351 in Washington.

1893

The first citizen of the State of Washington to be honored with appointment as Minister to a foreign country was Frederic James Grant, then editor of the Seattle Post Intelligencer, who in January was selected by President Benjamin Harrison to represent the United States at La Paz, Bolivia. Mr. Grant occupied this position in the diplomatic service for seven months, when he resigned, and returned to his home and editorial labors.

The last spike in the transcontinental line of the Great Northern Railway Company was driven Jan. 6th on the western slope of the Cascade Mountains, at a point 13 miles below the summit of Stevens Pass. Superintendent Farrell and General Superintendent Shields, with alternate blows drove it home. It was only iron, and there was no great company of distinguished spectators. The section boss fired his revolver six times, the locomotives blew their whistles, and the few standing about shouted. That was all. From St. Paul to Seattle the steel rails stretched out in parallel lines 1816 miles. It was the fifth of the transcontinental line, and was the first built without Government aid. The first train came into Seattle Jan. 7th, and consisted of the engine, the General Superintendent's car and one passenger car. Two weeks later President J.J. Hill and party came over the completed road. Though the rails had been all laid the road was by no means ready for traffic. It needed lining up, ballasting, strengthening, protection from the snow, water and slides; work enough in fact to employ a numerous body of men several months. It was not, therefore, until the 28th of February that the first freight train arrived from the East. Though not ready for heavy/<sup>business</sup> local traffic was begun, irregularly, and a passenger rate of five cents a mile was fixed between Seattle and Spokane. Being finally announced that the r o a d would be opened in June from the Mississippi R i v e r to Puget Sound it was determined at both ends to celebrate the eve. That at St. Paul occurred on the 7th, 8th and 9th of June. One of

the features was represented by a float emblematic of Commerce, and the City of Seattle by a float intended to represent the timber interests of the city and country. Upon heavy trucks drawn by twenty horses was a fir log 44 feet long, 6 feet 7 inches in diameter and 5 feet 4 inches at the small end. It was free from imperfections and was a choice stick, though not so large as many others previously obtained in the State. Five prominent citizens as a Committee were also in St. Paul who took part in the exercises of the occasion. President Hill had stated that when the road was formally opened he would come West accompanied by "three hundred men who would represent a thousand millions of money, and reveal to them a virgin field of enterprise and investment whose resources and reasonable expectations exceeded those of any other section of the country." These people were to come immediately after the St. Paul celebration, and it was determined that the Seattle celebration should be upon their arrival from the East. Just about this time the nation received a tremendous financial shock, which involved bankers, manufacturers, mine operators, railroads, merchants and others in enormous losses and great distress. On the 8th of June Mr. Hill telegraphed to Seattle that the excursion was necessarily postponed, as, owing to the financial troubles and excitement in the East, it would be impossible for the guests he had invited to go now. He hoped yet to carry out his part of the original program, but he could not say when and he did not want the people of Seattle to delay or be disappointed on account of him. Meanwhile the arrangements had been partially carried out. What was called an industrial and mineral palace was built at Pioneer Place, and it was stocked with minerals, woods, manufactured goods, fruits, vegetables and other attractive exhibits. An elegant souvenir with covers of fir, pine, cedar, alder, maple and oak was prepared, and sent where it would do the most good. The Great Northern Railway was opened as a transcontinental line on the 11th of June, the first passenger trains leaving on that day from Seattle for St.

St. Paul and from St. Paul for Seattle. A number of Seattle people went on the first train, but the only ones to go through were Mr. and Mrs. E.F. Blaine. The Company began by cutting rates, making a charge of \$15.20 to Spokane and \$35 to St. Paul. For \$235,000 the Great Northern obtained a depot site and approach between Railroad and Fourth Avenues, Jackson and King Streets, about five acres. It was the declared intention to build a large and costly passenger depot on these grounds, facing Jackson Street between Second and Fourth Avenues, but this promise has not been kept.

Feb. 14th the smallpox pest house contained fourteen patients. During the month of February there were sixteen admissions. By the end of the month the inmates were reduced in number to seven, and by the 27th of March all were gone, and the pesthouse closed.

Rev. Cushing Eells died at Tacoma Feb. 16th, on his 83rd birthday and was buried at Seattle two days later alongside the body of his wife, who had died at Skokomish in 1878. They were married in Massachusetts on the 5th of March, 1838, and on the 6th of March started for the North Pacific Coast under the direction of the American Board of Commissioners for Foreign Missions. They spent the following winter at Wailatpu, Dr. Marcus Whitman's mission at Walla Walla, but in the spring of 1859 they established themselves in Spokane County, where for nine years they did missionary work, the remainder of their lives being spent in other parts of Oregon and Washington. Their children, Edwin, Myron and Mrs. J.A. Karr, were among the first persons born in Washington of American parents.

The County Hospital was built in 1893 at an expense of about 80,000. It is of brick, iron and cement, 70 by 140 feet, three stories high, with an annex for kitchen and pantry. In connection with its construction there was much talk of official wrong doing, which was more or less investigated by two Committees of citizens, by the Grand Jury, and later by prosecution in the Superior Court, but nothing very bad was found, and no one

even censured. This building is located on a quarter section in Duwamish Valley that in early days belonged to a man named John Thompson, who died in March, 1865, leaving no heirs, whereupon the property escheated to the County of King. It has since been known as the County Farm, and has been used as a home for the poor. The State had a shadow of title to a portion of the land, but it was relinquished in 1893. The 159 acres at that time had an estimated value of \$159,000.

The Seattle office of the United States Weather Bureau was opened May 2nd by Observer G.H. Willson. It was a second-class office, Spokane and Olympia being of higher grade. Prior to the office opening by Willson, observations had been made for a number of years by volunteer observers, and the Government had maintained a storm signal station under Capt. J.A. Hatfield. Before the end of the first year of Government possession, it recognized the importance of the Seattle station by removing to it the State office from Olympia, and with it the Olympia observer H.F. Alciatore. Its equipment and force was increased, and in 1896 the forecast feature was added, the office becoming the leading one in the State.

The Board of Education submitted to the people a High School proposition on the 6th of May. The District already owned six lots in Block 127 of Denny's Broadway Addition. Upon the other two lots was a dwelling. It was now proposed to buy these lots and dwelling for \$18,000, and in addition to expend \$125,000 for a schoolhouse. The first proposition was beaten by 310 majority, and the second by 181 majority in a total of 2260 votes cast.

June 6th another lot of bond questions was presented to the public. The city asked authority from the electors to sell bonds for the purpose of funding \$135,000 of warrants issued prior to June 1, 1891; for the funding of other warrants amounting to \$495,000; for power to raise \$95,000 by sale of

bonds for completion of the Lake Union tunnel and \$25,000 for sewers generally. The people were again in favor of bonds, and so expressed themselves by almost 5 to 1; the vote upon the three questions averaging 3195 in favor of bonds, to 690 against. Public offer was at once made of the bonds, but, owing to the financial panic at the time prevailing throughout the country not a single proposition was received in response thereto. Three months later, however, in October, N.W. Harris and Co. offered to take the several issues of \$975,000 at 94, the bonds to bear 5% interest annually; the 6% discount making the interest equivalent to 5 % per annum. The offer was accepted, and in due time the bonds were delivered to Harris and Co.

The first show devoted exclusively to dogs was held in what at the time was known as the Citizens Market Building, on Second Avenue and University Street. There were 135 entries, including 150 dogs. It lasted four days from May 17th to 20th. It was a good show and was given a liberal patronage.

The Native Sons of Washington was organized in Seattle on the 15th of June with thirty charter members; the qualifications being birth in Washington, of the male sex, and 18 or more years of age. John T. Condon was elected President; Edward C. Cheasty, First Vice President; Henry W. Miller, Second Vice President, J.T. White, Recording Secretary; O.C. McGilvra, Financial Secretary, A. Wilson Denny, Treasurer; C. L. Denny, Historian; A.W. Bryan, A.A. Denny and Howard Tilton, Trustees. It was the second organization of the kind in the State, one at Port Townsend being the first.

Thomas Earle of Victoria and Angus Mackintosh of Seattle minority stockholders of the Seattle, Lake Shore and Eastern Company, made application for the appointment of a receiver and the severance of relations with the Northern Pacific. They made numerous statements to support their petition, including strong charges of illegal and unfair dealings on the part of the Northern Pacific Company. The latter, of course, replied,

making denials, and offering objection to the suggested receivership. In its answer considerable light was thrown upon the affairs of the two Companies. It was alleged that the Northern Pacific Company had purchased 31,621 shares out of 45,000 of the Seattle, Lake Shore and Eastern stock at \$45 a share. The sale was effected through the Oregon and Transcontinental Company on the 5th of June, 1890, the stock being disposed of by Thomas M. Logan, E.D. Christian and H.O. Armour. Full possession of the Seattle Company was assumed on the 14th of March, 1892, since which time it had been operated by the Northern Pacific. The Oregon and Transcontinental first, and the Northern Pacific as successor next, guaranteed principal and interest of the bonds, the aggregate par value of the bonds being \$5,875,000. It was stated that the Seattle, Lake Shore and Eastern had been run at a loss from April, 1888 to March 1893, amounting to \$900,268. Interest on the bonds had been paid almost entirely by moneys borrowed from D.H. Gilman, A.M. Cannon, the Seattle and Eastern Construction Company and the Northern Pacific. After allowing all credits due from the Northern Pacific, the answer alleged that the Seattle Company owed the Northern Pacific \$1,335,461. The Northern Pacific had reduced the operating expenses from 73% of the earnings to 67%. By a traffic contract the Seattle Company agreed to give to the Northern Pacific all the business it lawfully could, receiving double mileage on through business, the contract being for forty years or more. To substantiate the statements made affidavits accompanied the answer from officials of the two companies. Judge Hanford found that without legal authority the Northern Pacific Company had assumed full control of the Seattle Company, and was then operating the lines without the consent of the stockholders. The Seattle Company was insolvent, and its books were being kept out of the State in which it had its home. None of the trustees or officers owned any of its stock, and they had no interest in it except as representatives of the Northern Pacific Company.

The Seattle Company was unable to extricate itself from the meshes wound round it by the chief stockholders. All these things were illegal and in violation of the contract rights of the complainants as stockholders, and they were entitled to proper relief. The appointment of a receiver was the best method of adjusting the rights of all parties, and under the circumstances he would appoint one - Thomas Reeves Brown. The Court further ordered an accounting of the combined business affairs of the two Companies, but the request of the complainants for the abrogation of the traffic contract was denied, it being left for the receiver to consider and arrange at his discretion. In July following the Northern Pacific refused to pay interest on the bonds, alleging as a reason the opinion of the Court that the contract under which it assumed this obligation was illegal and void. Subsequently (in 1894) when the claim of the Northern Pacific for \$984,000, for moneys advanced to pay interest and for the sinking fund, was urged, it was disallowed, as was also the other huge claim on account of construction, equipment, taxes, etc. Including the stock, for which nothing was ever received, it is apparent from the Northern Pacific's own statements that about three million dollars was lost in the Seattle, Lake Shore and Eastern deal, and that the bondholders of the Seattle Company were that much ahead. Some time after the appointment of Brown, Gen. J.H. Bryant was joined with him as receiver.

June 29th, pursuant to invitation from Court Enterprise of Seattle, a convention was held in Seattle of delegates from all the Courts of the Ancient Order of Foresters of America in the State of Washington, at which a Grand Court was organized. There were twenty delegates present representing 1039 members. The Grand Officers elected were L.C. Neville, C.R.; P.D. Fawcett, S.C.R.; G.M. Stewart, Treasurer; P.J. Wittman, Secretary; E.M. Turner, Recording Secretary; J.S. Burrows, S.W.; S.S. Andrews, G.W.; L. Dobrin, S.B.; J.B. Bradbury, J.B.; J.W. Spriggs, Representative of the Supreme Court. The Courts of the State at the time were Queen of the Sound, Pride,

Rainier, Excelsior and Enterprise of Seattle; Monte Cristo of Snohomish; Crescent of Ballard; Ivanhoe of Tacoma; Energy of Black Diamond, Newcastle of Newcastle; Goodspeed of Wilkeson; City of Roslyn of Roslyn; Eureka of Haller; Sedro of Sedro; and Bainbridge of Mount Vernon. Five of the fifteen Courts were in Seattle, and eight in King County.

One of the greatest financial panics of the century struck the country in 1893. It had been plainly approaching for several years, and had been heralded from Europe, South America and other parts of the world. There had been enormous and general speculation in real estate, in railroad securities and in other elements and features of business and commerce. All had been overdone. Schemes of every character had been floated freely, many of which had no merit and others no substance. There were vast issues of stock representing nothing more than air and water, and excessive issues of bonds far beyond the value of the properties bonded. It seemed to be the general desire to contract debts; and money was easily obtained by everybody for everything. The States, Counties and Cities, towns and districts all had the mania, and were only restrained in many instances by the legal limits set upon them. Even this was not operative in all cases, and many a community found itself burdened with debts far beyond the limit. Special elections to validate warrants illegally issued were common. Washington had a Constitutional limit of \$400,000, but the amount was exceeded within the year, and before many years was exceeded many times over. The Courts assisted by interpreting the laws so as to permit the issue of warrants and bonds in the freest imaginable manner. Men, who in rare instances opposed the popular craze were looked upon with disfavor, and were denounced at public meetings, in the newspapers and on the streets. Individuals loaded themselves with debt for the purchase of stocks, lands and other properties, for the erection of buildings, and for the payment of interest. It was as bad in Seattle as at other places, though the town

stood the shock better than like cities generally. For a time it was hoped that the trouble and distress would be averted, and there were no disasters here while at the towns about banks, factories and stores were closing and receivers being appointed daily. There had been a steady shrinkage of real estate and general business for three years, and substantial citizens had been greatly impoverished thereby. Though staved off for a long time, and a great crash at any time prevented, it finally became impossible for all to keep up, and one by one the business houses and men dropped down and out. The times grew worse and continued so for three or four years, so that the period of shrinkage, depression and disaster covered not less than seven years, 1890 to 1897, and was much longer than any other in Pacific Coast history. Of the railroads operating in and about Seattle, the Northern Pacific, Union Pacific, Oregon Railway and Navigation, Oregon Improvement, Seattle, Lake Shore and Eastern, Seattle Terminal and Elevator, and Washington Southern Companies failed, went into the hands of receivers, and were ultimately reorganized. The same was true of six of the street railway companies, to-wit: those operating the First, Second and Third Avenue, Yealer Way, Washington and South Seattle lines. The banks of the city suffered greatly; their deposits decreasing more than one-half, their losses increasing enormously, and a majority being forced into suspension or liquidation. Three chose the latter course, while eight failed, none of the eleven resuming. The only three banks in the county outside the city, at Auburn, Kent and Ballard, failed; only nine of twenty-three banks in King County being left when all was over. Newspapers, churches, steamboat owners, manufacturers, merchants, all felt the pressure, and were compelled partially or wholly to yield thereto. Wages were much reduced. Clothing, groceries and farm produce sold at lower prices than ever before. Rents went down, until no landed properties could be made to pay interest, taxes, insurance and other charges, and, failing so to do,

many passed into new hands for sums less than the cost of the improvements or less than the value of the land alone a few years before. Land depreciated from forty to eighty per cent, and almost the only land sold for a number of years was by the sheriff for debt, by the treasurer for non-payment of taxes, and by arrangement between debtors and creditors. The bank clearings of 1890 amounted to \$56,755,250; those of 1893 to \$26,980,927 - less than half. In the meantime appearances continued much as before. Ships and trains came and went, the street cars ran, the stores and shops were open, and new houses were built, enough to supply losses occasioned by fire and the destruction of time. The city looked as well as any other city, the troubles of all from Atlantic to Pacific being practically identical, and nothing was gained by the people in going away. In fact, the population undoubtedly increased, as indicated by the directories, the census takings, votes cast at elections and similar signs both numerous and indisputable. A gain of forty per cent in the first seven years of the decade was commonly claimed and generally admitted. The hard times compelled the people to economize and adopt new methods, but did not prevent the coming to the city of large numbers of persons from less favored localities elsewhere. A vast amount of debt was also wiped out in the course of the enforced liquidation, and while the debtors in many instances suffered severely, the city itself was not hurt; on the contrary was probably benefited.

Francis Satolli, Archbishop of Lepanto, Italy, Papal Alegate to the United States, and later Cardinal of the Roman Catholic Church, visited Seattle July 1st and 2nd, accompanied by Archbishop Grace and four members of the faculty of the Catholic University at Washington, D. C. They came over the Great Northern by invitation of President Hill, and were given a cordial reception in Seattle, including short addresses by Governor McGraw, Mayor Ronald and Mr. George Donworth, the reply of the distinguished prelate being in Latin. On the

28th of July Adlai E. Stevenson, Vice President of the United States, arrived in Seattle, accompanied by his wife and their daughter, Miss Letitia Stevenson, by Judge Shope of the Illinois Supreme Court, W.G. Ewing and George B. Burnett of the Chicago judiciary and seven ladies. They were received at Tacoma by the reception committee, brought on the Flyer to Seattle, and given a reception at the Armory, where pleasant speeches were made, with music and other entertainment. A very pretty souvenir was given to Mrs. Stevenson as a memento of the occasion. It was an engraved silver platter three and a half by five and a half inches, with satin case. Upon the platter were views of Mount Rainier and Snoqualmie Falls, a picture of Chief Seattle, and a scroll reading, "From the Ladies of Seattle. Mrs. A.E. Stevenson, July 29, 1893." It was presented by Miss Ethel Semple at the meeting with a pretty little speech, to which a happy response was made by Mr. Stevenson. Two years later Vice President Stevenson was again in Seattle, on his way to and from Alaska.

The Puget Sound Conference of the African Methodist Episcopal Church was organized at Seattle August 18th. It included Oregon, Washington, British Columbia and Alaska. Rev. G.C. Clark acted as Secretary and Rev. E.E. McKiell as Statistical and Engrossing Clerk. Delegates present represented congregations at Seattle, Spokane, Roslyn, Franklin, Tacoma, Portland, Salem and Wellington, B.C. Benjamin F. Lee, D.D., L.L.D. was Presiding Bishop. Lee's bishopric included Louisiana, Texas, California, and all the country west of the Rocky Mountains, his home being in Dallas, Texas.

The University Cadets were organized at the beginning of the school year, with First Lieutenant John L. Hayden, U.S.A. as instructor. There had been military drills before, but not as thorough and on as satisfactory basis. Some of the students struck against the drills, and before the question was settled it got into the courts. It also got extensively into the newspapers, as did also a strike in 1893 of the

students against the food in the boarding house. The military department was organized, and all male students not physically disqualified were required to drill, besides which the professor of military science and tactics gave them theoretical instruction by recitation and lectures. The University was greatly enriched in the latter part of the year 1893 by a collection of 4,000 State plants that cost \$3,000 by a collection of Indian curios that cost \$3,000, by a great quantity of minerals, by elk and other animals that had passed through the hands of the taxidermist, birds, fish and like things - in all three carloads, that were obtained without cost from the State exhibits at the World's Columbian Exhibition in Chicago. The Legislature was good to the University at this time. It ordered the sale of fractional section Sixteen in Township Twenty-five, North Range Four East belonging to the school lands of the State, and the purchase of the same by the Governor for the University. The University regents were empowered to build on the lands so purchased such buildings as they considered necessary for the school itself, its officers, professors, students and employees. For students of both sexes tuition was made free to all residents of the State. One hundred thousand acres of the lands granted by Section 17 of the Enabling Act of Feb. 22nd, were assigned to the support of the University of Washington. By the general appropriation act \$59,000 was given to maintain the University and defray expenses of the Regents during the next two years and \$150,000 was appropriated for work on the grounds and erection of new buildings. This last money, however, was to be returned to the State from the proceeds of sales of town lots within the old ten-acre tract in the City of Seattle, occupied theretofore by the University. In accordance with the law John Leary and Chas. S. Reeves of Tacoma, appraised the 355 acres in Section Sixteen, rating them at from \$65 to \$80 per acre. Oct. 11th the sale was held, and Gov. McGraw bid in the lands at their appraised value, all except one tract, which a bystander ran

up to \$115 an acre. The sale was a mere matter of form to transfer the land from the common schools to the University, the State being the owner before the sale and no less the owner after it.

Sept. 12th Adolph Krug, City Treasurer, disappeared. During the previous two or three days there had been talk of malfeasance and dishonesty in his office, the Post Intelligencer plainly charging that the moneys which ought to be on hand and were officially declared to be on hand, were not really on hand. Fearing exposure and punishment, Krug got together a few personal effects, and hastily fled eastward by the Canadian Pacific. Notice of his departure under such circumstances was immediately taken by Mayor Ronald by suspending Krug from office and appointing Edward O. Graves temporarily in his stead, D.E. Durie being subsequently elected by the Council. A reward of \$1000 was offered for his capture. It was found that Krug had been buying city warrants with city money, with a view to personal profit. He had also loaned city money freely to all sorts of people, including officials of the city, several of his own bondsmen, politicians of his own party, and private individuals. He had also been careless, receiving as cash a number of worthless checks. Four of these were for \$600 each, and were received as payment for licenses to retail liquors in four saloons. They were dishonored, with a considerable number of others for payment of taxes, loans, etc. For many of his loans he had taken merely receipts and duebills, or had made memoranda covering them. It was plain that he had been used and abused by a great number of impecunious people. It was also no less plain that he was not over-scrupulous himself, for he had freely taken the public money for his own purposes; and further, he had begun to buy warrants feloniously at the beginning of his term, investing \$18,000 in that way during the first week. The Krug deficiency was found to amount to \$200,805.19. The authorities seized

everything in the way of an asset. The bondsmen arranged with the city for their own relief by paying in cash \$86,530.94 and leaving for the city for collection the mass of receipts, duebills, notes, checks and mortgages. Considerable money was realized on these securities, but from over twenty thousand dollars of them nothing was ever received. By the failure of a bank in which was \$7,722 put up by the bondsmen that amount was also lost. The city took real estate for some of its claims, and if it ever got money enough to make good its losses it will through that medium alone. On the 18th of September Krug was recognized in St. Paul by a Seattle man named Crawford, and arrested as he was about to board a train for New York. After making all possible resistance, he was brought to Seattle. Several other men who had been allied with Krug were also arrested. The Grand Jury found twenty-six bills of indictment against Krug, and twelve against the other men, for using public money in a manner not authorized by law. None of the other men were convicted, but Krug was, and received a sentence of seven years imprisonment in the penitentiary. Determined efforts were made to save him, and his case in one form or another was before the State and United States Courts for three years, during which time he walked the streets a free man, but at the end of which time he began serving out his period of sentence at Walla Walla. Repeated efforts were also made to secure him a pardon from the Governor, ending finally in success.

Oct. 18th the telephone line from Seattle to Portland and Spokane was completed and put into use. The first message was one from Mayor Ronald of Seattle to Mayor Powell of Spokane, and the second was the response of the Spokane Mayor to the Seattle Mayor. The line was 750 miles long, and with one exception, between New York and Chicago, was the longest telephone line in the world.

The British steamship, Crown of England, Capt. Harris, arrived from Yokohama Oct. 18th, after a voyage of 18 days.

She was the first vessel to Seattle direct from that port. It was intended that she should be a forerunner of a regular line of steamships managed by Samuel Samuels and Co., and connecting here with the Great Northern Railway, but the enterprise went no further. The Crown of England was a rough ship, for freight only, of 2574 tons measurement, and she brought on this trip 280 tons of Oriental merchandise. While in the coal business years later, she was lost on the coast of California.

For voting illegally at the school election in November, Bob Johnson was tried, convicted and punished, and was the first offender so served in the city. A few days later a company of his was also convicted.

In December The Northwestern Steamship Company was formed and incorporated by D.B. Jackson, Cyrus F. Clapp, A.A. Denny, Roalnd H. Denny, N.H. Latimer, David Gilmore and D.K. Howard. They bought the steamers Idaho, Geo. E. Starr and Rosalie, obtained the mail contract to Port Townsend, and for nearly four years constantly ran two boats between Seattle, Victoria and ports on the way.

The first exclusively poultry show in the city was held under the auspices of the Seattle Poultry Club in December at 907 First Avenue. The exhibition included 250 birds.

The paving of the streets with bricks began this year. Prior to 1893 many miles of streets were planked, considerable had been done in the way of graveling and a very little macadamizing. For the purpose of illustrating in a practical way the value of vitrified brick for street surface, the Denny Clay Company at its own expense and with its own bricks paved a strip on the west side of First Avenue South between Washington Street and Yesler Way from the sidewalk to the street car line 240 feet long and about 20 feet wide. It was soon plain that the bricks were all that were claimed for them and people soon began to express themselves in favor of them as the material for permanent paving. In 1894, to further exemplify their value, Mr. A.A. Denny and the other property owner

paved Union Street between First and Second Avenues with vitrified bricks from the kilns of the Denny Clay Company. This piece of work was first-class in every particular, and added still more to the favor with which the public now regarded bricks for this purpose. Accordingly, in 1895, when it was proposed to pave Pike Street, there was no suggestion of any other material than brick, and brick was laid over its length from First Avenue to Seventh, 10,097 square yards. A few months after the work began on Pike Street contracts were let for paving Second Avenue from Pike to Yesler Way with the streets added that surrounded Pioneer Place. These two works were completed early in 1896. Just before the end of the year Cherry Street between First and Second Avenues was paved with wooden blocks - the east half cedar, the west half fir, the 1140 square yards costing \$3,154. The paving done under the auspices of the city had a length of 136 miles, and the area was 46,990 square yards. The cost was \$163,000, of which the owners of the abutting property paid \$88,000, the street railway companies \$47,000 and the city \$28,000. The bricks used on the contract work were obtained from several different yards and thousands were of inferior quality. The cost of vitrified brick and wooden block paving, taking into account the greater difficulty on the brick paved streets caused by the car lines and supports for the streets on the sides, was found to be about the same per square yard.

The fire alarms of 1895 numbered 197, and the fire losses amounted to \$84,011. The fire department was valued at \$270,644, and the expenses of the year were \$94,287. The city library added to its collection 2476 volumes, the whole number of books being 11,048. The police made 4590 arrests during the year. The department cost \$64,231; the property was worth \$12,754, and the fines amounted to \$22,385. The births of the year numbered 663, the deaths 485, 11 of which were caused by smallpox, 19 by typhoid fever, 1 by scarlet fever, 1 by diphtheria. From direct taxes the city had reve -

mues amounting to \$469,365, from the water service \$148,231, and from licenses, fines, fees and rents \$101,831. The post office receipts from stamps, envelopes and boxes amounted to \$101,151. In the city were 21 banks, 61 drugstores, 155 retail groceries, 11 wholesale grocers, 20 hardware stores, 62 hotels, 61 meat markets, 110 restaurants and 167 saloons.

King County coal mines yielded in 1893, according to the Chief of the U.S. Geological Survey, 577,731 tons, valued at \$1,284,684. The gold and silver yield of the State of Washington during the year was about \$400,000.

1894

The Rialto, begun in 1893 and completed in 1894, was the greatest building enterprise of either year. It covers 108 by 240 feet, and though only two stories high on Second Avenue is four stories high on the alley in the rear, including the basement and cellar. Building and ground together cost nearly \$400,000. The owners were Herman Chapin and associated Boston capitalists. It was formerly opened to the public on the evening of the 5th of March, with music, illumination and 10,000 visitors. It was the first cooperative department store in the city, and at the opening was nearly full in all parts, the goods therein being valued at the time at \$1,000,000. It was then the largest retail business house west of Chicago.

Feb. 1st, by a new arrangement made between the three Companies, passenger train service was instituted between Seattle and Vancouver, B.C. over the Great Northern, Bellingham Bay and British Columbia and Canadian Pacific Railways. This arrangement continued three years when a change was made by the Canadian Pacific to the Seattle and International Railway.

At a special election held Feb. 10th, the people refused to give the Board of Education authority to fund outstanding warrants to the amount of \$250,000. The votes were 1563 in favor of the bonds and 1636 against.

The Young Women's Christian Association of Seattle was organized Feb. 17th by Mrs. R.P. Daniels, Mrs. H.E. Parkhurst, Mrs. J.O. Robinson, Mrs. W.H. Reeves, Mrs. H.M. Hill, Dr. Sarah Kendall, Mrs. Welbon, Miss Byers and twenty others. Rooms were at first secured in the Burke Building, but after a short stay there and effecting a more complete organization, other and more commodious quarters were obtained in the Shorey Building on Third Avenue and Columbia. Mrs. D.D. Harger served as Secretary. A lunch room was opened for girls in May; also a reading room with periodicals and newspapers, an organ and other furniture. Miss Ella DeVoe was employed as General Secretary, and gave

all her time to the work for two years, selling articles of women's handiwork, securing employment for women, teaching, helping and generally managing the establishment. Religious services, of course, were regularly and frequently held. Membership rates were made very low. Classes were organized, entertainments given, public socials held and all the features of such associations generally introduced. Those interested in the work pursued it further by securing the organization at the State University of an Association among the women students there soon after the Seattle Association was formed. The first annual Convention of the Young Women's Christian Association for the State of Washington was held in Seattle Dec. 7 and 8 and was participated in by Tacoma, Seattle and University Associations, by Miss Effie K. Price, the General Secretary of the National Association, by Miss Emma Reeder, General Secretary of the Pacific Coast Association and by several gentlemen invited to make addresses. Miss Ellen Chamberlain was made President of the State Association, Mrs. W.H. Welbon, Vice President, Mrs. F.B. Stacy, Second Vice President, and Mrs. D.D. Harger and Miss Leece Thomas, Secretaries. The Seattle Association made report of one hundred members since its organization ten months before.

In January the city had in its treasury the money from the sale of \$345,000 of sewer and tunnel bonds. An election was coming on in March, and, somewhat in view of that fact as well as for the saving of interest, haste was made to spend this money. Work was pushed on the north and south tunnels, and on sewers and a number of streets. Four or five hundred men were employed, among whom were many inefficient, incompetent and unworthy individuals. Gangs were worked both night and day. It was soon alleged that none but those who sympathized with the party in power could get employment, and with this assertion came charges of the use of inferior materials, of poor work and of corruption. It was undoubtedly the desire of the politicians to control the city election and to spend

the money in their own manner, and in executing this desire, dissensions soon arose among them. Two of the three members of the Board of Public Works summarily and unexpectedly removed the City Engineer, Reginald H. Thompson, and appointed in his stead Edwin Hale Warner. Warner turned out Andrew Jackson as Superintendent of Construction of the North Tunnel and put in his place James McNamara. These acts aroused general indignation, in which Mayor Ronald joined, and caused him to remove the two offending members of the Public Works Board, filling their places in one case with Andrew Jackson and in the other with Robert H. Calligan. The newly-constituted Board promptly reinstated Thompson as Engineer and McNamara was dismissed. It was found subsequently that the sewer and tunnel work had cost many thousands of dollars more than the estimates. The commotion caused by these doings and charges, added to the extraordinary revelations in the office of Treasurer Krug, involved the administration in such popular disfavor that the Republicans swept the city with a political cyclone of unprecedented force, overcoming all opposition. There were six tickets in the field - Republican, Democratic, Populist, Citizens, Prohibition and Single Tax. Byron Phelps, Republican candidate for Mayor had 478 majority over the other five candidates, and a plurality of 2882 over the next highest candidate, the Democratic nominee, the whole vote cast numbering 8918. The Republicans carried every precinct and elected every one of their candidates. At the same election thirteen amendments to the city charter were all carried by large majorities. McNamara afterwards sued the city for \$15,000 for infringement of a patent right in the tunnel work. He secured verdict of \$1500 in the local court, but on appeal of the case it went against him. The tunnels referred to are the greatest pieces of sewer work in the State. They are a part of the Benezette Williams plans. Their combined length is a mile and three-quarters, and their combined cost \$270,000.

The Alaska mail service was extended, in March from

Port Townsend to Seattle. For a number of years Port Townsend had been the southern end of the route, and before that Portland, causing losses and inconveniences to the people of Alaska as well as to the merchants of Seattle, by delays and misconnections of the service now ended by this extension.

One Jacob S. Coxey, a horse man of Masillon, Ohio, conceived the idea of inducing or forcing Congress to issue \$500,000,000 of paper money to be expended under Government direction in making and improving roads throughout the country. He organized what he called the "J.S. Coxey Good Roads Association of the United States and the Commonwealth of Christ." His plan was to gather the unemployed people of the different States into Armies, and have them go to Washington City, there to present their grievances and demands in person and in force to their representatives in Congress. His call for recruits was promptly responded to, and on the 25th of March the movement was begun from Canton, Ohio. Gen. Coxey, as he was called, took charge of this expedition, and he accompanied it through Pennsylvania and Maryland to the Capital, where they arrived on the 29th of April. On the way they were hospitably treated, but suffered greatly from the weather. The District of Columbia authorities warned them away, but they disregarded the warning and went into camp. They paraded the streets, marched to the Capitol, from the steps of which Coxey undertook to make a speech. The police interfered and he and his two principal supporters, Browne and Jones, were sentenced to twenty days imprisonment for displaying a banner on the Capitol grounds on May Day, and were fined \$5 each for trespassing. Their followers stayed in camp until starved out, in the meantime being joined by other companies from different directions, but during the summer the people tired of it and the Association died a natural death. Coxey's idea was taken up eagerly all over the land, and in accordance with it thousands of men and a few women started from Texas, California, Oregon and Washington and elsewhere. The Coxey Army,

or Commonwealers, or Wealers, or Industrials as they were called in Seattle, was formed in April, with Henry Shepherd as President, and the name Northwest Industrial Army was adopted. Two hundred were enrolled the first day. A couple of vacant store rooms were used for headquarters and place of meeting. Parades were made in the streets. Provisions were given to them by grocers, bakers, butchers, fishermen and others; also bedding, clothing and money. Within a week six hundred men were on the lists. There were some good men among them, but they were chiefly people the town could well spare, and be pleased to have them go. April 25th, they marched out and up the Duwamish Valley, to take the Northern Pacific route for the east. They spent the first night at the farm of John Maple, the people about giving them potatoes, milk and other food. The second day they got to Kent, and a little later to Puyallup. There they were met by four hundred similar men from Tacoma, under General Cantwell. The thousand men in the two commands stayed in Puyallup for a week, during which they wore out their welcome, terrorized the people, ate almost everything in and about the town and finally were compelled to move on, the townspeople appealing to the county and State officers for relief. Before going, however, Gen. Shepherd was called to account, deposed, and succeeded by Gen. E.F. Jeffries. The men then began to move east in small parties, walking when they had to and stealing rides on the cars when they could. They were formally warned by Judge Hanford against interfering with the Northern Pacific, then in the hands of the Court over which he presided. As they got further away, and were more tired, they disregarded the warning, and, not content with riding on brake beams, mounted the tops of cars, got into cars and after that took possession of whole trains. By the time they got over the Cascade Mountains the troubles they were causing the railroad were almost intolerable, and the U.S. Marshall put on a force of deputies to stop them. These deputies were at first overawed, and five or six hundred of

the Seattle and Tacoma Commonwealers had got across the Columbia and well onto Spokane before there was a clash. The deputies were increased in number and urged to more vigorous action. They began throwing men off the cars roughly. This led to an altercation at Yakima, May 9th, between thirty or forty deputies and a hundred of the other men, in which two deputies and three Industrials received pistol wounds. The next day a train was seized at Ellensburg by 125 Coxeyites, and taken down to Yakima, where it was stopped, and the whole crowd arrested. They, with 32 others were brought to Seattle on the 12th, and the 157 men locked in the King County jail. No one wanted these men brought back, while their friends were very wrathful and demonstrative. The deputy Marshals were not safe on the streets and they went into hiding for a time. Judge Hanford called upon the Government for military support, whereupon Lieut. Col. Hugh A. Theaker was sent to Seattle from Fort Vancouver with Companies A, B, C, E. and G., in all 236 men. They went into camp on the block fronting Ninth Avenue between Columbia and Marion Streets calling it Goodwin after one of the Company Captains, and where they remained until May 30th, when the trials were over. The results of the trials were the conviction of 121 men; 6 being sentenced, each to one day's imprisonment, 13 to 10 days' imprisonment, 3 to 40 days each and 94 to 60 days each. The punishment of these men ended the Industrial Army in Western Washington at least. Gen. Jeffries, Gen. Cantwell and others went on to the East, tramping when they had to, riding when they could, foraging on the country they passed through, losing men occasionally and entering others in their stead. The Seattle command got into Duluth July 7th, and from there went by various means of conveyance to Marquette, Mackinaw, Bay City, Saginaw, Detroit and Cleveland to Washington, made welcome in no place but generally helped out. Jeffries returned to Seattle in September, and lectured on his trip and experiences. Somewhat connected with the Coxey movement was the killing of Edward Minsch by his own brother, Edward H. Minsch, at Pioneer Place, May 28th,

both being deputy Marshals. For this crime the murderer was sent to the State penitentiary for seventeen years.

Owing to the repeated and extraordinary reductions in wages of the Great Northern Railway employees, the men went on a strike from Seattle to St. Paul. The strike moved from west to east, and involved those engaged in the operating and mechanical departments. All trains were abandoned. The Company adopted a passive, waiting policy, and allowed the road to remain idle for seventeen days. The strike was ordered and directed by the American Railway Union, and it was finally settled by arbitration submitted to by the Union and the Company, the arbitrators being men selected by the St. Paul Chamber of Commerce. Practically all the demands of the men were granted, and the strike ended on the 1st of May. It was a great victory for the Union, and gave immense prestige to its President, Eugene V. Debs.

The Free Kindergarten Association was organized in May with Mrs. H. E. Holmes as President, Mrs. C. E. Dewhurst as Secretary and Mrs. A. Coming as Treasurer. A two-room public school building on Main Street and Eighth Avenue was secured and the school opened there with Miss Ellen Creelman as teacher, with a training school for teachers in connection. The association was composed of eighty members, all contributors, some giving monthly and others less often. In this way \$75 a month was secured or enough to justify opening the school. A year later Mrs. Gatzert built a house in the southern end of town, and opened there a free kindergarten, paying all expenses herself, and calling it after her deceased husband, "The Bailey Gatzert Memorial Free Kindergarten." In 1882 the first kindergarten in Seattle was opened by a Mrs. Blaine who was succeeded by Mrs. Broetsch, and followed by Miss Feadisich, Miss Thendyke, Miss Von Babo, Miss Winterbourne and others. These however, were not free schools.

The University called upon architects for plans for the proposed new building, and in response to the call received a

considerable number. The plans presented by Chas. W. Saunders of Seattle were adopted, they being for a building of 248 feet front, of 152 feet at the greatest depth, and 104 feet at the greatest height. It was calculated to cost \$125,000 and to be sufficient for the instruction and accommodation of 600 students. There were in the plans a basement and three floors above. Seventeen bids for its construction were received, their range being from \$112,000 to \$157,363. The lowest and successful bidders were Cameron and Ashenfelter of Spokane. The corner stone was laid July 4th with interesting and imposing ceremonies in the presence of a vast concourse of people. In the stone was deposited the box with its few contents that was put in the corner-stone of the first University building on the 20th of May, 1861, and with it a great many other articles contributed by the multitude of friends of the modern institution. On the face of the stone is the inscription, "University of Washington, Organized 1862." Among those who made addresses on the occasion were Arthur A. Denny, who gave the greater part of the site of the old University; Daniel Bagley, President of the first Board of Building Commissioners, organized Feb. 22nd, 1861; Edmond S. Meany and Miss Adella M. Parker, two of the University's own graduates. The building was completed by the contractors in time for the opening of school in September, 1895.

During the last week of May and the first half of June, owing to very warm weather and melting snows, the Fraser, Skagit, Cowlitz, Willamette, Columbia, and other rivers, big and small, rose to the greatest heights recorded, flooding a vast extent of country, and doing a great deal of damage to railroads, farms, towns and public highways. The town of Conconully, in Okanogan County, was entirely destroyed. In the north end of Portland the water covered Ninth and Tenth Streets, hundreds of basements and first floors were abandoned, people went through town in boats, and the damages were estimated at over \$500,000. The Canadian Pacific, Great Northern, North-

Pacific, Oregon Railway and Navigation Company and Union Pacific were blocked or closed from two to three weeks, their roadways washed out, bridges swept away, and otherwise hurt to the aggregate amount of fully \$1,500,000. White and Duwamish Rivers were over the banks and country, the water standing on the farms from four to eight feet deep. In the way of crops damaged, houses, fences, bridges and roads, the losses in King County were not far from \$150,000. It was the most general and disastrous summer flood ever known in the North Pacific country.

Somewhat inflated by the success with the Great Northern Company, in the strike and its settlement of April and May, the American Railway Union in June began an attack upon the Pullman Company of Chicago and its interests elsewhere in the country. The Company was known to be one of the strongest and most profitable business enterprises in the United States. It had enormous properties, was powerfully entrenched, and paid immense dividends. It ground its employees unmercifully, and there was reason for disaffection among them if there was in any industrial establishment of the time. They were first led to strike, not only in Chicago, but in Kentucky and Missouri. Next, an order went out from the Union to trainmen on all roads operating Pullman cars to quit work until the roads discontinued the use of such cars. This order affected all the roads west of Chicago, including the Northern Pacific but not the Great Northern. The Pullman Company had agreements with the railroads by which the latter were bound to use their cars and if they did not use them to pay for their use just the same. The Companies unitedly determined to stand by Pullman, and fight the battle together. There were desperate times in Chicago, including rioting, bloodshed, the burning of hundreds of cars, and the doing of millions of dollars of damage to the Companies, people and city. In so gigantic a trouble the United States was affected and hurt from ocean to ocean and finally the Federal Government was compelled to assist with its courts and soldiers in ending it. The Northern Pacific was

tied up by the 28th of June from Seattle to St. Paul, and partially from Seattle to Portland. The receivers were ordered by Judge Hanford to keep open the road and the U.S. Marshal to bring into Court for punishment any and all persons who resisted its opening and operation. He also required all employees of the receivers to make oath that they would obey all orders of the U.S. Circuit Court for the State of Washington. At Seattle the strike was weak. It affected the Seattle, Lake Shore and Eastern as well as the Northern Pacific. Trains came and went but in an irregular manner, much hampered, and with men picked up from hour to hour. Fearful of trouble, extra policemen were put on, deputy Marshals appointed, and the U.S. Revenue Cutter Grant fully manned and armed anchored opposite the railroad depot. The strike was gradually worn out, though it continued for a month. Men wore red, white and blue to indicate their regard for law, order and the Federal Government, and to distinguish them from the more turbulent strikers. The strike was condemned by the Chamber of Commerce, Grand Army of the Republic, and citizens generally, as one hurtful to the whole people, and all on account of a dispute in Chicago between a Company there and its employees, there being no pretence of grievance between the railroads and their employees. The Government put soldiers on the Northern Pacific trains and gave to the receivers much support that enabled them to run trains with greater frequency and tolerable regularity. Seattle militia Companies cooperated for the preservation of order, making a trip into Eastern Washington with that purpose in view. At the end the men, strikers were very anxious to get back into the employment of the railroad companies, going so far as to petition the Court to that effect. For rioting in Spokane and injuring the Northern Pacific there Judge Hanford sent one man to prison for one month, two men for seven months each, and seven men for eight months each. In the east President Debs of the American Railway Union and some of his associates were also sent to prison. The strike was de-

clared off in Seattle July 10th, but not in Chicago until about the first of August. It was a failure, and as a result of the failure the American Railway Union lost its influence and its life.

On the 12th of July the State Land Commission, consisting then of W.T. Forrest, Erastus Brainerd, Geo. D. Shannon and Thos. M. Reed, Jr., filed maps of the harbor lines established by them in front of the City of Seattle and town of Ballard. By these acts a harbor area 600 feet wide was reserved in the southern end of the city, and an area 300 feet wide in all other parts and in front of Ballard. Waterways were also established known as the East and West, intended as outlets of the Duwamish River; Canal, intended as a portion of the proposed route for the South Canal to Lake Washington; Smith's Cove, at the place of that name; and Shilshole or Salmon Bay, between Ballard and Seattle. Generally speaking, it was a satisfactory plan, and was given approval by the Board of U.S. Engineers and the Secretary of War. There had been contention over the tide lands almost from the beginning of the town. The upland owners claimed them, and squatters seized them; the Territory alleged its right to them, and gave away the greater part of them to the Seattle and Walla Walla Railroad Company in 1873, only to have the State undo the act in its Constitutional Convention and by vote of the people in 1889; the city government also attempted all sorts of things with them, in the way of streets and donations; the State Harbor Line Commission in 1890 endeavored to establish lines and reserved area between, but were prohibited by writ; efforts were made to file government scrips upon them, only to meet rejection from the land officers; there were many suits in Courts, with injunctions innumerable but without conclusive results; there was fighting and shooting among individuals; the people of the State in the adoption of the Constitution asserted their ownership to all tidelands, with a proviso, however, that the State should respect the rights of all such lands patented by the

United States; then the rights of the State were disputed, and cases were carried from Court to Court until it was settled that the State was the absolute and sole owner of the tide lands, and could do with them as it wished. The Legislature was not slow in attempting their disposition and during the first several sessions enacted many laws providing for waterways, oyster beds, commissions, boards, sales of lands, leases of harbor areas and other things. The harbor lines being established, the Board of Tide and Shore Land Appraisers for King County, consisting of Fred W. Sparling, Donald A. McKenzie and Thomas W. Prosch, qualified July 13th. By the law they were required to survey and appraise all lands in front of incorporated towns or cities, and two miles beyond. They began at Ballard, where they laid off 330 acres into highways 100 and 200 feet wide, and 32 blocks with 455 lots. All lots except those necessarily irregular were 100 feet wide, while the lengths varied from about 100 feet to 120. The next work taken up by the Board was on the King County side of the bay at Tacoma, and covered 786 acres. This was divided into large blocks with long lots, and streets 100, 120, 140 and 200 feet wide. Last was taken up Seattle, the chief of the three works entrusted to the Board. The tide lands here covered 3,240 acres. This vast tract was all platted for town purposes into 466 blocks. The same principal governed here as at Ballard and Tacoma, the blocks being large, the lots long, and the streets wide, the latter ranging from 100 to 250 feet, with the best possible provision for railroads, ships, factories and other lines of business to which the tidelands are peculiarly adapted. The platting between Ballard and Seattle was systematic and made to connect. This was one of the most extensive pieces of town platting ever done. The appraisements in front of Ballard ranged from \$20 to \$1250 per acre, in front of Tacoma from \$25 to \$250 per acre, and in front of Seattle from \$15 to \$20,000 per acre. Eight months were required for the surveys of the 4356 acres, the last filings being made in March, 1895.

In August Congress made the first appropriation for the waterway or canal between Puget Sound and Lakes Union and Washington. It was of \$25,000, and was for the improvement itself and not for right-of-way or surveys. The Comptroller of the Treasury refused to allow even the expenses of the U.S. Engineers to be taken from the fund. A local right-of-way committee was formed, a thousand dollars was raised, and the undertaking pushed as far as was possible under the adverse circumstances prevailing. It was found that condemnation proceedings would be necessary to secure lands regarded as indispensable by the Government, and it was also found that no one had the right of eminent domain who could or would exercise it for the purpose of getting these lands. The Legislature was approached, and a law enacted in February, 1895, giving to the counties the right to condemn land and dispose of it whenever needed by the State or United States for any public works situated within the county, and when such condemnation proceedings would aid in the construction, operation and maintenance of such public works by either or both governments. A tax of not more than one mill on the dollar was authorized for the purpose of carrying out the law in such cases as might be undertaken by any county. The Committee also got Congress, about the same time, to allow \$5,000 of the appropriation to be applied to the surveys, which were promptly prosecuted between the Lakes and the Sound by the Shilshole Bay route. The county took up the matter of condemnation, but as there was resistance it was found necessary to test the strength of the law in the Superior and Supreme Courts, where it was pronounced constitutionally unobjectionable. In consequence of the delays, five years elapsed before the desired right of way was fully secured, and accepted by the War Department, and six years before construction of the canal began.

The Northern Pacific had for several years been using the property of the Seattle Transfer Company on the tide

lands for terminal purposes, in connection with the freight traffic. The Seattle Company was willing to sell, and the railroad was willing to buy, but they could not agree as to price. Arbitration was resorted to, five men being chosen for the purpose, who, after inquiry, estimated the value of the property wanted at \$80,000, which amount was paid, and the Northern Pacific entered into undisputed and exclusive possession.

The Industrial Fair, held at Tacoma from August 28th to October 20th, was generously helped with exhibits and attendance from Seattle. The great day of the season was Post-Intelligencer Day, Saturday, September 29th. The Post-Intelligencer on that occasion offered to let into the Fair free all the school children of Puget Sound, and further to take them free from other Sound ports to Tacoma. For this purpose they arranged for the necessary passages on the steamers, City of Seattle, State of Washington, Flyer, Multnomah, Aberdeen, Glide, Fairhaven, Typhoon and Victor for Tacoma direct, and with other boats connecting at Seattle with steamers for Tacoma. The children went from Olympia, Port Townsend, Whatcom, Everett, Snohomish and Victoria by scores and hundreds, while from Seattle they went by thousands, and of course all the children of Tacoma went too. It was a great day, the greatest of the Fair, and the greatest day for visitors in the history of Tacoma. There were pie-eating contests, fireworks, extra music and other special attractions, not the least of which was the marriage in the most public part of the big Fair building of Miss Nellie Brooke of Seattle to Mr. James H. Ingram of Tacoma, to whom a vast lot of wedding presents were given by eighty-eight persons and firms.

1894 was a remarkable year for fatalities in which the city and county were particularly interested. At Franklin, on the 24th of August, fire broke out in the Oregon Improvement Company's coal mine, while the miners were at work inside. A few escaped, but 37 remained in fancied security,

fear or ignorance of the real danger, some of them endeavoring to extinguish the flames and being stifled by the smoke. The Coroner's jury found that the fire was caused wilfully by some person or persons with intent to do injury to the lives of the miners and the property of the Company. The Mine Inspector thought spontaneous combustion was the cause. The sail ship Ivanhoe, loaded with Black Diamond coal, sailed Sept. 27th from Seattle for San Francisco. Her captain was E.D. Griffin, there were eighteen men in the crew, and she had four passengers. She was seen last on the 29th, and is supposed to have foundered that day or the next in a terrible gale then prevailing. Among the passengers was Mr. Grant, ex-Legislator from King County, ex-Minister to Bolivia, and for many years editor of the Post-Intelligencer, an estimable, talented, popular young man, whose numerous friends as a memorial have since established at the State University the Frederick James Grant Library. Though diligent search was made by tugboats and revenue cutters, no trace was found of the ill fated Ivanhoe. By a dust explosion in the Oregon Improvement Company's mine at Coal Creek, October 9th, four men were fatally burned, and seven seriously injured. This explosion was accidental, and beyond human foresight to prevent. On the 27th of October the West Street House burned in Seattle. It was a wood and iron building on the corner of Western Avenue and Columbia Street, owned by J. M. Colman, and occupied as a hotel by Wm. F. Butler. Sixteen persons were either suffocated or burned to death, and several hurt. The explosion of an oil lamp in the night was the cause of this disaster. During the year there were a number of other fatalities of varied character, but not like the foregoing of special note.

Administrator Furth and Administratrix Yesler, in November, filed a statement in Court, which showed the H. L. Yesler estate to be possessed of property worth then, according to appraisement, \$1,098,580 in real estate and \$47,654 in personal property. This was reduced by certain credits to

\$1,049,423, and at that figure was several times over the largest estate ever administered upon in King County. There were immense debts, however, the claims allowed to that time amounting to \$405,613.

Rev. Lydia Sexton, the oldest woman in the city, 95 years of age, died Dec. 15th. In religion she was one of the United Brethren, and she preached the gospel for fifty years, ceasing only in 1892, when 93 years of age.

Gen. William Booth, who organized the Salvation Army, and was then its Commander-in-chief, as he had been from the beginning, visited Seattle on the last day of the year. He was given a grand reception by the Salvationists of the State, participated in heartily by other citizens, all seemingly anxious to do honor to so great and good a man. He remained three days.

1895

One of the Shylocks of the city brought suit in January to collect principal and interest due on a promissory note for \$600 given in 1892. The note bore 5% a month interest, compounded with the principal. In a little more than two years' time it had attained a value of \$1,785.25. Sixty dollars being paid upon it, and an attorney's fee of \$50, being allowed, the amount of the judgment was \$1,775.25. During the years 1893-94-95 many people gave notes of similar character, bearing from 3 to 7% per month interest, and were financially ruined in consequence.

The American Protective Association, which had its introduction to Seattle in 1894, rose rapidly in 1895, when it had attained its greatest strength. There was nothing American in the organization; in fact, its membership was confined almost entirely to foreign-born citizens - chiefly Canadians, English, Scotch and Welsh. Its published principles were generally unobjectionable, but its governing ideas were intolerance of Roman Catholicism and the desire to control the politics of the country. Three Councils were instituted in Seattle, something over six hundred members secured and a weekly newspaper published. As the Association became strong, its members became more open in their utterances, were emboldened, held open meetings, and for a time quite alarmed not only the Catholics but the leaders of the various political parties. They carried the school election in November, their three candidates being elected by large pluralities over the Citizens and Populist tickets run at the same time. In 1896, the A.P.A.'s, as they were called, undertook to handle the politics of the city, county and State; but by this time the people were tired of them, the Association had run its day, and under the discouragement and rebuffs on every hand and from everybody it quietly passed away.

A bartender, named Chas. H. Bridwell, was shot and killed in the saloon where he was employed, on the evening of Oct. 3rd,

1894, by a man who was attempting to rob the place. The robber escaped, and went to his lodging house. The police officers, Corbett and Cudihee, went the next day to arrest him. The murderer drew a revolver and attempted to kill them, but he did not succeed, and after a terrible struggle he was overcome, fastened with irons and conveyed to the county jail. There he gave Thomas Blanck as his name. October 6th, he was arraigned in court, and shortly after put upon trial. One day while being taken from the jail to the court room he endeavored to escape, by making an assault upon his keepers in the corridor, and fighting with them long and desperately, he and they going into the Courtroom all torn, bruised and bloody. He was found guilty on the 18th, and when asked by Judge Humes if he had anything to say why sentence of death should not be passed upon him, said no, but as a favor to himself he asked that the day for execution should be set "damn quick." During the trial he was quite abusive and insulting to all around him. He was sentenced to be hanged December 7th. Blanck was a desperado of the boldest and worst character. He was positively identified by a former companion as the man who had murdered Tom Marshal Jeffreys of Puyallup four days before the killing of Bridwell. He was also charged with several other shootings and killings in other parts of the country by men who claimed to know, and that he lived by robbery there was no reason for doubting. As the 7th of December drew near, he was not so anxious to be hanged as he before had appeared to be, and through his attorney he appealed from the Superior Court to the Supreme Court, with a view to delay and possible escape. The time for the latter came on Sunday evening, March 17th, 1895. As Deputy Sheriff Yerberry came up to the iron grating inside of which Blanck was, the latter suddenly drew upon him a black, ugly-looking revolver, ordering his hands up and threatening him with instant death if he disobeyed. The officers hands went up. Next he <sup>was</sup> made to step up to the grating backward, through which Blanck reached and took his

revolver and jail keys. Blanck then tied him to the iron bars with a clothes line, unlocked the gate and stepped out. The other prisoners had no knowledge of Blanck's intentions, no part in their execution, and, while intensely excited, were almost paralyzed with astonishment. Blanck took Yerberry's hat and money, and then left the jail, telling the other prisoners they were at liberty to follow him. Eight of them did so, but eleven refused to go. Two of the eight, however, went to police headquarters and gave the alarm, surrendering the black revolver, which was found to be only an imitation weapon whittled out of wood. Yerberry was released, and dismissed from the service, and the search began at once for the escaped prisoners, large rewards being offered for their return. One of them was taken at one o'clock the same night, ten or twelve miles south of town. Blanck was pursued relentlessly, as the chief offender and most dangerous man. March 21st he was met on the road near the town of Kent by two men, Robert Crow and John Shepich, who had been looking for him since Monday. When thirty feet apart Shepich ordered him to throw up his hands, immediately repeating the order. Instead of obeying, Blanck drew the Yerberry revolver, and, firing it at Shepich and Crow six times, ran. The other two fired at him in turn, and finally killed him. Shepich was wounded in the arm, shoulder and neck. On Blanck's body were found seven wounds, of which it was said that any one of four would have been fatal. While at the morgue, in Seattle, thousands went to see the dead murderer, to look at his wounds, and to leave flowers, hundreds of these people being women. The other prisoners were all recaptured.

The Seattle General Hospital had its inception in the latter part of 1894, when, after a few preliminary meetings, it was incorporated Dec. 15th by Byron Phelps, E.C. Kilbourne, E.O. Graves, Alexander Allison, David Claibourne, Garrett, W.F. Taylor, W.F. Ford, Geo. H. Lee, M.L. Larsen, H.C. Henry, Joseph Ship-

pen, Wm. D. Wood, Samuel Leroy Crawford, Roger Sherman Greene, James S. Goldsmith, Geo. B. Adair, W.S. Harlan, Andrew Chilberg, Clark Davis, Geo. A. Virtue, William Rankin Ballard and Griffith Davies. The Avon House, on First Avenue near Cedar Street was secured in 1895, and the hospital was there formally opened on the 1st of July, all three floors being occupied and with a training school for nurses in connection with the other work. The officers at the time were R.S. Greene, President; Griffith Davies, Vice President; W.D. Wood, Second Vice President; W.R. Ballard, Treasurer; Geo. A. Virtue, Secretary. There was an Executive Committee and in addition there was a Woman's Auxiliary, with Board of Managers and Executive Committee. By donations, membership fees and numerous benefits the funds necessary were raised to furnish, equip, start and partially maintain the Hospital.

In May, 1894, Puget Sound was visited officially by a Board of U.S. Military Engineers of high rank and distinguished character, sent for the purpose of looking at military reserves located in early years, and for the further purpose of naming new sites suitable and desirable for fortifications, if in their judgement there should be such upon or about these waters. The Board consisted of Gen. Abbott, and Colonels Comstock, Gillespie, Roberts and Mendell. After a careful examination by maps, charts and personal visits, this Board recommended the abandonment of a number of old reserves as now valueless, the retention of others, and the securing of certain new tracts. The most important of these were at or near the city of Seattle. Four were comparatively small, but a few acres each and of only two or three guns. They were opposite Seattle at different points, and were designed to protect the city, the upper Sound and the Government drydock at Port Orchard. The last and principal point of defense in this neighborhood was the extreme north end of the city itself, at West Point, or as since called Magnolia Bluff. Several heavy batteries should be located there, and in time of peace the

principal garrison, from which the fortifications elsewhere could be looked after and supplied. Gen. Elwell S. Otis, Commander of the Department of the Columbia, followed by three recommendations of the Engineers, with one of his own, dated August 19th, 1894. While he fully concurred in the recommendation of the Bluff for defensive purposes, he thought it no less desirable as a site for a large, strong garrison. He recommended the abandonment of Fort Townsend and the establishment of a new garrison at Seattle instead. With military ports at Spokane, Vancouver and Seattle he thought the State would be well supplied in time of peace. He laid particular stress upon the value of the Seattle site. Subsequently he reported that a tract of 1,000 acres would be wanted at Seattle, and he believed the citizens would give it to secure the post. The Chamber of Commerce took up the matter. A bill prepared under its direction was introduced into Congress by Senator Squire in January, 1895, which authorized the Secretary of War to locate the military post at the point recommended upon conveyance to the Government of a site of not less than 500 acres. There were other bills in Congress looking to the establishment of military posts, but nothing came of them at that session. In June and July Gen. J.M. Schofield, then commanding general of the army, visited Seattle, examined the proposed site, and, like the other military men, was very frankly impressed with it. He said it was a splendid point of defense and guns there would protect the city in case a hostile fleet succeeded in getting past the batteries at the head of the Straits of Fuca. On the 21st of October he officially recommended the location of a post at Magnolia Bluff. During the summer the Secretary of War, Daniel S. Lamont, was here, and was shown the site. In December, 1895, the army appropriation bill contained a provision for a military post at Seattle. This was changed to Puget Sound to silence the clamor at Olympia, Tacoma, Everett, Port Townsend and Whatcom, all of which were desirous of securing the post in their own vicin-

ities. An effort was also made to have a military commission select the site. This, through clerical error, failed, and the location was left absolutely to the Secretary of War instead. The bill passed in this shape. Respecting the apparent intent of Congress, however, Secretary Lamont took upon himself to appoint such a Commission, and for the purpose of securing such assistance and advice, he, on the 27th of January, 1896, appointed Col. Geo. H. Burton, Col. George M. Randall, Capt. Crosby P. Miller and Capt. Walter L. Fish. They took a look at the various sites the month following, and on the 2nd of March reported to the Secretary of War as follows:

"We recommend the construction of two military stations each for six batteries of artillery, one on Magnolia Bluff near Seattle, and one at Fort Townsend and to this end we recommend the acceptance of the site tendered by the citizens of Seattle at Magnolia Bluff, and that steps be taken to return to the War Department the control of the Government reservation at Fort Townsend.\* As the authority of the War Secretary covered one post only he decided the same day in favor of Seattle, the Chamber of Commerce being immediately informed that its tender of a tract of 703.21 acres would be accepted, and that the Attorney-General would examine the title to the property for the purpose of determining whether a deed properly executed would vest in the United States title to the land recommended by the Military Commission and tendered by the Chamber. The Chamber did not own this land, or any of it, but offered it relying upon the zeal, public spirit and generosity of the citizens to make good the offer. It now undertook to secure it. Finding this impossible in the case of certain tracts not indispensable, the Secretary of War, was induced to cut down the site to 641.37 acres, to which by act of the State Government 336.68 acres of tide lands were added or enough to bring the whole to nearly 1,000 acres, including 12.15 acres of roadway outside the post site proper. The Chamber raised about \$20,000 in money, and also received gifts

of land worth probably \$5,000. With its money and lands it bought and exchanged until finally the entire tract was secured. In effecting this, however, there was much delay, occasioned by condemnation suits where title could not be cleared up by the Chamber, and due to defects and flaws in title which had to be adjusted. Before the last objection had been removed, and formal acceptance made, several years elapsed. In 1898 grounds were cleared for barracks and soon after buildings erected for a two-company military post.

The Board of Education held a special election April 26th to pass upon the question of ratifying the indebtedness of the district, and having the \$365,345.07 of outstanding warrants paid out of the proceeds of a new sale of bonds. The total number of votes cast was 3808; 2815 being in favor of the proposition submitted and 993 against. The Board, being vested with the necessary authority, sold 5% bonds to N.W. Harris and Company on the 10th of June at a premium of 2.32 or for the aggregate sum of \$409,280.

What was known as the Pingree plan of helping the poor was tried in Seattle in 1895. This plan got its name from Mayor Pingree of Detroit, and substantially was to get vacant lots and lands free of expense for cultivation by the industrious poor, furnishing also where needed seeds and tools. Hundreds of lots and acres were offered; free seeds were obtained from the Government; potatoes, tools and other helps being offered by individuals. Thirteen and a half acres were used. At the close of the season Chairman Garrett reported to the Committee and the public that 89 men had taken lands, tools and seeds, and 52 men seeds and tools only, and that these 141 men represented families numbering 827 persons. The expenditures aggregated \$203.70 and averaged \$1.44. By investigation it was calculated that the results were 1920 bushels of potatoes, and a vast aggregate quantity of other vegetables, worth in all \$2450. It was considered in every way successful, and was again tried in 1896.

The State Legislature appropriated \$90,000 for the maintenance of the University during the current year and the year ensuing. Thos. M. Gatch resigned the Presidency, after holding it eight years - a period longer than that of any of his predecessors. The enrollment of students was three times greater during the last year of his Presidency than during the first. He remained with the University as a member of the Faculty two years longer, when he was offered and accepted the Presidency of the Oregon State University at Eugene. The University of Washington opened in the new buildings on the new grounds Sept. 3rd, 1895, under President Mark W. Harrington, with the strongest and most numerous corps of instructors in its history.

Owing to the prevalence of scarlet fever in the city - 53 cases the third week in May - the Board of Health ordered all public and private schools closed, and for the suppression of the disease adopted other arbitrary, rigid measures. Dwellings were quarantined, guards put in front of them, inspectors appointed, cleaning up enforced, fumigation required. The disease was of a mild type, and fatalities quite uncommon. The public schools were closed on Wednesday, May 29th, nearly four weeks before the end of the school year. Though the teachers were paid to June 7th, some were not satisfied, and sued the district for full pay, but were beaten in the Court.

John Edward Hawkins was admitted to practice at the bar by Judge Langley May 19th, after pursuing a course of legal studies in Seattle and passing the prescribed examination. He was the first colored man to acquire the legal knowledge in the city necessary to secure admission to the bar. Before his time, Robert O. Lee from Illinois, had been admitted, March 1889, and a year or two later one A.H. Garner. Neither of the latter two were successful, and after limited efforts left the city. Lee, Garner and Hawkins were the pioneer colored attorneys of Seattle.

The Society of the Sons of the American Revolution

for the State of Washington was organized in Seattle, June 17th, the anniversary of the Battle of Bunker Hill. Very appropriately Feb. 22nd, Washington's Birthday, was chosen as the day for the regular State meetings. There were sixty charter members. The first officers were S.W. Scott, of Seattle, President; J. Kennedy Stout, of Spokane, First Vice President; Arthur S. Gibbs, of Seattle, Secretary; E. Weldon Young, of Seattle, Registrar; James B. Howe, of Seattle, Treasurer; Board of Managers, A.W. Doland, of Spokane; J.F. Goway, of Olympia; J.H.S. Bartholomew, of Monte Cristo; C.H. Boynton, of Everett; and S.J. Holmes, of Seattle. The several local societies in the State had, previous to this time, been under the jurisdiction of Oregon and Washington. Now Washington was placed by itself.

One of the features of the 4th of July celebration was an address by Matthew Patkanim Seattle, a full-blooded Indian, grand nephew of Chief Seattle, who had lived all his life on the Puyallup Indian Reservation, there receiving a part of his education, the remainder in the Tacoma High School. His remarks were short, patriotic and suitable, his pronunciation good and voice clear.

The Rainier Avenue electric line, seven miles long, was sold by order of the Court for the benefit of the creditors on the 19th of July, and was bought by F.H. Osgood for \$14,300. A previous sale to him for \$12,600 was set aside. The Seattle and Renton Railway Company was formed, and in 1896 the road was extended to the town of Renton twelve miles from Seattle, thus becoming the longest electric railway in the State and one of the longest in the world.

The Seattle and Lake Washington Waterway Company, Eugene Semple, President; Andrew Hemrich, Vice President; Henry Semple Ames, Second Vice President; Edgar Ames, General Manager; D.A. McKenzie, Assistant General Manager, Geo. M. Paschall, Secretary; David E. Durie, Treasurer; Thomas W. Symons, Chief Engineer, contracted with the State for the ex-

cavation or dredging of the waterways at the head of the harbor, and with the material there obtained the filling of 1525 acres of tidelands adjacent. There was also a plan for the cutting of a canal through the upland to Lake Washington, to which was locally given the name of the South Canal to distinguish it from the proposed Government canal in the north part of the city. The Company next arranged with capitalists in St. Louis for the money required to buy the certificates that would be issued by the State on payment for the work. Next a contract was made with the Bowers Dredging Company for the excavation of 35,000,000 cubic yards of earth, 9,000,000 from the waterways and 26,000,000 from the high lands between the Sound and Lake Washington, the compensation to be 16 cents a yard or about \$6,000,000. The work was to be done within five years, and was the largest dredging contract given to a single Company in the United States. In order to further strengthen itself, the Seattle and Lake Washington Waterway Company called upon the people for a subsidy of \$500,000. The citizens took it up and in six weeks handed to the Company promissory notes aggregating \$548,922, based upon completion of the South Canal within six years from October 27th, 1894, with interest after said completion to dates of payment. In appraisement these notes were rated as worth \$511,242.50. Dredging the East Waterway began July 29th, 1895. The cut was to a depth of 26 feet at low tide, and was 500 feet wide. For a time the dredger Anaconda was alone in the work, but after awhile the Python joined her. For two years they singly or together worked, when the Dredging Company failed and operations were suspended. In the meantime they had filled a large tract of land at a cost of between four and five thousand dollars an acre, the sea front of which was protected with piles and brush, and the whole making a valuable addition to the lands of the city available for manufacturing and other purposes. Shortly after the contracts were made by the State with the Seattle and Lake Washington Waterway Company, a

somewhat similar contract was made with W.F. Hays and Frank Shay for dredging the Smity Cove waterway and filling in about 150 acres of the tidelands in the vicinity. In this contract the period for carrying out which was two years, it was additionally stipulated that the Company should dredge free of cost to the Government the proposed canal between Smith's Cove and Shilshole Bay, the materials there obtained to be used in the tide land filling. This stipulation necessarily delayed the contractors, if nothing else did, as the right of way was not furnished, as agreed.

The town of Sprague was almost entirely destroyed by fire in the summer of 1896. A large amount of money was raised in Seattle for the relief of the distressed people. After the receipt of a portion of it, the Mayor of Sprague wrote that no more was needed then, that they were very thankful for what had been done for them, but that it would perhaps be better to divide what remained among the charitable institutions of Seattle. The advice was followed, and the money distributed as suggested.

Direct trade with Central America was instituted this year; the American barkentine Eureka and the Norwegian steamer Transit each making two trips from Seattle, loaded with shingles, boards, hardware, oats, flour, beer, fish, potatoes, and other Washington products in addition to machinery and manufactured goods from the Eastern states. The Transit continued in the trade for two years, going down loaded to the utmost every trip, but coming back light, a little fruit and coffee furnishing the return cargo. She was under charter to the Puget Sound and Central American Steamship Company, organized by John Barneson, Richard Chilcott, Ben. Hazeltine, Edwin Hughes, J. E. Chilberg and Steeb and Bartlett.

During August was begun a contest for control of the Northern Pacific properties and business that had much local interest. It was in the U.S. Circuit and District Courts be-

fore Judges Gilbert and Hanford, and was precipitated by a motion to oust the receivers, Thos. F. Oakes, Henry C. Payne and Henry C. Rouse, the motion being made on behalf of the Company by its President, Brayton Ives and resisted by the receivers. In the case figured several of the leading attorneys of the Eastern States, as well as of Oregon and Washington. The charges were very serious, and the amount involved enormous. Attack was made upon the jurisdiction of the Court, it being alleged that the U.S. Court for the Eastern District of Wisconsin, where the receivers were first appointed, was the Court having jurisdiction, and in which the proceedings should have been instituted. The two Judges decided that this attack was not well founded, and further that Judge Jenkins of Wisconsin had no jurisdiction within this Circuit - all west of the Dakotas. Oakes, Payne and Rouse had been appointed by their Courts as well as by Judge Jenkins, and their appointments here stood as the acts of these courts and not of another. Having appointed them, they could be removed, but they would not be without giving them an opportunity to make full answer to the allegations in the affidavit of Mr. Ives. The three receivers were ordered to appear Oct. 2nd, and answer the charges. Instead of meeting the charges at Seattle, Oakes, Payne and Rouse presented their resignation to Judge Jenkins at Milwaukee, Sept. 24th, giving as a reason that they could not do justice to themselves or their bondsmen receive instructions and orders from two or more independent judicial tribunals. Judge Jenkins accepted their resignation, and, while saying he would gladly wash his hands of the whole trouble, he further said that duty compelled him to keep control of the case. He appointed Edward H. McHenry of St. Paul and Frank G. Bigelow of Milwaukee Receivers; the first to have charge of the operation of the road, and the second its business affairs. Oct. 2nd, the old receivers instead of making the accounting ordered, presented to Judge Hanford their resignations. He refused to accept them, but summarily re-

moved them for disobedience to the orders of the Court. Andrew F. Burleigh of Seattle, was appointed sole receiver within the jurisdiction of the Court. Burleigh was also appointed in Oregon, Idaho and Montana, the District Judges and Circuit Judge joining in the appointment. The former receivers were cited to appear at Seattle October 31st to show cause why they should not be punished for contempt. On that day, through counsel, they made a lengthy statement in which they disclaimed want of respect for the Washington Court, or any intention to disobey its orders. Having been no actual contempt, they asked to be purged of the apparent contumacy, that their resignations be accepted, and they be discharged. They also presented a business accounting of their trust, which was referred to Eben Smith, as Master in Chancery, for examination and report. In the meantime Judge Lacombe of New York had also refused to accept the resignations of the first receivers, and the situation had become strained and awkward, uncertain and disagreeable. Oakes, Payne and Rouse were receivers in New York; Bigelow and McHenry in Wisconsin, Minnesota and North Dakota, and Burleigh in Montana, Idaho, Oregon and Washington. To clear up the muddle an agreed case was prepared by the attorneys representing the different interests and submitted to the Supreme Court Justices having the Second, Seventh, Eighth and Ninth Circuits - Judges Harlan, Brewer, Brown and Field - the understanding being that no matter what Court was recognized as the one of primary jurisdiction there should be four receivers, namely, Burleigh, Bigelow, McHenry and Galloway. These Judges recognized the U.S. Court for the Eastern Jurisdiction of Wisconsin as the Court of primary jurisdiction, and confirmed Bigelow and McHenry as receivers of the road, saying nothing of Burleigh and Galloway. In accordance with this action Judge Lacombe in February 1896 accepted the Oakes, Payne and Rouse resignations, and confirmed the appointment of Bigelow and McHenry. Judge Field from Washington City, sent an order to Seattle in which he recog-

nized the primary jurisdiction of the Eastern Wisconsin Court. Application was made for the removal of Burleigh and the confirmation of Bigelow and McHenry as receivers of the property and business of the Northern Pacific Company. The application was heard March 3rd, 1896, and after stout resistance, in which allegations of duplicity were made, it was denied. The Judges held that the order of Judge Field did not require such removal, as the right was expressly reserved to make such orders as shall seem just for the protection of the creditors, and they (Gilbert and Hanford) could not regard McHenry and Bigelow, who disputed their authority, as suitable persons for receivers. Two-thirds the railroad property was within the Ninth Circuit, and had been in charge of Receiver Burleigh since October, who had operated it advantageously and harmoniously with the eastern interests. It was necessary, they held, in order to secure creditors the right to bring suit against the receiver to have for receiver a person who would recognize the control of the Court and its power to appoint and remove. In view of their experience with the former receivers they were unwilling to appoint men who would not recognize the power of this Court in its administration of the trust. The application was therefore denied and Burleigh retained the receivership to the end.

J.G. Deming, John M. Hubbell, David H. Vail and Chas. A. Thorndyke organized the Seattle Cereal Company, bought a lot on Railroad Avenue, put up a three-story brick building, and started a mill with capacity for making 50 barrels a day of rolled oats, corn meal, graham and whole wheat flour. The Moran Brothers Shipbuilding Company took two contracts for building steel vessels for the government in 1895; one being the revenue steamer Golden Gate for which their bid of \$38,765 was the lowest and best of four bids and the other being for the construction of torpedo boat No. 8 subsequently named the Rowan for \$163,350, the other bids being one from Portland for \$168,700 and one from San Francisco of \$175,000. These two

were the largest vessels built of iron or steel on the Pacific Coast north of San Francisco to that time. The Frye-Bruhn Company built a modern packing house in the city during the year. The building was 75 by 222 feet, and with a capacity for preparing for market daily 80 beeves, 200 hogs and 400 sheep. It was equipped with ice-making machinery, for smoking meats, putting up lard, boxing, etc. and was a complete and well prepared establishment. The Seattle Cracker and Candy Company was organized, and entered upon trade, securing a large business at once.

The fisheries were unusually productive in 1895. One concern, the Myers Packing Company, put up 80,000 cases of salmon, or more than ever before was put up by a single cannery in any part of the world.

The first wooden blocks for street paving were cut this year; the Stetsen and Post Company filling a single order for 5,000,000 cedar blocks for Indianapolis.

The Seattle Law Library Association was incorporated October 14th. Rooms were obtained in the New York Block, furnished and a valuable collection of law books speedily installed there.

The first State Fair was held at Yakima in October. There were a number of Seattle exhibits and a good attendance of Seattle people including one excursion party of two hundred and sixty persons.

October 17th a camp of Native Sons of Washington was organized in Seattle with O.O. Denny as Captain; F.R. Atkins as First Lieutenant; O.C. McGilvra as Second Lieutenant; J.H. Condon, Orator; A.W. Denny, Treasurer; E.C. Cheasty, O.F.D.; J.Y. Ostrander, Sergeant; W.W. Miller, Corporal; G.T. Hansell, Picket. This camp succeeded the organization of Native Sons of 1893, and was No. 2 in the State.

At the school election in November Mrs. Winnie F. Thomas was elected a Director or member of the Board of Education, she being the first woman so honored, though a n u m b e r

before her had sought the office. Mrs. M.A. Hawthorne had been elected Clerk of the District three different times; in 1887 receiving 259 votes out of 484 cast, in 1888, 450 out of 545 and in 1889, 362 out of 888 cast. She, too, was the first woman honored with election to that office. The first woman to receive appointment as Principal of one of the Seattle schools was Mrs. Francis E. Nichols who in 1893 was given charge of the Cascade School with five teachers subordinate.

Coal was shipped from Seattle to Vancouver and Victoria in November to supply dealers who were charged extortionate prices by British Columbia mine owners. Several hundred tons were taken. Not long before, during a time of high priced coal in Seattle, coal was brought here from British Columbia and sold to a considerable extent.

In December the City Council by ordinance changed the names of several hundred streets, with a view to uniformity, system and simplification. Prior to that time the public thoroughfares were named to suit the personal fancy of the individual platters, and the names too often given without regard to taste, fitness or connecting ways. The system adopted was to call avenues all highways paralleling the Sound, and to call streets all extending from the Sound inland to the north and east. Necessarily there were a few exceptions. Repeated names were abolished, and one name given in each case to a single street.

More than the usual number of prominent citizens passed away during the year. Among the number were Jesse W. George, a pioneer of 1852, ex-U.S. Marshal and for many years a leading and useful member of society. Another was Capt. Thomas Wright, one of a family of noted Pacific Coast steamboat men of early days, and who had himself been connected with the Puget Mill Company, but who fifteen years was manager of the Washington Steamboat Company, Puget Sound and Alaska Steamship Company, and Northwestern Steamship Company, in addition to which interests he owned much real estate and many houses in Seattle.

H.C. Ashenfelter, one of the contractors for building the State University, was burned to death in a wooden tank that he was engaged in tarring at the time. Brigadier General A.V. Kautz, U.S.A., retired, who rendered much military service in King County during the Indian War, and whose last service was as Commander of the Department of the Columbia in which he was formerly a Lieutenant, died at his home in Seattle. Geo. H. Heilbron, editor of the Post-Intelligencer, manager of one of the banks for seven years, member of the first Board of Public Works, and active in numerous enterprises and organizations as well as in politics died suddenly in his bathtub. Mr. Heilbron left life insurance policies aggregating \$143,000, an amount never but once exceeded in local history.

In 1895, 105 vessels hailed from the Port of Seattle.

During the year 109 vessels entered from foreign ports and 108 cleared for foreign ports. Imports of the year from foreign countries aggregated \$213,239. The deaths of the year numbered 425, and were 7.08 in a thousand upon an estimated population of 60,000. The city tax levy was 53.1 mills on the dollar, and was calculated to produce a municipal revenue of \$295,325.

Lumber exports from all State mills to foreign countries aggregated 147,140,924 feet; to domestic ports 246,929,909 feet. Total by ship 394,070,833 feet. By rail from all State mills 105,005,000 feet of lumber were sent east, and 1,957,250,000 shingles.

1895-1896

In 1895 there was considerable popular clamor for revision of the city charter; for the simplification of that instrument, for the insertion of new provisions, and for a general overhauling and renovation of the municipal establishment. Coupled with it was agitation of the proposition to extend the city water system to Cedar River, and the incurring of \$1,250,000 indebtedness therefor. There was opposition to both propositions, but it was overcome, and the Council submitted the two matters to the voters at a special election held on the 10th of December. The water proposition was then carried by a vote of 2656 to 1685 against; the whole number of votes cast being 4599. By a common understanding there was but one ticket in the field, called the Citizens Non-Partisan, and the men named upon it, were of course, all elected. They were William R. Andrews, G. Stanley Fenwick, Henry W. Stein, Richard Winsor, Chas. L. Denny, Edward P. Trempier, Philo D. Hamlin, Alexander Allen, Harold Preston, Chas. E. Crane, John C. Kochler, Wm. H. Middleton, Frederick S. DeWolfe, Frederick Bausman and Falcon Joslin. They lost no time in beginning their labors, holding open meetings in the City Hall, and forming from day to day a new and complete charter. Early in 1896 they were done, and the result was presented to the people for inspection and approval. At the March election it was adopted, 3651 voters expressing themselves in its favor and 1935 against. At the same election the Republicans carried the day by votes very similar to that cast for the charter, the successful candidate receiving from 3147 votes in the case of the lowest to 3918 in the case of the highest. The new charter provided for only one branch of the City Council, the membership being reduced in number, but the salary of \$300 per annum continued. The Mayor's salary was reduced from \$3,000 to \$1,500 and the Treasurer's from \$5,000 to \$2,000. The office of City Clerk was abolished, the duties being put upon the Comptroller. The Fire and Police Commissioners were done

away with. Civil service was instituted, and in connection with it a free labor bureau provided for. The Board of Public Works was made to include the City Engineer, and the Library Board was made advisory only. The Board of Health was continued. Under the new order there was but little patronage to bestow; a very few appointments to make, policemen, clerks and even laborers being put under rules established by the Civil Service Commission. The municipality was authorized in its discretion and at its convenience to undertake the manufacture and distribution of artificial light in the city. Provision was also made for the Cedar River water supply, and for the acquirement of street railways when sanctioned by popular vote; also for the amendment of the charter upon petition and vote by the initiative and referendum plan. At the March election Frank D. Black was elected Mayor. He resigned in April, and was succeeded by Wm. D. Wood, elected by the Council. Mayor Wood went to Alaska in August, 1897, and, not returning within the charter period of sixty days, the office became vacant.

January 13th, the Washington Immigration Society was organized by delegates from all parts of the State. The head office was established in Seattle, with Constantine L. Webb as President. About \$8000 was raised for payment of the year's expenses; a paper was published monthly, copies of which were sent freely to all inquirers and to all parts of the country; an office was kept open, with a secretary constantly employed and much done to inform the world as to the climate, resources history and wants of Washington and its people. The Society kept up its organization and work for two years, when there seeming to be no further necessity for it, the work was abandoned.

Congress made an appropriation of \$150,000 for the waterway or canal to connect Lakes Union and Washington with Puget Sound. This with the \$20,000 unexpended of the former appropriation, made \$170,000 available for the purposes. Pro-

ceedings had already been instituted in the State Courts looking to the condemnation of properties required for the waterway by the Shilshole Bay route. Later the Secretary of War gave his approval to the recommendation of the Military Engineers that the outlet be at Smith's Cove instead of Shilshole. The effect of this approval was to further delay the work, as it made necessary the procurement by slow and costly condemnation proceedings of the right of way to the Cove by the people of King County before the expenditure was authorized of any portion of the Congressional appropriation for the waterway itself. Before this was accomplished the Secretary reversed his decision and located the canal route to the sea through the Shilshole Bay.

Washington was separated from Oregon for the purpose of Government works by order of the Secretary of War, and the new office was established in Seattle in May, with Capt. Harry Taylor of the Engineer Corps, in charge, assisted by four civil engineers and a number of clerks. The new district comprised the whole State, Alaska, Idaho and a part of Montana. The Government works in this great district are enormous, and the location of the office meant a great deal to Seattle in the way of patronage. In July another military office was opened in the city by Capt. W. W. Robinson of the Quartermaster's Department, the duties of which were particularly connected with the contemplated army post, clearing the ground for which, grading and erection of buildings were estimated to cost three-quarters of a million dollars. During the year the local weather observance office was raised in rank to a forecasting station. The Government marine hospital station cared for 997 sick seamen during the year.

The Alaska gold mines attracted more attention than ever before and more men went to them. The Yukon River placer mines drew <sup>a</sup> thousand or more persons to them, but the particular excitement was over and about Cook's Inlet. This lasted only a couple of months, of the early spring, but during that

time, a large number of steam and sail vessels went there loaded with lumber, animals, machinery and general merchandise, their passenger accommodations also taxed to the utmost. The mines were good, but as is always the case, not so good as reported, and in the summer and fall most of the people came away. Seattle got the bulk of the trade, and her merchants profited handsomely thereby. Still, there were losses, one being the steamer Willapa with all her cargo but no lives. Another was the schooner Lincoln, which sailed from Seattle April 6th for Cook's Inlet and was lost on the way with all on board. She had a crew of five men and thirty-seven passengers, of whom six were women and fourteen children. The passengers were chiefly people from Seattle, attracted to the Inlet by the reported gold discoveries.

The new U.S. Government graving dock at Port Orchard, twelve miles west of Seattle, was formally opened and tested on the 22nd of April. At the time it was the largest dock in the United States, and one of the largest in the world. Its dimensions are length over all 750 feet; length from coping at head to outer gate post 650 feet; width at top 130 feet; width at base 67 feet; depth 39 feet; draught at mean high water over sills 30 feet; mean high water to keel blocks 28 feet. It cost \$603,218. The Government owns at the dock 200 acres of land, upon which in the erection of shops and residences, dredging and filling, wharf building and other things, it has spent several hundred thousand dollars in addition to the money spent on the dock itself. The first Commandant was Lieutenant A.B. Wyckoff, one of the locating Board, and who purchased the site and began the construction, which was completed under the direction of Capt. J.C. Morong. The first vessel to use the dock was the U.S. Coast Defense vessel Monterey, 256 feet long and of 4200 tons displacement. The next vessel to dock was the Japanese steamship Yamaguchi Maru, 375 feet long, and the third was the battleship Oregon of 10,230 tons displacement. The capacity, strength and value of the

dock were demonstrated beyond question by these three vessels.

It may not be out of place here to tell how Seattle came to be on Puget Sound. The Sound originally comprised only those waters south of the Narrows, in Pierce County, the name being bestowed by Capt. George Vancouver in June 1792. The other waters hereabout were called Admiralty Inlet, Hood's Canal, Possession Sound, etc., each being separate and distinct from the others. The original Sound, or upper Sound as it is now commonly called, was the first occupied by white men - the Hudson's Bay employees of the '30s and the American settlers of the '40s. They spoke and wrote of the water and the country about as Puget Sound, and as they could not see any difference between the region north of the Narrows and that south they broadened the term so as to include all, or at least all south of Admiralty Head and Deception Pass. A quasi-recognition of the change was made by Congress in 1851, when it created the customs district of Puget Sound, and made it include all these lands and waters to the international boundary line. Still, map makers and others drew the line, and continued to draw it until very recent times. In 1864, the Northern Pacific Company was chartered to build a railroad to Puget Sound. It soon became a question of where and (what) Puget Sound was. Seattle was the place generally regarded as most suitable for the terminus. But it was not on Puget Sound said some people, nor was Port Townsend, Bellingham Bay or any other point north of the Narrows. To remove the doubt, to extend its rights, and to increase its credit, the Company secured the passage of a resolution by Congress on the 1st of March 1869, in which among other things was this statement: "The term Puget Sound, as used here and in the act incorporating said Company, is hereby construed to mean all the waters connected with the Straits of Juan de Fuca within the territory of the United States." The Legislature from time to time acquiesced through its enactments in the bestowal of the name Puget Sound upon all these waters. Notwithstanding common

usage and legal authority there were still some people who could not accept the change, and the question at last got into the courts. In the matter of an application to the State Fish Commission for a license to fish in the Gulf of Georgia, the Superior Court of Whatcom County decided that the waters there were not Puget Sound, and the Commissioner was restrained from issuing the license desired. Upon appeal, the State Supreme Court, Feb. 7th, 1896, reversed the Superior Court, decided that all these waters were Puget Sound, and directed the Commissioners to issue the license in accordance with the act of 1893.

It took half a century to finally and completely settle this question. Should British Columbia ever become a portion of the United States, it is almost certain that Puget Sound will be extended to the north end of Vancouver Island, and be made to include the vast extent of waters between that point, Cape Flattery and the City of Olympia.

On the 3rd of April two or three hundred Oregon fishermen from Astoria crossed the Columbia River and made an attack on the Washington fishermen at Baker's Bay. They were armed, and their mission was one of violence, destruction and lawlessness. They tore the fish trap out; broke, injured and cast overboard different pieces of property; set three pile drivers adrift, and generally did damage to the amount of fifteen hundred dollars. They intimidated and drove off the Washington fishermen, and threatened them with worse treatment if they attempted hereafter to continue their business. The Sheriff of Pacific County appealed to Governor McGraw for aid in this emergency, and the Governor ordered the National Guard to protect the Washington fishermen in the lawful pursuit of their business. Accordingly Capt. Frank E. Adams, Lieut. A.W. Skinner, Lieut. H.J. Moss, Lieut. Albert Bryan, seven sergeants, six corporals and twenty-eight privates from Companies D, E, and B, all of Seattle, were ordered to the scene of trouble, the order to them being issued on the 8th, and they leaving on the 9th. Camps were established at different points, the

river patrolled, and the interests of our fishermen protected. Adjutant General Boutelle, a regular army officer of thirty years' experience, reported to the Governor that "the services of this detachment were extremely trying to men not hardened to exposure. For many days after its arrival the whole force was almost constantly on duty, and added to the fatigue and exposure was a constant downpour of rain. Although this has been his first command, Capt. Adams, in all of his trying situations, has manifested remarkable ability, coolness and fortitude. There were many occasions when he had almost excuse for using force, but he did better, he kept the peace." This service was the longest ever imposed upon the State militia, as it continued until July 3rd. While some of the men were relieved from time to time, others stayed to the end, the whole 86 days, and on their return to the city were out on parade on the following day - July 4th. One of the remarkable circumstances connected with this attempt of the Oregon fishermen to destroy the Washington fishing interests, was the attempt of at least one Oregon Court and one Oregon Sheriff to exercise jurisdiction on the Washington side of the river. A Washingtonian was arrested and taken to Astoria for trial under the laws of Oregon. He would surely have been convicted and punished had he not appealed to the United States Court. To settle the matter the District Judges of Oregon and Washington heard the case together, and they united in the decision that the middle of the river was the State line, and that the functions of the officials of the two States could not be exercised in any case beyond their own side of the river.

On the 26th of May, by the breaking down of the Point Elgin bridge at Victoria, B.C., and the consequent dropping of a street car in the bay, 56 persons lost their lives, of whom 9 were residents of Seattle.

Angeline, last surviving child of Chief Seattle, died May 31st, aged about 75 years. Angeline (Indian name Weewik) was a picturesque character. She was regarded with esteem by

her neighbors of the city, and was much sought and talked and written about by visitors from abroad. She was photographed fully a hundred times, painted on china and canvas repeatedly, while newspapers and magazines in all parts of the country had pictures of her in their columns. In this respect no other person in the State had such publicity and modestly-earned fame as Angelina. Her funeral, at the Catholic Church, was largely attended by citizens, and her friends provided for her a suitable burial place in Lakeview Cemetery among the pioneers who had known, respected and preceded her.

The year 1896 was locally remarkable for the sale of railroad properties. The entire system of the Oregon Railway and Navigation Company, 909 miles, was sold for the benefit of the bondholders; the Northern Pacific, 4466 miles, was also sold; and the Seattle, Lake Shore and Eastern, 220 miles in King, Snohomish, Skagit, Whatcom and Spokane Counties. The new owners of the O.R. and N. lines organized a new Company, with name changed to Oregon Railroad and Navigation Company. The new Northern Pacific Company changed the name from Railroad to Railway. The system of the Northern Pacific, including branch line interests, was sold at West Superior July 25th, for \$12,000,000. The lands in the State of Washington were sold at Seattle August 3rd, and purchased for the Company by President Winter, the price paid being \$1,710,000. The Seattle, Lake Shore and Eastern was sold in Seattle May 16th, and bought by the bondholders, \$1,000,000 being the price. June 30th, the Seattle and International Railway Company was organized, and took charge of the 164 miles of road west of the Cascade Mountains, the Spokane and Seattle Railway Company also being organized and taking the 47 miles east of the mountains; the incorporators and first officers of both Companies being John H. Bryant, President; John B. Allen, Vice President, and H.G. Struve, Secretary. The foreclosure proceedings against the Seattle, Lake Shore and Eastern Company involved in principal and interest, bonds and other charges about \$6,500,000.

Another railway sale was that of the lines, power house and complete plant of the Seattle Consolidated Street Electric Railway Company. The lines aggregated 23 miles in length, exceeding those of any other street company in the city. This sale was also for the benefit of the creditors, who purchased the property for \$121,000, the Seattle Traction Company, created for the purpose, taking it.

An immense advance in the commerce of the city was made by the establishment of the trans-Pacific line of the Nippon Yusen Kaisha, or Japan Steamship Company. After looking the field over with great care, and particularly considering the advantages of San Diego, San Francisco, Portland and other ports, the western or American terminus of the line was fixed at Seattle. A contract was made in July with the Great Northern Railway Company for the exchange of freight and passengers and in August the first ship was started from Yokohama. It was the Miki Maru, Capt. Young. She called at Honolulu, and arrived at Seattle on the afternoon of the last day of the month. A grand reception was given her by a display of bunting, firing of cannon, blowing of whistles, music of bands, the going out to her and coming in with her of yachts, steamers and small boats, the presence on the front of almost the entire population of the town, speeches of welcome and response, all concluding in the evening with a banquet by the Japanese Consul, Miki Saito, to a large number of guests, and a magnificent display of fireworks. The Miki Maru was followed by the Yamaguchi Maru, the Kinshui Maru and the Sakura Maru, regular vessels of the same line, and by the Konaura Maru and Agapathus of other lines. In addition to these vessels the new American four-masted schooner Inca took a full cargo of lumber from Seattle to Japan. The cargoes brought by the first vessels of the Nippon Yusen Kaisha were light, consisting in each case of a few hundred tons of teas, curios, matting, paper, etc., but their return cargoes were full, all that

the ships could carry, three thousand tons for each vessel. Exports by the line consisted of flour, lumber, fish, leather, nails, bear, raw cotton, oils, wire, tobacco, various articles of manufacture, all to a large aggregate value. The guarantee given by the Chamber of Commerce of 2,000 tons return cargo to a ship each month was made good twice over, and not only that but every ship sailing hence was compelled to leave behind her much freight that she was unable to take. The incoming cargoes gradually increased, the ships arriving in 1897 bringing each from 1000 to 3000 tons. These steamers made Seattle their only western port, while their landings on the other side included Yokohama, Kobe, Nagasaki and Hong Kong, with close connections for Vladivostok and other Asiatic ports.

At the general election in November, Seattle and King County gave large majorities for the Populist candidates, and the State did likewise, again embodying the truth of the old saying, "As goes King County, so goes the State of Washington." Among those elected from Seattle were James Hamilton Lewis, to Congress; Frank J. Browne, State Superintendent of Education, and Robert Bridges, Public Land Commissioner. Seattle's votes numbered about nine thousand, King County's about fourteen thousand, and Washington's about ninety-three thousand.

November was the most unique month of that name in the history of the country. While there was as much wind as usual and many fair days, the striking weather features were rain, snow and cold. During the first twenty days the rainfall at Seattle reached the extraordinary depth of eight inches. Floods ensued in the country; bridges were carried away; roads washed out; fences, woodpiles and in some cases houses swept off; railroads damaged severely, and widespread desolation and destruction caused throughout the State, Oregon, Idaho and British Columbia. The rains were succeeded by snow, fifteen inches of which fell at Seattle during the last ten days of the month, the ground remaining covered until the 2nd of December. The temperature ranged from 12 degrees to 55 degrees, averaging

38 during the entire month. Never before was there skating in November. At many points in Eastern Washington the thermometer indicated cold below zero.

Under the auspices of the Seattle Retail Grocers and Fruit Dealers Exchange a pure food exposition was held at the Armory from November 7th to the 14th, under the management of Mr. L.W. Buckley. The available space was all taken for passage ways, stands and booths; the exhibits being those of dealers in various articles of food. Cooking lectures were given daily by Mrs. Green-Laughlin; also illustrations of proper methods by her and others. The show was excellent, and well worthy of the patronage given to it. Some people went every day, while the great majority went repeatedly. It was so enjoyable and satisfactory that a second one was given in 1897, on a more extensive and extended scale, and which, like the first was thoroughly entertaining and successful.

There were at least two large real estate purchases during the year. One was the Yesler Building and lot at Yesler Way and First Avenue, by the Mutual Life Insurance Company of New York for \$150,000. The other was the purchase by the Northern Pacific Railway of Block 188 from the Commercial Company and Block 193 from James M. Colman, both blocks of the Seattle Tide Lands plat, and located between Railroad and Western Avenue and Columbia and Madison Streets. The Company wanted the property for terminal purposes, and paid for it \$167,988.25.

The various railroad companies did considerable work in the improvement of their terminal arrangements during the year. Tracks were extended upon several wharves, much rock filling was made on the front, and other filling inside, and the Great Northern built a brick freight warehouse 567 feet long, filling in three water blocks with earth, and laying out several thousand feet of sidetracks in the vicinity. The Seattle and International rebuilt and enlarged its depot, and separating from the Northern Pacific, made new and closer arrangements

with the Great Northern and Canadian Pacific.

The mills of Seattle cut 47,285,210 feet of lumber, 5,573,929 lathes and 49,707,400 shingles. The mills at Ballard cut 58,295,000 feet of lumber, 7,566,000 lathes and 267,220,000 shingles. In 1893, 12,403 carloads of lumber and shingles went from Puget Sound to Eastern markets over the Great Northern, Northern Pacific and Canadian Pacific; in 1894, 15,253 carloads, in 1895, 19,749 and in 1896, 20,435. In 1896, 305 deep water ships came into the harbor of Seattle, their tonnage aggregating 330,495. Exports by ship included 30,424 tons of general merchandise, 195,586 tons of coal, 19,546,000 feet of lumber - all to domestic ports. Exports by ship to foreign ports included 15,320 tons domestic goods, 21,250 tons of wheat, 22,648 cases of salmon, and 6,381,000 feet of lumber. Imports from domestic ports aggregated 42,566 tons general merchandise, and from foreign ports 6,568 tons. Imports from foreign countries were valued in the custom house at \$234,672, and the exports to foreign countries at \$1,042,653. The City Health Officer reported 436 deaths in 1896, 580 births and an annual death rate of 7.26 per thousand inhabitants, the latter being based upon an estimate of 60,000 people. The children of school age numbered 10,014; and 57 churches had 11,088 members. Washington canneries packed in 1896 as follows: those on Puget Sound 218,750 cases, those on Gray's and Willapa Harbors 46,215 cases; those on the Columbia River 488,935 cases. The gold mined in the State was valued at \$382,000 and 140,000 ounces of silver was taken. Railroads in the State aggregated 2661 miles in length and employed 4466 men, to whom were paid \$3,099,568 wages during the year. The foregoing statistical statements, like many others in this volume, were obtained from the publications of the day.

A CHRONOLOGICAL HISTORY OF SEATTLE

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