

A HISTORY

OF

THE PUGET SOUND COUNTRY

ITS RESOURCES, ITS COMMERCE AND ITS PEOPLE

With some Reference to Discoveries and Explorations in North America
from the Time of Christopher Columbus Down to that of George
Vancouver in 1792, when the Beauty, Richness and Vast
Commercial Advantages of this Region Were
First Made Known to the World.

BY

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ILLUSTRATED

VOLUME I

“Examine History, for it is Philosophy teaching by Experience.”—*Carlyle.*

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INTRODUCTION.

Before the Massachusetts Club of Boston, in the year 1889, the distinguished senator from that state, Hon. George Frisbie Hoar, speaking of the Puget Sound country, said, among other things: "It is difficult to imagine what must be the destiny of that wonderful region, unsurpassed on this earth for the fertility of its soil, and with a climate where it seems impossible that human life should come to an end, if the ordinary laws of health should be observed, with a stimulating atmosphere where brain and body are at their best. There our children, our brethren and our kinsmen have carried the principles of New England; there on the shores of that Pacific sea, they are to repeat on a larger scale, with grander results, this wonderful drama which we and our fathers have enacted here. There are to be the streets of a wealthier New York, the homes of a more cultured Boston, the halls of a more learned Harvard, and the workshops of a busier Worcester." This language doubtless seems extravagant to the reader who has never visited this region or made himself familiar with its magnificent conditions or with its grand possibilities in the future, but to the tourist and much more so to the actual settler it is recognized as only a simple statement of facts with reference to this part of our country. From the time when, in 1792, Vancouver first explored the waters of Puget Sound and wrote of them, with much more to the same effect, "Nothing can exceed the beauty and safety of these waters," down to our own day, when General W. T. Sherman said, "God has done more for Puget Sound than any other place in the world," the invariable testimony of visitors and permanent inhabitants has been to the same effect. What is now known as the "Puget Sound country" occupies the extreme northwestern corner of the United States, Alaska excepted. The name of Puget Sound was originally applied to that part of these waters which lies south of Admiralty Inlet and Whidby Island, but in recent years it is applied to all the inland waters entered by the Straits of Juan de Fuca, south of the forty-ninth parallel of north latitude, or the boundary line which separates the United States from British Columbia. For the purposes of this history the Puget Sound Country will be taken to include all that part of western Washington which is topographically, geographically and commercially tributary to Puget Sound, having its outlet either by the Straits of Juan de Fuca, through Gray's Harbor or

Willapa Bay, to the Pacific Ocean. This area includes the counties of Lewis, Thurston, Pierce, King, Snohomish, Skagit, Whatcom, San Juan, Island, Clallam, Jefferson, Kitsap, Mason, Chehalis and Pacific. This district is about two hundred miles in length from north to south, and from one hundred to one hundred and fifty miles in width from east to west. The summit of the Cascade Mountains forms its eastern, and the Pacific Ocean its western boundary. The Cascade range through the states of Oregon and Washington is a continuation of the Sierra Nevada range of California. This range is a wild, rugged and massive chain of mountains, having an average height of about five thousand feet, whose higher peaks are far above the line of perpetual snow. Its western slopes are steep, often precipitous, with numerous bold and dashing streams of water that hasten from the icy caves and gorges of these mountains to the sea. Some of the highest peaks in the United States are found within the limits of this chain of mountains. Mt. Baker near the northern boundary of the state, 10,500 feet in height, presents a beautiful spectacle from the lower part of the Sound. About two hundred miles south, Mt. Rainier, 14,520 feet, one of the highest in the United States, is one of the grandest mountains of the globe, and is visible from Seattle, Tacoma and Olympia, at the head of Puget Sound, and, indeed, for a hundred miles in every direction, but the view of this mountain from the center of the Sound country is particularly fine, because of its symmetry of outline, and the impression it gives of solidity and majesty, as it is seen rising from the level of the sea to its glittering summit in the clouds. Still farther to the south, and nearer the Columbia river, are Mt. Adams and Mt. St. Helens, which are 13,300 and 9,750 respectively. About one hundred miles west of and parallel with the Cascade Mountains is the Olympic range, which extends from the Straits of Fuca south to the vicinity of Gray's Harbor. This range, though not so high, is yet a bold and rugged one, having as its highest peaks Mt. Olympus, 8,500 feet in height, and Mt. Constance, 6,500 feet. The outline of its rocky pinnacles, as they mount upward to the region of perpetual snow, presents a spectacle of grandeur and magnificence, not only to all parts of the Sound Country, but to the mariner far out at sea on his way to the Orient or up and down the coast. Between these mountain ranges Puget Sound is located, a marvelous arm of the sea, extending south from its junction with the Straits of Juan de Fuca one hundred and twenty miles to Olympia, the capital of the state of Washington, and north, including Bellingham Bay, to the boundary line separating Washington from British Columbia. Its outlet into the Pacific Ocean is by the Straits of Juan de Fuca, a magnificent channel from twenty to forty miles in width, of unknown depth, and leading in a

westerly and almost direct line to the Pacific Ocean, a distance of one hundred and ten miles. This strait forms an entrance of unrivaled beauty and safety to the many harbors of Puget Sound, and ships of all kinds very often sail into port without the aid of tugs or pilots. The commerce of the world could be accommodated in these waters, such is their extent and convenience of access. Puget Sound itself is a vast body of water, or arm of the sea, about two hundred miles in length from north to south, and from ten to twenty miles in width, with numerous smaller arms, coves, bays, inlets, ports and harbors sheltered by the mountains already mentioned, with their spurs, hills and highlands, where a shelving and sandy beach almost everywhere permits vessels of all sizes, from a canoe to a first class battleship, to make a landing without danger, and without wharves, docks or other facilities usually required for such purposes. The greater part of the land surface of the territory above referred to as the Puget Sound Country, estimated at about four-fifths, is covered with a vast forest composed of the most valuable as well as beautiful trees in the world, growing from two hundred to three hundred feet in height, and from five to thirty feet in diameter. These trees are chiefly fir, of several varieties, cedar, spruce, hemlock, larch and other varieties of evergreen, with many deciduous trees of lesser growth, yet useful for a great variety of purposes. The vegetation throughout this entire region is almost tropical in its luxuriance, and these forests are of incalculable value, furnishing, as they do, an apparently inexhaustible supply of the finest lumber in the world for ship and railroad building, and for all domestic purposes. No lumberman from the states east of the Rocky Mountains, or elsewhere, for that matter, ever visited these shores and looked upon these primeval forests without becoming enthusiastic in his admiration for their beauty and extent, or who did not wish to acquire some interests in their manufacture into lumber. The land surface not covered with timber is made up of small prairies, lowlands, of inexhaustible fertility when reclaimed, in river valleys and elsewhere overflowed by the high tides of the Sound, which rise from twelve to twenty feet at the varying seasons of the year. The surface of Puget Sound is dotted with innumerable islands, large and small, from a mere speck upon the water, or an acre of ground, to the largest, Whidby, which is one hundred and fifty square miles in extent. It is sometimes called the "Mediterranean of the Pacific," because of the beauty, variety and productiveness of these islands. They are not only an important feature of the landscape, but rich in timber, soil, mineral wealth and other resources, and are well supplied with coves, inlets, harbors and other conveniences for safe navigation. The waters of Puget Sound are singularly clear and transparent, reflecting from their blue depths by day

the forest trees that nearly everywhere line their shores, and the stars by night, and these waters abound in fish of a hundred different varieties.

A sail amongst these islands or through some of the many channels of Puget Sound, large or small, especially in the summer season, is a perpetual delight, and the scenery, changing almost every moment, a perfect panorama of beauty. To the weary, dusty and footsore immigrants who had crossed the plains there was something particularly grateful and refreshing in the cool shade of the vast and towering forests of this region, which sheltered game in great variety and of almost every description. After a journey of six months or more over thousands of miles of prairie, plain and desert, where a tree was a rarity and shade of any kind was an unusual luxury, the change to an abundance of clear and sparkling water and to the deep shade of these forests, where the sun could scarcely penetrate, was delightful beyond expression. These streams, flowing in perennial fullness from mountain recesses and icy glaciers, were in striking contrast with the wide territory over which they had just passed, where streams of any kind were few and far between and where thirst was often endured, and at times it became a terror. Many of these immigrants had never seen a mountain until they started on this long and painful trip, and here they had before their eyes towering peaks mantled with perpetual snow, whose terraced sides and slopes were covered with timber, which was not only a source of admiration and delight but gave promise of riches beyond the "dreams of avarice." On their western border was the shore of the Pacific Ocean, whose restless waves, seething and dashing surf and ceaseless motion were an emblem of "man's perpetual toil and endeavor," whilst on another border to the eastward, stretching north and south, their white summits pointing to the skies, were the rock-ribbed and sun-kissed mountains, grand in their outlines and immovable in their foundations, the emblems of eternal rest and peace. Between these lay a land of infinite resources, rich in timber, coal, iron, gold, silver, copper, marble, and almost every variety of mineral and agricultural wealth which the heart of man could desire or his hands make use of, for comfort or happiness. This region enjoyed also a climate genial and salubrious, singularly free from any extremes of heat or cold, tempered alike in winter and summer with soft "Chinook" breezes from southern seas, or winds from the west, which were not only mild and temperate but were at times balmy and delightful beyond description. To these attractions were added an inland sea, whose arms, bays, coves and harbors, with two thousand miles of shore line, were amply protected from winds, storms, tornadoes and cyclones, by mountain ranges, whose spurs, headlands, and islands sheltered its every part and made it the delight of every mariner who ever entered its waters. This

sea communicated with the Pacific Ocean by a superb channel wide and deep, affording an easy outlet to all the commerce of the eastern and western worlds, no matter how great that might be.

The fabled Straits of Anian, which were supposed to connect the Atlantic and Pacific Oceans, around the north coast of North America, corresponding with the Straits of Magellan of the southern hemisphere, and which were sought for by the most daring and enterprising of the Spanish, English, Portuguese and Dutch navigators for more than two hundred and fifty years, were never found, and we may never know whether the Straits of Juan de Fuca were first discovered by that adventurous Spaniard in the year 1592 or not, but his supposed belief that here he had found the Straits of Anian is a testimony to the wisdom and foresight of the merchant princes of that day, who wished a line of transportation to the East Indies on this parallel of latitude. After all that has since been learned of geography, it is found that the commerce of China, Japan and India is more easily reached by way of Puget Sound and these straits than by any other route whatever.

Therefore, in order to secure a share of this commerce, so much sought after by the western world, nearly all the transcontinental railway lines, including the Canadian Pacific, the Great Northern, the Northern Pacific, the Burlington and Quincy and others, have found it necessary or desirable to establish terminal facilities on Puget Sound. Here nature has lavished her most precious treasures of earth, air, sea and sky, and, as if she knew their value and intended they should not be used until the fullness of time should make them a necessity for man's use and occupation, the Puget Sound region was not discovered or explored until 1792, when Vancouver revealed its existence to the world. On the 26th of September, 1513, Vasco Nunez Balboa first looked with wonder and admiration upon the blue waters of the Pacific, or the South Sea, as it was named at that time. On the 20th of October, 1520, Fernando Magellan, who first circumnavigated the globe, entered the straits, which have since borne his name, and on the 20th of the following month he sailed westward into the vast ocean, which he named the Pacific, to be known as such ever after. Stimulated by these discoveries and ambitious to explore every nook and corner of the new world, Cortez and Mendoza, Ulloa and Ferrelo, with many other enterprising Spaniards, and in later years, Admiral Hoorn of Holland—who first discovered and named Cape Horn on the 30th day of January, 1616—Sir Francis Drake, the first Englishman to sail around the world, with many distinguished navigators and explorers, roamed by sea and land over almost all of North, Central and South America, but prior to the year 1792 all had overlooked or failed to find Puget Sound and the Columbia river,

unless indeed it be true that Juan de Fuca, as claimed, discovered the straits bearing his name in 1592. The result of all these explorations was conflicting claims to ownership and control between Spain, France, England, Portugal and Russia, as to which of these respective powers should exercise sovereign rights over the fairer portions of the new world, which brought on wars which were only in part terminated by the American Revolution. In this as in many other contests, "*L'homme propose mais Dieu dispose.*" No one of these powers secured permanent and lasting control over these regions, the most desirable of which were in North America, but these explorations opened the way for the ultimate settlement and development of a nation, not in existence, or thought of, when these conflicts began.

This nation, from very small beginnings, "like the stone cut out of the mountain which grew and increased until it filled the whole earth," has become a world power, whose influence is felt wherever man has a habitation. Shortly after the independence of the United States had been secured the people of this country, as well as those of Great Britain, began to turn their attention to the northwest coast of America. In 1792, Captain Gray, commanding a ship sent out by Boston merchants, discovered and named the Columbia river. In the same year, Vancouver, an officer of the British navy, was the first to discover Puget Sound, to examine minutely its beautiful bays and harbors, with their surrounding mountain peaks, to which he gave the names which, in the great majority of cases, are still retained. Even at that late date the resources and advantages of this region were strangely overlooked and neglected by both England and the United States. For more than fifty years thereafter the question of its ownership was left undecided. The slavery question in the United States, with other selfish interests, delayed the settlement of the boundary issue in the northwest, and it was not until 1846 that it was finally determined that the state of Washington, including the Puget Sound Region, should belong to and become a part of the United States. By an agreement made on the 20th of October, 1818, between the United States and Great Britain, known as the Joint Occupancy Treaty, it was arranged that all the territory on the northwest coast of North America, now included in the states of Oregon, Washington and Idaho, and also the province of British Columbia, should be free to the "vessels, citizens and subjects of both Powers," for the term of ten years. At the end of that term it was agreed that it should be continued indefinitely, but could be terminated in one year by either party giving notice to the other to that effect. This notice was given by a resolution of the Congress of the United States, passed April 27, 1846. By the treaty of June 15, 1846, the forty-ninth parallel of north latitude was made the boundary line between the two, on the northwest coast, to the

middle of the Straits of Fuca. In the meantime the Hudson's Bay Company, representing the British Crown, made strenuous efforts to secure, by the occupation of its servants, by establishing trading posts, and the settlement of French *voyageurs* and *couriers de bois*, from Canada, the entire country now occupied by the state of Washington, with the hope and expectation that the Columbia river would be made the dividing line between the two countries. For many years, owing to the indifference and neglect of the government of the United States, but little was done by her people to counteract these efforts or to secure its actual and final possession. It was largely owing to the information furnished by the missionaries who had been sent to this coast by Evangelical Societies of the eastern states that public attention was first aroused to the importance of the country jointly held by the two powers on the shores of the Pacific. They also rendered invaluable assistance to the immigrants who first made a road into this far off region, through a wilderness never before traveled by civilized means of conveyance.

These efforts were actively supplemented by the courage, ability and patriotism of these immigrants themselves, who not only made their way across trackless prairies, mountains and deserts and through a country inhabited by treacherous and savage Indians, without any assistance from their own government, but, in their new homes and under the shadow of the chief station of the Hudson's Bay Company, they proceeded to organize their own civil authority until the time should come when the national government should supply their wants in that direction.

The early settlers in Oregon and Washington were earnest, God-fearing men and women, who were the worthy successors of the Pilgrims of Plymouth Rock, and were noble representatives of American ideas, ready to do all things and to brave all things that were necessary for the extension of the area of liberty, self-government and universal education. They planted a church and schoolhouse wherever they made a settlement.

The history of early legislation at Olympia, the capital of the state of Washington, is full of the evidences of their practical wisdom, their keen foresight and their patriotic devotion to the best interests of their country. The first legislative act passed in the United States looking to the acquisition of the Sandwich Islands, was passed in Olympia by the legislature of Washington Territory. The first act of a similar character with reference to securing Alaska was passed by the same body. The first charter for the Northern Pacific Railroad was granted by the same organization.

The Oregon Railway and Navigation Company, which has done so much for the upbuilding and the development of the northwest coast, was first chartered by the same official authority. In all the privations, strug-

gles, hardships and vicissitudes of the early settlers of the Territory, whether for existence, or because of the negligence of a distant home government, or of Indian wars that brought death and devastation to their own firesides, or because the national government was for a time engaged in a desperate effort to maintain its own existence, or in carrying on war in a distant part of the globe, the pioneers of Puget Sound have borne an honorable and a conspicuous part. When the building of the Northern Pacific Railroad was obstructed by the slavery question, they bore the delay with patience, knowing that time would sooner or later bring the desired means of transportation. When the American Union was in danger, their first governor, a prominent and promising general in its army, gave up his life on the battlefield of Chantilly that the Union might be preserved. Many of their best beloved sons shed their blood and made a sacrifice of their lives in the Philippines in sustaining the honor of their country's flag. In the more peaceful and pleasant contests of civilized life they have also borne a prominent and successful part.

When Alaska sprang at a bound into fame as a gold-producing territory the cities of Puget Sound were equal to every emergency and every demand made upon them by the adventurous spirits who wished to make their way to the frozen regions of the north in search of fortune's favors.

When the government called for transportation to the Philippines, they were ready to furnish it, and the largest ships in the world were accommodated at their wharves, docks and warehouses. The finest and best appointed navy yard in our country is now approaching completion in one of its many spacious harbors. As our government has become one of the great powers of the world, the Puget Sound Country, looking out as it does over the Pacific Ocean, China, Japan, the Philippines, the East Indies, Australia, the west coast of North, Central and South America, and having numerous connections eastward by rail, will undoubtedly occupy a prominent place, and its citizens be invested with great responsibilities in the future.

The extraordinary growth in wealth and population of this region in recent years, the struggle in which it is now engaged with some of the great commercial emporiums of the globe for a large share of the world's traffic, its interesting early history, all combine to demand an additional contribution to its historical literature. It is believed that such a contribution with some account of its natural resources and advantages, such as this work is intended to be, will be found acceptable by those who are interested in its early settlement, its present progress and its future development. If such a result shall in some measure be secured, the object of this undertaking will have been accomplished.

WILLIAM F. PROSSER.

Seattle, September 22, 1903.

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HISTORY

OF THE

PUGET SOUND COUNTRY.

CHAPTER I.

PHYSICAL FEATURES OF PUGET SOUND COUNTRY.

For a better comprehension of the Puget Sound Country in its physical aspects, and as an introduction to its history since it was first settled by men of the Anglo-Saxon race, some brief reference to its geological, topographical and botanical features and its climatic conditions will be found useful and in many respects desirable. But little geological investigation of this region had been made, until, in recent years, the Geological Bureau of the United States, chiefly by Bailey Willis, I. C. Russell and George Otis Smith, has done considerable work, which has, however, been limited to certain districts, and is largely of a preliminary character. The state of Washington, in 1901, also created a Board of Geological Survey, which is already doing good work on the same lines. Owing to the rugged and heavily timbered nature of the country west of the summits of the Cascade Mountains and the want of roads and other facilities for transportation, this work is carried on with difficulty, and further time will be required to secure accurate and general information on the subject. Some notice will also be taken of the early navigators who first discovered and explored the northwest coast of North America, including the Straits of Fuca and the waters of Puget Sound.

Nor will the aborigines of this country be overlooked. Brief sketches of its Indian tribes, their origin, habits and customs, and their bloody wars with the white settlers will be introduced.

The following general outline of the geological history of the formation of western Washington including the Puget Sound region is given by Professor Thomas Condon of the University of Oregon: "During the

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older geological period, when the Pacific Ocean covered all Washington west of the Blue, Bitter Root and Coeur D'Alene Mountains, the Cascade Range, one hundred and fifty miles from the then ocean beach, was being slowly lifted up from the bottom of the sea, until it formed a barrier excluding the ocean from east Washington and changing the seashore to the west slope of the Cascades, where conditions favorable to coal deposits existed, resulting in the laying down of a vast coal field extending almost from the northern to the southern boundary of the state.

“After ages given to the draining and drying up of the inland sea while the sediments in the rocks west of the Cascades are marine. As in and the deposition of rocks and soils east of the Cascades, the Coast Range was elevated in the same gradual manner, the ocean, however, not being excluded from the long north and south depression between the two ranges. This is shown by the fresh water sediment in the later rocks of the interior, the former instance of upheaval, the conditions again favored the deposit of coal, but of an inferior quality, being lignites. The glacial period following the tertiary, grinding down the mountains and scooping out the valleys, gave the country its most striking features. As these glaciers moved down the mountains, much higher then than now, ice floes were formed in which were imbedded blocks of slate and boulders of granite and as these floes floated on the waters or melted on the earth where they were stranded, they deposited these fragments over the future state of Washington, to be found and utilized in our nineteenth century. When the glacial period was passed the waters distributed their mud, gravel and sand, forming those deep deposits found on the shores of Puget Sound, Gray's Harbor and Shoalwater—Willapa—Bay. Then followed another period during which the waters were drained off and the country assumed its present general appearance.”

There are three prominent and well defined physical features of the Puget Sound Country. These are the Olympic Mountains, the Puget Sound Basin and the Cascade Mountains. There are no exact border lines separating these districts. They merge gradually and imperceptibly into each other. The dividing lines are arbitrary and difficult of exact location. North, east and south, they overlap into adjoining districts of a similar character. The above described features are capable of subdivision into smaller sections, which need not be noticed at this time. In describing these several districts, Professor Henry Landes, of the University of Washington, and state geologist, who has given much study to the subject, says of the Olympic Mountains: “These mountains should be regarded as merely a segment of the general coastal range which extends northward and southward, beyond the confines of the state. They reach their greatest develop-

ment in Washington in the triangular shaped area bordered by the ocean, the Straits of Fuca and the arms of Puget Sound. Their highest peak is Olympus, which has an elevation of about 8,000 feet and is the first point of land to be recognized by navigators when approaching the coast of Washington from the westward. The Olympics, when seen from any point of view, exhibit a labyrinth of serrated ridges and sharp peaks. Standing as they do in the path of the moist westerly winds and rising to a considerable height above the sea, these mountains are visited by an excessive precipitation.

“The Olympics have been but little explored, and reliable information concerning them is very meager. It is known, however, that they are well-nigh impassable because of their extremely broken and dissected character. The divides are exceedingly sharp and difficult to follow. The rivers flow in deep canyons with walls which in many instances cannot be scaled. On the whole, the streams of these mountains seem to be approaching the stage of maturity in their development. The southern extension of the Olympics consists merely of hills or ridges rising as a rule not more than fifteen hundred feet above the sea. In fact, so inconspicuous are they in the topography of the southwestern part of the state that the term mountains is not usually applied to them. They have been cut in two by the Chehalis and Columbia rivers.

“The Puget Sound basin lies between the Olympic and Cascade Mountains, its longer axis having a north and south direction. It has the form of a broad trough, its central area being less than one hundred feet above sea level, while its eastern and western sides rise gradually until they coalesce with the mountains. The basin for the most part has a foundation of sedimentary rocks which have been thrown into folds. The qualities produced by the folding of the strata have been largely reduced by erosion, so that the basin at the present time is a plain of low relief. A late episode in the history of the basin was a subsidence of sufficient extent to cause the wide valleys of the western portion to sink below sea level, whereby the rivers became ‘drowned,’ and Puget Sound was produced. A still later episode was the advent of great glaciers from the mountains to the northward, eastward and westward, whereby the northern part of the basin was overwhelmed and its rock foundation almost wholly hidden by a mantle of glacial sediments varying in thickness from 500 to 1,000 feet. The glacial sediments consist for the most part of plains of till, with local deposits of stratified clay, sand and gravel. About the southern end of Puget Sound there are many level barren plains of coarse sand and gravel which were formed by the great streams of water which the melting glaciers produced. The southern part of the basin has a somewhat more hilly or

broken character than the northern part, because of an absence of plains of glacial materials."

Of the Cascade Mountains he says: "On the southern border of Washington, where the Cascade Mountains enter the state, they have a breadth of about fifty miles, which increases to one hundred miles at the British Columbia line. The general height of the mountains is about 8,000 feet above the sea, although there are some peaks, usually old volcanoes, which rise to much greater heights. Only one of the volcanoes that are well known stands on the axis of the range, viz., Glacier Peak. The remaining volcanoes, Baker, Rainier and St. Helens, stand on the western flank of the mountains, and Adams on the eastern side. The northern half of the Cascades in Washington differs much in character from the southern half. In the southern portion igneous activity has been very great, and much of the topography is due to the presence of volcanoes with their attendant lava flows. In the northern Cascades there is such a marked uniformity in the heights of the loftier peaks and ridges as to suggest very strongly that they are remnants of a plateau. In other words, the northern Cascades have seemingly been carved out of a great plateau which was the result of the uplifting of a peneplain. The ruggedness of the topography, therefore, is not due primarily to the folding of the rocks, but to erosion. The streams have been, and are yet, large and well fed, so that the old plateau is now well dissected and transformed into mountains of extreme ruggedness. The main streams which flow out from the Cascades all have valleys noted for their depths so that the flanking mountains stand alongside in great boldness. In ascending the principal mountain valleys, especially those on the western side of the Cascades, one notices that the grade is gentle, even into the heart of the mountains, and the ascent is nearly all made in the last few miles before the summit is attained.

"Very many glaciers, some of large size, occur in the higher portions of the Cascade Mountains. They once filled the larger mountain valleys, and eroded and modified these very materially. Amphitheatres, or cirques, are found at the heads of many streams, and as these basins usually contain small lakes and parks, they afford some of the most beautiful scenery that the mountains possess."

Of the geological formation of this region Professor Landes says: "It is generally believed that the metamorphic rocks are the oldest as far as known in Washington; while at the same time all efforts to determine their geological age have so far been unsuccessful. These rocks have been acted upon by heat and pressure for the most part, and as a result they have undergone certain changes from their original conditions. These changes are so great that the rocks are greatly altered in their physical aspects.

Some common examples of metamorphism are the changes of ordinary limestone into marble, sandstone into quartzite, and clay-rock into slate. From their marked resemblance to Archaean rocks found in other parts of the United States, some have been inclined to designate the metamorphic rocks of Washington as Archaean, but this cannot be done with assurance until further evidence is obtained. In many places it has been observed that the metamorphic rocks have sedimentaries lying unconformably upon them, and, in fact, it has been largely from the erosion of the former that the latter have been made. It is known that metamorphic rocks occupy a large portion of the state, being frequently met with throughout the Cascades from Stampede Pass northward to the British Columbia boundary. The ordinary varieties of metamorphic rocks in Washington are gneiss, schist, marble, slate and quartzite. Gneiss is a rock composed essentially of the same minerals as granite and as a consequence is often mistaken for the latter. While a hand specimen of gneiss usually resembles closely a hand specimen of granite, in a ledge of gneiss a banded or stratified appearance is always displayed. Gneiss in general is a good building stone, and in Washington it oftentimes has within it mineral veins of economic importance. The gneiss of Washington is generally associated with granite and schist, usually lying above the former and below the latter. Schists are of various kinds and are usually classified according to the prominent minerals found within them. Mica is usually the most abundant mineral, and mica schists are therefore of the most frequent occurrence. Chlorite, hornblende and staurolite, with some others, also occur occasionally and give rise to chlorite schist, hornblende schist, etc. Large areas of schist occur on the Skagit river from near Marblemount to Cokedale. Near Hamilton the schist contains some important veins of magnetic iron. West of Hamilton and about Cokedale are two large areas where schist is the enclosing rock of some coal basins to be described later on. Upon the eastern and southern boundaries of the large Blue Canyon coal field mica schist constitutes the rim rock. It also occurs on the Great Northern Railway near Madison and for a number of miles from Berne to the eastward. In the metamorphic area above described crystalline limestone occurs in a large number of localities. Originally a common limestone, it has become crystalline or marbled through the influences of heat and pressure which were at some time exerted upon it. On the western slope of the Cascade Mountains crystalline limestone occurs at many places from Snoqualmie Pass northward, notably near the Denny iron mines along the Stillaguamish river, near Granite Falls, and along the Skagit river between Baker and Marblemount. Important areas of the same rock occur in the San Juan Islands, where the limestone is intimately associated with some basic

eruptive rocks. It occurs here in isolated masses varying in size from a few feet in diameter to one-fourth of a mile or more. This limestone doubtless belonged to some sedimentary beds from which fragments were torn by the eruptive rocks in their ascent from their former position below the surface. As far as the metamorphic area has been studied quartzite has been noted in only a few places. The igneous or heat rocks are those which have solidified from a fused condition. An igneous rock may be formed by the fusion of a sedimentary rock or it may represent merely the final stage in metamorphism. Two kinds of igneous rocks may be noted—the plutonic and the volcanic. The plutonic, or deep seated rocks, are those which, cooling at a distance beneath the surface and under great pressure, solidify slowly, attaining a coarse granular structure except near their borders, where they come in contact with the cooler rocks. In Washington the plutonic rocks are well represented by granite, syenite, diorite, etc., but as detailed studies have not been made in regard to the particular areas where these different varieties occur, they have all been grouped under the head of granite. Volcanic rocks are those which are brought to the surface or near the surface by volcanic action and are either spread out in layers intruded into fissures as dikes, or accumulated as fragments of lava. On account of their sudden cooling many volcanic rocks are glassy or only partly crystalline, others are wholly crystalline, the crystals generally but not always being of a small size. Examples of volcanic rocks are to be found throughout Washington, notably the great lava plains of south-eastern Washington and within and about the great volcanoes of the Cascade Mountains. Granite occurs at many places and in very large quantities in Washington. Throughout the metamorphic area of the state above described granite is perhaps the most common rock. Serpentine is not an unusual rock in Washington, especially in the central and northern Cascades. The cone of Mount Rainier is said to be composed for the most part of flows of andisite with occasional layers of basalt, as is also the summit of Glacier Peak. Sedimentary rocks are those which are made from the sediments or fragments derived from the older rocks. These fragments may be produced along the seashore by the work of the waves or they may be produced upon the land by the forces of air and water. Sediments are transported usually by water, and deposited upon the ocean floor, estuaries, or in lakes. Thus we have rocks of marine, brackish water, and fresh water origin. The sedimentary rocks of Washington cover a large portion of the state and are of great importance. At the present stage of knowledge concerning Washington geology the sedimentary rocks are better known than are the other divisions. From the western flank of the Cascades they extend continuously to the coast, with the exception of the

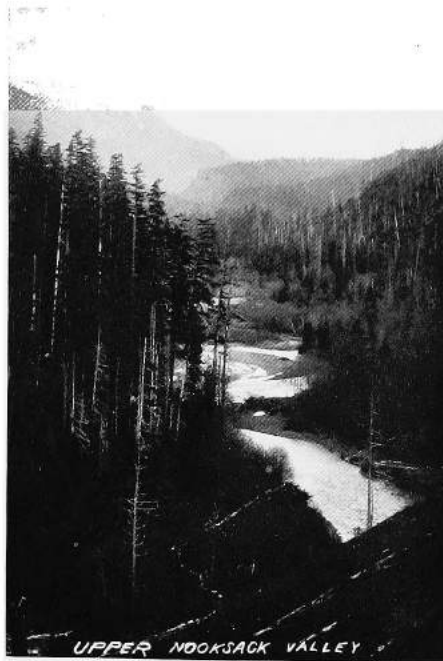
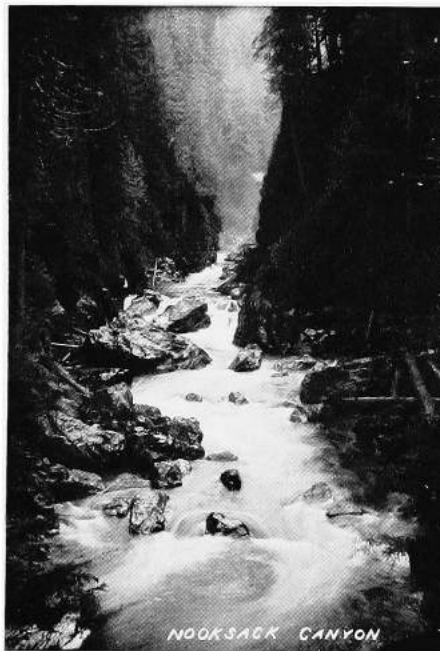
higher central portion of the Olympics. As far as known, the Cretaceous age is but little represented among the sedimentary rocks of the state. The oldest and probably the best known locality is that of Sucia Island and a few other small adjoining islands of the San Juan group lying between the Island of Vancouver and the mainland. These rocks have been designated the Vancouver formation, because of their splendid development upon the island of that name. The Tertiary rocks have been studied for a number of years, and beyond doubt are the best known rocks of the state. They are of great economic importance because they contain large deposits of coal and valuable ledges of building stone. As was the case in other parts of the United States, Tertiary time in Washington was characterized by the presence of many lakes in which sediments of great thickness were deposited. In the early part of Tertiary time, or during the Eocene epoch, vegetation grew with great luxuriance about the lake shores, and upon the lake floors vegetal matter was deposited in thick beds between the layers of sand and clay. After an average accumulation in these lakes of several thousand feet of mechanical sediments and vegetable matter the strata were folded, elevated and sometimes faulted, the vegetable accumulations were compressed and metamorphosed and converted into coal seams. These lakes had their best development west of the Cascades, along the eastern side of the present Puget Sound basin, but in this region the Tertiary sedimentary rocks have been largely covered by lava flows from the mountains nearby and by the sediments of the great glaciers which later passed over them. The Eocene rocks have received more study than those of the Miocene and Pliocene epochs because of their economic importance. The Eocene rocks of Washington are nearly all coal-bearing, and their areas have been more thoroughly examined in connection with the development of the coal mines of the state. These areas are in some instances very small and the thickness of the rocks is not great. In other cases, as in the Blue Canyon coal field, an area of more than 360 miles is represented, and the rocks are not less than 10,000 feet in thickness." The coal fields of the Puget Sound region will be referred to hereafter, as well as its deposits of precious metals, iron and other resources of a mineral character.

Perhaps a more definite understanding of the topographic or physiological character of the Puget Sound basin may be obtained by the following paragraphs, which are taken from Bailey Willis's Report to the United States Geological Bureau, upon "Some Coal Fields of Puget Sound": "The water bodies of Puget Sound occupy deep and steep-sided channels in an elevated expanse of gravelly deposits, which is further divided by valleys that were formerly arms of the Sound, but which are now filled with alluvium. The escarpment of the gravelly plateaus rises from 200 to

300 feet above the waters of the Sound and the alluvial plains of its former branches. The surfaces of the plateaus present a great variety of smooth and hummocky levels, supporting occasional rounded hills one hundred feet or more in height. All the aspects of the district are characteristic of forms modeled by extensive glaciers. The individual features assumed their forms either on top of ice which has melted or as morainic ridges in front of glaciers, or beneath ice sheets of whose lower surfaces they present the casts. In the vicinity of the Sound these gravel deposits are deep, extending below sea level probably several hundred feet, and even at distances of twenty to thirty miles eastward. Along the foothills of the Cascade Range they are known to cover the older rocks locally to depths of 300 to 400 feet. They thus determine the topographic aspects of a wide area, almost obliterating the configuration of the solid-rock surface upon which they rest. From the bluffs about the Sound the plateaus rise toward the mountains by terraces, which are often disposed irregularly with reference to existing streams, but in a general way extend about the higher tracts between the rivers. Within these higher areas the deposit of gravel is thin or locally wanting above the older rocks. The canyons cut by the principal rivers flowing from the Cascades and Mount Rainier also expose the underlying strata, and they may be seen in occasional isolated outcrops in the gravelly expanse nearer the Sound. Valleys, canyons and hills older than the present ones lie buried beneath the gravel deposits. They are so concealed that no clear conception of their distribution can be formed, but their relatively bold character is indicated by a few facts.

“In the vicinity of Renton, and between that town and Seattle, sharply defined hills of hard rock rise like islands from the alluvium of the Duwamish valley. The former canyon, now filled almost to the summits of buttes along its course, is inferred to have been deep and steep-sided. At Burnett, twenty miles from tidewater and 335 feet above it, a gangway, driven on a coal vein two hundred feet below the outcrops, passed into a channel filled with gravel and tree roots. At Wilkeson a similar buried channel was encountered in a water level gangway 2,250 feet from the entrance and 250 feet below the level of the overlying gravel terrace. This preglacial topography is of much interest as a phase of the history of the Sound basin, and it is economically important as a factor which modifies the amount of coal available above any given level. It sometimes introduces difficulties in mining. The topographic surface of the gravel deposits bears no definite relation to that of the Coal Measures.”

What countless ages were required by the forces of Nature, with all their ceaseless activity, and working under the direction of a beneficent Providence, to bring this magnificent region to its present state of physical



perfection for the uses and purposes of man in his high stage of moral, industrial and intellectual development as reached at the beginning of the twentieth century!

CHAPTER II.

FLORA AND CLIMATIC CONDITIONS.

Of the topography of the Puget Sound Country it is difficult to speak in terms of moderation. All writers on the subject early or late concur in this opinion. Of this country, when first discovered and explored by Vancouver in 1792, he wrote: "To describe the beauties of this region will on some future occasion be a very grateful task to the pen of the skilful panegyrist. The serenity of the climate, the innumerable pleasing landscapes and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of man with villages, mansions, cottages and other lovely buildings, to render it the most lovely country that can be imagined, while the labor of the inhabitants must be rewarded in the bounties which nature seems ready to bestow on cultivation." If this language may seem extravagant, we may quote from the official report for 1901 of I. C. Russell, of the United States Geological Bureau, who made a personal and scientific investigation of this region, and among other things reported as follows: "The mild, equable temperature and the abundant moisture of the Puget Sound region favor the growth of vegetation, and the entire land area from tidewater to an elevation of about 7,000 feet, except where the slopes are too precipitous, is clothed with a splendid forest of giant trees. This belt of forest adjacent to the Pacific begins at the south, in California, and extends to southern Alaska. It is the most magnificent forest in North America, and one that demands far more space from both a geological and geographical point of view than can be given it at this time. 'The great forest' extends up the western slope of the Cascades, through the lower passes and far down the larger valleys on the eastern or sunny side. Its grandeur, in an artistic sense, is beyond description, and can be fully appreciated only by one who abides for weeks or months in its perpetual twilight. Great fir trees, rising from 150 to 250, and even 300 feet above the ground, stand in closed ranks, their rugged trunks from six to eight or ten feet, and even more, in diameter, shaggy with mosses, lichens of many subdued tints of brown, green and yellow. Mingled with the giant firs are equally massive cedars, although of lower stature. The cedars are frequently twenty-five or thirty feet in circumference near the ground, but taper rapidly from a deeply fluted base to a sharp spinelike top. These great trees do not form groves, or detached clumps, as in the forested regions of less humid lands, but stand thickly together

for mile after mile, and as one threads his way along the deeply shaded roads and trails he soon gets the impression that the forest is of interminable extent. Beneath the deep shade of the boughs which, to one looking upward from beneath them, seem to mingle with the clouds—and during much of the prevailing misty weather this is literally true—there is a rank undergrowth, especially in the valleys and along the smaller streams, of vine-like maples, alders, frequently of the size of what may be termed forest trees, the devil's club (*Fatsia horrida*) with its broad, tropical-looking leaves, and young firs, cedars, hemlocks, yews, etc. Of still more lowly habits are the ferns, equista, mosses, lichens, which form the luxuriant and ever varied carpet of the forest. The ground throughout the great forest is encumbered with fallen trunks, sometimes piled one on another, which, owing to the continued moisture, remain undecayed for centuries. Not unfrequently a massive cedar or fir, in size and shape not unlike a prostrate column, supports three or more trees, each large enough to be cut for lumber, whose gnarled and twisted roots clasp the sides of their host and descend to the earth beneath. The beauty of these fallen giants of the forest, when overgrown with shaggy mosses and decorated with hundreds of small hemlocks and a multitude of gracefully bending ferns, always fresh in color and usually beaded with moisture, is beyond the power of the most skilful artist to portray. The fascination of the great forest is such that the explorer, weary with forcing a passage through dense undergrowth and climbing over prostrate trunks, is lured by its charms into the more and more inaccessible retreats, probably never before invaded by man, or is tempted to rest content on the inviting couches of lichens and study the varied charms and endless details of the dream-like picture. While ever a source of interest and a delight, the forest clothes the ground and even the rocky precipices with so impenetrable a mask that the geologist has but little hope of being able to read the secrets of the strata that are buried beneath it. Where the great trees cast their shadows, grasses and all forage plants are absent, thereby rendering traveling with horses difficult, and thus again impeding the work of the explorer."

The forests that cover so large a portion of the face of this country furnish the botanist with a most extensive and interesting field of labor. Whether the immense growths of the larger species of timber or the numerous and beautiful specimens of vegetable growth of a more lowly character are considered, there is ample room for a life-long investigation. Of the larger varieties, the red fir (*Abies Douglassii*) is one of the most useful for lumber of all kinds, and is one of the most beautiful in appearance. This tree reaches a height of 250 or 300 feet, gradually tapering from the ground up, and is often found without a limb for 100 or 150 feet.

Another very valuable tree for lumbering purposes and also for masts and spars, ship-building and similar purposes is the yellow fir (*Abies Grandis*), which is tough, elastic and fine-grained.

This is also a beautiful tree, and is one of the delights of the lumber manufacturer. Immense quantities of lumber from these two varieties of fir are shipped to every part of the world, including South Africa, the East Indies, China, Japan, Siberia, etc. Other species of the fir are the white (*Abies Concolor*), the *Abies Nobilis*, sometimes called the larch, growing in the more elevated districts. The *Abies Amabilis*, or lovely fir, is the most beautiful of its species and the *Abies Sub-Alpina* is a mountain tree which grows at a greater altitude than any other except some hardy varieties of the pine.

A very valuable tree and more abundant on the low lands near the shores of the Sound and the coast is the spruce, white and yellow, which grows to a great size, twelve or fifteen feet in diameter, but not so tall as the red and yellow fir. This tree is available for a variety of purposes because of its softness and uniformity of texture, and therefore valuable for box lumber, laths, etc., and is also adapted to the manufacture of wood-pulp for paper.

A very valuable tree which grows to a great size and is used for many purposes is the Oregon cedar (*Thuja-gigantea*). This tree is often found with a diameter of twelve or fifteen feet, but does not reach the height of the spruce and fir. On account of its durability it is extensively used for shingles, fencing lumber and other purposes having great weather exposure. It is used almost universally by the Indians for making canoes, which are not only durable but light and elegant.

There are two varieties of hemlock, the white and the black. This tree does not grow to the height and circumference of the fir, spruce and cedar, but is beautiful in its proportions, not often more than four feet in diameter or two hundred feet in height. It grows in dense forests very thick and straight and is often draped with "Druidical moss," which acquires great length in the moist and humid valleys of the coast where it is generally found. Its bark is rich in tannin for the manufacture of leather, and the lumber made from this tree is white and is well adapted for box-making and flooring. It is coming into more general use in recent years not only for home consumption, but for export to the Philippines and elsewhere. A less important, but nevertheless noticeable tree, is the Ridge pine, which grows at a higher altitude than any other inhabiting the glacier and wind-swept areas about the snow line of Mt. Baker, Glacier Peak, Mts. Rainier, St. Helens, etc.

The mountain pine is also found in certain localities on the sides of the mountains just mentioned, but above the region of the fir, spruce and

cedar. This is supposed to be equal to the white pine of Maine, but its inaccessibility has kept it thus far from use by our lumbermen.

Of the less valuable trees there are many varieties, including the Oregon yew (*Taxus brevifolia*), the vine maple (*A. Circinatum*), which is more a shrub than a tree, the Oregon crab apple (*Pyrus rivularis*), with a small but well flavored fruit, good also for grafting upon, as is also the wild cherry (*Cerasus Mollis*).

Another tree found in many localities, but yet not utilized extensively, is the white oak (*Quercus Garryana*). It does not grow to the size of the ordinary oak of the eastern states, but is yet valuable for many purposes. A beautiful tree is the Oregon ash (*Fraxinus Oregona*). This resembles the white maple in size, has a graceful and delicate flower, and makes a fine-grained wood which is useful for manufacturing purposes.

Of the broad-leaved deciduous trees, the white maple is among the most beautiful. This tree grows near the water courses, matures and decays rapidly, attaining a height of seventy or eighty feet, but the wood takes a high polish and has a beautiful grain, making it valuable for manufacturing purposes. Its foliage is handsome, it bears a beautiful yellow flower, and is a favorite tree for shade and ornamental purposes.

Another tree of considerable value for cabinet-making purposes is the Oregon alder (*Alnus Oregona*), which grows to a height of sixty feet, with a diameter of two to three feet.

Of the poplar three species are found, the cottonwood (*Populus Monilifera*), the balsam tree (*P. Angustifolia*), and the quaking asp (*P. Tremuloides*). These grow on the borders of rivers and streams and by the sides of ponds and springs.

Another handsome tree growing in the same localities is the Oregon dog wood (*Cornus Nuttallii*.) This tree, when in full flower and in suitable situations, is very handsome, with its large silvery blossoms. Its white blossoms of spring, its pink leaves of the latter part of summer, and its scarlet berries in the fall, make it a choice tree for ornamental uses.

Another choice and beautiful tree is the arbutus (*A. Menziesii*), a broad-leaved evergreen, commonly called laurel. Its Spanish name is the Madroña tree. It blooms in the spring, and bears a scarlet berry in the fall resembling those of the mountain ash. Its leaf is a long oval, bright green and glossy.

Another favorite among the ornamental trees of this region is the mountain ash, which inhabits the higher or sub-alpine ranges.

The trees mentioned thus far are only those of larger growth and greater prominence, because of their abundance and their practical utility. Space will not permit a more full and elaborate description of these won-

erful gifts of nature to the Puget Sound Country. Nor can anything more than a brief reference be made in this place to the innumerable varieties of shrubs, willows, vines, lichens, mosses and trees of more modest growth, the roses, the spiroeas, honeysuckles, ferns and other luxuriant growths scarcely found elsewhere outside of the tropics.

Notice should be taken, however, of a very peculiar shrub commonly called the Oregon grape, because of the fruit it bears of acid berries resembling a wild grape, from which it takes its name. There is also a holly-leaved barberry (*Berberis Aquifolium*) two or three feet in height and a very ornamental shrub; also the "Yerba Buena," the original name of San Francisco, which has an aromatic leaf used by the early settlers in place of tea, whence it was called Oregon tea; also the violets, blue and yellow, the butter-cups, the larkspur, the blue iris, the red columbine, the lilies, the pinks, the daisies and numerous other varieties of small flowers that bloom during several months of the year. Nor should the many varieties of berries and small fruits in addition to those already mentioned be overlooked. Of these the salal (*Gaultheria Shallon*) is one of the most delicious and abundant. The Indians are fond of this berry.

Of huckleberries there are three varieties, one the *Vaccinium Ovatum*, an evergreen, bearing berries and blossoms at the same time. The leaves resemble the myrtle, and the berries are black and very palatable, especially to a hungry man traveling through the forest. The second has a slender stalk, small scarlet berries, very palatable, and small deciduous leaves. This is known as the *V. Ovalifolium*. The third, *V. Parvifolium*, is much like the huckleberry of the eastern states, and bears a rather acid blue berry, with which the markets of the Sound cities are supplied in their season.

There is also a species of barberry like that found in New England. There are three kinds of wild gooseberries, the *Ribes Laxiflorum*, *Bractoseum* and *Lacustre*. None of these bears good fruit.

The salmonberry is frequently found in forest openings and resembles the yellow raspberry. There is a blackberry very abundant in logged-off lands and forest openings, which is a berry highly prized for domestic use. Two varieties of the elder grow to the height of twenty to thirty feet, with red and yellow berries, which present a handsome appearance in summer and fall seasons.

Of creeping plants and vines including many varieties of roses, woodbine, and mock-orange (*Philadelphus*), syringo clematis, and others of the similar character, there is a great variety and abundance. There are also many varieties of small, delicate, and at the same time very beautiful field flowers, so finely formed that they are scarcely perceptible to the naked eye, yet as lovely and graceful as the flowers of larger growth and more brilliant coloring.

Nor should the magnificent rhododendron (*Fatsia Horrida*), now the state flower of Washington, be omitted in our mention of the principal shrubs of the Puget Sound Country. Its large and beautiful flowers, shading from pale carmine to lilac, form a distinct and very attractive feature of the botany of this richly endowed region. With a soil and climate wonderfully adapted to the growth of vegetation of every description and with an abundance of moisture borne in upon the land with winds coming from the warm regions of the Pacific Ocean, it can be readily understood what tangled mosses and impenetrable thickets are produced of trees, shrubs, vines, ferns, mosses, lichens and growths of all descriptions, more particularly along the streams and water courses that are to be found in this favored territory.

Volumes might be devoted alone to the botanical features of the region we have undertaken so briefly to describe.

In the years 1854-55 the United States exploring expedition, after a hasty and imperfect examination of Oregon and Washington, collected three hundred and sixty species of native plants, of which one hundred and fifty are peculiar to these two states. From a pamphlet published by Thomas Howell, of Arthur, Oregon, in 1887, it appears that a list of all the species and varieties known to exist in the territory west of Wyoming and north of California comprises twenty-one hundred and fifty-two species and two hundred and twenty-seven varieties of plants, or twenty-three hundred and seventy-nine in all. From the enormous size of the trees in the forests of the Puget Sound country, and the extent, variety and superabundance of its vegetable products, it may readily be understood that the soil and climate are particularly conducive to a prolific development of this character. Here the conditions are in the highest degree favorable for such production. The isothermal-lines of this region are those of Virginia and North Carolina, whilst its parallels of latitude are those of Nova Scotia. The cool summers and warm winters here are the result of its proximity to the Pacific Ocean, and of the winds which prevail at the different seasons of the year. The absorption of heat by this vast body of water, by which its temperature is raised materially, and the slow process by which that heat is given out in the winter, causes the surface of the ocean to be warmer in the winter than the land surface. On the other hand, the water surface does not become as greatly heated as the land surface. The result is that winds from the ocean are warm in winter and cool in summer. The prevalent winds in the winter are from the south and west, and come from warm regions of the Pacific Ocean, modified also to some extent by the Japan current. Those from the northeast are cold winds. In the summer the opposite conditions exist, the southwest winds then prevailing are cool, while north to northeast winds are

hot in the daytime but cool at night. These winds, like the trade winds of the tropics, blow with great regularity. The result is an equable climate, where there are no extremes of heat or cold, and hurricanes, cyclones or tornadoes are never known. High winds are unusual, and hail storms are rare. Another result of the warm winds blowing on the land from the ocean is an abundant supply of moisture, which is precipitated throughout the Puget Sound region, its passage across the Cascades being prevented by the altitude of those mountains. A wind known as the "Chinook," so named from the Chinook tribe of Indians living near the mouth of the Columbia river, because the winds come from a southwesterly direction, should also be noticed. This is a peculiarly balmy, spring-like and pleasant breeze, which blows from the southwest and west during the winter months, and is particularly delightful at that season of the year. This wind coming from the direction of the tropics often extends east as far as the Rocky Mountains, greatly to the relief of cattle and sheep and men, as it frequently dissolves large bodies of snow in a very brief time. The result of these conditions is therefore cool or moderately warm weather in the summer and a winter which is mild and rainy with very little snow. The temperature rarely exceeds 90 degrees in the hottest days of summer, and very rarely falls to zero at the coldest stations. In this region is found an annual mean temperature ranging from 46 degrees in the north to 52 degrees in the south, and from 38 degrees in January to 64 degrees in July. In Lewis, eastern Chehalis, Thurston, Pierce, King, Kitsap and eastern Mason county the annual mean is 50 to 52 degrees. The lower Sound region, bordering on the straits of Juan de Fuca and Bellingham Bay, is cooler. Its annual mean temperature is 46 to 48 degrees in the northern and 48 to 50 degrees in its southern part. Along the Straits and the Pacific coast the temperature is cool and equable the year around, ranging from 40 degrees in winter to 58 or 59 degrees in summer. Seattle, the warmest place in the Puget Sound Country, has an annual mean temperature of 51.4 degrees, ranging from 40.6 degrees in January to 64.7 degrees in August. The highest temperature recorded at Seattle was 93 degrees, the lowest 3 degrees. The average annual precipitation at Seattle was 37.6 inches, varying from 29.28 to 45.16 inches. Tacoma, which has about the average Puget Sound climate, has an annual mean of 50 degrees, ranging from 38.4 degrees in January to 64.2 in July and August. The average annual precipitation in that city is 43.68 inches. Olympia, with the same temperature, has a greater rainfall, being 52.65 inches annually. Port Townsend, with an annual temperature of 48.8 degrees, has a rainfall of only 22.42 inches annually. The annual temperature of Whatcom is 49.3 degrees, with an annual rainfall of 31.91 inches. At Gray's Harbor the annual temperature is 52 degrees, and its rainfall 87 inches. Rain falls on an average of

158 days in the year over the Puget Sound Country, and about 75 per cent of this occurs in what is called the wet season, from November to April. July and August have very little rain, and sometimes none. Practically there are but two seasons here, the wet and the dry. The rainy season sometimes begins in September, more frequently in October, and sometimes not until November. Usually the rains are warm, and outdoor occupations are continued with but little interruption.

From what has been already said the reader will perceive at least some of the reasons why the Puget Sound Country is remarkably healthful. With a climate having no extremes of heat or cold, having no malarial conditions whatever, a soil which is perfectly drained, either on or underneath its surface, with a proximity to the Pacific Ocean which is itself a guarantee of many sanitary conditions, there is here everything conducive to the activity, the enjoyment of life and the longevity of its inhabitants. If, as was once said by Disraeli, when speaking on matters of state, "The public health is the foundation on which reposes the happiness of the people, and the power of a country. The care of public health is the first duty of a statesman," then the Puget Sound region should become the home of a happy, progressive and powerful people, because here are to be found all the conditions necessary to the physical and intellectual development of mankind.

To the physical advantages above mentioned, of soil, climate, and production in endless variety, many of which will be referred to hereafter, should be remarked, also, the location of this favored region, which is at the most desirable and convenient point on the northwest coast of North America, for the control of the commerce of the Pacific Ocean. The most enterprising and progressive people of either ancient or modern times have been residents of the seashore. There is something inspiring and conducive to freedom and energy in life and business on the water. The most famous marts of commerce in the world's history such as Tyre and Sidon, Athens and Alexandria, London and Liverpool, Boston and New York, Yokohama and Hong Kong, with many others that might be mentioned, have derived their chief importance in trade and population from their conveniences of transportation over those great highways of communication, the open sea and the wide ocean, by which access may be had to every part of the inhabited earth. Of the trade which has already grown up between Puget Sound, Alaska, Japan, China, Australia, the coast of North and South America, South Africa and elsewhere, mention will be made in subsequent chapters of this history.

CHAPTER III.

FIFTEENTH CENTURY DISCOVERIES AND EXPLORATIONS.

For about eight hundred years wars were carried on between the Spanish people and the Moors to determine which should secure permanent possession

and control of the Spanish peninsula. The Spaniards were finally successful, and the Moors were driven from the beautiful country they had occupied for centuries. Granada, the last of the Moorish strongholds in Spain, was surrendered and the Alhambra was garrisoned by Spanish troops in January, 1492, the year in which Christopher Columbus discovered America. These wars, so long continued, formed an admirable training school, in which the Spanish people learned those high qualities of chivalry, courtesy, courage, fortitude, patience and endurance which distinguished their soldiers for so many years, and which made Spain for a long period the most powerful and influential nation in Europe. In these wars with the Moors, who also possessed these qualities in an eminent degree, the Spanish soldiers attained such a high character for knightly bravery, courtesy and enterprise that they became the admiration of all Europe, and Spanish knights were not only the heroes of romance but the patterns for knighthood throughout the civilized world. Believing that the Church of Rome, by its aid and blessing, had contributed largely to the success of their arms in driving the Moors out of Spain, and consecrated, as the Spanish knights were, to "God and the ladies," they were indefatigable in their efforts to convert the world to the faith of that Church, and numerous geographical names, especially in the new world, bear silent yet significant testimony to their devotion to the doctrines of that Church, its sacred names and the saints in its religious calendar. Having driven the Moors out of Spain, her veteran soldiers were looking for new worlds to conquer and for new fields in which their ability and energy might be exercised, when Columbus opportunely brought to their attention a vast and unknown region which gave to their genius for discovery and exploration a field for operations more extensive and interesting than any before dreamed of, in the highest flights of the human imagination. The prospect of opening up a route to the "Far East" by sailing westward was alike tempting to their cupidity and their love of adventure. This opportunity was instantly seized upon by many bold and ambitious spirits who were eager to fill their pockets with gold, or to lay their discoveries at the feet of Ferdinand and Isabella, or to carry the news of a "Blessed Saviour" to benighted heathen in those foreign lands, or to fill the world with the fame of their bold and world-wide undertakings. In pursuance of these various purposes and designs, animated by a spirit of romantic adventure which had already been developed by the Moorish wars, and inspired by a religious enthusiasm which stopped at nothing short of martyrdom itself, these Spanish soldiers and sailors hastened to take advantage of the discovery made by Columbus, and the waters of the new world were soon the scenes of conquest and devastation which became the admiration and, because of their cruelty to its aborigines, the horror of the civilized world. Within three years of the discovery made by Columbus, the

island of Hayti was overrun, ravaged and made a part of the Spanish dominions. In 1511 Cuba suffered the same bloody and inhuman treatment. In 1514 Vasco Nunez de Balboa crossed the isthmus of Darien and first looked out upon the Pacific Ocean with wonder and admiration. Its existence had already been reported by the natives of the isthmus, and a place given it on the map by the geographers of the day. To the bay on the west side of the isthmus he gave the name of San Miguel. Here he built small vessels for the exploration of the coasts and islands north and south, of which he took formal possession for the sovereign King and Queen of Castile and Aragon.

The discovery of the South Sea, as it was then called, and which was supposed to be a part of the West Indies, was an additional and an extraordinary incentive to further exploration. The great desideratum of all European nations was a route westward to the East Indies, which all were anxious to discover. At this time and prior thereto, the trade with the "Far-off regions of Cathay" was carried on by way of the Persian Gulf and the Red Sea, or overland by caravans from China across Central Asia to Beyroot and Alexandria, thence to Venice, Genoa and other European cities.

In the efforts then being made to reach the Orient, the land of gold and gems, spices and precious jewels "rich and rare," which were so much sought for by western nations, the kingdom of Portugal took an early and active part.

A pioneer in discoveries by land and sea of that age, who did much to remove the ignorance that then existed and to encourage exploration in his day, was Prince Henry of Portugal (1394-1460), who devoted his life to this important work. His intelligence and perseverance resulted in maritime discoveries covering half of the circumference of the earth. The mariner's compass, then but recently introduced, was of immense value in making these explorations. This important aid to navigation is believed to have originated in China, and was used first on land and then on the sea. The name of its inventor has not been preserved. The time of its introduction into Europe is not known. It made its appearance about the year 1250, and soon after that time it came into general use. The Azores, a group of islands about three hundred miles west of Portugal, were first discovered and colonized by that kingdom, in 1432. Her explorations were subsequently extended along the western coast of Africa in a southerly direction, in an endeavor to find an eastern route by water to the Indian Ocean and in this way to reach the East Indies. In 1454 a grant was made to Portugal, by Pope Nicholas V, of the "exclusive right of navigation, conquest, trade and fishery in seas and countries which they might find between Cape Bajador and the Indies not before occupied by a Christian nation." Under the patronage of Spain, Columbus pursued his westward way, hoping thus to find a direct route to India,

while the Portuguese navigators continued their efforts to reach the same destination by sailing south and east. The much desired result was first accomplished by the Portuguese, who, under the leadership of Vasco da Gama, rounded the Cape of Good Hope in 1497 and reached Calcutta on the 20th of May, 1498. Thus the first route to the East Indies was discovered by the Portuguese, but the conflicts which arose between Spain and Portugal as to their several rights of conquest and discovery east and west were settled by an appeal of Ferdinand and Isabella to Pope Alexander VI, claiming the same rights as had been extended to Portugal by his predecessor, Alexander V. This matter was permanently settled by a decree of Pope Alexander promulgated on the 20th day of May, 1493, by which the grant to Portugal in 1454 was modified, and the new world was apportioned to Spain and Portugal, awarding to the former all west of a line drawn from pole to pole one hundred leagues west of the Azores, and to the latter all east of that line, and upon this basis the work of discovery and appropriation proceeded. Subsequently this line proved unsatisfactory, and, conflicts arising thereunder, a new arrangement was entered into, and a new partition was made by the treaty of Tordesillas, June 7, 1494. By this treaty the line of partition was removed two hundred and seventy leagues west of the line formerly agreed upon. No provision was made, however, for adjusting claims on the other side of the globe and new complications arose in the East Indies. Portugal, by way of the Cape of Good Hope, made settlement on the Moluccas, or Spice Islands, in the Indies and had acquired the Port of Macao in China. Spain, under the decree of the Pope, claimed exclusive jurisdiction as to navigation, trade, conquest and fishery rights westward to the eastern boundary of Molucca. This included China and all the Moluccas. Portugal asserted territorial rights eastward to the Ladrone Islands from the partition meridian. By the treaty of Saragossa of April 22, 1529, these different claims were adjusted, and Spain relinquished all claim to the Moluccas. In those days the discovery of America was not deemed of so much importance as the finding of a sea route westward to the East Indies. A new route for the commerce of the Orient was the great desideratum of western Europe. When it was ascertained beyond question that America, North and South, was not a part of the eastern world, but on the contrary was an obstacle in the way of ships sailing westward, strenuous efforts were made not only by Spanish, but also by English, Dutch, French, and Portuguese navigators, to find a passage through North America leading in the direction of the Orient. As early as 1497-8 Sebastian Cabota wrote: "And when my father died in that time news were brought that Don Christoval Colon, the Genoese, had discovered the coasts of India, of which there was great talk in all the court of King Henry VII, who then reigned in so much that all men, with great admiration, affirmed it to be a thing more

divine than human to saile by the west into the east where spices grow, by a way that was never known before. By his fame and report there increaseth in my heart a flame of desire to attempt some notable thing, and understanding by reason of the sphere that, if I should sail by way of northwest, I should, by a shorter tract, come into India, I thereupon caused the King to be advertised of my devise, who immediately commanded two caravels to be furnished with all things appertaining to the voyage, which was as far as I remember here. In the year 1496, in the beginning of summer, I began therefore to saile toward the northwest, not thinking to find any other land than that of Cathay and from thence to turn toward India." Having discovered the route to India by way of the Cape of Good Hope, sailing eastward, Portugal next engaged in the daring enterprise of finding a way to the same destination by sailing around the northern shores of North America. It is said that as early as 1463-4 a voyage in this direction was made by John Vaz Cortereal, who sailed into these northern seas and discovered the Terrade Bac-Calhoas (the land of codfish), afterward called Newfoundland.

After the voyage of Sebastian Cabota to those northern seas, the next, as far as known, was that of Gaspar Cortereal, who sailed from the Azores in 1500. Of this voyage Ramusio says: "In the part of the new world which runs to the northwest opposite to our habitable continent of Europe, some navigators have sailed, the first of whom, as far as can be ascertained, was Gaspar Cortereal, a Portuguese, who arrived in the year 1500, with two caravels, thinking that he might discover some strait through which he might pass, by a shorter voyage than around Africa, to the Spice Islands.

"They prosecuted their voyage in those seas until they arrived at a region of extreme cold, and in the latitude of sixty degrees north they discovered a river filled with ice to which they gave the name of Rio Nevado—that is, Snow River. They had not courage, however, to proceed further." Although this voyage was not a success in discovering a northwest passage, as was expected, Gaspar Cortereal still believed that such a passage existed, and in pursuance of that conviction he sailed again from Lisbon, May 15, 1504, on a second voyage with two vessels. In the vicinity of Greenland these vessels were separated by bad weather. Cortereal with his caravel disappeared, and after long delay in searching for him his consort returned to Lisbon and reported his loss.

In the history of these voyages Cortereal was credited with having discovered a strait to which the name of Anian was given. Whether so named because of two brothers of that name who accompanied the expedition, or that a province in the northwest corner of America was called Ania, or because on early maps there was marked an Asiatic province of that name, or that an island off the coast of China was reported to be named Anian, is still a matter

of uncertainty. The origin of the name is thus referred to by Hakluyt: "An excellent learned man of Portingale, of singular gravety, authorite and experience, told me very lately that one Annus Cortereal, captayne of the Yle Torcera about the yeare 1574, which is not above eight years past, sent a shippe to discover the northwest passage of America and that same shippe arriving on the coast of the saide America, in fiftie-eighte degrees of latitude, founde a great entrance exceeding deepe and broade without all impediment of ice, into which they passed about twenty leagues, and found it alwaies to trende toward the south, the land lying lowe and plaine on eyther side, and they persuaded themselves surely that there was a way open into the South Sea."

The origin of the name Anian has therefore never been precisely determined. In like manner the straits of that name existed only in the imagination of the bold navigators who for three centuries wished to find a shorter route to the East Indies by sailing westward. It was natural that Gaspar Cortereal, in 1504, should have believed he had found these straits, when, after sailing around the Coast of Labrador he entered Hudson's Bay and thus penetrated almost into the heart of North America. The short season in these northern latitudes and frozen seas did not permit him to make a thorough investigation of the possibilities of sailing still further to the westward, and he was more excusable for reporting the discovery of a Northwest passage than were many others who claimed to have made the same discovery either by the wilful circulation of reports they knew to be false or by the exercise of a vivid imagination which led them to believe that the Gulf of California, or the Bay of San Francisco, or other bodies of water into which they had entered on the Pacific Coast, or Chesapeake or Delaware Bay on the Atlantic was the entrance to the much sought for and desired means of water communication between the Atlantic and the Pacific oceans. Along with fabulous reports of rich cities like Cibolo, sought for by Coronado in New Mexico and Arizona, the Fountain of Youth, for the discovery of which Ponce de Leon penetrated the everglades of Florida and Fernando de Soto the swamps of Alabama, Mississippi and Arkansas, of mines of gold, silver and precious stones, for which the Spaniards roamed over all of South and a large part of North America, many stories were told of the finding of the "Straits of Anian" which were proved from time to time to be fictitious, yet these stories only stimulated further efforts in the same direction and for the same purpose. Whether the reputed discovery of those straits by Juan de Fuca in 1592 be true or false has long been a mooted question. In the history of that discovery as related by Michael Lok, Senior, British consul at Aleppo, it is stated that Juan de Fuca, whose real name was Apostolus Valerianus, was at one time a Greek pilot, and was in the Spanish service forty years. In 1592 the

Viceroy of Mexico sent him on a voyage of discovery to the northwest coast of America. "Hee followed the coast of California and Oregon, etc., until hee came to the latitude of forty-seven degrees, and there finding that the land trended North and North East, with a broad Inlet of Sea between 47 and 48 degrees of latitude, hee entered thereinto, sayling therein more than twenty days, and found that land trending still sometimes North West and North East and North and also East and South East Ward, and very much broader sea than was at said entrance, and he passed divers islands in that sayling.

"And at the entrance of the said strait there is on the North West coast thereof a great Headland or Island with an exceeding high Pinnacle or spired rock like a pillar thereupon.

"Hee went on land in divers places and saw some people on land, clad in Beasts' skins, and that the land is very fruitful and rich of Gold, Silver, Pearls, and other things like Nova Spain. And also hee said that hee being entered thus farre into said strait, and being come into the North Sea already, and finding the Sea wide enough everywhere, and to be about thirtie or fortie leagues wide in the mouth of the strait where he entered, hee thought hee had now well discharged his office and done the thing hee was sent to doe, and that hee not being armed to resist the force of the savage people that might happen, hee therefore set sayle and returned homewards againe towards Nova Spain, where he arrived at Acapulco, Anno 1592."

Commenting on this passage, the late Rear Admiral T. S. Phelps, of the United States Navy, in his *Reminiscences of Seattle*, says: "By this brief history it appears that Juan de Fuca, in twenty days, sailed from the Pacific through the strait bearing his name, then by Canal de Haro, through the Gulf of Georgia and Johnson's Strait, and finally reached the ocean by the Goleta Channel; when, supposing he had arrived in the Atlantic, through the long sought Northwest passage, and being satisfied with his discovery, he retraced his steps, and during a period of one hundred and ninety-seven years rested under the imputation of having coined the story of his discovery out of the material found in his own fertile brain, and it was as late as 1789 before his veracity became established in the rediscovery of the strait by Captain Kendrick, on the American sloop *Washington*. Even the famous Captain Cook, who went in stays and headed seaward, while his eyes were unconsciously resting on the identical passage he was seeking, died in the belief that it existed only in the imagination of its reputed discoverer.

"To the present day doubts exist in the minds of some writers regarding De Fuca's credibility, and much adverse criticism has been indulged in by later navigators concerning his reliability, consequent in a great measure upon the obscure wording of the paragraph, 'And at the entrance of the said strait there is on the northwest coast thereof a great headland or island, with an exceeding high pinnacle or spired rock like a pillar thereupon.'

"This description apparently applies to the western entrance of the strait under consideration, and the locality of the 'high Pinnacle or spired rock' is naturally ascribed to a position on the northwest side of the entrance near Vancouver's Island, where to all observers an object of this description never did exist.

"All doubt on this subject is at once removed by applying the paragraph in question to the western entrance of Johnson's Straits, or rather, to the Goleta Channel at the northwest end of Vancouver's Island, where it properly belongs, and then on Mt. Lemon, near the southwest end of Galiano Island, a remarkable promontory, twelve hundred feet high, we find a solution of the difficulty, and that 'at the entrance of said strait—calling the various bodies of water separating Vancouver from the mainland as one continuous strait—'there is on the Northwest coast thereof a great headland or Island with an exceeding high Pinnacle or spired rock like a pillar thereon,' which fully answers the description and reconciles the paragraph with the truth as we find it in nature."

It is sufficient in this place to say that the best efforts of the most distinguished navigators of the Spanish, English, Dutch, French and Portuguese nations were exerted in the persistent endeavor to find a passage by water through the North American continent. The long continued search for the "Strait of Anian" was followed in more recent years by the efforts of modern seamen, quite as brave, persevering and heroic as were Columbus and his successors, in sailing into unknown seas and enduring the severities of Arctic winters in order that they might find a northwest passage from the Atlantic to the Pacific. The lives of Sir John Franklin and many others have been sacrificed in the interests of science, discovery and navigation in the frozen seas around the North Pole, and in fruitless efforts, thus far, to find a new and nearer route to the sunny shores of "old Japan," and the rich cities of a civilization which antedates by thousands of years our western or modern intelligence.

Water communication between the Atlantic and the Pacific around the northern coasts of North America was eventually discovered and traversed 1851-1854 by some of these intrepid explorers, more particularly by Sir Robert John McClure of the English navy, but because it is obstructed by fields and mountains of ice and subject to the rigors of a high northern latitude, it has never been available for commercial purposes. Later on, in 1878-1879, an eastern passage around northern Europe and Asia from the west to the east was effected by the Swedish navigator Nordenskiöld after three centuries of unsuccessful efforts.

CHAPTER IV.

SPANISH DISCOVERIES IN THE NEW WORLD.

Strange as it may appear, the discovery of America was a disappointment to Christopher Columbus. He had hoped to find, by sailing westward, a direct route to the East Indies. This was the great object of his ambition. Instead of this, he found the new world an obstacle in his path. Of its extent, beauty or immense natural resources, and of its importance to succeeding generations, he knew nothing whatever.

The envy, malice and jealousy of his associates made the closing years of his life miserable. At one time he was sent back to Spain in irons by unworthy men who had been placed, temporarily, over the greatest navigator of modern times. He suffered from the neglect and ingratitude of the Spanish government which had been immortalized by his genius and enterprise.

As Moses was not permitted to enter the Promised Land, though he had led the Israelites for forty days through the wilderness, so Columbus was not allowed to see or realize the greatness of the work he had so successfully accomplished. In like manner Abraham Lincoln was not suffered to see the blessings and benefits resulting from a reunited country, although he had conducted it through one of the most bloody and expensive wars ever waged in human history.

But the discovery of America was the beginning of a long series of exploring expeditions, both by land and water, which were conducted with extraordinary vigor and enterprise for more than one hundred years after the initial event took place in 1492. These explorations not only brought to light the character and extent of the new world, but they resulted in new discoveries elsewhere, and in penetrating into every part of the globe and making known seas and islands never before heard of, with tribes and races of men which, prior to these discoveries, had only existed in the imagination of the people of the old or civilized world.

These expeditions were sent out by Spain, France, England, Holland and other European nations, who were all eager to reap some of the rich harvest expected from the conquest of lands that were the possible or reputed possessors of fabulous wealth in gold and silver, pearls, precious stones and gems, spices and other products of labor, or gifts of a beneficent nature that were supposed to be lavished upon these unknown and undeveloped countries. These lands and seas were supposed to possess untold wealth, and imagination ran wild in its efforts to picture the riches that might be derived from their acquisition and control.

The people of Spain, inspired by their success in overcoming the Moors,

and naturally of an enthusiastic temperament, full of courage and skill in navigating the sea or in conducting explorations by land, and claiming the new world as their own by the right of discovery, were the first in the field, and for many years the most active and energetic in the prosecution of these great enterprises. The sailors who returned to Spain with Columbus poured into the willing and receptive ears of her people extravagant stories of the wonderful wealth of the new countries they had discovered, and the ease with which they could be conquered by the stronger arms and the more effective weapons of war possessed by the men of Castile and Aragon. These marvelous accounts stimulated the energies of the Spaniards, and within three years they began the conquest of the islands now known as the West Indies by the subjugation of Hayti.

In 1511 the island of Cuba was treated in the same fashion. Two years later Vasco Nunez de Balboa crossed the Isthmus of Darien and discovered the Pacific Ocean, then called the "Great South Sea." Its existence had already been reported by the natives of the isthmus and a place given it on the maps of the geographers of the day. To the bay on the west shore of the isthmus he gave the name of San Miguel. He took formal possession of the "land and seas" thus discovered, on the 29th of September, 1513, for the King and Queen of Spain. At that time they were supposed to be part of the East Indies. He returned carrying with him many pearls and precious metals, which were tangible evidence of the wealth of the new countries he had discovered. The result of his explorations stimulated the desire for further discoveries in a remarkable degree.

At the gulf of San Miguel he caused small vessels to be built for the examination of the coasts north and south, with the adjacent islands. In 1517 the shores were explored as far north as Costa Rica. Two years later the city of Panama was founded by Gaspar de Espinosa, who sent an expedition northward that reached the Gulf of Nicoya, in Nicaragua. A fleet of four vessels left Panama in January, 1522, commanded by Cil Gonzales Davilla, which proceeded northward as far as the Gulf of Nicoya, whence a land party under his leadership discovered the Lake of Nicaragua. In the meantime his pilot, Andres Nino, in one of the vessels of his fleet, discovered the Gulf of Fronseca, and claimed to have entered the Gulf of Tehuantepec.

The chief efforts of the Spanish government, however, during these years were diverted towards the discovery of a westward route, by water, to the East Indies. An expedition under Juan de Solis was sent from Spain in October, 1515, which discovered the La Plata river. Unfortunately, in ascending that river he was murdered by the natives, and his fleet returned to Spain. Shortly afterward Fernando Magellan, or Fernao de Magalhoes, his correct Portuguese name, laid before Charles V a proposition "to find a

western route from Spain to the Spice Islands of India." This distinguished navigator had been for many years in the service of the Portuguese government in the East Indies. Believing himself unjustly treated by the Portuguese, he offered his services to the Emperor Charles V of Spain, and they were accepted. He was given command of five ships with the rank of captain general. With this fleet he set sail from Lucar in Spain, September 21, 1519, upon his memorable voyage. Following the eastern coast of South America, in his search for a passage that might lead him into the Great South Sea, he finally reached the straits that have ever since borne his name, and through these straits he boldly made his way into the grand ocean, which he named the Pacific, from the placid character of its waters. This ocean he entered on the 27th of November, 1520, and, sailing in a northwesterly direction, crossed the equator, February 13, 1521, arriving at the Ladrone Islands on the 6th of March. Thence he sailed for the Philippines where, unhappily, he met his death on the 21st of April, 1521, in an engagement with the natives on the island of Matan. One of his subordinates, Sebastian del Cano, who commanded the *Vittoria*, one of Magellan's fleet, completed the circumnavigation of the globe as projected by Magellan, returning to Spain by the way of the Cape of Good Hope, and arriving at Lucar, September 6, 1522.

For the first time the feat had been accomplished of sailing around the world, and his return excited intense enthusiasm in Spain. He was received with great honors by Charles V, who granted him a globe for his crest, with the motto, "Primus circumdedisti me." Magellan had in reality been the first to sail around the world, for whilst in the service of the Portuguese government he had doubled the Cape of Good Hope, thence sailing to the Ladrone Islands, and under Charles V he had reached the same islands by sailing westward.

The successful voyage of Magellan and his captains stimulated the energies of Spanish navigators. The rich commerce of the Orient and the control of the new world were the lofty aims and the proud ambition of Spanish adventurers. While these voyages were being made, other expeditions were under way, and were opening up to the world a knowledge of lands and seas which prior to this time had been a *terra incognita* in fact as well as in name.

In 1517 Hernando Cortez, at the head of a small but effective invading army, landed on the coast of Mexico, and in the succeeding four years achieved the subjugation of that country. In 1522 he reports to the home government that he has discovered three important ports on the Pacific coast. These are Tehuantepec, Tultulepec and Zacatula, in eighteen degrees north, where a garrison and a settlement had been established. Here Cortez began the construction of three vessels for discovery and exploration on the northwest coast, but owing to difficulties encountered elsewhere, these vessels were

not completed until 1526. They were then joined by another from Spain under Guerra, and all were ordered by the Spanish emperor to proceed to the Moluccas to relieve a Spanish fleet. Before sailing on this voyage the three vessels built by Cortez had explored the coast in a northerly direction. Cortez was a man of boundless ambition, great energy, fertile in resources and indefatigable in his undertakings.

The conquest of Mexico was accomplished in the face of extraordinary difficulties and dangers by this courageous commander, with only six hundred or seven hundred men. This conquest was the first step on the continent of North America in the movements which, ultimately, led to the discovery and exploration of the northwest coast of America, including Puget Sound and the country surrounding it. The purposes of Cortez and his contemporaries are well set forth in one of his letters to the emperor. In this he says: "The sailing north and then west, and finally south until he should reach India; this would secure the exploration of the South Sea, with its coasts and islands, and finding of a northern passage by water from the Atlantic to the Pacific. In one of three places where I have discovered the sea there shall be built two caravels of medium size, and two brigantines, the former for discovery and the latter for coasting." "In search of the said strait, because if it exists it cannot be hidden to these in the South Sea, or to those in the North Sea, since the former will follow the coast until they find the strait or join the land with that discovered by Magalhaes (India), and the others in the North Sea, as I have said, until they join it to Bacallaos. Thus on one side or the other the secret will not fail to be revealed."

Acting upon these ideas Cortez caused five vessels to be built to replace the fleet which the emperor had ordered to the East Indies. These ships were never completed, for Cortez had returned to Spain to answer charges that had been made against him. Having successfully confronted these charges, the Emperor Charles V appointed him captain general of New Spain, with the title of Marquis of Oaxaca. New Spain embraced a vast extent of territory, having Tehuantepec as its chief port on the Pacific Ocean.

On his return in 1530 he found himself again involved in difficulties with some of his associates, which interfered seriously with his exploration projects. Nevertheless, before the year 1532 the western coast had been explored from Panama to Zacatula, a voyage to Colima had been made, land expeditions had gone as far northward as San Blas; shipbuilding at several ports had been established, and voyages had been made between Mexico and the East Indies. Two vessels were sent north by Cortez in 1532 under command of Diego Hurtado de Mendoza, with instructions to explore the coast and to land where suitable ports or harbors should be found. Latitude twenty-seven north was reached by Mendoza when a mutiny occurred which

obliged him to send back one of his vessels, which was abandoned by her crew at the Culiacan River. In his efforts to reach Acapulco, Mendoza was wrecked near Cape Corrientes and killed by the natives.

These exploring expeditions, whether by land or water, were frequently attended by hardships and suffering that are almost incredible. The following year two vessels commanded by Hernando Grijalva and Diego Becerra were despatched in search of the missing ships. Becerra sailed westward along the coast of Xalisco until murdered by his pilot Ximenas, who with the remainder of the crew proceeded north until the latitude of twenty-three degrees was reached, where most of them were murdered by the natives. Owing to the unsatisfactory results secured by these expeditions and other difficulties encountered with some of his subordinates, Cortez ordered three vessels from Tehuantepec, of which he took command in person, and sailing westward he reached the southern termination of the peninsula of Lower California, where Ximenas had been murdered. Of this he took formal possession on the 3d day of May, 1535, calling it Santa Cruz.

Stimulated by the reports of rich cities in the interior, Cortez determined to send other expeditions to explore what is now the coast of California. An expedition consisting of three vessels was organized in 1539, of which Francisco de Ulloa was appointed commander. This little fleet left Acapulco on July 8, 1539, penetrated the Gulf of California to its head, found that it was only an arm of the Pacific Ocean and did not extend to the Atlantic, and that Lower California was only a peninsula. Having doubled this peninsula he sailed northward to Cape Engana in latitude twenty-nine degrees north. From this point he sent one of his vessels back to Acapulco, the other sailed north and was never afterwards heard of. This was the last of the maritime expeditions sent out by Cortez.

In consequence of the reports which he had from time to time received of rich cities, mines of gold, silver and precious stones, and other elements of wealth, either natural or acquired, which were alluring to the Spanish people, the Viceroy Mendoza organized one land and one naval expedition to proceed north of thirty-five degrees of north latitude and verify these reports. Two ships under the command of Fernando de Alarçon set sail on the 9th of May, 1540, proceeded to the mouth of the Colorado River, and by means of boats ascended it about two hundred and fifty miles, when, not hearing of or finding any such rich cities, he returned. The land expedition was under the command of Francisco Vasquez de Coronado, who reached the city of Cibola after a march of three months. Here he found seven small towns, but none of them possessing the wealth, resources or population he expected to find. Although he learned to his disgust that the stories of rich cities, mines, etc., in this part of the country were fabulous and were simply the creations of a

vivid imagination, he marched into the interior and is supposed to have penetrated the continent as far as the Great Salt Lake in Utah and to the plains of Kansas and Nebraska.

However interesting the details of these and many other expeditions by sea and land, made for purposes of exploration and conquest, may be, we are only concerned with them at present in so far as they relate to or are connected with the discovery and settlement of the northwest coast of America. It may be remarked in passing, however, that whilst we are shocked at times beyond measure at the cruelties and barbarities of which the Spaniards were guilty in their insane avarice and desire for wealth, however obtained, and which often resulted in the depopulation of extensive and populous regions, like Cuba and many states on the continent, yet we may see the same methods with the same results and from the same causes at work to-day on the continent of Africa, and by nationalities far in advance, in so far as the principles of Christianity and civilization are concerned, of the Spanish people of the sixteenth century. Is it necessary, in the progress of humanity from a lower to a higher plane, that inferior races should be wiped out of existence, or is this only an illustration of the savagery and selfish cupidity still remaining in the human heart?

In the furtherance of the plans of his predecessor, and desiring, on his own account, to continue these explorations to the northward, Mendoza continued his surveys of the California coast. On the 27th of June, 1542, two vessels under the command of Juan Roderiquez de Cabrillo, a Portuguese, sailed from Natividad, crossed the Gulf of California, proceeded northward, and discovered San Diego Bay in September, and anchored at Punta de los Reyes in thirty-seven degrees and ten minutes of north latitude. Thence he was driven back by a storm to San Bernardo, where he died January 5, 1543. The pilot Ferrelo was appointed to succeed him and requested to continue the voyage northward. This he did and in forty degrees north discovered and named Cape Mendocino in honor of the viceroy. Continuing his voyage, he traced the coast line of California to forty-three degrees of north latitude, when he turned back, passed the Golden Gate March 3, and arrived at the Island of Santa Cruz on the 5th of March, 1543. This ended for a time Spanish exploration in North America.

No rich cities on the west coast had been discovered, nor wealthy regions to gratify the cupidity of the Spaniards. The name of "Coast of California in the South Sea" was given to the territory north of Cape St. Lucas, and extending indefinitely in a northerly direction, having no well defined northern boundaries. New Spain was the name given to Mexico, and north of Mexico the whole coast was claimed under the name of California.

The commerce of the East Indies was the great desideratum of the prin-

cipal nations of Europe. The attention of the Spanish government had long been turned in that direction. Philip II had no sooner ascended the throne then he began to take steps looking to the acquisition of the Philippine Islands for purposes of trade and settlement. In pursuance of these purposes the Viceroy of Mexico was directed to make the necessary preparations for carrying them into effect. A fleet consisting of five vessels, carrying about four hundred men, sailed from Natividad on the 21st of November, 1564, under the command of Miguel Gomez de Legaspi, who had been appointed governor with ample powers, both civil and military, for the government of the islands. He reached the Philippines on the 13th of February, 1565, and at once began the work of reducing them to submission. The resistance of the natives was soon overcome. In April, 1565, he took possession of this important group of islands in the name of the Crown of Spain, and founded the city of Manila. This city soon became a large and flourishing mart of commerce and remained the Spanish metropolis in the East Indies until on the 1st day of May, 1898, the Spanish fleet in eastern waters was completely destroyed by a naval force of the United States under the command of Commodore Dewey. These islands, which had constituted a Spanish dependency, subject to all the rapacity, cruelty and misgovernment characteristic of Spanish domination for three hundred and thirty-three years, passed on that day into the possession of the United States. Prior to the time when Legaspi took possession of the Philippines a return voyage by sailing eastward to the American coast had never been accomplished. In consequence of the prevailing trade winds it was believed to be difficult, if not impossible.

Andreas Urdaneta, an Austin friar, whose reputation as a cosmographer had been already established, accompanied the Legaspic expedition. Before leaving Spain he had submitted plans and theories for such a return voyage, and when the time arrived when he should return from the Philippines he was permitted to test his theories and to make such a return voyage to New Spain. He and a brother priest named Father Aguirre, with a sixteen-year-old nephew of Legaspi as nominal captain, sailed in the *San Pedro* from Zebu, June 1, 1565, for Acapulco. She continued east to the Ladrones, thence to forty-three degrees of north latitude, and thence the trade winds carried her safely to Acapulco, where she arrived on the 3d of October. This opened up a new route for the commerce of the Orient, which has been used with slight variation, ever since, and is known as Urdaneta's passage. His charts and sailing directions prepared on his first voyage were used for many years, especially by the Spanish galleons, which sailed at regular intervals from Acapulco to Manila and Macao laden with European goods, and returned with cargoes of silks, teas, spices and other oriental products. This commerce, which speedily grew to large proportions, was subsequently di-

rected to other routes, but in later years it has been demonstrated that its best channel is from Manila and other eastern ports to Puget Sound and thence by rail to New York and elsewhere, across the continent.

During the remainder of the sixteenth century but little more was done by the Spaniards in the way of exploration of the northwest coast. Spanish commerce, however, was increasing on the Pacific Ocean and with the East Indies, and a new port farther north than Acapulco was desirable for its protection and accommodation. This was sought for on the California coast, and in 1595 Philip II issued minute instructions to the Count De Monterey, then Viceroy of Mexico, to occupy California and to make a thorough and complete survey of the shores of the Pacific from Acapulco to Cape Mendocino.

Three vessels under the command of Sebastian Vizcaino were sent north in the spring of 1596 for this purpose. A settlement was made at La Paz, so named because of the peaceful disposition of the natives, but within the year the place was abandoned and the expedition returned to Acapulco. Dissatisfied with the results secured thus far by Vizcaino, Philip III, who had in the meantime ascended the Spanish throne in 1598, renewed orders for a survey of the coast from Cape St. Lucas northward and sent directions for its immediate prosecution. These orders were issued on the 27th day of September, 1599, and preparations on a very complete scale were made as speedily as practicable for carrying them into execution. Sebastian Vizcaino was again assigned to the command of the fleet, which consisted of three ships, which were considered large in those days and which were named the San Diego, San Tomas and Tres Reyes. The navigation of the fleet was assigned to Admiral Torrebeo Gomez de Corvan. He sailed from Acapulco June 2, 1602, surveyed the western shore of Southern California, and arrived at San Diego on the 10th of November. Proceeding up the coast, the Bay of Monterey was discovered on the 16th of December, and was so named in honor of the Mexican viceroy. From this point one of the ships was ordered back to Acapulco, and a few days later the other two continued their northward course. On the 12th of January, 1603, they arrived off Cape Mendocino, and on the 19th they discovered a high snow-covered peak and headland to which Vizcaino gave the name of Blanco de San Sebastian, now known as Cape Orford. This headland is in latitude forty-two degrees north, and from this point Vizcaino returned with his ship to Acapulco. His crews had all been sadly afflicted with the scurvy, and their numbers and efficiency on that account had been greatly diminished. His consort, commanded by Antonio Flores, continued north to the mouth of a river in forty-three degrees of latitude, but his crew being seriously crippled in the same way, he also returned to the south, and for many years this was the last of the Spanish voyages of discovery on the northwest coast of America.

The interests and the navigators of Spain were no longer concerned in the discovery of the Straits of Anian or the finding of a northwest passage from the Atlantic to the Pacific. Her policy was already directed to the retention of the vast realms in North and South America and across the Pacific Ocean, which she claimed by virtue of a decree of the Roman pontiff, and by right of discovery. She wished to exclude, if possible, those enterprising nations of Europe who were beginning to deny the one and dispute the other, and whose mariners were making themselves familiar with those distant regions and preparing to contest the right of Spain to their exclusive possession. A new era was opening up in the world's history.

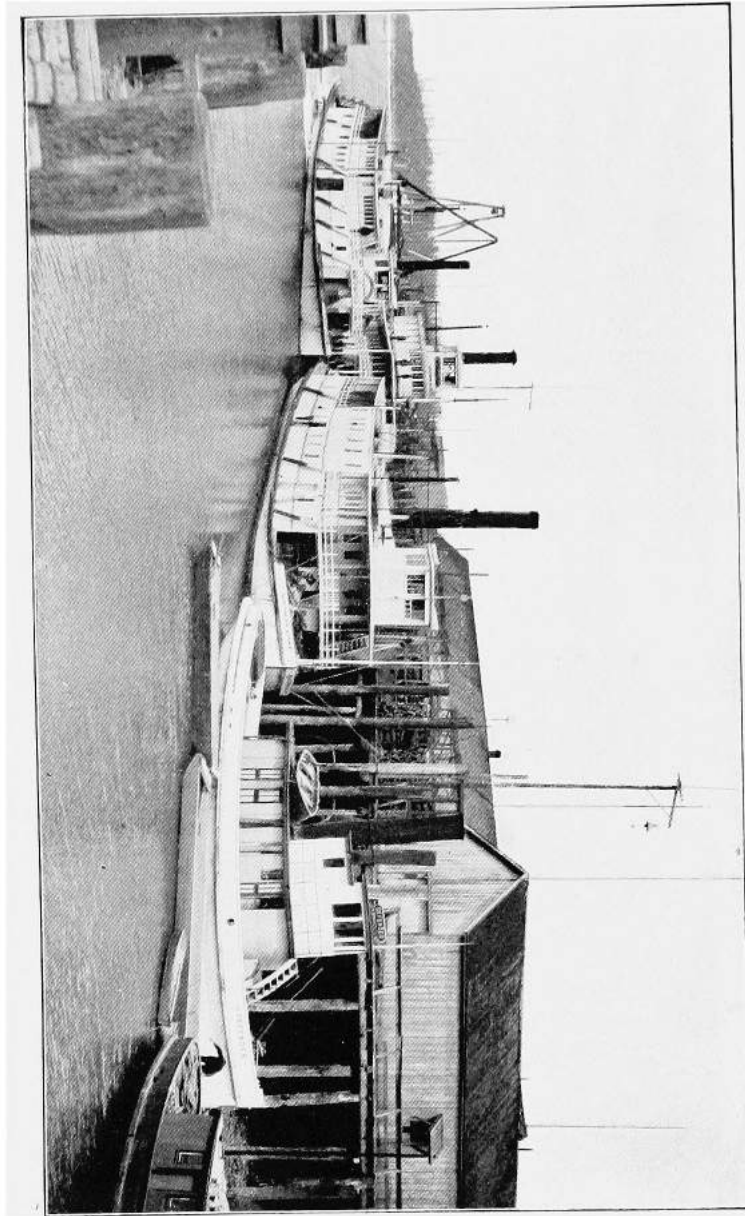
CHAPTER V.

OTHER ACHIEVEMENTS OF THE SIXTEENTH CENTURY.

In the various ages of the world human energies have taken different directions. The sixteenth century was pre-eminently the era of the sailors of the sea. The discovery of America at the close of the fifteenth century, together with the increase of general intelligence and enterprise among the western nations of Europe, stimulated in a remarkable degree the desire for participation in exploring expeditions and voyages of discovery which promised such rich returns of fame and fortune for a comparatively slight expenditure of time, men or material. The revival of learning, the invention of the printing press and the introduction of gunpowder about that time, and the love of romance and adventure which had been growing since the age of the crusades, added still further to the disposition to embark in voyages to unknown seas, and to visit the unknown countries of which they were hearing such marvelous stories, and which were supposed to contain incalculable wealth of every description. This feeling was general among all classes of people, from the highest to the lowest, and the governments of these western nations of Europe were not willing that Spain should have a monopoly of the benefits to be derived from the discovery and possession of the new world.

These governments sent out their best and bravest men to secure if possible some share in these brilliant acquisitions of territory in the seas and islands which were being discovered and in the new avenues of a rich and growing commerce which were rapidly being opened up by Spanish intrepidity and boldness, not only in the West but in the East Indies. Many bold and enterprising men fitted out at their own expense exploring expeditions, by means of which they hoped to win the favor of their respective sovereigns by the addition of new territory not occupied or possessed by any other power, or inspired by the expectation that they might establish important commercial relations or acquire valuable possessions for themselves. No such incentives had ever before presented themselves to the minds of the ad-

OLYMPIA WATER FRONT.



venturous spirits of an adventurous age, and they hastened to avail themselves of the opportunities presented for conquests by sea and land in the unknown world so recently made available by the genius of Columbus. To all of these maritime adventurers, whether sailing under charters of their respective governments or as individual explorers, Spain advanced the claim of sovereignty and control by right of discovery and by virtue of the bull of Alexander VI, issued in 1493. This claim applied originally to the whole of the new world and all the seas, islands and coasts adjacent thereto, and the Spaniards asserted their monopoly of this immense region with the right to seize as trespassers therein any and all persons who resisted their claim or questioned their authority. They went so far as to treat with cruelty and put to death such intruders, and as the citizens of other countries refused to recognize this claim or the authority of the Spaniards, except where they held actual possession, clashes were frequent, and both sides committed acts which were barbarous and unjustifiable. The result was that a state of war at an early day was brought about between these contending parties; the Spaniards on one side and the sailors of all other countries, whether representing their home governments or private enterprise, and regardless of the fact that their own national authorities might at the time be at peace with Spain. For the purpose of making their operations more effective, and the more readily and certainly to secure revenge upon the Spaniards for the cruelties which their comrades often received at their hands when captured, these sailors from various countries formed an association offensive and defensive, which was known as the order of buccaneers or filibusters, and which made reprisals upon Spanish shipping, towns, cities and possessions of every description.

This association first made its appearance about the year 1524, but its existence continued and its ravages upon Spanish commerce and settlements did not cease until after the English revolution of 1688, when the English posts in the West Indies were attacked by the French, and the buccaneers of these two nations became enemies instead of the friends and comrades they had been prior to that time. Weakened in this manner, they were soon after suppressed, and the association ceased to exist about 1697 to 1701, and pirates of the usual type took their places. During the long period of their existence, however, these freebooters and rovers of the sea made prizes of numerous Spanish galleons, richly laden with gold and silver from the mines of America and the choicest productions of the East Indies. They were the terror of the Spanish Main and of the settlements on the Spanish coasts, upon which they frequently descended, levying heavy contributions and often treating their unhappy victims with barbarous severity. Their operations will be referred to hereafter.

In the meantime several European nations made preparations to contest the supremacy of Spain in her new possessions. England, France, Holland and Portugal all fitted out expeditions for that purpose. Elizabeth, Queen of England, declared that she "repudiated any title in the Spaniards by donation of the Bishop of Rome to places of which they were not in actual possession; and she did not understand why either her subjects or those of any European prince should be debarred from traffic in the Indies."

A young Englishman named Francis Drake had already attained prominence as one of the buccaneers above referred to. He had taken part in a number of engagements with the Spaniards in the West Indies, had crossed the Isthmus of Darien and had looked out upon the "Great South Sea," and had then and there been inspired with visions of unlimited booty and glory to be wrested from richly laden Spanish galleons returning from the Philippines. Upon his return to England he laid before Queen Elizabeth his plans for sailing through the Straits of Magellan and over the vast expanse of the Pacific Ocean. She approved his proposition and furnished him with a fleet of three vessels and two pinnaces for the expedition. These vessels were the Pelican, of one hundred tons burthen; the Elizabeth, eighty tons, and the Marigold, of thirty tons, which, with the pinnaces, were manned by one hundred and sixty men, Drake himself sailing in the Pelican. The two pinnaces were broken up before the Straits of Magellan were reached, which was on the 20th of August, 1578. Here he changed the name of his ship to the "Golden Hind." Here also he was deserted by the Elizabeth, which returned to England. On the 6th day of September the Marigold disappeared and was never heard of afterwards. From the Straits of Magellan he pursued his way along the western shores of South and North America, seizing, sacking and plundering Spanish ships and settlements on his way north as far as Mexico. Having a ship filled with plunder and booty, and desiring to avoid hostile Spanish cruisers, he undertook to sail still further north, hoping to find the long-sought-for Northwest passage, and not only escape safely to England but at the same time make an important discovery. In pursuance of this plan he continued on his northwest course to forty-three degrees of northern latitude, and it is claimed by some to fifty-eight degrees, but this claim is not fully established. The discrepancy, however, furnished the ground for a claim in after years by England to the ownership of this part of the northwest coast by right of discovery. This contention was made during the controversy which long afterwards arose between England and the United States as to the boundary line between the state of Washington and British Columbia, but the claim was abandoned when the forty-ninth parallel of north latitude was agreed upon as that boundary. It was not pressed at the time, however, for Drake was only a buccaneer, filibuster or

freebooter of the sea, whose acts were not authorized by the British government, although he sailed under the auspices of Queen Elizabeth. England at that time was not at war with Spain. Whatever may have been the limit of his northward sailing, Drake found the climate severe, and, as is related, "his men being thus speedily come out of the extreme heat found the air so cold that being pinched with the same, they complained with the extremity thereof." Giving up all hope of finding a northwest passage into the Atlantic Ocean, he sailed south, looking for a harbor, until the 7th of June, "when it pleased God to send him into a fair and goodly bay within thirty degrees toward the line." This was probably the bay of San Francisco, possibly what is now known as Drake's Bay, and here he remained five weeks repairing his ship. While here he took possession of the country in the name of Queen Elizabeth and called it New Albion. But no settlement followed this act of taking possession, and it had no serious or binding effect upon the subsequent adjustment of titles on this part of the Pacific Coast. It was reserved for another class of men, differing widely from Drake and his associates, more than half a century afterwards, to establish another New England which should become famous throughout the world, and which should introduce ideas and principles of a political, social, ethical and religious character entirely at variance with those which at that time governed the world.

This later New England on the bleak shores of the Atlantic was to be the birthplace of a political system which should set at naught all the plans and devices of the great powers which were at this time attempting to divide North and South America among themselves. Speculation is now useless as to the results which might have followed the settlement of the Pilgrim Fathers in San Francisco Bay instead of at Plymouth Rock, but it is safe to say that they would have differed greatly from those which have been realized, and the world would not have been the gainer thereby. Having refitted his vessel, Drake sailed for England by way of the Cape of Good Hope and was the first Englishman to circumnavigate the globe. He arrived at Plymouth on the 27th of September, 1560, his voyage occupying two years and ten months. The Queen was slow to recognize Drake's achievements, splendid though they were from a maritime point of view, fearing trouble with Spain, but she finally gave them her approval and honored him with knighthood.

The next English expedition of a similar character was commanded by Thomas Cavendish, and consisted of three small vessels which sailed from England on the 31st of July, 1586. He sailed through the Straits of Magellan, thence north along the American coast as far as Cape St. Lucas at the southern extremity of Lower California. In the course of this voyage he is reported to have captured, burnt and sunk nineteen Spanish ships. He

then returned to England by way of the Cape of Good Hope, accomplishing the circumnavigation of the globe in two years and fifty days, arriving September 9, 1588. It is said that his sailors on their return were clothed with silks, his sails were damask and his topmast covered with cloth of gold. With the close of the sixteenth century an era of marvelous activity on the ocean came to an end. During this period, beginning with 1492, the world had been explored in all directions. Its boundaries had been greatly extended, vast regions of land and water had been explored which were before unknown, and immense additions had been made to the sum total of human knowledge. While the voyages to which we have made such brief reference were being made, to say nothing of many others made about the same time which do not come within the scope of this work, numerous land expeditions were being organized for the purpose of penetrating the wilds of North America, making permanent settlements on its rich and productive soil, opening up a fur trade which was eventually to prove a bonanza to many of those who engaged in it, and for the purpose of reaching the rich cities and provinces said to be within its borders.

In this work the English, French, Dutch and Portuguese were all active competitors with the Spaniards for valuable possessions in this part of the world. The French were early in the field, and as successful and energetic explorers they were superior to the English, though the latter, then as now, maintained their superiority on the water. In the time of Francis I, King of France, Giovanni Verrazano, a Florentine in the French service, sailed westward to Carolina and thence surveyed the coast northward to Newfoundland. Twenty years before, the codfish banks in that vicinity had been known and occupied by the fishermen of Normandy and Brittany. In 1534, nearly a hundred years before the advent of the Pilgrims in Massachusetts Bay, Jacques Cartier discovered the St. Lawrence River, which he ascended in the following year to Montreal. Here a viceroyalty was soon erected under Jean Francois de la Roque Sieur de Roberval, and for more than two hundred years La Nouvelle France claimed possession and control by virtue of discovery or settlement or occupation, of the larger part of North America. Her missionaries and fur traders made their way west to the Great Lakes and south to the mouth of the Mississippi. A party of Huguenots under Jean Ribault settled in Florida in 1562. Others followed in 1564, but their settlements were destroyed under circumstances of great cruelty by the Spaniards, who remained in undisputed possession of that part of the continent. In 1512-13 Ponce de Leon, then governor of Puerto Rico, organized an expedition to go in search of a spring, reported by the natives to possess marvelous powers of rejuvenation. During the course of his voyage he discovered a number of the Bahama Islands, but could not find the much desired

spring. Leaving the Bahamas he sailed in a northwesterly direction until he came in sight of the coast of Florida, near Tampa Bay. Charmed with its beauty and fragrance, he landed and gave to the country thus discovered the name of Pascua Florida, because of the luxuriant growth of flowers and vegetation of all kinds, or because it was discovered on Palm Sunday, April 8, 1513. A land having the appearance of perpetual spring he believed to be the proper place to find the secret of perpetual youth, but here again he was disappointed. Concluding that the story he had heard was fabulous, he returned to Puerto Rico, after discovering and naming the Tortugas Islands. Unwilling, however, to give up his favorite quest, he subsequently obtained a grant of Florida from the King of Spain, upon condition that he should establish colonies there, was made its first governor, and returned with another expedition in 1521. He landed again at the same place, but the Indians, resenting former ill treatment, attacked his force, and in the engagement which followed he was seriously wounded and carried thence to Cuba, where he died. Let us hope that he found in another country the Fountain of Youth, which he failed to discover in the Land of Flowers, after all his painful experiences.

Florida at that time included all the northern coast of the Gulf of Mexico. An expedition sailed from Havana on the 12th day of July, 1539, under the command of Fernando de Soto, consisting of nine vessels and six hundred men. He landed at Tampa Bay and thence proceeded through northern Florida, Georgia, Tennessee, Alabama, and probably in May, 1541, crossed the Mississippi at the lower Chickasaw bluffs and followed the river northward to the vicinity of St. Louis, Missouri, and thence in a northwesterly direction he is said to have gone as far as the great plains of Kansas and Nebraska. He thence returned south and died of a fever near the junction of the Mississippi and Red rivers, about May, 1542. He lost two hundred and fifty men by disease, privation and in battles with the Indians. The wonderful success of Cortez in Mexico, 1519-22, and Pizarro in Peru, 1532-35, in making conquests of rich provinces and in securing vast quantities of gold and silver, with other precious commodities, stimulated the energies of De Soto and other explorers in an extraordinary degree.

The adventurous spirits of the maritime nations of that period, whether Spanish, French, English, Dutch or Portuguese, were chiefly animated by mercenary motives, and their great desire was the speedy acquisition of great fortunes, without much regard to the means employed to obtain them. The fertile lands of the Mississippi valley, its genial climate, and all its wealth of natural resources and commercial advantages, and the beautiful western plains, covered with luxuriant grasses and fragrant flowers, were no inducements in the eyes of De Soto and his followers, because there were no rich cities

to plunder, and no populous and flourishing provinces to be ravaged by these ruthless and mercenary invaders. The English, in the meantime, were not neglecting their opportunities for exploration and settlement in the new world. Sir Walter Raleigh and his half-brother, Sir Humphrey Gilbert, first made an effort to plant a colony on the eastern shores of North America, in 1579. The venture was not successful. Another attempt was made in 1583. A fleet of five vessels sailed from Plymouth under the command of Gilbert, in June of that year, and in August entered the Bay of St. Johns, Newfoundland, and took possession of that island in the name of Queen Elizabeth. After leaving St. Johns misfortunes overtook the fleet. The commander, who was in one of the smaller vessels, went to the bottom of the ocean with his crew. His largest ship had previously been wrecked with a loss of one hundred men, and the other three ships had returned to England in the earlier days of the expedition. Sir Walter Raleigh was not discouraged by the unfortunate termination of these experiments. The Queen assisted him in making another venture and gave him a new and larger grant of land for his purposes, and two ships, under the command of Captain Arthur Barlow, were despatched from England in June, 1584. He took a more southerly and more favorable course, explored the coast for some distance, and landed in what is now known as Pamlico Sound. The Indians were friendly, the country fertile and inviting, the climate agreeable, and the prospects of the colony were most flattering. The entire coast for a long distance was named Virginia, by Sir Walter Raleigh, in honor of Elizabeth, the Virgin Queen of England, who was enthusiastic over the reports brought by the returning ships. Dissensions grew up in this colony, however, and it was overtaken by calamities of various kinds, and finally disappeared altogether. A permanent and eventually a successful colony was not established in Virginia until 1607, when the Jamestown settlement was made, which, after many trials and difficulties, in after years became a prosperous community and the birthplace of one of the great commonwealths of the American Union. Although the expeditions organized during the sixteenth century by various nationalities and individuals for the exploration of the American continent and its surrounding waters were numerous and many of them well equipped for the purpose, of which those above referred to are only a part, it was nearly two hundred years, or to be more precise, it was not until 1792, that the Puget Sound Country was discovered and its many advantages of sea and land were made known to the world.

CHAPTER VI.

EXPEDITIONS IN THE SEVENTEENTH AND EIGHTEENTH CENTURIES—EARLIEST
DISCOVERIES OF PUGET SOUND.

The expeditions sent out for the purpose of exploring the new world or making settlements on the American continent during the seventeenth century were few in number and feeble in character, in so far as the maritime nations of Europe were concerned. They were too much engrossed with difficulties and dangers at home to make serious efforts abroad in the work of discovery and colonization. The gigantic struggles on behalf of civil and religious liberty which began in the early part of that century, and which continued for nearly two hundred years, absorbed the energies and abilities of the greatest men amongst the Spanish, French, English, Dutch, Swedish and German people, to the exclusion of questions of trade expansion or territorial aggrandizement in the newly discovered portions of the globe, no matter how promising the conditions might be in these summer seas or virgin forests, or in the rich mines of gold, silver and precious minerals which had been brought to light in the sixteenth century.

The Thirty Years' war, 1618-1648, which reduced the population of Germany from thirty millions to twelve millions, and in which nearly every nation in Europe became involved for various reasons; the war between France and Spain, continued for ten years longer; the Spanish-Netherlands war, 1667-1668; the war between France and Holland, 1672-1678; the civil war in England, 1642-1649; the wars of the Commonwealth with Ireland, 1649, and with Scotland, 1650; and the English Revolution of 1688, with many minor conflicts, kept the principal powers of Europe actively engaged at home in serious struggles which were often for their own existence. Furthermore, these struggles were to determine the civil, political and religious rights of millions of people, not only for the time being, but for generations to come. They therefore aroused the most bitter and virulent animosities among those who participated in them, and almost every citizen of the respective countries engaged therein felt a direct and personal interest in their final result. In the meantime, however, several attempts at exploration and settlement were made by maritime adventurers from various parts of western Europe.

In the early part of the seventeenth century Holland was the greatest maritime nation in the world. It was no idle boast of Van Tromp and other Dutch admirals, who carried a broom at their mastheads, that their fleets swept the seas. When it became evident that a profitable field for trade could be opened up in the new world, they were ready to take advantage of it, and were not slow to look for openings in that direction.

The Dutch East India Company was organized about 1600. Captain

Henry Hudson was an enterprising English sailor who had made two unsuccessful efforts to discover a northwest passage to the East Indies for certain London merchants, but they were discouraged and were unwilling to contribute for further expenses in that direction. He appealed to the Dutch East India Company and readily persuaded its members that a passage around the north of Europe to the desired destination might be found. He was furnished a staunch vessel called the "Half Moon," manned by a good crew, and sailed from the Texel in April, 1808, for Nova Zembla. His progress was slow because of seas of ice through which he attempted to make his way, and, no improvement being perceptible as the season advanced, he retraced his steps, and sailing westward tried the Northwest passage again, arriving off the coast of Maine in July, 1609. There he repaired his battered ship and then continued in a southerly direction as far as the mouth of the James river, Virginia. He probably learned here that the English were in possession, and turning north he entered the harbor of New York in September. Proceeding up the beautiful river which has ever since borne his name, and believing it was a strait leading to the Pacific Ocean, he followed the course of the river until he became satisfied that it was only a river, when he returned to its mouth, trading with the Indians by the way. He was the first white man to look in upon the charming scenery in and about Manhattan Island, and, taking possession of the country he had thus discovered for the States-General of Holland, he gave to that nation its valid claim to the state of New York. The following year, having become famous in England, and sailing again under the English flag, he made another effort to find the much desired Northwest passage. Making his way into the immense bay which was named after him, and, sanguine in the belief that he had at last found the strait he had so long sought for, he buffeted with its vast masses of ice, and with its storms of sleet and snow, in his efforts to find an outlet to the Pacific, until his crew mutinied and put him, his son and seven men into an open boat, turned them adrift, and he was never heard of afterwards.

The States-General of Holland in 1613 granted to the Southern Company, an association of Amsterdam citizens, the right to make voyages of discovery. Isaac LeMaire, a wealthy citizen of Holland, and Captain William Schouten, a native of Hoorn in the same country, were members of this association. These men and their friends fitted out two ships, the Eendracht and the Hoorn, which sailed from the Texel June 14, 1615, under the command of Captain Schouten. He reached Port Desire safely, but in careening the Hoorn was burned, and he continued his voyage in the Eendracht. On the 20th of January, 1616, he passed the latitude of the Straits of Magellan. Without going through the straits he continued to sail in a southerly direction and on the 24th he passed the extreme eastern point of Terra Del Fuego,

which he named Statenland. On the 30th, following the shore line, he rounded the most southern point of South America, which he called Cape Hoorn, or Horn, after his birthplace. His greatest southern latitude was reached on February 3, which he determined to be fifty-nine degrees and thirty minutes. Sailing thence in a northwesterly direction, he passed the western outlet of the Straits of Magellan on the 12th of February. He thus discovered a new route from the Atlantic to the Pacific Ocean, safer and better than that previously followed through the straits. A new factor in the work of exploring the Pacific Ocean had made its appearance.

The Dutch East India Company was chartered in 1621, and its fleet included thirty-two ships of war, eighteen armed sloops and numerous merchant vessels. It had exclusive rights of settlement, colonization and government in vast regions of unoccupied territory in Africa and in North and South America. Among its other achievements during the first ten years of its existence, were the capture of Bahia, 1624, and of Pernambuco, 1630, on the coast of Brazil, and the seizure of the Spanish treasure fleet, 1628, by Admiral Peter Heyn. This treasure fleet, not counting those sunk and destroyed in action, consisted of seventeen galleons, whose cargoes of bullion and merchandise, taken home to Holland, were valued at from twelve to fourteen millions of guilders, the value of a guilder at that time being approximately that of the present American dollar.

While the various exploring expeditions heretofore alluded to were being made under the direction of Spanish, French, English and Dutch navigators, Russia was not altogether idle. If a Northwest passage through North America or around its northern shores could be found, she believed it possible that a northeastern passage might be found from the Atlantic to the East Indies and the Pacific, by sailing in an easterly direction around the northern coast of Russia in Europe and Siberia. It was demonstrated by Russian navigators that a continuous waterway existed north of Europe and Asia into the Pacific Ocean. They also demonstrated the fact that North America was separated from Siberia by water, and the distance between the two points was determined.

In 1647-8 voyages had been made from the town of Yakoutsk on the river Lena to the northeastward of Siberia. The navigation of the frozen sea eastward from the mouth of the Lena river had been determined as early as 1636. Successive expeditions in 1646-47-48 penetrated as far as the mouth of the Anadir and the peninsula of Kamchatka. Before 1711 Siberia and Kamchatka had been overrun and made a part of the Russian Empire, then looming into prominence as a great European power. Peter the Great, in the later years of his life, gave much attention to the lately acquired provinces of eastern Siberia. The question of a passage around the northern shores of

Europe and Asia to the East Indies involved the question whether Asia and America were separate continents. Peter was greatly interested in the solution of these questions. He personally drew up instructions and delivered them to Captain Vitus Behring, an officer of Danish birth then serving in the Russian navy, whom he had selected to command the expedition he was sending to investigate both problems. Peter died shortly after delivering these instructions to Behring, but they were approved by the Empress Catherine, his widow and successor, and Behring was directed to proceed overland to Okhotsk, Siberia, with his officers and crews for two vessels, with workmen by whom they were to be built. In the summer of 1728 the two vessels were ready for embarkation. One vessel was called the *Fortuna* and the other *Gabriel*, and they had accommodations for a crew of forty men and provisions for a year. Among his instructions, Behring says in his journal, "I was ordered to inform myself, among other matters, of the limits of Siberia, and particularly if the eastern corner of Siberia was separated from America." On the 15th of August, having determined that the coast of Asia and America were separated by water, and having reached the high latitude of sixty-seven degrees and eighteen minutes, he deemed it advisable to return to the river of Kamchatka. Indications of various kinds led him to believe that the American coast was not far distant, and indeed it was reported that it could be seen from the highlands of Kamchatka. In honor of this voyage the channel separating the two continents was called Behring's Straits. The following year Behring made another voyage in the same latitude and direction; but head winds prevented him from reaching the sought-for land and he returned to Okhotsk and St. Petersburg, arriving at the latter place March 1, 1729. A Japanese junk was stranded, and all the crew murdered by the Cossacks except two men, who subsequently made their way, or were taken, to St. Petersburg, and were there the occasion of an effort on the part of the government to reach Japan, as it was demonstrated that an open sea lay between Siberia and that country. On the 17th of April, 1732, orders were issued at St. Petersburg to make voyages as well eastward to the continent of America as southward to Japan, and to discover, if possible, at the same time, through the frozen sea, the north passage which had been so frequently attempted by the English and Dutch. Behring, as commander, and Martin Spangberg and Alexis Tschirikow, as captains, were designated for the little fleet. A scientific corps was also assigned it. In 1738 Captain Spangberg discovered the Kurill Islands. In 1739, in the *St. Michael* and three small vessels, he made the voyage to Japan. It was not until 1740 that the two ships built at Okhotsk for the voyage to the American coast were ready for service. These were the *St. Paul*, commanded by Behring, and the *St. Peter*, by Captain Tschirikow. They arrived in Awatscha Bay late in the season and there wintered. They

sailed from that bay June 4, 1741, on what proved to be Behring's last voyage of discovery. After proceeding in a northerly direction for some time, he sighted the continent of America on the 18th of July in fifty-eight degrees and twenty-eight minutes of north latitude. His consort, the *St. Peter*, had arrived on the same coast three days earlier. Captain Tschirikow had attempted to examine the country and obtain a supply of water, and in furtherance of his plans had sent two boats, one with ten, and subsequently the other with seven men, but both disappeared entirely, and as the coast was rocky and precipitous, with but few openings, and he had no more small boats on board, he resolved to return with the remainder of his crew to Awatscha Bay. After suffering incredible hardships he arrived there on the 9th day of October. Of the seventy men sailing in the ship twenty-one had died. M. De Lisle de La Croyere, the astronomer of the expedition, who had long been ill and was impatient to be landed, fell dead upon the deck as the ship arrived in port. Behring in the meantime had also been attempting to make a landing, secure fresh water, etc., but found great difficulty in doing so because of the rough character of the coast. On the 20th day of July Foggy Island was discovered. On the 29th of August he made the continent in fifty-five degrees in the vicinity of a large number of islands, which they called Schumagin's Islands, after the man of the ship's crew who had died and was there buried. Unable to obtain a supply of good water, he sailed westward, but became enveloped in the throes of a frightful storm, which lasted for seventeen days, during which time it was impossible to make a landing. All this while many of his crew were helpless with scurvy and other diseases, he himself was hopelessly ill, the supply of water and other provisions short, and the lateness of the season such that all hope of returning to Kamchatka was given up. On the 31st of October they made an island, and on the 5th of November found an anchorage. The hardships and sufferings of the brave and gallant commander, Behring, were more than he could endure. He gradually grew worse, and on the 9th of November was carried ashore in a litter, and for protection from the storm was placed in a natural cave or pit which was available for the purpose. He died on the 8th of December. Müller, the historian of the expedition, says: "It is a subject of regret that his life terminated so miserably. It may be said that he was almost buried while alive, for, the sand rolling down almost continually from the side of the cave or pit in which he lay and covering his feet, he at last would not suffer it to be removed, saying he felt warmth in it when he felt none in other parts of his body; and the sand thus gradually increased upon him till he was more than half covered by it, so that when he was dead it was necessary to unearth him to inter him in a proper manner." The island where he died was named Behring, and is a lonely monument to the memory of the brave and gallant commander. There

is something extremely pathetic in the sorrowful fate of this hero of the northern seas and of so many of his associates who perished in their efforts to bring to the knowledge of the world those unexplored regions of the Arctic circle, which have since proved so rich in wealth and so valuable to mankind. The records of those days are full of the names of illustrious pathfinders by sea and land, who never survived the hardships and exposure incident to their work, or who fell victims to diseases resulting from unwholesome food or often the lack of any kind of food whatever, to say nothing of those who fell in battle with their numerous enemies. Shortly after the death of Behring the *St. Paul* went to pieces, but the fragments were preserved by the survivors, put together in the spring, and in the craft so constructed they made their way back to the Bay of Awatscha. While on the island, thirty of their number had perished of disease and privation. Out of their sufferings, however, came the traffic in sealskins, which has since proved so valuable, and the survivors first introduced to the markets of the world one of its most precious furs. During their stay on the island they subsisted upon seals, and their skins were used for clothing. These skins they carried back to Siberia, where they brought high prices and were much sought for by wealthy people. Few voyages, even in those days of marvelous enterprise, were filled with more distressing experiences or were more pregnant with important results than this last voyage of Commander Behring. It led to the ownership by Russia of Alaska and the northwest coast of America down to the parallel of fifty-four degrees forty minutes of north latitude. This ownership was continued down to the year 1867, when the entire territory was purchased by the United States for seven millions of dollars. It led to the establishment of fur trading posts by Russia in this vast region. It led to the trade in sealskins, which have been so valuable an article of commerce from their first introduction down to the present time. It contributed, no doubt, very materially to the friendly feeling which has always existed between the United States and Russia, and while the controversy between the former and Great Britain was pending Russia was the firm friend, ally and supporter of the United States.

With the exception of the expeditions herein briefly noted, little more was done in the way of exploration down to the middle of the eighteenth century. A revival of interest in the subject then manifested itself throughout Europe, and voyages on a more scientific scale than ever before were planned towards the close of that century by England, France, Spain, Holland, Portugal, Russia and the United States. Between 1680 and 1780 the Spanish government had established missions in California which occupied that country almost entirely from San Diego in the south to its boundary line on the north. These missions were under the control of Fathers Kuhn (called by the Span-

iards Kino), Salva Tierra, Junipero Serra and other Jesuit priests, who were anxious to convert the natives of that country to the Catholic faith. These missions were furnished with small garrisons of Spanish soldiers to preserve order and protect various settlements from attack either from foreign or domestic enemies. Presidios were established at the main harbors, San Diego, 1769; Monterey, 1770; San Francisco, 1776, and Santa Barbara, 1780. These were military establishments on a larger scale with a governor for the surrounding district, and were intended for the protection of Spanish commerce with the Philippines and the East Indies. California having been settled and occupied, Spanish exploration of the northwest coast was industriously renewed. The sloop of war Santiago, under command of Lieutenant Juan Perez, was despatched from San Blas on the 25th of January, 1774. His orders from the Viceroy of Mexico were to sail northward to sixty degrees north latitude, thence to survey the coast southward to Monterey, to land at convenient places and take possession in the name of the King of Spain. From San Blas he went to Monterey, sailing for the north on the 16th of June. He reached a point which he called Cape Santa Margarita, now known as Cape North, on the 18th of July, in fifty-four degrees of north latitude. He rounded the cape and entered what is now called Dixon's Channel. As usual, scurvy had appeared among his crew, his supply of provisions was short, and in a small vessel he was poorly prepared for the storms of that northern region. He therefore deemed it wise to return to the southward, keeping inshore and trading with the Indians for about one hundred miles, until driven to sea by a storm. He again made land, discovered and entered a bay in forty-nine degrees and thirty minutes north, which he called Port Lorenzo. This bay has long been known as Nootka Sound. Thence he sailed south, his pilot Este Van Jose Martinez reporting that he saw, between forty-eight and forty-nine degrees north, a wide opening in the land, and to the point on its south side he gave the name of Martinez. This is the first definite and reliable discovery of the entrance to Puget Sound of which the history of those times makes any mention, and yet very strangely the Spanish authorities for many years concealed the reports of Perez and his associates so that the credit due to them for their discoveries was claimed and at times awarded to the representatives of other nations. In latitude forty-seven degrees and forty-seven minutes he sighted a snow-covered peak, to which he gave the name of Sierra de Santa Rosalia, the Mt. Olympus of modern geographers. On the 21st of August he passed Cape Mendocino, determined its true latitude, and on the 27th of August he reached Monterey. On the reports and charts made by Perez were based the Spanish claim to the discovery of the strait now called De Fuca. These reports also led to the ordering of another expedition by Bucarelli, then Viceroy of Mexico, to con-

tinue the exploration and survey of the northwest coast. The command of this expedition was given to Captain Bruno Heceta, with Perez as ensign, and it consisted of the Santiago and the schooners Sonora, Commander Ayala, and San Carlos, Lieutenant Juan Francisco de la Bodega y Quadra. The San Carlos was left at San Blas. The Santiago and Sonora, Bodega commanding the latter, sailed north, and on the 10th of June, 1775, in latitude forty-one degrees and ten minutes, they anchored in a roadstead to which they gave the name of Port Trinidad. Going ashore they took possession of the country in the name of the Spanish crown, and spent nine days in repairing their ships. The cross which they planted was respected by the natives, and it still remained there when Vancouver visited the coast in 1793. Their repairs completed, they continued their northward voyage, making land in forty-eight degrees and twenty-six minutes. The entrance to the straits was laid down in Bellin's charts between forty-seven and forty-eight degrees north, but sailing south in search for the "straits" they failed to find them. In latitude forty-seven degrees and twenty minutes their only boat, containing seven men, was sent ashore for fresh water, on the 14th of July, but they were suddenly surrounded by the Indians of the place and all were murdered. The Sonora herself was seriously threatened by these hostile savages, who made several attempts to board her, but they were driven off. To this place was given the name Punta de Martires and to the island near by Isla de Dolores. A similar occurrence twelve years later, when Captain Berkley of the Imperial Eagle lost a crew in the same way, led him to give the place its present name, Destruction Island. The Punta de Martires is now called Point Grenville. The Sonora and the San Carlos then started north, but they were separated by a storm, when Heceta turned to the southward and sailed for Monterey, his crew being seriously crippled by the scurvy and their losses by the Indians. He made the land on August 10, in latitude forty-nine degrees and thirty minutes, but did not stop to make any further examination of the land reported upon the preceding year by Perez. On the 17th he discovered a large bay or opening in the coast in latitude forty-six degrees and nine minutes north, with strong currents and eddies, and having the appearance of the mouth of a great river. In consequence of the disabled condition of his men, he was not able to enter and make a thorough examination of the bay he had discovered, but he entered it upon his charts as the Bahia de la Asuncion, its northern point as Cabo San Roque and its southern headland Cabo Frondoso. The supposed river he called Rio de San Roque, and had his crew been in good health he no doubt would have entered and actually discovered the Columbia river, but this piece of good fortune was reserved for Captain Robert Gray of the Boston ship Columbia, who sailed into the bay in 1792, which was passed thus hurriedly by Heceta in 1775. With two-thirds of his crew unfit

for duty on account of the scurvy, Heceta continued his voyage southward and arrived at Monterey on the 29th of August. In the meantime Bodega in the Sonora was pushing northward, making the land August 16, in latitude fifty-six degrees north, and discovering a mountain in fifty-seven degrees and two minutes, which they called San Jacinto, Mount Edgecombe by Captain Cook. The point of land projecting into the sea they called Cape Engano. On his way north to latitude fifty-eight degrees, in two places he landed and took possession of all those northern seas, islands, territories and regions in the name of the King of Spain, by erecting a cross at each place and burying at its feet a bottle containing the appropriate documents. Bodega then turned to the south and after surveying various points and bays on the coast, including the bay of Bodega in California, which was named after this brave navigator himself, he reached San Blas on the 20th of November. These voyages of the Santiago and the Sonora were regarded by the Spanish authorities as of great importance, and orders were promptly issued to continue the exploration of the northwest coast of America by the same officers. A new and larger ship was ordered built by Viceroy Bucatelli at San Blas, and called the Princesa, and another at Guayaquil, called the Favorita.

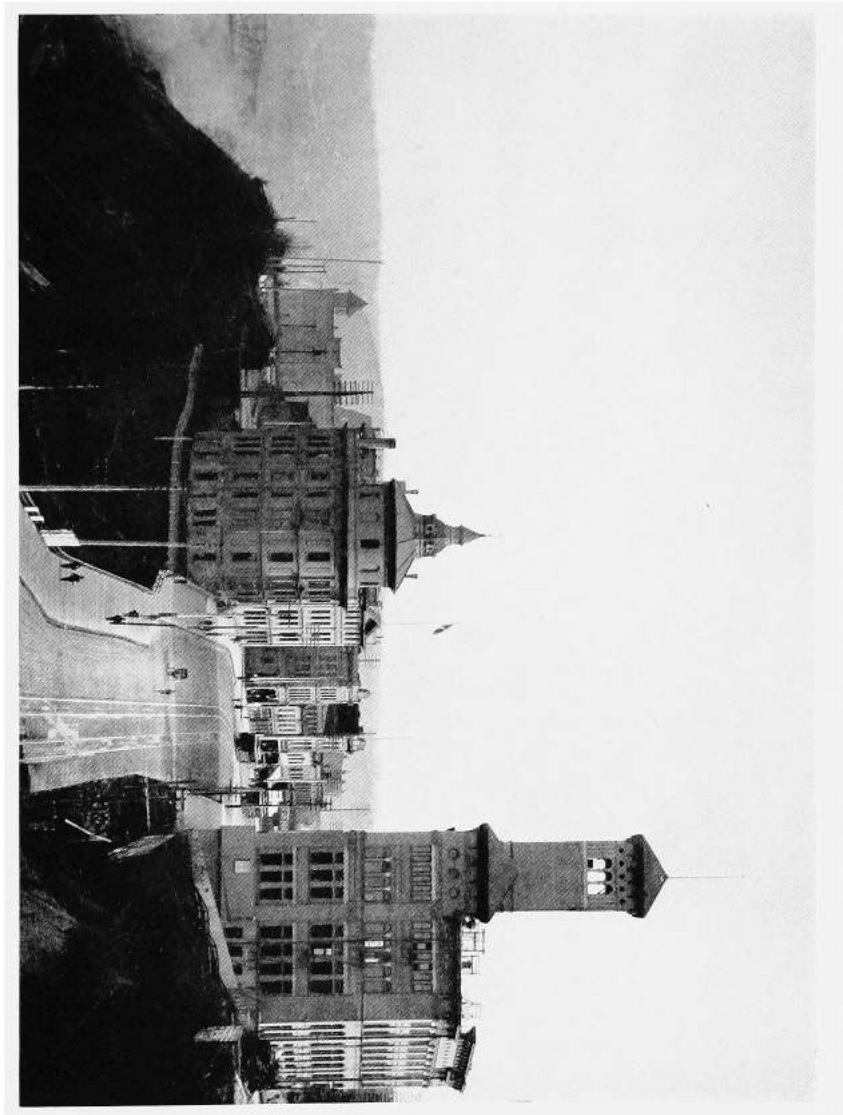
Captain Ignacio Arteaga was put in command of the Princesa, and Bodega, with Maurelle as pilot, of the Favorita. They sailed from San Blas on the 17th of February, 1779, directly for Port Bucarelli, a bay on the west coast of the Prince of Wales Island, which had been discovered and so named by Bodega on his former voyage in 1775. At this point they arrived early in May, and for nearly two months they were busily engaged in surveying the bay, in refitting their ships, and in trading with the natives. On the 1st of July they sailed northward and in a few days Mt. St. Elias became visible. Early in the same month they came into an archipelago in sixty degrees north, and named the largest island they discovered Magdalena, subsequently called Montague's Island by Captain Cook. The bay itself was called Ensanada de Regla, to which the name of Prince William's Sound was afterwards given. A good harbor was found on its western side, which was called Port Santiago. Here they anchored on the 25th of July and took possession of the surrounding seas and lands, in the usual way, for the Spanish king. Provisions now began to run short, the scurvy had made its appearance among his crew, and finding no encouragement in his search for a northern passage he determined to return to Mexico. Leaving Port Santiago on the 7th of August, the expedition put into San Francisco on the 15th of October and arrived at San Blas on the 21st of November. This was the last Spanish effort at exploration on the northwest for several years.

CHAPTER VII.

VOYAGE OF CAPTAIN COOK—RIVAL CLAIMS TO THE NORTHWEST COAST.

During the last quarter of the eighteenth century Great Britain, with other European powers, began to take a deeper interest in the work of exploring and developing the northwest coast. Recognizing the claims of Spain in California, and Russia in Alaska, she was anxious to secure a footing between the two, partly because the fur trade was becoming valuable, and partly that she might have an outlet to the Pacific for her Canadian possessions, and that, if possible, she might retain control of the whole of North America, north of the United States, Alaska excepted, and might offset her loss of the American colonies, in some degree, by securing territory on the shores of the Pacific Ocean. She furthermore proposed to set up a claim to ownership of some portion of this coast by right of discovery, though that discovery had been made two hundred years before by a buccaneer, Sir Francis Drake, whose voyages were those of a pirate, and whose depredations and discoveries were alike unauthorized by the British national authorities. It suited her purpose at this time, however, to put forward this claim, and in furtherance of her schemes she sent out her greatest navigator and most experienced sailor and geographer, Captain James Cook, who had already achieved distinction in voyages of discovery in the South Seas and the Indian Ocean. He was given command of two staunch and well equipped ships, the *Resolution* and the *Discovery*. As far as was known to the world at large at that time, there remained on the northwest coast, between the forty-second and the fifty-fifth degrees of north latitude, an unexplored and unsettled region open to all comers, and the purpose of England was to make the New Albion of Sir Francis Drake cover as much as possible of that region, supplementing Drake's discovery by further exploration and by settlement in desirable locations, if such should be found. Captain Cook was directed to proceed by the way of the Cape of Good Hope, thence to New Zealand and Otaheite, and, having touched at those points and refitted his ships, to sail for the Pacific Coast of North America. Among other things his instructions said: "You are to fall in with the coast of New Albion, in latitude forty-five degrees north. You are to put into the first convenient port to recruit your wood and water, and then to proceed northward along the coast as far as to the latitude of sixty-five degrees north or further, if not obstructed by land or ice, taking care not to lose any time in exploring the rivers or inlets or upon any other account until you can get into the before mentioned latitude sixty-five degrees north, where we could wish you to arrive in the month of June." On his way hither (to New Albion), "Not to touch upon any part of the Spanish dominion on the western continent of America, unless driven

HEAD OF PACIFIC AVENUE—GATEWAY OF TAACOMA.



to it by some unavoidable accident, in which case he was to stay no longer than was absolutely necessary, and to be very careful not to give any umbrage or offense to any of the inhabitants of his Catholic majesty (Spain), and if in his further progress northward he should find any subjects of any European prince or state, upon any part of the coast which he might think proper to visit, he was not to disturb them, or to give them any cause of offense, but on the contrary to treat them with civility and friendship." His instructions continued: "You are also, with the consent of the natives, to take possession, in the name of the King of Great Britain, of convenient situations in such countries as you may discover, that have not already been discovered or visited by any other European power, and to distribute among the inhabitants such things as will remain as traces and testimonies of your having been there." Captain Cook sailed on this memorable voyage from Plymouth, England, on the 12th day of July, 1776, in the ship *Resolution*. His consort, the *Discovery*, was commanded by Captain Clerke. As a midshipman on board the *Resolution* was George Vancouver, who was subsequently identified with these regions as the first accurate explorer of the Puget Sound country. In consequence of delays in his voyage he did not reach Owyhee until January, 1778. This group of islands he named after the Earl of Sandwich, First Lord of the Admiralty, but, since coming into the possession of the United States, they are known as the Hawaiian Islands. Thence he sailed on the 18th of January, 1778, in a northeasterly direction, and on the 7th of March, 1778, he came in sight of the northwest coast, in latitude forty-four degrees and one minute. Head winds and foggy weather made his progress to the north slow, and prevented him from taking accurate observations of the land; but he saw and named Cape Foulweather, forty-four degrees and fifty-five minutes north, and Cape Flattery, forty-eight degrees and fifteen minutes, which names are still retained. The latter he named Flattery because it had given him some promise of a harbor which was never realized. On the evening of the 22d of March he was near this point of land, but during the night a storm came up which drove his little fleet out to sea, and when he made land again it was in Nootka Sound on the 22d of March. To this bay Captain Cook gave the name of King George's Sound, but the native name has been preserved. Having missed, in this way, the entrance of the Straits of Fuca, and being anxious to proceed northward, in accordance with his instructions, he sailed in that direction on the 26th of April, having obtained supplies of water, wood, fish, grass and spruce beer, and done some trading with the natives. During the remainder of the season he made a careful and accurate examination of the coast of Alaska, both sides of Behring Straits, and penetrated north as far as latitude seventy degrees and forty-four minutes. He made a minute investigation of the Arctic Sea, sailing both in an easterly and in a westerly

direction, until his further progress was interrupted by ice. As the English government had previously offered a reward of twenty thousand pounds to the officers and crew of any ship discovering a passage to the Atlantic, north of fifty-two degrees, every effort was made by Captain Cook and his associates to earn the reward, but without success. During the same season the British Admiralty had sent out Lieutenant Young in the brig *Lion* to explore the western coast of Baffin's Bay on the Atlantic side, and find, if possible, a passage to the westward which might lead to the Pacific Ocean. It was hoped that he and Captain Cook might meet at some point on the northern coast of North America, but in this they were disappointed.

Late in the season Captain Cook left Oonalaska for the Sandwich Islands, intending there to refit his ships and obtain a supply of fresh provisions for another season's work, but, unfortunately, this great maritime adventurer came to the end of his career, being murdered by the natives of those islands on the 14th of January, 1779.

In the role of illustrious navigators and geographers Captain Cook occupies a very high place. It was very well said of him, "No other navigator extended the bounds of geographical knowledge so widely as he did." "His surveys and determinations of latitude and longitude," says Elwood Evans, "are extremely accurate. He introduced and practiced a system of sanitary regulations for preserving the health of the crews, and thereafter removed the dread which had till that time attached to long voyages. Along the northwest coast of America he effected more in one season than the Spanish had accomplished in two centuries. Besides rectifying many mistakes of former explorers, he ascertained the breadth of the strait which separates Asia from the new world, a point which Behring had left unsettled. He forever exploded the theory of the Strait of Anian, or the existence of any northwest passage across the northern part of the continent of North America. His labors created a new era in geographic science. Not content with discovering new continents, islands and seas, he delineated the figure of their coasts and determined their latitude and longitude, with an accuracy which appliances of modern discovery and improvement have only verified."

After the death of Captain Cook the command of the expedition devolved upon Captain Clerke, who sailed again in the following March for the Arctic regions to continue the exploration of these northern coasts. Passing through Behring Straits he reached sixty-nine degrees and twenty minutes north, but, his further progress being obstructed by floating ice, he turned back and sailed for Kamchatka on the 27th of July, returning through Behring Straits on the 30th. On the 23d of August, two days before arriving at Petropaulovski, Captain Clerke died, and Lieutenant Gore, a native of Virginia, succeeded to the command of the ships. They sailed for Canton, China, with

a small cargo of furs, which were readily disposed of at good prices, and the fur trade from that time forward became an important element in the growing commerce between the northwest coast and the East Indies. The development of this trade brought, very soon afterwards, numerous vessels of different nationalities to share alike in its dangers and its profits.

In the year 1785 a finely equipped expedition was sent out by the French government for exploration in the waters of the Pacific Ocean. It consisted of the frigates *L' Astrolabe* and *La Boussole*, and was under the command of Jean Francois Galoup la Perouse, a distinguished French navigator. He sailed from Brest, August 1, 1785, by the way of Cape Horn, and arrived on the northwest coast of America on the 23d of June, 1786. Thence he sailed in a southerly direction August 9, 1786, making an accurate examination of the coast from Mount St. Elias to Monterey. When in the latitude of fifty-eight degrees north he discovered and named Port de Francais, where he remained about six weeks. His charts and notes were forwarded from Petropaulovski, but were not published until 1798, by which time his names and locations were superseded by the work of later explorers. From Botany Bay on the 7th of February, 1788, La Perouse reported for the last time to the French minister of marine in regard to his future movements, but no further information was ever afterward had from him or any of his associates. It is presumed they found a watery grave in those southern seas, and their loss was a calamity, for the expedition was supplied with a full scientific corps, and their work, if continued, would no doubt have been of a very valuable character. A constantly increasing number of vessels, from year to year, visited the northwest coast for the purpose of engaging in the fur trade. The principal harbors to which they resorted were Nootka, Norfolk and Prince William sounds. Nootka was the favorite port of rendezvous and of departure when a cargo had been secured. At these ports collections of furs were made to be shipped to China, or the East Indies, where they were exchanged for teas, spices, silks and other goods of those countries, which constituted the return cargoes, via Cape Horn or the Cape of Good Hope to America, or European cities.

Of the controversies which arose between Great Britain and Spain with reference to their possession on the northwest coast, of the seizure of English vessels by Martinez, the Spanish commander, who claimed to hold Nootka Sound as a port of the Spanish domain, it is not necessary now to speak in detail. It may be sufficient at this time to say that the East India Company, an English corporation, had been granted an exclusive right to commerce and trade in all seas and countries east of the Cape of Good Hope, as the South Sea Company had been granted similar privileges in the regions west of Cape Horn. The former company, by the Governor-General of India, had granted Lieutenant John M. Meares of the British navy, then on leave of

absence, permission to make a voyage to the northwest coast in the *Nootka*, which he himself commanded, and to be accompanied by the *Sea Otter*, commanded by Captain Tipping. They sailed under the East India Company's flag from Calcutta, in March, 1786. The *Sea Otter* was subsequently lost, with all on board, off the Kamchatkan coast. The *Nootka* spent the winter at Prince William's Sound, and Captain Meares returned with her to China in 1787. In the latter part of the same year, Captain Meares returned to Nootka Sound, in command of an expedition sent out by British merchants in India, who wished to push the fur trade on the northwest coast. By special arrangements, however, with the Governor of Macao, Captain Meares sailed under the Portuguese flag. This expedition consisted of the *Felice* and the *Iphigenia*, the *Felice* arriving at Nootka Sound on May 13, 1788. Shortly after his arrival, Maquinna, the chief of the Indian tribe occupying this locality, made Captain Meares a grant of a "spot of ground in his territory, whereupon a house might be built, for the accommodation of the people we intended to leave there, but had promised us also his assistance in forwarding our works, and his protection of the party who were destined to remain in Nootka, during our absence. In return for his kindness, and to insure a continuance of it, the chief was presented with a pair of pistols." The house was finished on the 28th, and the building of the schooner *North West America* was commenced. Captain Meares, desiring to proceed down the coast again, interviewed Maquinna with reference to those who were to remain on the sound. Maquinna agreed with him to "show every mark of attention and friendship to the party to be left on shore, and, as a bribe to secure his attachment, he was promised that, when he finally left the coast, he should enter into full possession of the house and all the goods and chattels thereunto belonging." This is the description which is given by Captain Meares himself of the first establishment or attempt at a settlement, on the northwest coast between the Russian settlements on the north and those of the Spaniards in California. This was the beginning of the claim of the British government to territory on the northwest coast. The controversy with Spain continued until the Nootka treaty was made in Spain on the 28th of October, 1790. By the terms of this treaty the buildings and tracts of land on the northwest coast of America of which British subjects had been dispossessed in 1789, by Martinez, were to be restored, and reparation was to be made for all acts of hostility or violence committed after April, 1789. British subjects were to be restored to the possession of property, either on land or water, of which they had been forcibly dispossessed. Free navigation on the Pacific Ocean and the South Seas was provided for the subjects of both nations, with the right to land at places on the coast thereof, not already occupied, to carry on commerce with the natives and to make settlements subject to the

following restriction. "The king of Great Britain engaged to prevent navigation or fishery in those seas being made the pretext for illicit trade with Spanish settlements. No British subject was to navigate or carry on a fishery in said oceans within ten sea leagues of any part of the coast occupied by Spain. When settlements were made by subjects of either power, free access to, and full privilege to trade, were confirmed without molestation." The British historian Belsham, commenting upon this treaty and the negotiations connected therewith, says: "By the treaty of 1763 the river Mississippi, flowing from north to south, in a direct course of one thousand five hundred miles, was made the perpetual boundary of the two empires; and the whole country west of that vast river belonged to his Catholic majesty, by just as valid a tenure as the country eastward of the river to the King of England. Exclusive of the recent and decisive line of demarcation, by which the relative and political rights of both nations were clearly defined, the Spanish court referred to ancient treaties by which the rights of the crown of Spain were acknowledged in their full extent by Great Britain." After referring to the refusal of Great Britain to arbitrate the questions at issue, Belsham continues: "No assistance being had from France, Spain, yielding to necessity, complied with the harsh demands for restitution and indemnification, and at length, on the 28th of October, 1790, a convention was signed at Escorial, by which every point in dispute was conceded to Spain. The settlement of Nootka was restored, free navigation and right of fishing in the South Pacific were confirmed to Great Britain; a full liberty of trade, and even of settlement, was granted to all the northwest coast of America, beyond the most northerly of the Spanish settlements, unaccompanied, however, by any formal renunciation of their rights of sovereignty." Captain George Vancouver was appointed the commissioner of the British government to receive the property referred to in the treaty. He sailed from England January 6, 1791, in command of the sloop Discovery, carrying twenty guns and one hundred men, and having for his consort the brig Chatham, commanded by Lieutenant Robert Broughton, with ten guns and forty-five men. He arrived at Nootka, August 28, 1792, and found the Spanish commissioner, Bodega Quadra, in command. They were unable to reach an agreement as to surrender of territory. Quadra offered to place Vancouver in possession of of the land actually occupied by Captain Meares in his ship-building enterprise, but this offer Vancouver refused to accept. Quadra absolutely refused to make any formal surrender of the territory, or of any claim thereto of Spain. Vancouver says, "He would not entertain an idea of hoisting the British flag on the spot of land pointed out by Senor Quadra, not extending more than one hundred yards in any direction." Therefore no practical result came from these negotiations. The personal relations between the representatives of the two powers were nevertheless of the most friendly character.

In commemoration of their pleasant intercourse the island, now known as Vancouver, was named the Island of Quadra and Vancouver. For the purpose of obtaining more specific instructions, Lieutenant Broughton was sent to England and thence to Madrid, and on his return was assigned to the sloop Providence and ordered to Nootka to receive the possession due to British subjects under the Nootka treaty. He arrived at Nootka on the 17th of March, 1796, but found the place deserted by the Spanish. He was informed that the restoration had been made March 28, 1795, "agreeably to the mode settled by the two courts." From all evidence available on the subject it would appear that Spain never surrendered her claim to sovereignty of the entire northwest coast as far north as the Russian settlements, that the actual property of British subjects which had been taken was restored, and the sum of two hundred and ten thousand dollars was paid as damages to the injured parties, free trade and occupancy was allowed to both parties, and the question of absolute title to the territories in question was left *in statu quo*, to be decided thereafter, and no such decision was ever arrived at between Spain and Great Britain. It will readily be seen from this brief statement that the claim of Great Britain to any part of the northwest coast rests upon a very flimsy foundation. Captain Meares was sailing under the Portuguese flag, and only appealed to his home government for support and protection when he found himself in trouble with the Spanish authorities, who were in possession of the region wherein he desired to make, according to his own statement, only a temporary settlement. This, however, was sufficient for the English government to make the basis of a territorial claim, when territorial rights came to be adjusted between the United States, the assignee of all Spanish rights to this region, and Great Britain. These rights were not settled until, by the Treaty of Limits made on the 15th of June, 1846, it was determined that the forty-ninth parallel of north latitude should be the boundary line, on the mainland, between the United States and the so-called British Possessions on the northwest coast of America. A study of the political conditions existing in the United States, at the time this treaty was made, makes it very plain that the interests of slavery were not to be promoted by the extension of territory in a northerly direction, or the claim of the United States to the southern line of the Russian possessions, at fifty-four degrees and forty minutes of north latitude, would never have been abandoned.

CHAPTER VIII.

VOYAGES OF CAPTAINS GRAY AND VANCOUVER—EXPLORATION OF PUGET SOUND AND DISCOVERY OF COLUMBIA RIVER.

In the meantime, explorations and discoveries were being made which were shortly to lead to the finding and examination of the Puget Sound

country. Strange as it may appear, many voyages had been made up and down the coast for trading and other purposes, and the Straits of Juan de Fuca and the Columbia river had escaped observation. The chief trading ports were either north or south of these waters, and navigators continued to pass them by, until, in 1787, Captain Berkley, commanding the *Imperial Eagle*, an Austrian East Indianman, arrived at Nootka Sound. He proceeded to examine the coast south to forty-seven degrees north latitude. On his way he discovered the entrance to the Straits of Juan de Fuca, or, rather, rediscovered these straits, if it be true that they were first brought to light by the Spanish navigator whose name they bear, nearly two hundred years before. On his way south he reached the *Isla de Dolores* of the Spanish charts, where he sent a boat ashore for fresh water, whose crew were all murdered by the Indians as a boat's crew from the *Sonora* had been murdered twelve years before, when on a similar errand. To commemorate their misfortune he named the island opposite the mouth of the stream *Destruction Island*. He informed Captain Meares, of Macao, during the following winter, of his discovery of the mouth of the straits, but that he had made no further examination and that he had not even attempted an entrance. Captain Meares again arrived on the coast in 1788. Leaving a small party at Nootka Sound, to build the schooner *North West America*, he sailed southward on the 7th of June in the *Felice*, for the purpose of exploring the reported inland passage. Proceeding up the straits on the south side of Vancouver Island, he described the entrance as twelve to fourteen leagues wide, and says: "From the masthead it was observed to stretch to the east by north, and a clear, unbounded horizon was seen in that direction as far as the eye could reach. We attempted frequent soundings, but could procure no bottom with one hundred fathoms of line. The strangest curiosity impelled us to enter this strait, which we will call by the name of its original discoverer, Juan de Fuca." He afterwards dispatched his first officer, Mr. Duffin, with a party, which explored the straits some fifty miles, determining the port of San Juan. Captain Meares himself proceeded south to discover, if possible, the reported mouth of the *Rio de San Roque of Heceta*. On the 5th of July he discovered the mouth of the bay which he named *Shoalwater*. After searching in vain for the mouth of the *San Roque*, he gave up the task, saying: "We can now with safety assert that no such river as *St. Roc* exists as laid down on the Spanish charts." He emphasized his opinion on the subject by naming the point of land on the north side *Cape Disappointment*, and the bay itself he called *Deception Bay*. Well might he have said, when the truth became known, "So near and yet so far." Chagrined, disappointed, and believing himself deceived, he continued south to latitude forty-five degrees north, when, finding nothing of interest, he turned north and arrived at Nootka on the 27th of August. In 1787 certain

leading merchants of Boston organized an expedition, in the interests of discovery and commerce, to the northwest coast of America. They were Samuel Brown, Charles Bulfinch, John Derley, Crowell Hatch, John M. Pintard and Joseph Barell. They fitted up two vessels, the ship *Columbia*, Captain John Kendrick, and the sloop *Washington*, Captain Robert Gray, equipped them for a long voyage, and provided them with suitable cargoes for trade with the natives. They little dreamed when they fitted out these staunch vessels that their names would occupy so prominent a place in history, or that they would be indissolubly associated, the *Columbia* with one of the great rivers of the world, and the *Washington* with one of the great states of the American Union. Full of hope, grit, fortitude and endurance, they sailed away from Boston on the first day of October, 1787, on their long voyage around the Horn to the northwest coast of America. After many delays and some painful experiences they arrived at their destination, Nootka Sound, in September, 1788, having been almost a year in making the passage around the Horn from Boston. They spent the following winter at Nootka, and the following summer Captain Gray made a voyage in the *Washington* down the coast, entered the Strait of Juan de Fuca, and sailed through it fifty miles in the east-south-east direction, and found the passage five miles wide. Returning to Nootka he met the *Columbia* in the straits, with her cargo of furs aboard ready for sea and bound for China. Captains Gray and Kendrick changed places, Captain Gray taking command of the *Columbia* and Captain Kendrick of the *Washington*. Arriving at Canton, Gray exchanged his furs for a cargo of tea, spices and other Chinese goods, with which he sailed for Boston via the Cape of Good Hope, reaching his destination on the 10th of August, 1790. To him belongs the honor of commanding the first ship to circumnavigate the globe carrying the flag of the United States. After the departure of the *Columbia*, Captain Kendrick made a voyage through the Straits of Juan de Fuca, and, passing north through the Gulf of Georgia, he entered and came out again into the Pacific ocean, north of fifty-five degrees of north latitude.

Meanwhile the Spanish navigators continued their explorations in these northern waters. An expedition fitted out by the Viceroy of Mexico sailed from San Blas, February 3, 1790, and arrived early in April at Nootka. It consisted of the ship *Conception*, under command of Lieutenant Francisco Elisa, the *San Carlos*, of Fidalgo, and the *Princess Royal*, of Manual Juniper. Fidalgo was sent north of San Juan Island, where he surveyed the strait and main channel between Vancouver Island and the continent, to which he gave the name of Canal de Haro, which it still retains, and which is famous as the boundary line between Great Britain and the United States, as determined by William I, Emperor of Germany, in the year 1872. The *San Carlos*, commanded by Fidalgo, and the schooner *Santa Saturnina*, by Jose Narvaez,

examined the strait and the Gulf of Georgia and gave to the islands, bays and straits in their vicinity the Spanish names which they still retain. In August, 1791, the expedition of Alejandro Malaspina reached Nootka Sound and made some examination of the inland seas in that latitude, discovering Fraser river, which he called Rio Blanco. During the same year it is said that twenty-eight vessels under the flags of the United States, England, France, Spain and Portugal visited Nootka Sound, five of which were national expeditions, the remainder traders. In May, 1792, the *Sutil*, commanded by Galiano, and the *Mexicano*, by Valdes, arrived in Nootka Sound, whence they proceeded, June 4, to Neah Bay and eastwardly, surveying the Straits of Juan de Fuca. On the 21st they met Vancouver, exchanged notes, charts and information, and agreed to co-operate thereafter in that work, but subsequently they disagreed, and Galiano sailed north into the Gulf of Georgia, of which he made a thorough survey, and passed out into the Pacific on the north side of Vancouver Island, claiming that he had first established the fact that Vancouver is an island. This was one of the last of the Spanish exploring expeditions, and as it sailed from Nootka southwardly to San Blas it passed the mouth of the Columbia river, and verified the description given of it by Heceta.

When Captain Vancouver of the British navy was sent out as a commissioner from his government to complete the arrangements made under the Nootka treaty, he was also instructed to continue his explorations on the northwest coast. He was ordered, among other things, "to survey the Pacific coast of the American continent from the thirty-fifth to the sixtieth parallel north; to report the population, situation and extent of settlements by civilized nations, within those limits, and especially to seek any water passage between the British colonies on the Atlantic side and British subjects on the northwest coast; to examine the supposed Straits of Juan de Fuca, said to be situated between the forty-eighth and forty-ninth degrees of north latitude, and to lead to an opening through which the sloop *Washington* is reported to have passed in 1789, and to have come out northward of Nootka. Vancouver reached the Straits of Juan de Fuca on the 30th of April, 1792, and followed the south shore until he reached a point which he named New Dungeness, after a place in the English Channel. On May 1 he entered a bay which he called Port Discovery. The island which lay across its mouth he named Protection Island. Beginning at Port Discovery, he was the first white man to make a thorough and systematic examination of the numerous passages, bays, inlets, coves and harbors included in what is now known as the Puget Sound Country. The placid nature of the waters of this region was such that he found it entirely practicable to make his explorations in the yawls, cutters and small boats belonging to the two ships. Enclosed, except as to the westward, where lay the entrance to the Straits, by mountains, hills and highlands, these waters

were rarely disturbed by the storms that at times were severe on the ocean outside of Cape Flattery. From the stations, therefore, which he established in Port Discovery, at Restoration Point, near the present site of Port Blakeley, and at certain other places where his ships were anchored, he sent out small parties in different directions under the command of Lieutenants Peter Puget, Joseph Baker and Joseph Whidby of the Discovery, and Lieutenants W. R. Broughton, James Hanson and James Johnstone of the Chatham, and of Mr. Orchard and other noncommissioned officers, who examined the many intricate channels and bays included in these waters now generally known as Puget Sound. When these explorations were about completed, which were begun on the 30th of April and continued until the middle of June, 1792, he says:

“A fortnight had now been dedicated to the examination of this inlet, which I have distinguished by the name of Admiralty Inlet; we have still to return about forty miles through this tedious inland navigation, before we could arrive on a new field of inquiry.

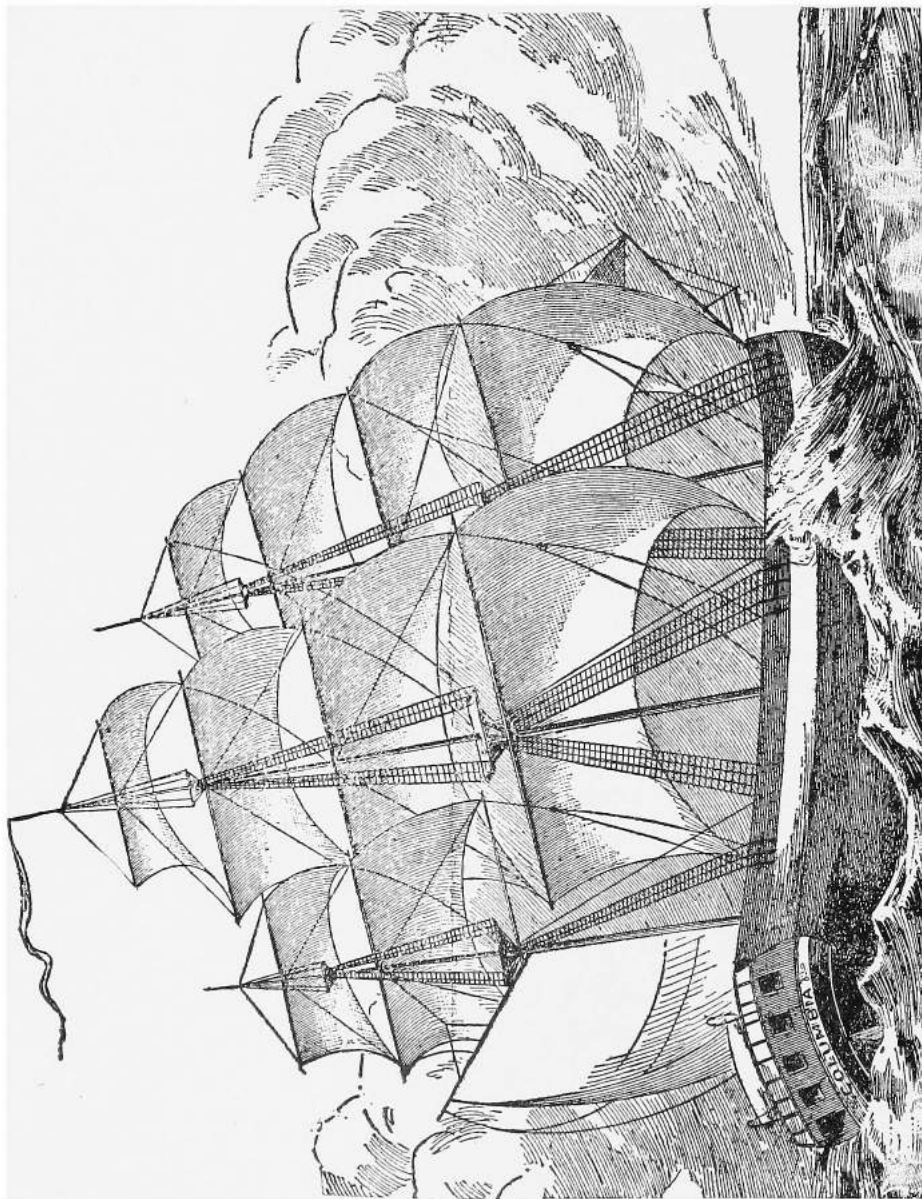
“On Sunday all hands were employed in fishing with tolerably good success, often taking a little recreation on shore; and on Monday they were served as good a dinner as we were able to provide them, with double allowance of grog to drink the King’s health, it being the anniversary of his Majesty’s birthday, on which auspicious day I have long since designed to take a formal possession of all the countries we had lately been employed in exploring, in the name of and for his Britannic Majesty, his heirs and successors. To execute this purpose, accompanied by Mr. Broughton (commander of the Chatham) and some of the officers, I went on shore about one o’clock, pursuing the usual formalities which are generally observed on such occasions, and, under the discharge of a royal salute from the vessels, took possession accordingly of the coast, from that part of New Albion in the latitude of thirty-nine degrees and twenty minutes north, and longitude two hundred and thirty-six degrees and twenty-six minutes east, to the entrance of this inlet of the sea, said to be the supposed Straits of Juan de Fuca, as likewise all the coasts, islands, etc., within the said Straits, as well on the northern as on the southern shores, together with those situated in the interior as we had discovered, extending from the said Straits, in various directions, between the north, west, northeast and southern quarters, which interior sea I have honored with the name of Gulph of Georgia, and the continent binding the said gulph and extending southward to the forty-fifth degree of north latitude, with that of New Georgia, in honor of his present Majesty. This branch obtained the name of Possession Sound; its western arm, after Vice-Admiral Sir Alan Gardner, and distinguished by the name of Port Gardner, and its smaller or eastern one by that of Port Susan.”

These formalities could give no valid title to the localities he had thus

explored, because under the law of nations, as then recognized, they belonged to Spain by the right of prior discovery; nevertheless England's diplomacy succeeded in retaining possession of the west coast of North America, from the 49th to the 54-40th parallel of north latitude, the latter being the southern boundary of the Russian possessions, until Alaska was purchased, in 1867, by the United States.

The channel south of Point Wilson he called Admiralty Inlet, and its two great arms extending south he named Hood's Canal and Puget Sound. He traced their various channels, coves, inlets and harbors, and gave them the names which, with few exceptions, they still retain. These names, with those of Mt. Baker, Mt. Rainier, Mt. Hood and other mountain peaks, as well as the numerous water channels, were chiefly given in honor of prominent men in the naval service of Great Britain, and they serve to commemorate the names and memories of many men who would otherwise long since have been forgotten. Many of the names so given were of men connected with Vancouver's expedition, and under his command. His surveys were unusually accurate and the charts he made of these waters have required but little in the way of amendment or correction down to the present time. Of the country which he thus discovered and explored, including its islands, seas, inlets, bays and harbors, making up what has been aptly termed the Mediterranean of the Pacific, he speaks in terms of the highest praise. In his journal of these explorations he says, among many other expressions of a similar character: "To describe the beauties of this region will, on some future occasion, be a very grateful task to the pen of a skilful panegyrist. The serenity of the climate, the innumerable pleasing landscapes, and the abundant fertility that unassisted nature puts forth, require only to be enriched by the industry of men, with villages, mansions, cottages and other buildings, to render it the most lovely country that can be imagined, whilst the labor of the inhabitants would be amply rewarded in the bounties which nature seems ready to bestow on cultivation."

It was somewhat remarkable, however, that not only Vancouver, but other distinguished and able English navigators who examined this part of the northwest coast, between forty-two and fifty-five degrees of north latitude, should have entirely missed the discovery of the Columbia, one of the great rivers of the world. The Spanish Heceta, heretofore referred to, discovered the outlet of this river, but Meares denied the existence of such a river, and Captain Cook missed it altogether. It was reserved for Captain Robert Gray in the good ship Columbia, which sailed from Boston on the 28th of September, 1790, and arrived at Clayaquot on the 5th of June, 1791, to solve the mystery which had so long puzzled the sailors on the northwest coast, and to him belongs the exclusive honor of having first demonstrated its existence,



and of making the last great discovery on the west coast of North America. He narrowly missed this discovery in August, 1778, when, in the American sloop *Lady Washington*, he made the northwest coast in forty-six degrees north. He perceived the apparent opening in the shore line at that time, but when he undertook to enter his sloop ran aground, he was surrounded by savage Indians, who made an effort to capture his vessel, one of his crew was killed, and one of his mates severely wounded, and when he had succeeded in beating off the attacking party he withdrew, and gave up the attempt at that time. Captain Gray, in the *Columbia*, spent the winter at Clayaquot, trading with the Indians and repairing his ship. In the spring of 1792 he sailed south, and on the 29th of April met Vancouver near Cape Flattery, and informed him that he had been off the mouth of a river in latitude forty-six degrees and ten minutes north, where the outset or reflex was so strong as to prevent his entering it for nine days. But little attention was given to this statement of Captain Gray. Vancouver continued his voyage to the Straits of Fuca, and on April 30 came to anchor at New Dungeness. In his journal he congratulates himself that he "has proceeded further up in this inlet than Mr. Gray, or, to our knowledge, any other person from the civilized world." Referring to the statement made by Captain Gray in regard to the mouth of the *Columbia*, he says, among other things, "It must be considered as a very singular circumstance that, in so great an extent of sea coast, we shall not until now (the Straits of Fuca) have seen the appearance of any opening in its shores which presented any prospect of affording shelter, the whole coast forming one compact, solid and nearly straight barrier against the sea. The river Mr. Gray mentioned should, from the latitude he assigned to it, have existence in the bay south of Cape Disappointment. This we passed on the forenoon of the 27th, and I then observed, if any inlet or river should be found, it must be a very intricate one, and inaccessible to vessels of our burthen, owing to the reefs and broken water which then appeared in its neighborhood. Mr. Gray stated that he had been several days attempting to enter it, which at length he was unable to effect, in consequence of a very strong outset. This is a phenomenon difficult to account for, as, in most cases where there are outlets of such strength on a sea coast, there are corresponding tides setting in. Be that however as it may, I was thoroughly convinced, as were also most persons of observation on board, that we could not possibly have passed any safe, navigable opening, harbor or place of security for shipping on this coast, from Cape Mendocino to the Promontory of Classet (Flattery), nor had we any reasons to alter our opinions, notwithstanding that theoretical geographers have thought proper to assert, in that space, the existence of arms of the ocean communicating with a mediterranean sea, and extensive rivers with safe and convenient ports." Could Vancouver have lived for one hundred years, or could he

return for a brief period to the scenes of his maritime adventures of those days, and see the large ships with their immense cargoes going up the river one hundred miles to Portland, Oregon, and returning to the Pacific, he might wish that he had never penned this paragraph. But he goes on to say, in his egotistical manner, that "these ideas, not derived from any source of substantial information, have, it is much to be feared, been adopted for the sole purpose of giving unlimited credit to the traditionary exploits of ancient foreigners, and to undervalue the laborious and enterprising exertions of our own countrymen in the noble science of discovery." In this manner he argued himself into the belief that no such river existed as that reported by Captain Gray, and then he pushed on into the Straits of Fuca to make an examination of its inland waters. As he did so Captain Gray sailed to the southward to renew his investigations at the mouth of the Columbia. On the 7th of May, he says, "Being within six miles of land, saw an entrance in the same, which had a very good appearance of harbor; lowered away the jollyboat and went in search of an anchoring place, the ship standing to and fro, with a strong weather current. At one o'clock p. m. the boat returned, having found no place where the ship could anchor with safety; made sail on the ship; stood in for short. We soon saw from our masthead a passage between the sand bars. At half-past three, bore away and run in northeast by east, having four to eight fathoms, sandy bottom, and, as we drew nearer between the bars, had ten to thirteen fathoms, having a very strong tide of ebb to stem. Many canoes came alongside. At five p. m. came to five fathoms of water, sandy bottom, in a safe harbor, well sheltered from the sea by a long sand bar and spit. Our latitude observed this day was forty-six degrees north." This bay was named, by Captain Gray, Bulfinch Harbor, after one of the owners of the ship Columbia, but it is now known as Gray's Harbor, after Captain Gray, who discovered it. Continuing his account, Captain Gray says: "On the 11th, at 4 p. m., saw the entrance of our desired port, bearing east-southeast, distance six leagues, in steering sails, and hauled our wind inshore. At 8 a. m., being a little to windward of entrance of the harbor, bore away, and ran east-northeast between the breakers, having from five to seven fathoms of water. When we came over the bar, we found this to be a very large river of fresh water, up which we steered." He sailed up the river as far as Tongue Point, and called it the Columbia, after the name of his ship. Thus Captain Gray achieved immortality by the discovery of this magnificent river, which rivals the Father of Waters in the vast extent of territory which it drains, and which is sufficient in and of itself to constitute an empire in the richness and variety of its resources and advantages. The patience which could wait for nine days for an opportunity to effect an entrance was in the end amply rewarded by an achievement of which the greatest navigators and explorers

by sea or land might well be proud. From the mouth of the Columbia river Captain Gray returned to Nootka Sound, where he furnished Bodega de Quadra with a description of his explorations and discoveries. Quadra reported the same to Vancouver. Having finished the negotiations connected with the Nootka treaty in so far as Quadra was concerned, Vancouver, on the 12th of October, sailed south along the coast in the *Discovery*, having as consorts the *Chatham* and the *Dædalus*, as he says, to re-examine the coast of New Albion, and particularly a river and a harbor discovered by Mr. Gray in the Columbia, between the forty-sixth and forty-seventh degrees of north latitude, of which Senor Quadra favored me with a sketch. The *Dædalus* was ordered to enter and explore Gray's Harbor, while the other vessels proceeded to the mouth of the Columbia river. The entrance to Shoalwater Bay seems to have been overlooked by these navigators. Captain Vancouver says: "At four o'clock on the afternoon of the 19th, when, having nearly reached Cape Disappointment, which forms the north point of entrance into Columbia river, so named by Mr. Gray, I directed the *Chatham* to lead into it, and, on her arrival at the bar, should no more than four fathoms of water be found, the signal of danger was to be made, but, if the channel appeared to be navigable, to proceed. The *Discovery* followed the *Chatham* until she found herself in shoal water, surrounded by breakers, when she hauled off to the eastward and anchored outside the bar in ten fathoms of water. The *Chatham* passed over the bar and rounded Cape Disappointment, when Lieutenant Broughton, her commander, was surprised to hear the firing of a gun from a schooner at anchor in the bay on the north side of the Columbia river. This schooner was found to be the *Jenny*, from Bristol, Rhode Island, commanded by Captain James Baker, whose name was given to the bay as a result of this incident. Still disposed to discredit Captain Gray's discovery and unwilling to believe that a river of any considerable size had been found here, Captain Vancouver goes on to say: "My former opinion of this port being inaccessible to vessels of our burthen was now fully confirmed, with this exception, that, in very fine weather, with moderate winds and smooth sea, vessels not exceeding four hundred tons might, so far as we are able to judge, gain an admittance." Time at last, however, rectified the mistakes of shortsighted men, and Captain Gray was subsequently awarded full credit for his achievement. Lieutenant Broughton, in the *Chatham*, sailed up as far as Gray's Bay, where he left his ship and with a cutter and launch, proceeded up the river, as he estimated, about one hundred miles, to a landing which he named Point Vancouver. This is the location afterwards selected by the Hudson's Bay Company as the site of its headquarters, and upon which the present beautiful city of Vancouver is built. Broughton spent twelve days in making his survey of the river to Vancouver, going and returning, during which time he says he took possession

of the river and the country in its vicinity, in his Britannic Majesty's name, having every reason to believe that the subjects of no other civilized nation or state had ever entered this river before. Then he recrossed the bar, following the schooner Jenny, and sailed south to join the Discovery. The only apology that can be offered for ignoring Captain Gray in this matter was the possible belief, on the part of Broughton, that Gray had only discovered the bay at its mouth and not the river itself. The truth was, however, that another factor had entered into the controversy which had been going on so long between the great powers of Europe for the possession of territory on the American continent, and that England, Spain, France, Russia and Holland were not the only nations whose claims had to be taken into consideration. The representatives of these nations were yet unwilling to believe that on the 4th day of July, 1776, there was born a new Power, which would not only have much to say about this disputed territory, but would eventually have to be taken into account, in matters of trade and commerce, and in ideas pertaining to government, throughout the whole world.

CHAPTER IX.

THE FUR TRADE—ITS IMPORTANCE IN THE DEVELOPMENT OF THE WEST.

With the exception of a few men like Las Casas in the West Indies, or at a later date, Father Junipero and others in California, who were sincere and earnest in their desire to convert the aborigines of America to the Christian religion, and who were indefatigable in their efforts to bring about that grand result, the great majority of the Spaniards who came to the new world were intent only upon the acquisition of gold, and in its pursuit they were tireless in their explorations and remorseless in the means employed to secure the great object of their ambition. The success which attended their adventures in Mexico and Peru led them to overrun a large part of the American continent, in the hope that other provinces equally rich and as easily conquered might be made to yield similar stores of wealth to these ruthless invaders. They failed to find any such rich localities, however, north of the northern borders of Mexico, but there was incidentally discovered in those regions a mine of wealth more profitable and more lasting than the gold mines of Peru, and its discoverers were not slow to take advantage of this newly-developed method of securing opulence without pursuing the ordinary occupations of labor.

This was the fur trade, and, from small beginnings in the closing years of the sixteenth century, it grew, under the patronage of royal bounty and protection, into enormous proportions, and in the seventeenth and eighteenth centuries the furs of North America became one of the great articles of a world-wide commerce. The fishing banks of Newfoundland were discov-

ered about 1500, and soon became the resort of European fishermen in large numbers. It is said that in 1578 there were one hundred Spanish, fifty English, one hundred and fifty French, fifty Portuguese and twenty-five Biscayan whalers engaged in fishing in those waters. The St. Lawrence river had been discovered and named by Jacques Cartier in 1535. The fishermen from the codfish banks soon found their way up the St. Lawrence, and began to combine the trade in furs with their fishing enterprises. For more than one thousand years fur garments had been fashionable, extensively used and in great demand among the wealthy people of Europe, and for a much longer period in China and the East Indies. When it was learned that a great variety of valuable furs could be had in North America; including beaver, mink, fox, with many others, and on the coast of Alaska the most precious of all furs, that of the sea-otter, the search for, and the trade in these important articles of commerce, became a great industry, which has continued, with only such fluctuations as are incident to any and all lines of business, down to the present time. In 1605 George Weymouth began a trade in furs on the Kennebec river in Maine, and Captain John Smith, so prominently identified with the Jamestown colony in Virginia, shortly after assists in its development, making, it is said, fifteen hundred pounds profit in three months of the year 1614 out of his ventures in the same locality. As the value of this trade became more fully known, exploring expeditions were sent in all directions, more particularly north, west and south for the purpose, not of settlement or of home-building, but to foster and develop the fur trade with the Indians. It may be said without exaggeration that nearly all of North America was explored, its mountains, lakes, rivers and inland seas examined, and their areas determined, by men who were more interested in the fur trade than in anything else. Every hardship and privation that could be imagined or described was endured by the persevering and heroic men who undertook these explorations. No mountains, plains or rivers were too difficult to cross, no deserts too barren and forbidding, no Arctic regions too cold to be penetrated by these brave and hardy pathfinders, whose principal object was to find furs for the European or the Chinese markets, to establish trading posts among the various Indian tribes with which they came in contact, and to cultivate amicable and friendly relations with these children of the forest, whom they hoped to make their useful and profitable servants in the work of collecting and transporting the skins and peltries, which were as much the objects of their ambition as gold was the great incentive to the Spaniards, who so quickly overran all of South, and the southern part of North America.

These fur hunters and traders often braved the hostility of these savage Indians, and many lives were sacrificed, before friendly relations could be

established between them, and before these Indians could be made to understand that they came as friends and not as enemies, that they did not desire their land, but wished to protect them in their homes and hunting grounds and only desired to build up a trade with them, which would be agreeable and profitable to both parties. When the Indians understood the animus or the purpose of these traders, they usually received their advances in the most friendly manner, made them welcome guests to their villages and wigwams and entered into their plans not only with approbation but with enthusiasm and delight. The establishment of a fort was looked upon as a piece of great good fortune for them, as it made a convenient place for trade, and it brought to their vicinity the goods and articles of various kinds which they usually exchanged for the furs they wished to dispose of, and in this way they obtained the guns, ammunition and clothing they needed, and too often the supplies of firewater for which they had an inordinate craving. It can be readily understood that the interest of the fur trader led him to cultivate the most friendly and intimate relations with the Indian, who in return looked upon the trader as his protector and the trading post as a convenience for the supply of all his most pressing necessities. The interest of the trader also led him to preserve the peace between the various tribes with which he came in contact, and when this could not be done he was prepared to act as a mediator at the proper time and bring about a cessation of hostilities, when warring tribes were ready, through exhaustion or otherwise, to listen to terms of peace or to an arrangement for the peaceful settlement of their difficulties. In this manner the fur trader became a most powerful factor among the Indians, both in peace and war, and his influence was almost unbounded wherever his operations extended.

The policy of the fur trader was the direct antithesis of the American settler, who came as a homeseeker and homebuilder, who took away from the Indian the land he and his forefathers had occupied for centuries, and crowded him back by degrees from the shores of the Atlantic to those of the Pacific, and eventually deprived him alike of his land, his burial places and every means he had for subsistence. This cruel policy was too often supplemented by acts of barbarity, on the part of unscrupulous white men, which were in many instances needless, and perpetrated alike upon the innocent and the guilty. It was not strange that the Indians should retaliate in their blind fury with horrible massacres of men, women and children, of the innocent and the guilty, or that almost every step of the onward march of the American settler from east to west should be stained with blood, or the air darkened with the smoke of ruined homes and burning dwellings. It is not strange that the Indian should have learned to look upon the American as his bitter and unrelenting enemy, with whom friendship was only

temporary, and permanent peace was impossible. It is the universal testimony of all those familiar with the facts from the time when Columbus first landed on the shores of the new world, down to the time, three hundred years later, when Vancouver explored the recesses of Puget Sound, that, upon their first appearance, white men were greeted with cordiality and friendship by the native tribes of both North and South America. They looked upon the white men, when they first came among them, as a superior race of beings, who were wise, and good, and powerful beyond any human beings they had ever known before, and they wished and expected to be benefited by association with their new acquaintances. In consequence, however, of the misconduct of unprincipled and selfish white men, the cruelties often practiced by them, their utter disregard of the principles of right or truth or justice in their business relations with the aborigines, the admiration first felt by the Indians soon changed to a feeling of undying hatred and animosity. This feeling was only the natural result of the treatment he too often received, and it was intensified by the constant and greedy absorption of his land by the white man, the destruction of the forests, the fishing, game and hunting grounds upon which he ordinarily subsisted, and by the gradual fading away and extinction of the Indian tribes, as though contact between the two races brought with it death and destruction to the Indian race altogether.

The contrast, therefore, between the policy pursued by the fur traders and the American settlers soon became a vivid one in the mind of the Indians, and it was by no means favorable to the settlers. The fur trader he looked upon as his friend, ally and protector, the settler as his mortal and irreconcilable enemy. The fur trader not only favored the occupation of the lands and hunting grounds of his ancestors by the Indian, but, as a matter of business, he favored the protection of the wild animals of the forest, expecting to reap a harvest in the future, from the skins of these animals, and the trade in these skins and peltries was his preferred as well as profitable occupation. The Indian has a feeling of profound respect for two well defined principles, which he never fails to recognize when presented to his mind. These are power and justice, and these he appreciates in his dealings with his own people, or with the white race, or mankind generally. It has ever been the policy of the fur trader, as a matter of self-interest, to keep these principles in view in all of his transactions with the Indians. In order to make as strong an impression as possible upon the Indian mind, the fur trader, whether as governor of a district, over which he has been appointed to preside, or as chief factor, or chief trader or whatever his position might be, in the company he served, invested his position and authority, as the representative of his Britannic Majesty, the King of Eng-

land or of his Catholic Majesty, the King of France, with all the formality, the dignity, and the gravity that circumstances would permit. The result was that the Indian looked upon these traders as superior beings, whose power and influence it was impossible to resist, and whose favor he must secure, in order that his best interests might be conserved and promoted. At the same time it was the usual, as it was the true policy of the trader, to see that, as far as possible, the Indian should be treated with justice, as in no other way could the power, the influence and the interests of the fur companies be so thoroughly, effectually and permanently maintained. As a result of this policy, there were never any Indian wars in Canada, or in any of that vast region of North America controlled by the British government between the Atlantic and the Pacific, whilst these wars were perpetual in the United States, until the Indian tribes within its borders were either exterminated or completely subdued.

In the prosecution of the fur trade in North America, the French people were the earliest, the most energetic and the most successful of explorers in the beginning, as they have been the most adroit and skillful traders of later times. Prior to 1763 by far the greater part of North America was claimed, and to a certain extent occupied, by the French nation. When the English, Dutch, Swede and other settlers of the seventeenth century, were confined to a narrow strip along the Atlantic coast, the French were making their way up the St. Lawrence river, around the Great Lakes, and down the Mississippi to Louisiana, and taking possession of all that vast and fair region for the King of France. As explorers they displayed remarkable energy, and in their treatment of the Indians they were much more successful than the English or other settlers within the present limits of the United States. There is something in the versatility of the French character which would appear to render it much easier for the Frenchman to associate with the Indian, obtain his confidence and assimilate with his race, than for the citizen of any other European country. He enjoys the wild, free and roving life of the fur trader or explorer, intermarries with his Indian associates, endures the hardships and dangers of this life for years, and, like the miner or prospector, after a few months of dissipation or recreation in a civilized community, he is willing and anxious to return to his solitude of the mountains, the forests, the rivers and the lakes. where the Indian is his sole companion, and the beaver, the bear and the fox are the favorite objects of his pursuit. As a *voyageur* in his birch-bark canoe or a *courier de bois*, traversing the forests, he is as indefatigable, as he is well adapted to, and qualified for, the lonely and dangerous occupation. Nor should the fact be overlooked or forgotten that in his early explorations, the Frenchman was materially assisted in his work by the pious and self-sacrificing missionaries' who accompanied, or

preceded, the bands of explorers who first penetrated the wilds of North America, and, as in many other parts of the world, and at various times since the beginning of the Christian era, they first blazed the way for the advance guards of a higher civilization and for more progressive ideas in the world of humanity.

From the days of Pere Marquette, who with M. Joliet, in 1673, first found a way from the Great Lakes to the Mississippi river, down to our own times, when Father De Smet devoted his energies to the conversion of the Indians west and north of the sources of that river, there have been numerous French missionaries, who were full of religious zeal, and whose primary and laudable purpose was to make Christians of these Indians, but whose services as explorers and pathfinders were also of inestimable value to those who have followed them, whether as fur traders or actual settlers, or homebuilders, across the continent. Whether under the French, Spanish, English or American rule, they pursued their honorable and praiseworthy undertaking, with constant and unremitting energy, endured hardships and danger of every description without a murmur, and spent their lives in the service of their Divine Master, without regard to present success or future results. These were left to be determined by the Master, whose servants they were, and who alone could foresee the final effect of their indefatigable labors. As early as 1541-42 Fernando de Soto had discovered the Mississippi river, about the thirty-third parallel of north latitude, but it was not until 1673 that Pere Marquette and M. Joliet explored that rich, extensive and productive valley. These men, in two small canoes, floated down the Wisconsin and Mississippi rivers to the vicinity of the ground traversed by De Soto, but, their provisions being exhausted, they proceeded no further, and returned to their northern posts. In 1682, Robert de La Salle, a fur trader, having a post at La Chine, near Montreal, who hoped to find a route by water westward to China, made his way to the Mississippi and thence to the mouth of that river, taking possession of the country drained by it for the King of France and calling it Louisiana. This was made a province of New France, as the French possessions were called, which at that time included all of North America, north of the original thirteen colonies and west of the Alleghany mountains.

By far the largest part of North America was at this period claimed by France. By the treaty of Ryswick, signed in September, 1697, it was agreed or admitted that all the Hudson's Bay, Canadian territory and Mississippi valley belonged to France. Fresh wars breaking out between them, however, made a new treaty necessary, which was signed at Utrecht, on the 30th of March, 1731, by which much of this territory was ceded by France to England, including Newfoundland, Acadia or Nova Scotia, and the Hudson's Bay

region. The treaty of Paris, in 1763, finally confirmed these territories to Great Britain. In the meantime, however, the voyage of La Salle down to the mouth of the Mississippi led to the establishment of a line of trading posts, extending from Quebec to New Orleans, having for its chief purpose the building up of the fur trade, and incidentally the holding of this entire region as French territory. However interesting it might be to notice the various conflicts which arose between France, Spain and England, for the possession of these vast regions, it is impossible to do so at this time, further than to chronicle the fact that by the treaty of Paris, made February 10, 1763, France surrendered to Spain all that part of Louisiana lying west of the Mississippi river, and ceded to England all that part of Louisiana lying east of that river. Twenty years later, or to be more precise, by the treaty of Paris made September 3, 1783, Florida was returned to Spain by Great Britain, and all English territory south of the Great Lakes and east of the Mississippi river was ceded to the United States, whose independence was recognized by the same treaty. The territory known as Louisiana, which included the region west of the Mississippi river to the Pacific ocean, except New Mexico and California, remained a Spanish possession until 1801, when Napoleon caused it to be secretly conveyed to France, intending to make it a French province. But, objections being made by the United States and serious troubles arising at home, he consented to a sale of this vast region to the United States upon terms which were agreed upon, April 30, 1803, for \$15,000,000.

Thus it came about that, in the providence of the Almighty, a province, which, as a colony, had failed financially and otherwise, in the hands of both France and Spain and had been a bill of expense to both of these governments all the time it remained under their control, became a vast, rich, productive and populous region under the control of the United States. The city of St. Louis, once a trading post for Spanish and French fur traders, became under the new regime a large and beautiful city, which, in 1903, expends for the purposes of an industrial and artistic exhibition, a sum equal to that which was paid one hundred years ago for the entire territory between the Mississippi river and the Pacific ocean, less New Mexico and California. The powerful fur companies which then controlled this immense region, and which proposed to keep it as a breeding ground for fur-producing animals and for the use of its aboriginal inhabitants, have all disappeared and in their places are numerous states and territories, having within their limits numberless cities, towns, villages, agricultural, industrial, mining, commercial and other prosperous communities, making up a large proportion of the population of the United States. The Spanish territory west of the Mississippi river was as essential to the growth of American ideas of liberty,

progress and independence, as it was for homes for the millions of people now living within its limits, or the many millions to occupy it in the years to come. The purchase of Louisiana in 1803, by Thomas Jefferson, was an act of the highest statesmanship, whose deep meaning has not yet been realized, and whose far-reaching effects have been felt, not only in our own country, but throughout the world.

The acquisition of this vast territory, of whose hidden riches and great possibilities no one in those days had the slightest conception, was followed by the Lewis and Clark Expedition in 1804-5, the Astor attempt at settlement near the mouth of the Columbia river in 1810, the opening of the Oregon trail by hunters and trappers in 1828, the expedition of Nathaniel J. Wyeth with the first missionaries to Oregon in 1832, the great overland emigration to Oregon in 1842, the Mexican war in 1846, which resulted in the acquisition of California, the discovery of gold in 1848, without which the Civil war of 1861-65 could not have been successfully carried out, the organization of civil government in Oregon in 1847, which did so much to secure the title of the United States to the immense area then known as the Oregon Territory, the enormous growth of the interests of the United States in the Pacific ocean, and the acquisition of the Sandwich Islands and the Philippines,—all are directly or indirectly connected with, and are successive historical events growing out of the Louisiana Purchase.

To these may be added the development of the fact that Puget Sound is the natural, logical and inevitable mart for the commerce of the East Indies, which has been the "desire of all nations" for two thousand years, and that Henry Villard, James J. Hill and their associates are the legitimate successors of Captain James Cook, John Jacob Astor and other masters of transportation, whose schemes contemplated nothing less than a system which should encompass the world with the cheapest and the most approved facilities for the shipment of goods, whether east or west, by land or water. These modern captains of industry have also been enabled to profit immensely by the experience of their predecessors, to avoid their mistakes, and to be benefited by increased climatic and geographic knowledge, as well as by the innumerable discoveries in the field of mechanical skill and invention, which have made the transformations of Alladin's lamp seem tame in comparison. All desirable conditions of sea and land, of climate, latitude, natural resources and productions are combined on Puget Sound in such manner that no element seems lacking to make it the seat of a vast commerce that should accommodate not only the east and west, but should dominate the Pacific ocean and largely influence the trade and business of the entire world. These conclusions have been reached by the greatest navigators of modern times, after a thorough exploration of the globe, and particularly of those waters

where navigation is practicable at all seasons of the year. These facts were all developed in the prosecution of the fur trade, and were the result of various efforts made by fur traders to extend and control that trade during the last one hundred years. The Lewis and Clark Expedition was sent out ostensibly, by Thomas Jefferson, for the purpose of establishing a line of trading posts in the interests of the citizens of the United States between the Mississippi river and the Pacific ocean, although unquestionably he had other and more important objects in view at that time. John Jacob Astor wished to establish such a line also, but intended to continue his fur trading operations, not only across the continent, but to China, and then, with cargoes of tea, spices, silks and oriental goods return to New York by the way of the Cape of Good Hope. This, however, was only one of the many lines of exploration thrown out by the fur traders, in the prosecution of their profitable undertakings. After the establishment of a line of trading posts from Quebec to New Orleans, by the French, of which St. Louis was the chief station, they became involved in wars with the English which resulted in the acquisition of Canada, the Hudson's Bay territory and practically all of North America north of the thirty-third parallel of north latitude. Of the many struggles which took place between these two nations for the control of this vast territory and of the organization of various and rival companies, French and English, which were organized for the purpose of carrying on the fur trade, it is not necessary now to speak excepting in so far as they may relate to, or effect either directly or indirectly the Puget Sound region. The story of these struggles is of intense interest, but otherwise it does not come within the scope and compass of this history.

CHAPTER X.

HISTORY OF HUDSON'S BAY COMPANY.

As early as 1626, Louis XIII, King of France, granted a charter to the Compagnie de la Nouvelle France, for trading purposes in and around Hudson's Bay. The possession of this territory was then in dispute between England and France. The severity of the climate and the inhospitable nature of that region, however, were discouraging to the promoters of that company, and they made but slow progress in the work they had undertaken. In the meantime the English were pushing their fur trading enterprises in the same direction, and on May 2, 1670, Charles II, then King of England, granted "the Governor and Company of Adventurers of England trading into the Hudson's Bay," a charter conferring upon the earls, lords, knights and gentlemen composing it, and their successors, the exclusive right to the trade of Hudson's Bay and its tributary territory. This charter recites among other things as follows: "And to the end the said Governor and Company of Ad-

venturers of England, trading into Hudson's Bay, may be encouraged to undertake and effectually to prosecute the said design of our more especial grace, certain knowledge and mere motion, we have given, granted and confirmed, and by these presents, for us, our heirs and successors, do give, grant and confirm, unto the said governor and company and their successors, the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's Straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, rivers, creeks and sounds aforesaid, that are not already actually possessed by the subjects of any other Christian prince or state, with the fishing of all sorts of fish, whales, sturgeons, and all other royal fishes, in the seas, bays, inlets and rivers within the said premises, and the fish therein taken, together with the royalty of the sea upon the coasts within the limits aforesaid, and all mines royal, as well discovered as not discovered, of gold, silver, gems and precious stones, to be found or discovered within the territories, limits and places aforesaid, and that the land be, from henceforth, reckoned and reputed as one of our plantations or colonies in America, called Rupert's Land." These and similar provisions conferred upon this company autocratic powers in the region referred to, and excluded all persons whatsoever from trading or settling in the same, without permission first had and obtained from this company. This was the beginning of a company which exercised despotic power and authority over the northern part of the continent of North America for nearly two hundred years. It was constituted, "The true and absolute lords and proprietors of the territories, limits and places, saving always the faith, allegiance and sovereign dominion due to us (the crown), our heirs and successors, for the same, to hold as tenants in fee and common socage, and not by knight's service, reserving, as a yearly rent, two elks and two black beavers whensoever and as often as we, our heirs and successors shall happen to enter into said countries, territories and regions, hereby granted." No persons were allowed to visit, traffic or trade in these regions, without a license from the company. The King contracted and agreed that he would never grant a license to any other person or persons, to visit or trade therein. The company had full power to appoint governors and other necessary officers, who were authorized to try persons employed by the company according to the laws of Great Britain. It was authorized to send ships of war, men or ammunition to any port, post or place for the defense thereof, to raise military companies and appoint their officers, to make war or conclude peace with any prince or people (not Christian) in any of their territories, "Also to seize the goods, estate or people of those countries for damage to the company's interest, or for the

interruption of trade: to erect and build forts, garrison towns and villages, to establish colonies and maintain them, to seize all British subjects not connected with the company, etc." The power of the company was absolute over all its officers, agents, factors, traders, and servants of every description, and in case of negligence or disobedience of orders, to fix the measure of punishment therefor. Having granted all these autocratic powers to the company it enjoins upon all, "admirals, vice admirals, justices, mayors, sheriffs, constables, bailiffs, and all and singular other our officers, ministers, liegemen and subjects whatsoever, to aid, favor, help and assist the said governor and company to enjoy, as well on the land as on the seas, all the premises in the said charter contained, whensoever required." It can be readily perceived that with powers so extensive, and with a governor and council made up of influential noblemen in England, and exercising such unlimited authority in a distant and unknown part of the world, there was practically no check upon its actions, or interference with its management. As its power was practically unlimited, so its system was admirably adapted to the purposes of its organization. Its officers, servants and employes were appointed, drilled, trained and educated in military style, to promote the best interests of the company, which were all centered in the building up of the fur trade, and its collateral lines of business. The men in its service were classified as chief factors, chief traders, clerks and servants. Promotion was open to all, but efficiency in the company's service was the test of merit. Nothing was allowed to interfere with its interests or the extension of its trade, or the development of the fur-producing capacity of the enormous territory which it controlled and governed.

In the prosecution of their missionary labors the French priests first explored the Great Lakes, the Mississippi river and a great part of North America, north and west of these magnificent water systems. In 1640 Pere Brebœuf discovered the falls of Niagara, and Pere Allouez, twenty years later, obtained from the Indians around them much valuable information in regard to western regions. In 1680 Pere Hennepin, under instructions from La Salle, followed the Illinois river to its junction with the Mississippi, and thence up the latter to the falls of St. Anthony. These, and others on the same mission of grace to the Indians, were pathfinders, in many instances for the fur traders, who, profiting by the information thus obtained, rapidly followed in their wake, and established trading posts, so that the two movements co-operated in their several enterprises, and were often joined in the same expedition. Fifty years before the French were obliged to relinquish their vast possessions they had learned something of the Shining, or Stony, or Rocky Mountains, as they were variously designated, although it was not until 1731 that a systematic and definite attempt was made to explore these

mountainous and unknown regions, and the country westward to the South Sea. In that year a fur trader of unusual energy, sagacity and intelligence named Pierre Gauthier de Varennes, Sieur de la Verendrye, who had been trading with the Indians around Lake Nepigon for several years, laid before the governor general of New France his plans for exploring these western regions. The Marquis de Beauharnais was at that time governor general, and, being a man who had already distinguished himself, both in the old world and the new, for his ambition and enterprise, he heartily favored Verendrye's proposition, and assisted him in carrying it into execution. When the necessary preparations were completed, Verendrye embarked for Lake Superior, with a small fleet of canoes, accompanied by Pere Messenger, a missionary. He was instructed by the governor general to take possession in the King's name of the countries he should discover, and examine them carefully in order that the best route for connecting New France, including Louisiana, which meant the whole Mississippi valley, with the sea coast on the Pacific ocean. Having reached the head of Lake Superior, he proceeded to Rainy Lake, where he built Fort Pierre; thence he made his way to the Lake of the Woods, where he built Fort St. Charles, and, in 1734, Fort Maurepas, on the Winnipeg river. Space will not permit any detailed account of his many expeditions, northward and westward, as he made his way to the Saskatchewan, and thence to the eastern slopes of the Rocky Mountains. His travels were not without suffering, danger and considerable loss from hostile savages, through whose country he and his party were the first white men to penetrate. In 1736 Verendrye's youngest son, with a priest named Anneau and twenty men, was massacred by hostile Sioux. Turning to the south, and still in pursuit of the South Sea or the Pacific, he entered the Mandan country, where he built Fort La Reine on the Assiniboine river. Thence he followed up the Missouri, reaching the Yellowstone in 1742. Taking the Mouse river trail, he continued his westerly course until January 1, 1743, when such difficulties were encountered that he determined to return for further aid and assistance from the government. These were refused him on various pretexts, though the great value of his explorations was acknowledged. His encouraging reports stimulated a desire for a continuance of the work he had so successfully begun and carried on, but disagreements amongst the promoters of the enterprise, the death of Verendrye in 1749, and the mercenary conduct of government officials, delayed matters so that nothing more of importance was done in that direction.

A noted explorer of those days was Jonathan Carver, a captain in the British provincial army, who traveled over a considerable part of the territory traversed by Verendrye, and who reported the result of his investiga-

tions in a book published in 1790. Carver left Boston in June, 1766, for Fort Michilimackinac, from which point he made excursions north and west around the sources of the Mississippi river. In the course of his travels he found certain Indians from the west with whom he tarried several months, learning their language and obtaining from them much valuable information in regard to the geography of the western country. He learned from them that from the high table lands of the Rocky Mountains four great rivers flowed in different directions. These, he says, were the Mississippi, the Bourbon, or Saskatchewan, the Oregon, or River of the West, and the St. Lawrence, for which the Colorado should probably be substituted. This is the first time the word Oregon, or Origan, makes its appearance. Carver refers to it as "the river which falls into the Pacific ocean at the straits of Anian." They also told him of the Shining Mountains, which extended north from Mexico, dividing the waters flowing west into the Pacific ocean, from those which flowed east into the Gulf of Mexico.

In the meantime, however, important events were taking place in Europe and on the Atlantic slope which should change the map of North America. The battle fought on the Plains of Abraham, in which Wolfe and Montcalm gave up their lives, but won an immortality of fame, did much to settle the destinies of the world. The troubles between England, France and Spain came to an end, temporarily, by the treaty of 1763, by which all of the French possessions in North America, except three small islands off the coast of Newfoundland, became English territory. This change in proprietorship having been accomplished, the control of this vast region, larger than the whole of Europe, passed by easy gradations into the hands of the Hudson's Bay Company, which exercised all its great powers, first to overcome, or drive out of the fur business, or absorb all rival companies, and secondly, to devote this immense territory to the fur trade exclusively. All other interests were made subservient to this, and its policy was to protect and control the Indian, because he was a convenient and successful trapper, and to allow no settlement or business of any kind to be carried on that would interfere with the fur-producing animals which thrived here, especially north of the fortieth degree of north latitude. Having acquired control of all of British North America to the Pacific ocean, it was an easy matter to extend its operations over the Puget Sound Country, by virtue of the "Joint Occupancy" treaty of 1818, which provided that the territory in dispute, including the Puget Sound region, should be open and free to the citizens of each country for ten years.

This gave to the Hudson's Bay Company an early opportunity to seize upon this part of the northern coast, and they hastened to take advantage of it, by establishing posts at convenient points for the conduct of their opera-

tions and for eventually securing its full and perpetual ownership and control to Great Britain. The "Joint Occupation" continued until the boundary line between the two nationalities was permanently established, on the forty-ninth parallel of north latitude, by the treaty of 1846. According to a report made to Parliament in 1857, the company had at that time within the limits of the present state of Oregon four posts, in Idaho five posts, and in Washington six posts for the transaction of its trading operations. Of these, Fort Vancouver on the Columbia river, where the town of Vancouver, Washington, now stands, was the headquarters or central post for the entire district. In the year 1869, the Hudson's Bay Company transferred to the Dominion of Canada all its territorial rights, except a small tract around each fort, for the sum of \$1,500,000. Its claims against the United States for property rights surrendered in this country were adjusted by a commission appointed for that purpose, in 1870, at the sum of six hundred thousand dollars.

CHAPTER XI.

INDIAN TRIBES OF PUGET SOUND COUNTRY—CUSTOMS, RELIGION, ETC.

There is, apparently, something harsh and cruel in the law of evolution which decrees "the survival of the fittest," and consequently the disappearance or the extinction of inferior products of the natural, and we may well believe, of the spiritual world, yet there is a kindness in that Providence which takes away those products when the struggle for existence becomes too hard to bear, or the conditions under which it must be carried on are too difficult for their weak natures. As the physical world with all its beauty and productiveness was made for man's use and benefit, so the larger use that is made of that world by man, the more fully are accomplished the purposes of the divine Creator of all these things. We may be sensible of some fleeting pangs of regret, that the aborigines of our country should be so rapidly melting away before the brighter light of modern civilization, and that already many tribes, clans, communities and families have become extinct, yet this is only in accordance with the laws of nature, or the purposes of Providence, which bring about man's progressive development. It is not in accordance with those laws or purposes, that a vast continent like that of North America, so rich in its marvelous capacity to supply human needs, should be perpetually given over to predatory bands of roving savages, whose moral and intellectual development was not many degrees above that of the wild animals who were their partners, in the possession of the forests and streams they both frequented, in their efforts to obtain subsistence. From all the data available, it is not believed that the entire Indian population of the territory now occupied by the United States and home territories, when settlements were first made by white men on the Atlantic coast, ex-

ceeded 300,000, or about one half of the number of white people at present residing within the limits of the state of Washington. The white population of the entire country is now presumably in excess of 80,000,000, all of whom are pursuing peaceful vocations of industry, and bringing to their use the bountiful resources of nature, in a manner never before dreamed of in the history of the world. As to the usefulness of the two races in developing these resources for the benefit of humanity, there is, of course, no room for comparison. It is true we might wish that an inferior race like the Indian might live to enjoy some of the benefits to be derived from contact with a superior one, but here again we meet with the inexorable law of evolution, which ordains "the survival of the fittest" and we bow to the inevitable, and reason as well as experience tells us, it is best. When we remember the hundreds, even thousands of years, required to bring the Anglo-Saxon race to its present state of advancement, we may in some degree comprehend how much the Indian has to learn in order that he may meet the requirements of our present high state of civilization.

The Puget Sound Indians in no wise differed materially from the great body of Indians found on the continent of North America, either in their moral or intellectual development. Physically they were somewhat inferior to their neighbors east of the Cascades and in the interior, because their environment was not such as to develop manly vigor, energy and muscular strength. The inland tribes rode horses constantly, lived much of the time in the open air, were accustomed to constant physical exertion, and were obliged to live strenuous lives in order to procure subsistence, and to ward off the frequently impending attacks of their warlike and hostile neighbors. To obtain clothing to enable them to withstand the more rigorous climate in which they lived, also called forth more continued exertion. The result was that in the interior the natives developed a higher degree of physical perfection, and often attained a manly grace and beauty which commanded the admiration of white men, and might have challenged the figure of the Apollo Belvidere himself. Conditions were different in the Puget Sound Country. Here the mild and equable climate and the ease with which subsistence was obtained, were conducive to a more placid and peaceful disposition. As there were no extremes of heat or cold the matter of clothing and fuel was of a less pressing nature, and as no great amount of exertion was necessary, and their wants were few, they never developed aggressive tendencies and but rarely engaged in war with each other. The waters upon which they lived, whether salt or fresh, were alive with fish, of many varieties, large and small, some of them among the best in the world for food, and the forests abounded in game, including elk, deer, bear, beaver, hares and many kinds of smaller game, whilst the marshes, sloughs and other water channels, at certain seasons of the

year, were plentifully supplied with ducks, geese, and water fowl of every description. Clams were also abundant on the beach, and afforded a large share of their subsistence, and these were usually procured by the female members of the family. Spending much of his time in a canoe, in a squatting position, as he paddled from place to place, was a habit of life not calculated to develop a manly form or a handsome personal presence. For these reasons his habits were sluggish, and he lacked the erect bearing and the alert expression of the Indians of the mountains and the plains. Yet his mental power and his intelligence were quite equal to most of those inland tribes, which have furnished some of the most famous names of Indian history.

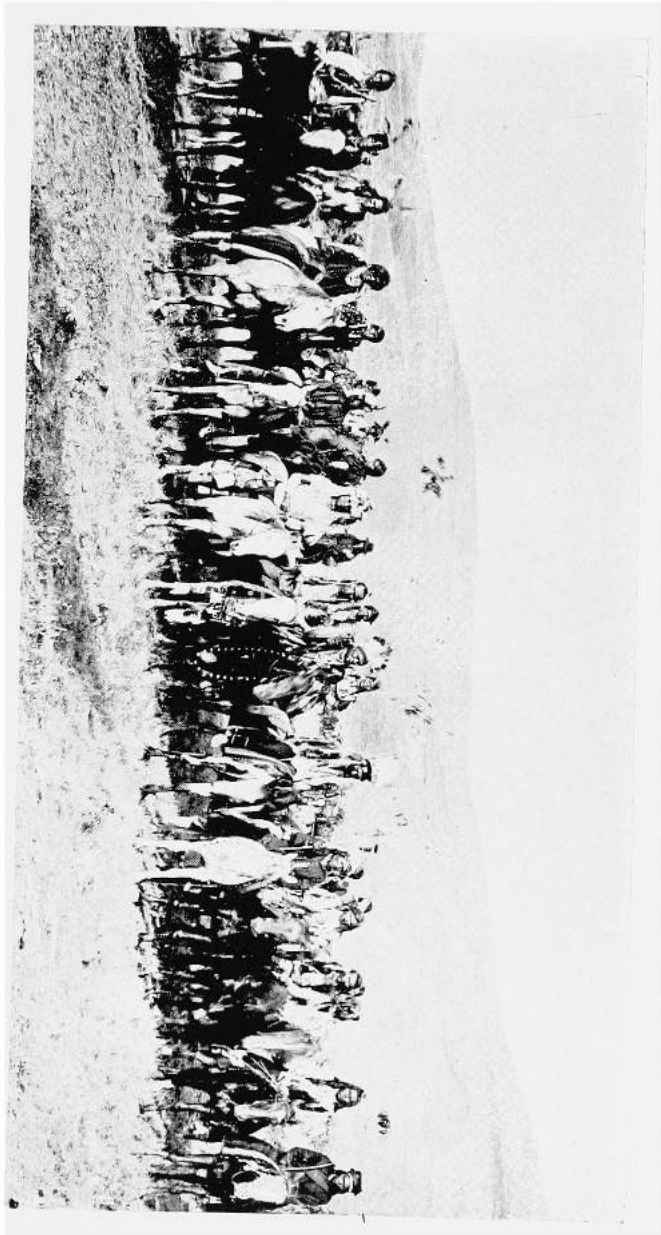
With but few and unimportant exceptions, the Puget Sound Indians belonged to the Salishan or Flathead family, and were divided into numerous tribes, each having its own dialect or language. Whilst there is some affinity in these dialects or languages, and they have many points of resemblance, they are often mutually unintelligible. There is also a considerable diversity of habits, manners and customs. The tribes in this region, which do not belong to the Salishan group, are the Makahs at Neah Bay, and fragments of Chimakuan tribes at Port Townsend and on Shoalwater Bay. The more important of the Salishan tribes were the Semmiahmoos near the British boundary line; thence south and on the eastern shores of Puget Sound, were the Nooksacks, Lummies, Skagits, Snoqualmies, Dwamish, Puyallups, Nisquallies, and the Chehalis. On the west side of the Sound were the Skokomish or Twanas, Chinook and Clallam tribes, whilst among the lesser bands were the Sumas, Suquamps, Swinomish, Stillacooms, Squaxons, Sammamish and Satsops. According to recent census returns these Indians now number less than half of those returned when Governor Stevens made his treaties with them in 1856, whilst many smaller tribes, like the Shilsholes, have entirely disappeared.

The origin of the Indian tribes of North America is still a mystery. Whether Asia was the birthplace of the whole human race, or whether the natives of the American continent were the result of a special creation, is a question still discussed by ethnologists and scientific men. Recent investigations in the northeastern parts of Asia or Siberia would seem to strengthen the theory of those who believe that the ancestors of the Aborigines of America originally came from that quarter of the globe. In that region there are tribes now living whose manners, habits and customs, language and religion, strongly resemble those of the Indians of the northwest coast. Recently published accounts and photographs of the Chukchees, who inhabit a large part of Kamschatka and the Arctic shores of Siberia, for hundreds of miles, indicate a marked resemblance to the Indians of Puget Sound. The

passage across Behrings straits is easily made, and in our own times there have been instances where men in small vessels have been carried several hundred miles, by strong westerly winds, before they could make a landing, control their movements, or alter their course. There are traditions among the Chinook and other tribes, of Japanese junks having been wrecked on the shores of Oregon and Washington many years ago. There is no serious difficulty in making the passage from Kamschatka to Alaska, and the great similarity which has been observed between the Chukchees of Siberia, for example, and the Puget Sound Indians would suggest a strong probability that the natives of the northwest coast had their origin in the northeastern part of Asia. If these Indians came from Asia, then there is a possibility that all the Indians of North America originally came from the same quarter of the world. The differences found to exist between the various tribes of North America are only such as might be caused by differences of climate, soil, means of subsistence and natural conditions or surroundings. The devotion of the Puget Sound Indians to their ancestors might have originated in China, where regard and esteem for ancestry are carried to greater lengths than anywhere else in the world.

Judge James G. Swan, who spent more than forty years of his life among the Indians of Western Washington, much of the time in an official capacity, and who studied their habits and customs very closely, says, "Of the coast Indians that I have seen, there seems to be so little difference in their style of living that a description of one family will answer for the whole." His remarks, with very few exceptions, will apply to all the Indians of the Puget Sound country. He continues, "The Indian is naturally reserved before strangers and very suspicious. He is full of superstitious beliefs, and distrustful, deeming every man his enemy till he has proved to the contrary. At all times and places he is under the influence of hopes and fears, and it is fear that makes him suspicious and his ignorance that makes him superstitious. But let the Indian once get acquainted, and feel that he is in the presence of a friend and one who feels an interest in his welfare, and he then throws off his reserve, and then it is seen that he can talk and laugh like the rest of the human family. His reserve is most completely thrown off when at home in the midst of his lodge circle, or in seasons of leisure and retirement, in the depths of the forest. Then the stranger who may have gained his confidence, not only has the opportunity to learn his methods of domestic economy, but can hear the relation of those tales and legends which have been handed down from generation to generation, and which the casual visitor is never permitted to listen to. The Indians north of the Columbia are, for the most part, good-looking, robust men, some of them having fine symmetrical forms. They have been represented as diminutive, with crooked

WAITING FOR THE TRAIN.



legs and uncouth features. This is not correct; but, as a general rule, the direct reverse is the truth. Their complexion is that of the usual copper color of the North American Indians, but their color is much lighter than the Indians of California, or those of Missouri, Alabama, or Florida. The hair of both sexes is long and very black, that of the men hanging loose over the shoulders, while the women, as a usual thing, tie theirs up behind in a sort of queue, and the young girls braid theirs into two tails, with the ends tied with ribbons or twine. Both sexes part the hair on the top of the head, and take great pains to keep it well combed, although their combs have usually very coarse teeth, not well adapted to remove either dirt or insects. They are very fond of dress, and are apt and excellent imitators. The women are expert with the needle, and fashion and make their dresses with great rapidity, imitating as near as they can the dresses of white women they may have seen. Before the introduction of blankets and calicoes among them they used the dressed skins of the deer, bear and sea otter. The women wore a sort of skirt or tunic, made from the inner bark of the young cedar, prepared by beating until it was soft, and then spun into a yarn like thread, which was woven thickly on a string, that passed around the body, the ends hanging down like a thick fringe to the knees. This garment is still used by old women, and by all the females when they are at work in the water, and is called by them their siwash coat or Indian gown. The young men dress in clothes procured from the whites, and some of them, when dressed up, look well enough to appear in almost any company. The ornaments worn by these Indians are not very various, the men being contented with a black ostrich plume, tied like a band around their hats, though some will occasionally stick an eagle's feather in their hair, or add a few of the tail feathers of the blue jay to their cap ornament. The women are fond of dark blue cut-glass beads, which are highly prized. Light blue ones are only worn by the slaves, but the most valued ornament is a species of small shell, of a cylindrical shape, and is found by the northern Indians somewhere north of Vancouver Island. It passes as money among them and is called Siwash dollars."

The position of women among these Indians is better than it is with the Indians of the interior. This was noticed by Lewis and Clark, who remarked the difference as they journeyed across the continent, saying, "The treatment of women is often considered as the standard by which the moral qualities of savages are to be estimated. Our own observation, however, induces us to think that the position of the female in savage life has no necessary relation to the virtues of the men, but is regulated wholly by their capacity to be useful. Where the women can aid in procuring sustenance for the tribe, they are treated with more equality and their importance is proportioned to the share which they take in that labor, while in countries

where the sustenance is chiefly procured by the exertions of the men, the women are considered and treated as burdens. Thus among the Clatsops and Chinooks, who live chiefly upon fish and roots, which the women are equally expert with the men in procuring, the former have a rank and influence very rarely found among the Indians. The females are permitted to speak freely before men, to whom, indeed, they sometimes address themselves in a tone of authority. On many subjects their judgments and opinions are respected, and in matters of trade their advice is generally asked and pursued. The labors of the family, too, are shared most equally. The men collect the wood and make fires, assist in cleaning fish, make the houses, canoes and wooden utensils, and whenever a stranger is entertained, or a feast is to be prepared, the meats are cooked and served up by the men."

Judge Swan continues: "The peculiar province of the women is to prepare and take care of the fish and berries for the winter's use; to collect roots, make the mats, which are made from rushes, and to manufacture the various articles which are made of rushes, flags, cedar bark and bear grass. But the management of the canoes, and many of the occupations which elsewhere devolve on the female, are here common to both sexes.

"Their wealth consists in movable or personal property. They never considered land of any value, till they were taught so by the whites. All the value they set upon their ground is for hunting and fishing, and the only bounds are such as they set between themselves and neighboring tribes. All such property is common stock, each member of the tribe owning as much interest in it as the chiefs, although, when dealing with the whites, the chiefs assume they own the whole. They were glad to have us settle on and improve their lands. They knew they could not do so themselves, and they were content to be paid for the land so used by what the settlers saw fit to give them of the potatoes or wheat raised. What they consider property, is anything they can exchange or barter away for articles they desire to possess. This consists of Chinese chests, blue beads, blankets, calico, and brass kettles and other culinary articles, guns, fishing apparatus, canoes, and slaves or horses. Their slaves are purchased from the northern Indians, and are either stolen or captives of war, and were regularly brought down and sold to southern tribes. The price is from one to five hundred dollars, or from twenty to one hundred blankets, valued at five dollars each. In their domestic relations they seem very fond of each other, and the parents seem devotedly affectionate to their children. I have never known of an instance, during their wildest drunken freaks of fury or rage, where one of their own children was hurt or badly treated, although at such times they are very apt to treat their slaves with barbarity. Like most of the Indian tribes west of the Rocky Mountains, they practiced compressing or flattening the heads of

their infants, like the Flatheads on the headwaters of the Columbia river. This practice does not seem to affect the mental power, or the brain development of these Indians injuriously. They are addicted to gambling and to the use of fire water. In fact they are passionately fond of both of these vices. Marriage usually is a matter of little formality, arranged between the parents of the bride and groom, and consists in the payment, to the parents of the bride, of such articles as may be agreed upon, either slaves, canoes, blankets, horses, guns or anything that may be available. The higher the social scale of the bride, as in the case of the daughter of a chief, the higher is the price paid for her, and the more formal the ceremonies connected with the marriage. Polygamy has been practiced among them, but only to a limited extent, as but few were able to support more than one wife."

The following remarks of the noted Indian scholar and writer Schoolcraft, on the fasts of the Algonquins, who occupied so large a portion of the northeastern part of the United States, are specially applicable to the Puget Sound Indian: "The rite of fasting is one of the most deep-seated and universal in the Indian ritual. It is practiced among all the American tribes, and is deemed by them essential to their success in life in every situation. No young man is fitted and prepared to begin the career of life, until he has accomplished the great fast. Seven days appear to have been the ancient maximum limit of endurance, and the success of the devotee is inferred from the length of continued abstinence to which he is known to have attained. These fasts are anticipated by youth as one of the most important events of life. They are awaited with interest, prepared for with solemnity, and endured with a self-devotion bordering upon the heroic. Character is thought to be fixed from this period, and the primary fast thus prepared for and successfully established, seems to hold that relative importance to subsequent years that is attached to a public profession of religious faith in civilized communities. It is at this period that the young men and the young women 'see visions and dream dreams,' and fortune or misfortune is predicted from the guardian spirit chosen during this, to them, religious ordeal. The hallucinations of the mind are taken for divine inspiration. The effect is deeply felt and strongly impressed on the mind: too deeply, indeed, to be ever obliterated in after life. The father in the circle of his lodge, the hunter in the pursuit of the chase, and the warrior on the field of battle, think of the guardian genius which they fancy to accompany them, and trust to his power and benign influence under every circumstance. This genius is the absorbing theme of their silent meditations, and stands to them in all respects in place of the Christian's hope, with the single difference that, however deeply mused upon, the name is never uttered, and every circumstance connected with its selection, and the devotion paid to it, is most studiously and professedly con-

cealed even from their nearest friends. Fasts in subsequent life appear to have for their object a renewal of the powers and virtues which they attribute to the rite: and they are observed more frequently by those who strive to preserve unaltered the ancient state of society among them, or by men who assume austere habits for the purpose of acquiring influence in the tribe, or as preparatives for war or some extraordinary feat. It will be inferred from these facts that the Indians believe fasts to be very meritorious. They are deemed most acceptable to the manitous or spirits whose influence and protection they wish to engage or preserve. And it is thus clearly deducible that a very large portion of the time devoted by the Indians to secret worship, so to say, is devoted to these guardians or intermediate spirits, and not to the Great Spirit or Creator."

The Indians north of the Columbia river and west of the Cascade Mountains had some habits and customs not common to those south of that river, or to the inland tribes. One of these was the "potlach," or giving-away custom, which prevailed among the Puget Sound Indians. From some unknown source they had long ago learned the beautiful lesson that "it is more blessed to give than to receive." It has been one of the great objects of the ambition of many members of these tribes, whether chiefs or not, at some time in their lives, to give a grand potlach, for which they would prepare years beforehand, by collecting all sorts of goods, useful or desirable among Indians, and they would utterly bankrupt themselves in order to give the greatest possible number of presents to their Indian friends and neighbors. These presents usually consisted of blankets, calicoes, knives, guns, canoes, clothing, skins of animals, and money in the form of silver dollars. Sometimes two or more Indians would combine their collections and join in giving one of these potlaches, by which they hoped to acquire power and political influence, perhaps secure a chieftainship in the tribe to which they belonged. The day appointed for the ceremony would be announced sometimes months in advance, and when the time came all the Indians invited would arrive in their canoes and remain until it was over.

The method of distributing the gifts is in many respects like the ceremony usually attending the Christmas tree allotments at Sunday schools in Christian lands, where the name of each scholar is called out, and his present is thereupon delivered to him in person.

The potlach exercises very often last several days, during which time the Indian, who may be giving away the accumulations of a lifetime, furnishes the visitors with provisions while they remain. After they are concluded he may have nothing left in the world but the proud consciousness that he has given the potlach, and thereby acquired a reputation among his neighbors and friends for generosity and enterprise, not otherwise to be secured.

Another custom, more generally recognized throughout the Indian tribes of North America, is Totemism, which is a complex religious and social system not yet fully understood.

The full significance of totemic carvings, legends, myths, and folklore has not as yet been determined. Fraser, in his work on Totemism, says: "A totem is a class of material objects, which a savage regards with superstitious respect, believing that there exists between him and every member of the class an intimate and altogether special relation. * * * The connection between a man and his totem is mutually beneficent, the totem protects the man, and the man shows his respect for the totem in various ways, by not killing it, if it be an animal, and not cutting it if it be a plant. Considered in relation to man, totems are of at least three kinds: (1) the clan totem, common to a whole clan, and passing from generation to generation; (2) the sex totem; * * * (3) the individual totem, belonging to a single individual and not passing to his descendants. The clan totem is revered by a body of men and women who call themselves by the name of the totem and believe themselves to be of one blood, descendants of a common ancestor, and are bound together by common obligations to each other, and by a common faith in the totem. In its religious aspect it consists of the relations of mutual respect and protection between a man and his totem, and in its social aspect it consists of the relations of the clansmen to each other, and to men of other clans."

In the Indian mind there is and always has been a close relationship between the Indian race and the wild animals by which he has been surrounded and with which he is familiar. According to Indian tradition, his race was originally descended from, or was made by certain members of the animal creation, when they were supposed to have been much more powerful and intelligent than they are now, or have been in modern times. There is still a strong disposition among Indians to believe that these animals can assist them in their struggles for existence, or for supremacy, or for success in any of their undertakings. In some tribes it is the custom for a young man, on reaching his maturity and before taking upon himself the duties and responsibilities of membership in his clan or band, to go out into some lonely spot in the mountains, and there by fasting and prayer supplicate the favor and assistance of some supposed friend in the animal or in the spiritual world. He did this under the advice of the old men of the tribe, who directed him to continue his fasting and prayer for several days, or until his physical system became exhausted, when he was to lie down and sleep, and whatever he should dream of, whether eagle, bear, beaver, elk, should become his totem or his friend, to whom he should look, in time of need, for help and succor. In the course of his supplications he was instructed to ask, not for any special

thing, but to confess his need of assistance and if he dreamed of a bear, he was convinced that the bear came, or was sent in answer to his prayers to aid him in his undertakings, and ever after he looked upon the bear as his special friend and assistant, who would strengthen him when he needed strength or would assist him in overcoming his enemies, in any struggle in which he might be engaged. Thenceforth the bear became his totem, and he looked upon that animal as a friend and partner in all his undertakings. It became his totem, to be carved upon a pillar to be placed in front of his house, and a number of totems representing the different families of the tribe might be carved on one pillar, the totem of the chief placed at the head or on the top. All the men having the bear, for example, for their totem, were supposed to belong to one clan or band, and the social relation between them was in some respects a sacred one, fully as strong as any blood relationship.

As families rose and fell in distinction, wealth or importance, so the totem became, like a family crest, of more or less importance, becoming sub-totems, phratry or sub-phratry, according to the prominence of the head of the clan or gens, having a common totem. Judge Swan says, "The Indians can see but little or no difference between their system of Tomanawos (or guardian spirits) and our own views as taught them. For instance, the talipus, or fox, is their emblem of the creative power; the smispee, or duck, that of wisdom. And they say that the Boston people, or Americans, have for their Tomana-wos, the wheurk, or eagle, and that the King George, or English people, have a lion for their Tomanawos."

An experience similar to that above described, for ascertaining the totem of each individual, was gone through in the preparation or education of the medicine men, who were thereby supposed to secure control of the spirits, good and evil, which was necessary in the practice of their profession. As all diseases were supposed to be the work of evil spirits, or to indicate their presence, it was necessary to drive them out before health could be restored.

Association with white men and the extension of the white man's laws over them, have ended slavery, polygamy, and war between the several tribes, but the influences of ignorance and superstition are hard to eradicate, and it will be many years before they are entirely overcome. The education of Indian children in the habits of industry and in the principles of Christianity is the only way to remove the incubus which weighs down the Indian character, debases his imagination and shortens his life.

Volumes might be written with reference to the ideas, habits and customs of these primitive people, but only a few suggestions can be offered here, which may lead to further investigation of the subject. Reference to them will be made later on, when the Indian war of 1855-56 will receive some notice.

CHAPTER XII.

LEWIS AND CLARK EXPEDITION.

The closing years of the eighteenth century formed a period of unusual activity in the work of discovery and development on the northwest coast of America. Spain and France were slowly surrendering their rights and claims in that region to Great Britain and the United States. A long struggle between these two powers, for supremacy, or possession, or control, began when Captain Robert Gray discovered and entered the Columbia river. In the same year Vancouver made his surveys and explorations of the Puget Sound Country. While these events were taking place, a distinguished explorer, traveler and fur trader was making his slow and toilsome way, by land, in the same direction. This was Alexander Mackenzie, the first white man to cross the continent, including the Rocky Mountains, and to reach the shores of the Pacific ocean, through the territory westward of the Stony Mountains to the South Sea. He was the agent and representative of the Northwest Fur Company, the most powerful rival which the Hudson's Bay Company ever had in its fur-trading and fur-dealing operations. This company was organized at Montreal in 1784 by some of its enterprising merchants, for the purpose of meeting and overcoming the arbitrary methods of the Hudson's Bay Company in its dealings with the individual traders who had ventured into its vast domains. The headquarters of this company were at "Fort Chipewyan" on Lake Athabasca, and were under the charge of Alexander Mackenzie, a bold, resolute and able man, whose explorations stamped his name on the geography of all the west and north. In 1791 he organized a small party for western exploration, intending to prosecute his journey until he reached the Pacific ocean. Two years before, he had discovered the river which has ever since borne his name, and had followed it nine hundred miles north to its mouth in the Arctic ocean, in latitude sixty-nine degrees north, longitude one hundred and thirty-six degrees west of Greenwich. Determined, on his return, to find his way to the Pacific ocean, he left Fort Chipewyan on the 10th of October, 1791, and ascended the Peace river to the foot of the Rocky Mountains, where he encamped for the winter.

The following June he resumed his journey, tracing that river to its source near the fifty-fourth parallel of latitude, and distant about one thousand miles from its mouth. After making a short portage with his party of ten men and three thousand pounds of provisions and trading goods, he came upon the waters of a stream flowing westward, which he followed for two hundred and fifty miles. Thence he proceeded westward by land, and on the 22nd of July, 1792, reached the Pacific ocean, at the mouth of an inlet, in latitude fifty-two degrees ten minutes. This inlet had only a few weeks before

been surveyed by Vancouver, and thus the land and water explorations of Great Britain had been connected on the Pacific coast by Mackenzie.

In this same memorable year of 1792, in which Captain Gray had discovered the Columbia river, Vancouver had explored Puget Sound and Mackenzie had crossed the continent, Thomas Jefferson, then minister to France from the United States, was taking a deep interest in this region. As an American he could not feel otherwise, but there was something in him of the seer or prophet in the matter, beyond doubt, and he even then had visions of what his country might do in this far-off region at some time in the near or distant future. As early as 1786 he met, in Paris, John Ledyard, of Connecticut, who had been with Captain Cook on his last voyage, and arranged with him to go overland, by way of Russia and Siberia, to Kamschatka, thence to Nootka Sound and the latitude of the Missouri, whence he was to make his way by land to the United States. This project was not successfully accomplished because Ledyard was arrested at Irkootsk and compelled to return to Europe in 1787. Jefferson's thoughts continued, evidently, to take the same direction, for in 1792 he proposed to the American Philosophical Society that a subscription be raised to defray the expenses of an exploring party and that a competent person be employed as its leader. He suggested that it ascend the Missouri river, cross the Stony Mountains, and descend the nearest river to the Pacific. His recommendation was favorably considered by the society, and Captain Meriwether Lewis, at the suggestion of Jefferson, was selected to lead the expedition, and André Michaux, a distinguished French botanist, was selected to accompany him. They proceeded as far as Kentucky, when Michaux was recalled by the French minister at Washington, and the project, for the time being, was abandoned. Subsequently, after Mr. Jefferson became president and while the treaty with Napoleon for the purchase of Louisiana was pending, he sent a special message to Congress in which he recommended that an official expedition be dispatched in the same direction and for the same purpose. In view of the important results attending the Louisiana purchase, the great commercial developments which have taken place in recent years in this northwest territory, the diplomatic manner in which Jefferson placed the matter before Congress, that no offence might be given "the nation claiming the territory," the following extracts from this confidential message are particularly interesting at the present time. This message is dated January 18, 1803, and is addressed to the "Gentlemen of the Senate and of the House of Representatives." * * * * * "The river Missouri and the Indians inhabiting it are not as well known as is rendered desirable by their connection with the Mississippi and consequently with us. It is, however, understood that the country on that river is inhabited by numerous tribes who furnish great supplies of furs and peltry to the trade of another nation, carried on

in a high latitude through an infinite number of portages and lakes, shut up by ice through a long season. The commerce on that line could bear no competition with that of the Missouri, traversing a moderate climate, offering, according to the best accounts, a continued navigation from its source, and possibly with a single portage from the Western ocean, and finding to the Atlantic a choice of channels through the Illinois or Wabash, the lakes and Hudson, through the Ohio and the Susquehanna, or Potomac or James rivers, and through the Tennessee and Savannah rivers.

“ An intelligent officer, with ten or twelve chosen men, fit for the enterprise and willing to undertake it, taken from our posts, where they may be spared without inconvenience, might explore the whole line, even to the Western ocean, have conferences with the natives on the subject of commercial intercourse, get admission among them for our traders, as others are admitted, agree on convenient deposits for an interchange of articles, and return with the information acquired in the course of two summers. Their arms and accoutrements, some instruments of observation, and light and cheap presents for the Indians, would be all the apparatus they could carry, and with an expectation of a soldier's portion of land on their return, would constitute the whole expense. Their pay would be going on whether here or there.

“ While other civilized nations have encountered great expense to enlarge the boundaries of knowledge by undertaking voyages of discovery, and for other literary purposes, in various parts and directions, our nation seems to owe to the same object, as well as to its own interests, to explore this, the only line of easy communication across the continent, and so directly traversing our own part of it. The interests of commerce place the principal object within the constitutional powers and care of Congress, and that it should incidentally advance the geographical knowledge of our own continent cannot but be an additional gratification. The nation claiming the territory, regarding this as a literary pursuit, which it is in the habit of permitting within its dominions, would not be disposed to view it with jealousy, even if the expiring state of its interests there did not render it a matter of indifference.

“ The appropriation of \$2,500 ‘ for the purpose of extending the external commerce of the United States,’ while understood and considered by the executive as giving the legislative sanction, would cover the undertaking from notice and prevent the obstructions which interested individuals might otherwise previously prepare in its way.

TH. JEFFERSON.”

This message was the first official step taken in connection with the Lewis and Clark Expedition. The president's instructions to Captain Lewis were signed June 20, 1803. The British, French and Spanish governments were informed of the expedition and its purposes, and passports for the party were received from the English and French ministers. Prior to the year 1763 the

whole of North America, except the Russian Possessions, were claimed by Great Britain, France and Spain. A long struggle had been going on between those powers, prior to that time, for colonial advantages and territorial supremacy. On the 23d of November, 1762, France ceded to Spain the province of Louisiana, including New Orleans and the island on which it is situated. On the 10th of February, 1763, a treaty was made by and between Spain, France, Great Britain and Portugal, whereby France ceded to Great Britain all the Canadas and Louisiana east of the Mississippi, that river being made the boundary between the British and Spanish possessions in North America. Great Britain surrendered all claims to territory west of that river. The United States, on recognition of independence, acquired all territory east of the Mississippi except Florida. Thus the new nation which grew up out of the English colonies on the Atlantic coast was limited on the west by that river, and this boundary was recognized by the treaty of 1763. For valuable considerations, Spain, in 1800, retroceded to France "the colony or province of Louisiana, with the same extent it now has in the hands of Spain, and which it had when France possessed it." The Spanish King signed the order for its delivery to France, on the 15th of October, 1802. By the treaty of April 30, 1803, with Napoleon, the United States acquired, by purchase, the province of Louisiana, whatever might be its boundaries or territorial limits. Those limits at once became a matter of controversy between the United States and Great Britain.

The negotiations for the purchase of Louisiana had been successfully concluded on the 30th day of April, 1803, but the news of that fact did not reach Washington until the first of July following. Captain Lewis left Washington on the 5th of April to take command of the expedition and to make preparations for its departure. It will be readily understood from the foregoing statement, that it was not known, when Captain Lewis left Washington, whether the territory which he was about to explore belonged to Spain, France, the United States, or possibly in part to Great Britain. Circumspection was therefore necessary to avoid a clash with any or all of these diverse interests. The Spanish governor was still acting, not having been advised of the transfer of his province to France.

Delays of various kinds occurred, and Captain Lewis wintered at the mouth of Wood river on the east side of the Mississippi, near St. Louis, making ready at that point for an early start in the spring of 1804. His party consisted of nine young men from Kentucky, fourteen volunteer soldiers of the United States army, two French voyageurs, one as interpreter, the other as hunter, and a negro servant of Captain Clark. An additional force, consisting of a corporal, six soldiers and nine watermen, went with the expedition as far as the country of the Mandan Indians,—forty-three in all, including Captains Lewis and Clark.

The party crossed the Mississippi river and began their long journey on the 14th of May, 1804. On the first of the following November they arrived at the Mandan villages, having journeyed sixteen hundred miles. Here they wintered, and on the 8th of April, 1805, they resumed their westward march, and reached the head of navigation on the Missouri river, three thousand miles from its mouth, on the 18th of August.

Passing the mouth of the Yellowstone, or Roche Jaune of the French Canadian trappers and voyageurs, who had already visited it, they continued up the Missouri, passed its great falls and cascades, made their way through its grand canyon, crossed the summit of the Rocky Mountains, and descended their western slope to the stream now known, at different points on its course, as Deer Lodge, Hellgate, Bitter Root, Clarke's Fork, and Pend Oreille. From this river they crossed the Bitter Root Mountains by what is now known as the Lolo trail, suffering greatly from cold and hunger. On the 20th day of September, they reached a village of the Nez Percés Indians, near the south fork of the Clearwater, where they were received with great kindness and hospitality. Having been short of supplies, they were nearly famished when they reached the Indian village, where they ate so heartily of the food liberally provided for them by the Indians, that many of them became too ill to proceed until the second day, Captain Clark himself being one of that number. They soon recovered, however, and proceeded to the village of Twisted Hair, a noted chief, located on an island in the stream. To this river they gave the name of Kooskooskee, and this they followed until they reached a point navigable for canoes. Here they left their horses and equipage in charge of Twisted Hair, who proved himself a faithful and trusty friend, and proceeded down the river in boats constructed for the purpose, following the Clearwater to its junction with the Snake, thence down the Snake to the Columbia, and down the Columbia to its mouth, which they reached on the 14th of November. They had thus effected the object or purpose of their grand undertaking, and had successfully crossed the continent, and paved the way for the hundreds of thousands of people who have since practically followed in their footsteps and have made homes for themselves on the shores of the Pacific. Balboa himself did not look out for the first time with more pride and admiration upon this great ocean than did this weary and travel-stained band of explorers who had been a year and a half making their way from a point near St. Louis, Missouri, to the terminus of their journey, the mouth of the Columbia river.

Few exploring expeditions have ever been followed by more important consequences, or have led to more stupendous results, than this undertaking, organized by Jefferson, approved by Congress and successfully carried out by Captains Lewis and Clark, at so little cost and expenditure of blood and treasure.

Our space will not permit of any more extended notice of the details of this memorable journey of three thousand five hundred and fifty-five miles, from the mouth of the Missouri to the mouth of the Columbia river, however interesting it might be. It may be sufficient, at this time, to say that the party wintered at Fort Clatsop, named after the Indians of the vicinity, on the south side of the Columbia and near its mouth. Here they remained until March 23, 1806, when they started on their homeward journey. With some modifications, the same route they had followed in their westward travels was taken on their return. They journeyed up the Columbia river in canoes as far as the mouth of the John Day river, called by them the Lapage, where, owing to rapids, cascades and other obstructions to navigation, they left the river, packed their baggage on a few horses purchased from the Indians and proceeded up the river on foot, arriving at the mouth of the Walla Walla on the 27th of April. Here they met with one of the most powerful of the Indian chiefs of the Pacific coast. His name was Yellept, and his kindness and hospitality towards these strangers and travelers through his country deserve perpetual remembrance. Their journal records, among many similar acknowledgments, that "we may indeed justly affirm that of all the Indians that we have seen since leaving the United States, the Walla Wallas were the most hospitable, honest and sincere." The Nez Percés were almost equally friendly, and the property they had left with Twisted Hair, one of their principal chiefs, on the Clearwater, was all returned to them in good order upon their arrival.

They arrived in St. Louis on the 25th of September, after an absence of nearly two and one-half years. Their return was a matter of national interest and rejoicing, and an extensive land grant was made them as some recompense for the great services they had rendered the country. During that time the vast country they had traversed was incorporated into and had become a part of the United States.

Captain Lewis was appointed governor of the Territory of Louisiana, which then included the whole region north of Mexico and west of the Mississippi river, with St. Louis as its capital. Captain Clark was put in command of its militia, and shortly after was appointed agent of the United States for its Indian affairs.

While the events above referred to were taking place, the fur companies were not idle. The Northwest Company of Montreal had sent its agents into the territory lying between the Rocky Mountains and the Pacific ocean, and in the year 1805 they had established a post called Fort McLeod, afterwards known as Fort Fraser, on McLeod's lake. In 1806 Simon Fraser and John Stuart followed Fraser river down to Stuart river, and on Stuart lake, Fort James was erected, and in 1807 Fort George was established at the junction of the Stuart and Fraser rivers. In 1808 Fraser and Stuart made their way

to the mouth of Fraser river, thus completing a chain of posts from Canada to the Pacific ocean.

The expeditions across the continent of Lewis and Clark, of Alexander Mackenzie and other agents of the Northwest Fur Company, had thus opened the way through British territory and through that of the United States, across the continent, for the successive waves of emigration which have continued, with ever-increasing magnitude for one hundred years, from the Atlantic to the Pacific ocean.

In the meantime American commercial interests were growing with great rapidity by water on the northwest coast. Owing to the Napoleonic and other wars in Europe during the closing years of the eighteenth, and the early years of the nineteenth century, the trade of this coast was carried on almost exclusively in American ships. Judge Swan, in his interesting volume on the Northwest Coast, furnishes an approximate list of sixty-three visits paid to this coast by American vessels, for trading purposes, between the years 1787 and 1807, a term of twenty-one years. A partial list of sea-otter skins shipped from the northwest coast to Canton, China, in the following years, may be interesting. In 1799, 11,000; 1800, 9,500; 1801, 14,000, and in 1802, 14,000, making a total of 48,500, besides other skins and peltries. It is an interesting fact that some of the first furs ever carried direct to Canton, from this coast, were taken by an American, Lieutenant John Gore, a native of Virginia, who was with Captain Cook in his expedition, at the time of the latter's death at Karakoor Bay, Sandwich Islands, and took charge of the expedition on the death of Captain Clerke, who had succeeded Captain Cook.

While on the northwest coast, its officers and men had purchased a quantity of furs from the natives in exchange for knives, old clothes, buttons and other trifles. These furs were intended for, and were used as clothes and bedding, but were considered very valuable in China, where they were sold for more than ten thousand dollars. This was in the year 1779, and from that time forward the fur trade rapidly increased in magnitude, particularly with China and the East Indies. In 1808, the Missouri Fur Company was organized in St. Louis. This company employed about three hundred men, principally French, and established a number of posts east of the Rocky Mountains in 1809, and one on the headwaters of Lewis Fork of the Columbia river. In consequence, however, of hostile Indians and difficult communication, the latter was abandoned in 1810.

A party of about forty Americans, on their own account, left St. Louis in 1809, for the purpose of trading for furs in the same region. In this party was William Weir, the grandfather of Allen Weir, Esq., now a prominent attorney of Olympia, and a lifelong resident of the Puget Sound country, who was born near Port Townsend and who has many relatives in that

locality. In the same year, Weir, with nine others, crossed the Rocky Mountains and trapped down the Columbia river, wintering a short distance above the cascades of that river. He and his party, with others, trapped down the Columbia to its mouth in 1810, returning the same year to the Missouri. They found the Indians all friendly on the Columbia, and subsisted chiefly on fish, which came up the river in large quantities. On his return, Weir was enthusiastic in his praises of the country bordering on the lower Columbia, and frequently referred to its large timber, fertile soil, genial climate, abundance of game, fish and other natural resources, with the beautiful appearance of the land, soil, etc., and freely expressed the opinion that "some day it would be one of the finest countries in the world."

CHAPTER XIII.

ADVERSE OPINIONS ABOUT PUGET SOUND COUNTRY—THE ASTOR EXPEDITION.

Although the way into the heart of the Oregon country had been opened up, by water, through the discovery by Captain Gray of the Columbia river, and overland by Captains Lewis and Clark in 1804-05-06, yet many years must come and go before there was any actual settlement in this country, according to American ideas. The fur companies, English and American, during these years were its only occupants. All these companies looked upon American settlers as intruders, whose presence was not desired and whose attempts at home seeking should be discouraged in every possible way. It was a part of their policy to report the whole country then included under the name of Oregon as a barren waste, as an inhospitable desert, and, where the timber grew, that the trees were of such size and numbers as to form an insuperable obstacle to cultivation. Reports of this character were industriously circulated throughout the United States, and were implicitly believed by even intelligent men on other subjects, and were repeatedly urged in the halls of Congress as an argument, *ad hominem*, which constituted an all sufficient reply to the petitions of Hall J. Kelly and others, who persistently advocated active measures to secure this territory to the American Union. The ignorance which prevailed throughout the United States on these subjects, during the first half of the nineteenth century, and within the memory of many men now living, is surprising. As late as 1850, many disparaging and incorrect statements were published as to the fertility of the soil, the salubrity of the climate, the accessibility of the country and its natural resources. These accounts would have been ridiculous had they not been untruthful, unjust and injurious to the interests of the country at large, and to those emigrants who desired to make homes for themselves and their children in this, at that time, far off region. Members of Congress asserted in their respective Houses,

that the country was not worth fighting for, that its possession, if secured, would entail needless, useless and large expenditures for its retention and government, and that the expansion of the Republic in that distant and inaccessible region would endanger its very existence. In some instances, "the wish was father to the thought" and many of the men in and out of Congress who opposed any action on the part of the United States government looking to the acquisition of Oregon, did so because they knew that slavery never could exist in that country and they were opposed to the further increase of the number of "Free States" in northern latitudes. But the march of events continues, and those who place obstacles in its way, men and obstacles together, are brushed aside by its onward and irresistible sweep. In this place space will not permit of any detailed account of the conflicts and competition of fur companies for the trade of the northwest coast, and the extensive region, lying thence in an easterly direction to the summits of the Rocky Mountains. A few, only, of the more prominent events can be noticed. Prior to the year 1818, this wide expanse of valuable fur-bearing territory was occupied by the Northwestern Fur Company of Montreal, which for many years was a powerful rival of the Hudson's Bay Company. The strife and competition between these two companies entailed serious losses to both, and after negotiations had been carried on for some time, a harmonious arrangement was entered into, for the consolidation of the two under the name of the Hudson's Bay Company, that being the older of the two and controlling the greater amount of territory. This consolidation was effected in the year 1821, and thereafter the Hudson's Bay Company occupied and controlled all the trading posts in the Oregon country. In the meantime several companies were organized in the United States to participate in the dangers, explorations and profits of the fur trading business.

Prominent among men organizing these companies, was John Jacob Astor, one of the world's great masters of trade and transportation, who came from Germany to America in the winter of 1783-4, and, while yet a young man, saw the great possibilities of the fur trade, and engaged in it with almost immediate and long continued success. In the year 1809, he caused to be incorporated, by the state of New York, the American Fur Company with a capital of \$1,000,000, which he himself furnished. In spite of the competition of St. Louis and Canadian companies, he very nearly succeeded in monopolizing the fur trade in that part of the then Northwest Territory lying south of the Great Lakes. The successful return of the Lewis and Clark expedition revealed to him the possibilities of a chain of trading posts westward to the mouth of the Columbia river, thence to China and the East Indies, and thence with cargoes of tea, silks, spices, etc., in exchange for his furs back to London and New York, thus tracing in his operations the circumference of

the globe. This fascinating scheme would no doubt have been successful, had it not been interfered with by the war of 1812, between England and the United States. However, for the purpose of carrying out his plans in this direction, he and his associates, some of whom were unfortunately connected with the Northwestern Fur Company of Montreal, organized in 1810, the Pacific Fur Company. One party, with some of the partners, was sent on board a sailing vessel to the mouth of the Columbia river around the Horn, and another overland, and the two were to establish a post at that point to be called Astoria. During the war of 1812, the resident partners sold the post with all goods and chattels for \$80,500 to the Northwest Fur Company of Montreal. The name of the place was changed to Fort George, and it remained in possession of the British until 1818, at which time, in accordance with the terms of the Treaty of 1814, by which all places taken during the war were to be restored, Astoria was at last returned to its rightful owners. This was not done, however, until the United States government had insisted upon its rights in the premises, when the place was given up. In consequence of the consolidation effected between the Hudson's Bay Company and the Northwest Company, the former assumed control of all the trading posts on the northwest coast that had been formerly held or established by the rival company. In 1823 Dr. John McLaughlin was appointed to take charge of the Columbia river district, which then included what was known as the Oregon country, and all the posts within its limits. The Hudson's Bay Company was still doing business at Fort George, or Astoria, at the mouth of the Columbia, but a new and more convenient station for the headquarters of the district was deemed desirable or necessary. The hope was strongly entertained at that time by the company, that the Columbia river would eventually be made the boundary line between the possessions of Great Britain and the United States on the northwest coast and all operations were conducted with that end in view, and everything was done that could be done to bring about that result. The north bank of the Columbia was carefully surveyed from Astoria to the Cascades, a distance of about one hundred and fifty miles, to find an eligible location. It was finally determined that the present site of the city of Vancouver, Washington, or its vicinity, would be suitable, for the new post, and it was accordingly erected there and named after Admiral Vancouver, who had explored the waters of Puget Sound some thirty-three years before. Here the necessary buildings, fortifications, block-houses, warehouses for goods, with shops and all the other structures required for the transaction of a large business, and for the care of all the various officers and employes who were required for the conduct of its operations, were erected. This post was established in 1825, and to it came the numerous bands of trappers, hunters, halfbreeds and Indians employed by the company west of the Rocky

Mountains. Here, also, once a year, came a ship from England laden with supplies, which carried back a return cargo of furs, peltries, and, later on, lumber, fish and other products of this extensive region. Here Dr. John McLaughlin presided over the affairs of the company, and conducted its operations with singular ability and success, notwithstanding the trying and difficult circumstances under which he was placed, until the year 1846, when he retired to his chosen home in the Willamette valley. He was one of nature's noblemen. Entering the service of the Northwest Company early in the century, he had made his way westward as far as Fort Chipwjan, the principal post of the Athabasca district, in 1808, and during those years, he had mastered, with Scotch industry and perseverance, all the details of the fur trading business. When the Northwestern and the Hudson's Bay companies were consolidated, he was continued in the employ of the latter, and in 1823 was assigned to the charge of its posts west of the Rocky Mountains, of which the chief was Vancouver, after its establishment. He was great in heart, in mind and body, and combined with the elements of a remarkably strong character, a kindly disposition which enabled him to temper mercy with justice, and to administer his trust in such a way that he won, as he deserved, the respect and regard of all parties, friends and enemies, whites and Indians and all with whom he came in contact. Probably no man in America having business or official relations with the Indians ever secured their confidence and trust more fully, or inspired them more thoroughly with fear of his power, or respect for his administration of justice than did Dr. McLaughlin, among the Indian tribes throughout his jurisdiction. Prior to his assignment to the control of this district, the lives of the company's employes and others were not safe anywhere within its limits, but after he had been in charge for a short time, men could travel with impunity throughout its length and breadth, and the Indians quickly learned that if a crime of any kind were committed the perpetrator would be hunted out of the most remote fastnesses in the mountains or elsewhere and brought to the bar of justice for trial, and, if convicted, to swift and severe punishment. Hundreds of immigrants coming to the country in a destitute condition, were supplied with provisions, clothing, cows, horses and farming implements, and given their own time in which to pay for these advances. Some were never paid for, but this generous treatment was continued by Dr. McLaughlin as long as he was in charge of the district. Even settlers going north of the Columbia river against the wishes of the company and its agents, were given orders on Fort Nisqually for supplies on the same terms. Farming operations on quite an extensive scale were begun at Fort Vancouver for the first time in the history of fur trading in the northwest. Prior to this time supplies of all kinds were imported from England and California, or the Sandwich Islands,

but the thrifty genius of Dr. McLaughlin saw, at an early date, the capacity of the country agriculturally and horticulturally, and deemed it the part of prudence to engage in farming and stock-raising to secure supplies for his large army of employes instead of importing them. Cattle, sheep, horses and hogs were brought from California to stock the farms at Vancouver, on the Cowlitz, and at Fort Nisqually. The last named place was established in 1833, by Archibald McDonald. It was on the line of travel between Forts Vancouver and Langley, and near the head of navigation on Puget Sound. It was located on a piece of table-land about three-quarters of a mile from the Sound, some four miles northeast of the Nisqually river. Near it were extensive tracts of open prairie land, gravel plains, etc., which were well adapted for raising sheep and other kinds of stock. It proved to be a convenient place for supplying several posts along the coast and in the Russian possessions, where they had contracts for furnishing supplies of beef, mutton, pork, etc. Hence Fort Nisqually became more of a commercial than a fur trading establishment.

In the year 1837 Simon Plomondeau and Fanicant, two old employes of the Hudson's Bay Company, went to the Cowlitz prairie, by the advice of Dr. McLaughlin, and engaged in farming. McLaughlin furnished them with animals for work and instructed the Indians not to disturb them.

In 1839 Douglass, Work and Ross, also employes of the company, went to the same locality on the Cowlitz river, and measured off four thousand acres of land, made a map of it, and a farm was opened up very soon after. A number of people were employed, the amount under cultivation was increased from year to year, until in 1846 there were fifteen hundred acres under cultivation. On this land were eleven barns and about one thousand cattle, two thousand sheep, two hundred horses, and one hundred hogs. A sawmill was begun, but burned before it was finished. This farm was occupied by the English until 1853-4, when American settlers came in such numbers that they virtually took possession of the land with its improvements, and finally the English were crowded out altogether. The farm in 1845 was in charge of Charles Forrest, who was succeeded in 1847 by George R. Roberts, and he by H. N. Peers and William Sinclair. E. L. Finch, J. H. Pierson, William Lemon, George Holsapple, and Jackson Barton among others settled upon the English company's land, claiming under the donation law of Congress. These men were ordered off by the agent in charge, but they refused to go. At both the Cowlitz and the Nisqually farms many cattle, sheep, hogs and horses were kept by the proprietors, for local and commercial uses, before the country was finally evacuated by the Hudson's Bay Company. For a variety of reasons, it was deemed advisable by certain stockholders of the Hudson's Bay Company to organize what was called the

Puget Sound Agricultural Company, in 1838, for the purpose of conducting these farming and stock-growing operations separate and apart from its fur trading business. Dr. John McLaughlin was the first manager of the latter company, James Douglass was his successor. The Cowlitz farm and the Nisqually post, with all their stocks of cattle, sheep, horses, etc., were transferred, about 1840, to the Puget Sound Agricultural Company. About 5,000 additional sheep were purchased in California by permission of the Mexican government, of which 3,000 were driven up overland and 2,000 sent by sailing vessels. Further supplies of cattle were also driven overland from California, and sheep as well as hogs of fine breed were brought from England and Canada. Dr. William F. Tolmie, a prominent character in the early history of the Puget Sound Country and one of the originators of the Puget Sound Agricultural Company, was its superintendent from 1843 to 1859, when he removed to Victoria and was made a member of the board of managers of the Hudson's Bay Company. After Tolmie's removal to Victoria the affairs of the Puget Sound Company were left in charge of Edward Huggins, and they remained in his care until Nisqually was abandoned. When that event took place Huggins became an American citizen, entered land upon which Fort Nisqually stood, under the Donation act of Congress, and purchased from the Puget Sound Company such of its goods and live stock as he required. When this company was organized, it was hoped or expected by its stockholders and directors that Great Britain would secure the territory lying north of the Columbia river, and that when the boundary line should be settled on that basis, the company would secure a grant of land occupied by its farming and stock-raising operations, but as the forty-ninth parallel was made the dividing line between the two countries, it could secure no title whatever. The result was that the country north of the Columbia river became settled by Americans. During the Indian war of 1855-6 the losses of the company were very great. Their horses, cattle sheep and hogs were stolen, killed or driven off, but they were enabled to maintain a claim against the United States government for six thousand head of stock, which were found to have been destroyed. The claims of this and the Hudson's Bay Company were finally settled and paid as heretofore stated in 1867, when the Puget Sound country was abandoned by both companies.

CHAPTER XIV.

STATISTICS OF PUGET SOUND INDUSTRIES.

The statistics of its manufacturing industry are the best evidences of a nation's progress, its industrial position, or its political power. The extraordinary efforts now being made by the leading nations of the world to foster their several manufacturing activities and to extend their commercial interests indicate the esteem in which these interests are universally held.

In recent years the United States has become the largest producer of manufactured goods in the world. Its capacity in that regard has developed with marvelous rapidity. The probabilities now are that its advance will not only be maintained, but that before many years it will practically be without a competitor. Reports recently published show that the product of manufactures in the United States to-day exceeds that of any other nation, and also exceeds in value that of any other industry in the United States. Formerly our agricultural products exceeded in value those of the factory and workshop, but as attention was directed more and more to the development of mines and forests, and, more especially, as the inventive genius of the country was turned to improvements in machinery, and as transportation was cheapened, so the manufacturing industries passed those of agriculture in the value of their products, and also passed those of other nations in the same line. The distinguished statistician, Mr. Mulhall, shortly before his death published a statement showing that in 1860 the United States produced manufactured products of less value than Germany, France or Great Britain, his estimates for the United States being \$1,907,000,000, Germany, \$1,995,000,000, France \$2,092,000,000, Great Britain \$2,808,000,000. In 1894 the increased product amounted to the following aggregates: France \$2,900,000,000, Germany \$3,367,000,000, Great Britain \$4,263,000,000, whilst in the United States manufactured products had reached the enormous sum of \$9,498,000,000. This immense growth has taken place chiefly within the last twenty years.

The census returns give the gross values of the manufactures in the United States in round numbers as follows: in 1850, one billion dollars; 1860, two billions; 1870, four billions; 1880, five billions; 1890, nine billions; 1900, thirteen billions. The increase between 1890 and 1900 was much greater than during the century preceding 1880. If we consider the value of manufactures exported from the United States, we find the same extraordinary increase, especially in recent years. Taking these values again in round numbers we find the total value of manufactures exported from the United States has grown from a little over one million dollars in 1790 to seventeen millions in 1850; forty millions in 1860; sixty-eight millions in 1870; one hundred and two millions in 1880; one hundred and fifty-one millions in 1890; and four hundred and thirty-three millions in 1900, since which time the annual total has not fallen below the four hundred million dollar line. It will be seen that the growth in exports of manufactures in the decade following 1890 was more than that of the full century preceding that year. Mr. Mulhall also shows that this supremacy of the United States among nations as a manufacturer had been reached by a process of growth which assures us that her rank as a manufacturing nation is permanently fixed at the head of the list. This position is the result of favorable conditions and circum-

stances which cannot be overcome, and he showed that hereafter the world might expect this leadership to be maintained in spite of all competitors. This is in part the result of the immigration into the United States of such vast numbers of the brain, bone and sinew of the most active, progressive and energetic people in Europe. Between the years 1820 and 1890, inclusive, the volume of this immigration amounted to the enormous sum of 20,052,137 people. In this statement are not included the large numbers who came to the United States before 1820 or since 1893. This supremacy in manufacturing is also the result in part of the general freedom of personal action and ambition allowed to every individual, and to our system of universal education, which permits all citizens of the Republic to enjoy a condition of political equality. To freedom, education and great natural advantages are largely due the rapid advance of the United States in its manufacturing industries since that time. Its supremacy is the natural and inevitable result of causes which have long been in operation. These causes are still at work, and the flow of immigration continues with constantly increasing force and volume. For eleven months of the current fiscal year, 758,225 aliens were admitted. During the last twenty years they amounted, according to the official reports of the commissioner of immigration, to the enormous total of 8,624,415, and there is no evidence of a decrease in this westward movement of population in the near future. The laws that govern this movement are applicable to its overland features as well as to the current across the Atlantic. The most active, enterprising and energetic of the people of the Atlantic states move westward in the direction of the Pacific. Two generations usually make the journey across the continent. The first, in the early part of the nineteenth century, moved to Ohio, Indiana, Illinois or Wisconsin. In the latter part of the same century, their children in many instances transferred their homes thence to the Pacific. It can be readily understood, therefore, from what has been already said, that for intelligence and enterprise the people of the Puget Sound Country, and indeed of the whole Pacific coast, are naturally of a very high character.

Here, for the time being, at least, the movement stops and its accumulating forces are brought face to face with the Pacific, and across that mighty ocean, in China and the East Indies, is half the population of the globe, waiting for our ships with their rich cargoes of manufactured goods and ready to exchange for them their own numerous and valuable productions.

It can readily be seen that with this enormous development of the manufacturing and commercial interests of the country at large, the peculiar and unusual advantages of the Puget Sound region must of necessity attract the attention of the leading men in these lines of industry, and that it would inevitably take a place of world-wide importance as well as of local pre-emi-

nence in our own country. Its advantages of a commercial character cannot be exaggerated. Its shipping facilities are unsurpassed. Its climate is admirably adapted to manufacturing enterprises, and its enormous forests of timber furnish inexhaustible supplies of the finest lumber in the world for ship-building and all other purposes for which lumber is required. That it is rapidly taking prominence as a commercial emporium on the Pacific coast may be understood when it is stated that in the year 1900 San Francisco exported goods to the orient to the value of \$40,001,000, whilst those from Puget Sound amounted only to \$10,000,000. The following year the exports from San Francisco declined to \$35,000,000, while those of the Puget Sound ports increased to \$20,000,000. In 1902 San Francisco's exports amounted to \$36,000,000, while those of Puget Sound were \$37,000,000. During the present year it is estimated that the exports of San Francisco will reach \$38,000,000, those of Puget Sound \$50,000,000. Four transcontinental railway lines, equipped with every modern device known or invented for the benefit of transportation, already have terminal points and facilities of the best construction for handling the commerce which is growing up with marvelous speed in the harbors of Puget Sound. Other transcontinental lines are also striving to secure terminal facilities in these harbors. Cotton from the southern states, manufactured goods and machinery from the eastern, wheat from the western, fish from Alaska, lumber from Puget Sound, and a thousand and one articles of different kinds, called for by the orientals, are being shipped from these busy ports to the millions of Japan, China and the populous marts of eastern Asia. The largest steam freighters in the world are now engaged in this trade across the Pacific, and larger freighters than were ever before constructed are now being built to accommodate a trade which to all appearances is now only in its infancy. Each of these vessels will carry 14,000 long tons of coal and 140,000 barrels of flour, or their equivalent. To load these ships will require 1,000 cars of 60,000 pounds each, loaded to their full capacity. Perhaps a clearer and more distinct idea of the resources of the Puget Sound Country may be obtained by a reference to the official reports in regard to some of the products of this favored region. For convenience the figures are given for the whole state of Washington, but the lumber business is chiefly confined to the Sound region, where the large mills are located, and whence cargoes are shipped by water to almost every port of the world, and by rail all over the United States. Nine-tenths of all the timber in the state is tributary to Puget Sound.

STANDING TIMBER OF WASHINGTON.

The amount of standing timber in the state of Washington was estimated by the United States department of the interior during the year 1902, showing the distribution according to the kinds of timber, as follows:

Red fir	90,593,000,000
Hemlock	40,571,000,000
Cedar	22,646,000,000
Yellow pine	13,082,000,000
Amabalis fir	8,788,000,000
Spruce	8,221,000,000
Larch	4,776,000,000
White fir	1,780,000,000
Other species	4,780,000,000
Total	195,237,000,000

The following shows the quantity of timber in each county, with the distributed areas of timber, logged and burned land:

County—	Total stand, Ft. B. M.	Timber, Sq. Mi.	Cut, Sq. Mi.	Burned. Sq. Mi.
Adams .....	.....	.....	.....	.....
Asotin	80,000,000	105	6	.....
Chehalis	27,633,000,000	1,714	140	60
Chelan	3,095,000,000	2,665	26	97
Clallam	25,743,000,000	1,370	113	236
Clarke	712,000,000	119	20	498
Columbia	183,000,000	164	182	.....
Cowlitz	7,493,000,000	646	82	385
Douglas	31,000,000	49	6	.....
Ferry	1,667,000,000	2,270	.....	5
Franklin .....	.....	.....	.....	.....
Garfield	150,000,000	128	70	.....
Island	430,000,000	.....	283	.....
Jefferson	20,691,000,000	1,211	81	158
King	11,857,000,000	1,289	361	393
Kitsap	1,141,000,000	210	175	22
Kittitas	3,171,000,000	941	94	118
Klickitat	743,000,000	825	26	31
Lewis	11,376,000,000	1,396	71	813
Lincoln	12,000,000	63	200	.....
Mason	7,029,000,000	729	199	31
Okanogan	3,381,000,000	4,468	.....	.....
Pacific	7,813,000,000	764	56	65
Pierce	10,868,000,000	1,079	200	76
San Juan .....	.....	.....	.....	.....
Skagit	11,098,000,000	1,576	196	12
Skamania	11,871,000,000	1,209	31	459

Snohomish	10,892,000,000	1,252	252	119
Spokane	716,000,000	530	585	8
Stevens	2,702,000,000	3,643	23	159
Thurston	2,787,000,000	430	161	66
Wahkiakum	2,974,000,000	173	38	40
Walla Walla	6,000,000	33	14	....
Whatcom	2,109,000,000	1,387	170	636
Whitman	35,000,000	19	109	....
Yakima	4,148,000,000	1,788	117	139
Totals	195,237,000,000	34,245	4,042	4,620

The quantity of timber used by the mills during the year 1902 aggregated about 1,800,000,000 feet. At the present rate of consumption the standing timber will keep the mills running at their present capacity for more than one hundred years.

The shipments of lumber and shingles from the state of Washington during the past four years were as follows:

CARGO AND RAIL SHIPMENTS OF LUMBER.

Year.	Cargo.	Rail.	Total.
1899	422,211,262	225,625,000	647,836,262
1900	492,765,447	284,280,000	777,045,447
1901	504,970,046	364,530,000	869,500,046
1902	571,542,226	562,605,000	1,134,147,226

RAIL SHIPMENTS OF SHINGLES.

Year.	Number.	Year.	Number.
1899	3,476,900,000	1901	4,485,600,000
1900	3,560,100,000	1902	5,128,480,000

CARLOAD SHIPMENTS BY YEARS.

Year.	Lumber, Cars.	Shingles, Cars.	Total Cars.
1892	6,750	6,341	13,091
1893	5,365	6,053	11,418
1894	4,283	10,975	15,258
1895	7,039	12,710	19,749
1896	6,486	14,195	20,681
1897	7,737	17,873	25,610
1898	10,460	19,663	30,123
1899	15,035	23,246	38,281
1900	18,952	23,734	42,686
1901	24,302	28,035	52,337
1902	37,507	32,053	69,560

THE COAL AND COKE INDUSTRY.

Early settlers in the Puget Sound region looked upon timber as their chief reliance for export, but it was soon discovered that coal deposits of an excellent and an extensive character existed here convenient to tide water. These coal fields cover an area of several thousand square miles and some twenty-four mines are now in operation. These are mainly in Pierce, King, Skagit, Whatcom and in Kittitas counties, immediately east of King. Valuable deposits are also being opened up on the headwaters of the Cowlitz, in the vicinity of the Cowlitz Pass, of coal which is claimed to be a good quality of anthracite or semi-anthracite. The mines now in operation produce a bituminous or semi-bituminous coal of fine quality for manufacturing, steam and domestic use. Some of these mines turn out a fine coking coal, of which considerable quantities are being made in Pierce and in Skagit counties. These various mines give employment to about five thousand men at wages averaging \$2.50 per day. The following are the official figures taken from the report of the state mining inspector, C. F. Owens, for the years 1900, 1901 and 1902. Several additional mines will be opened up and operated as soon as transportation facilities are provided, some of which are now in the course of construction. This coal is exported to California and many other points on the coast, including Alaska, to Honolulu, and many other points on the waters of the Pacific Ocean:

TONS OF COAL EXPORTED.

	Seattle.	Tacoma.
1900	568,617	624,564
1901	492,419	636,106
1902	490,082	370,434

OUTPUT BY COUNTIES.

	1901.	1902.
Kittitas	1,005,017	1,252,454
King	863,229	1,012,217
Pierce	575,091	401,091
Skagit	12,643	19,017
Whatcom	8,200	6,010
Totals	2,464,190	2,690,789

COKE OUTPUT, 1902, BY MINES.

Name—	County.	Tons.
Wilkeson	Pierce.....	22,800
Fairfax	Pierce.....	17,168
Cokedale	Skagit.....	601
Totals		40,569

THE FISHING INDUSTRY.

In recent years the fisheries of Puget Sound and on the coast tributary to its ports have assumed immense proportions, and are taking a high place among our leading industries. They employ about eight thousand men and their earnings average \$1,500,000 annually. Puget Sound has many large canneries in operation, and from five to ten millions of capital are invested in the business. It employs a fleet of more than one hundred tugs and thousands of fish boats of every description.

The recent report of State Fish Commissioner Kershaw shows that in the Puget Sound district there were twenty-one salmon canneries, one crab, one clam, and two sardine and herring canneries in operation; in the Willapa Harbor district three salmon canneries, one clam cannery; and in Gray's Harbor district one salmon cannery, in the year 1902.

The commissioner gives the "catch" of the various districts as follows: For the Puget Sound district, value.....\$3,238,945
Columbia river district..... 492,372
Willapa Harbor district 167,368
Grays Harbor district..... 135,000

Total value of salmon pack.....\$4,034,685

The Puget Sound district also produced 43,633,000 pounds of fresh, salt and smoked fish, which were shipped or consumed locally, valued at \$1,789,900; 30,500 sacks of clams, 40,000 dozen crabs, 50,000 pounds of shrimps, valued at \$225,650; 50,000 gallons of guano and oil valued at \$25,000; 10 cases of herring and smelt; 10,000 cases of crabs and 8,000 cases of clams (canned). The total value of the output of the district was \$5,528,595. The following table is taken from the official report of the cases of salmon packed on the coast during the past five years:

Year—	Puget Sound.	Wash'ton Coast.	British Columbia.	Columbia River.	Oregon Coast.	Sacramento River.	Alaska.	Total.
1902	565,708	70,105	625,982	348,139	49,080	16,550	2,635,578	4,311,142
1901	1,410,444	60,016	1,236,156	240,600	60,569	17,500	2,022,704	5,056,989
1900	505,687	57,100	585,413	358,772	73,800	38,000	1,597,746	3,216,518
1899	892,324	33,600	732,437	340,125	74,930	33,550	1,094,207	3,201,175
1898	423,000	22,000	484,161	481,461	85,309	27,150	1,028,317	2,551,398

In addition to the Puget Sound fisheries, Seattle is the headquarters and base of supplies of a number of companies engaged in packing salmon on the Alaskan coast and elsewhere. The value of the pack of these companies is about \$20,000,000 per annum. In addition to the salmon, these fisheries produce large quantities of halibut, cod, smelt, herring, oysters, clams, crabs and other varieties of salt water fish.

The cod fisheries of Behring Sea are growing every year in importance, and their product is cured and marketed on Puget Sound. The product of

these various canneries and fishing enterprises is sent by water and rail to all parts of the world. Although the supply would appear to be unlimited owing to the extent of the waters in which these fish are taken, yet the state of Washington maintains a number of hatcheries for the propagation of salmon, and their value is attested by increased runs of that fish. Large shipments, in recent years, have been made of cheap dried salmon from Puget Sound and elsewhere on the coast to Japan, but of these no figures are at present available.

There are many deposits of iron ore in the Puget Sound region and elsewhere in the state, but as yet they are undeveloped. One furnace was established several years ago at Irondale, near Port Townsend, but its principal supply of ore was brought from Texada and Vancouver Islands, which contain some mines of high grade ore. Limestone of excellent quality is found in abundance on San Juan and other islands of the lower Sound. Granite of fine quality is found in many places. Valuable mines of lead and copper and numerous deposits of gold and silver have been found in many places in the Cascade Mountains, particularly in Snohomish, Skagit and Whatcom counties. Large numbers of men are now engaged in development work, and much machinery is being installed for working the ores.

An extensive smelting plant has been in successful operation at Tacoma for many years. Another on a large scale has been established at Everett. Ores are brought to these smelters not only from many mines in the state of Washington, but from numerous points along the entire coast of North America, more particularly from Mexico and Alaska. The development of the above mentioned industries has been very largely brought about within the last few years. Others will be referred to elsewhere in the course of this history. They are mentioned here that some idea may be formed of the capacity of the Puget Sound region and of its possibilities in the future. The fairy godmothers who presided over the destinies of this last and best of the Creator's handiwork would seem to have determined to hide it from mankind until a race should appear, capable of making the most of these possibilities, and it would seem that such a race is now in full possession.

CHAPTER XV.

FAVORABLE SITUATION OF PUGET SOUND FOR DEVELOPMENT OF COMMERCE.

It has been well said that "Commerce is the great civilizer of nations, the parent of liberty, of the arts, of refinement."

In all ages of the world commerce has been the chief agent for the building up of rich and populous cities. Tyre and Sidon, Athens and Alexandria, Rome and Carthage, Venice and Genoa, Cadiz and Lisbon, Antwerp and London, with many other cities famous in their day and time for their

merchant princes and for their opulence and wealth, attained their distinction principally by means of their immense commercial development. For more than four thousand years the great highway for commerce has been from India, by land or water to the Mediterranean Sea, thence through the Straits of Gibraltar to western Europe and England, and thence to North America across the Atlantic. This movement has always, since we have any historical record, been in a westerly direction and chiefly confined to the temperate zone, north of the equator, where the fullest development of man's physical, moral and intellectual nature has been realized. Along this route, which commerce has steadily followed, great cities, nations and empires have grown up in wealth, power and influence, declined and passed, in many instances, out of existence only to give way to others farther west, which pursued or are now pursuing the same course of growth, activity and decay, if the past is a true criterion of the future. These cities, nations and empires have been the great bankers, manufacturers, capitalists and distributors of minerals, raw materials and manufactured goods and by their industry and ability have controlled the commerce of the world. This control has passed from one nation and one race to another, but always from east to west and approximately on the same parallels of latitude. The Romans, more than any other people of ancient times, built roads throughout all their vast empire, and it became a proverb that "all roads lead to Rome," but even this precaution could not retain to that proud city either the control of the world's commerce, or the political control of her once numerous provinces. From the time when Joseph was sold by his brethren, for twenty pieces of silver, to "the company of Ishmaelites which came from Gilead, with their camels bearing spicery and balm and myrrh, going to carry it down to Egypt," to the present time, the course of this commerce, "like the star of empire," has been continually westward.

Caravans brought spices and rich products of India to the eastern shores of the Mediterranean, whence they were distributed to the nations of Europe and northern Africa. Later, King Solomon had at sea a navy of Tharshish with the navy of Hiram, king of Tyre, of which it is recorded that they brought, "once in three years, gold and silver, ivory and apes and peacocks," and elsewhere it is recorded that the same navies brought from Ophir to King Solomon four hundred and twenty talents of gold. It is a peculiarity of this western trend of commerce from one race or nation to another, that the best blood of each nation in its turn emigrated westward and became the nucleus for the future growth of other cities, nations and kingdoms. The enterprising men and women of Tyre and Sidon founded and built up the city of Carthage, which in its day was one of the great cities of the world, sending its ships by the Pillars of Hercules to the British Isles, and many

other important places on the western shores of Europe, into the Baltic Sea, and southerly along the western coast of Africa, possibly as far as the Cape of Good Hope. They founded Cadiz and compelled the Spaniards to work in the mines of gold and silver they discovered in Spain, as the Spaniards, two thousand years later, enslaved the aborigines of North and South America, making them work in the mines in those continents which were opened up after the discovery of America by Columbus. In the sixteenth century Portugal was the greatest maritime power in Europe, having possessions extending from Japan, the Spice Islands and India by the way of the Red Sea, to the Cape of Good Hope, on the eastern and western shores of the Atlantic, including Brazil on one side and much of the western coast of Africa on the other. During the period of her supremacy in maritime affairs, it was not unusual for a single fleet of one hundred and fifty to two hundred and fifty vessels to sail from Goa to Lisbon, whilst at this time there is scarcely one ship a year sails from all India.

Her best men emigrated to Brazil or were drained off to fight the Moors or to go to the East Indies and elsewhere for commercial purposes, until in later days she has been unable to maintain at all times even a separate national existence. The sixteenth century saw the end of her maritime supremacy. In like manner the seventeenth century saw the end of Spanish dominion and supremacy in Europe, because her best blood was in North or South America, or had been shed in driving the Moors out of Spain or in a vain effort to secure, in an arrogant and presumptuous way, a leadership in European affairs which she was not qualified to fill, or sufficiently powerful to maintain. Yet for more than one hundred years she robbed and plundered the new world which she had discovered and the East Indies of the old world into which she made her entrance very soon after that discovery. Innumerable ships poured their rich cargoes of gold and silver, gems, spices, silks and other valuable products into her ports, until she became the most wealthy nation in Europe, and the most famous for commercial enterprise. But her Armada was destroyed on the shores of England, her influence in Europe declined, her colonies one by one revolted and established their independence, until in 1898 Cuba and the Philippines were freed from the Spanish yoke, and to-day Spain is no longer numbered among the powers of Europe or of the world. In the eighteenth century France aspired to the position which Spain had undertaken to fill, but she also was found wanting, after an ample opportunity had been afforded her to prove worthy of the place. Her leadership in European affairs under Louis XIV was unquestioned. In military skill, in the arts and sciences, in literature and language she was pre-eminent. Her colonies for a time covered a large part of North America. Her enterprising commanders had obtained a footing

in India and elsewhere among the rich nations of the east, whose barbaric splendor had captivated the imagination and stirred the cupidity alike of her rulers and her people. But she lost practically everything in North America. She was driven out of India by the English, her armies were exhausted by the wars instigated and carried on by her ambitious soldiers, princes and rulers. Her power gradually declined or was consumed in the fires of the revolution or the wars of Napoleon, until in 1871 the Germans before the walls of Paris permitted her to continue her national existence, but she is no longer one of the great powers of the world.

The Latin race had been tried but found incompetent to lead the grand march of progress, which is ever moving forward in the general interests of our common humanity. The sceptre was transferred to the Anglo-Saxon race, and Great Britain took the place which neither Spain nor France could permanently hold, and for which they were manifestly disqualified. How long the Anglo-Saxon race will be able to hold the advanced position it now occupies, remains to be seen. It is evident that the British Empire reached the maximum of its power and influence during the nineteenth century. It is manifestly impossible for any nation to maintain a position such as that now under discussion, when its vitality and energy are being slowly but surely reduced by a constant flow of emigration, especially when that emigration is made up of its most active and enterprising citizens. To say nothing of the large number emigrating before 1820, and since 1893, the records show that between those years from six to seven millions of people left Great Britain for the United States alone, not to mention the large number who left for Australia, Canada and other parts of the world. Nor does this take any account of the immense losses suffered by that empire in its constant wars in all parts of the globe, from those of Napoleon down to the destructive war recently waged with the Boers in South Africa.

Included in this estimate of failing powers and possibilities should be considered that conservative and sluggish disposition which favors old methods and habits of thought, which looks with suspicion upon new inventions, which is slow to adapt itself to progressive ideas and modern institutions, and it will be readily seen how difficult is the task to compete with the United States in the world of business, trade, commerce or the industrial arts and occupations.

Germany is handicapped in the same manner, and her losses by emigration and by wars in which she has been engaged, some of them extremely destructive, have done much to make her weak where she should be strong and her influence feeble where it should be powerful. To her losses by emigration and wars are to be added the burden of an immense standing army, which not only requires the annual expenditure of an enormous sum of money, but it takes out of the ranks of industrial producers a very large

number of men in the prime of life who are consumers and not producers.

Within the years above mentioned, nearly five million Germans emigrated to the United States alone, whilst the emigration to other parts of the world has also been very large. The results of these movements of population, added to the immense losses of life in modern warfare, is that, whereas there were not many years ago five great powers in Europe, there are now but three great powers in the world, and they are Russia, Great Britain and the United States.

The same emigration movement from east to west continues in the United States. For the last century it has been in progress from the Atlantic to the Pacific Ocean. The experience of the early settlers on the Atlantic coast, the lessons that were learned in the thirteen colonies of fortitude, courage, patience under difficulties, hardships and dangers, and the lessons learned subsequently in the common schools of the country, enabled them and their children to endure the trials and brave the sufferings incident to frontier life and to undertake a six months' journey across an unknown desert or wilderness, confronted from one end to the other by savages, sometimes in the form of men, sometimes in that of beasts.

Had it not been for the training received by the early settlers of the Atlantic states, and their children, it is not probable that their descendants would ever have undertaken the long and painful journeys necessary to reach their destination in the far west. This training was admirable for the cultivation of those virtues of self-reliance, energy and independence, together with adaptability to circumstances which are indispensable characteristics of men who aspire to places in the vanguard of civilization.

Of the Puget Sound Country as referred to in this history, Professor W. B. Lyman, the distinguished Oregon historian, wrote fifteen years ago, "there are two large bays immediately north of the Columbia river—Shoalwater (now called Willapa) and Gray's Harbor. The former is exceedingly shallow, but intersected by deep channels, the greater part of it being a mud flat at low tide. It is the emporium of the oyster and clam crops; and the amount of the succulent bivalves which congregate there beggars belief. The head of Shoalwater Bay is within five miles of the Columbia; and there are some indications that the river formerly discharged part of its contents through the bay. Between the head of the bay and its mouth is a strip of beach a mile or two wide and twenty miles long, which, commonly called Long Beach, is one of the most superb places of the kind in the country. There is an unbroken carriage drive on the hard beach of twenty miles. Being so easy of access by steamers from Portland and by rail from Ilwaco, this beach has become the chief seaside resort of Oregon and Washington. Gray's Harbor is much more of a port than Shoalwater Bay, but

it is not deep enough to admit the largest class of ships. There are immense resources of lumber and fish, and something of agriculture, about this bay. It has regular steamboat communication with Astoria. It now has railway connections with Tacoma and Seattle. Its chief towns are Hoquiam, Aberdeen, Cosmopolis and Westport."

The Chehalis is a large stream entering this bay, coming from the spurs of the Cascades. It is crossed by the Northern Pacific Railroad's line from Portland to the Sound. "And now, Gray's Harbor past, we approach the greatest series of inland waters on the entire coast of America. Washington, we may here remark, has more coast line than any other state in the Union. It amounts to one thousand nine hundred and ninety-two miles. Nine-tenths of this follows the intricate lines of Puget Sound and the waters adjoining. As the sailor approaches the entrance of the Straits of Fuca, he sees that the mountains are becoming loftier and more rugged. They attain at last the towering altitude of Mount Olympus, crowned with snow and encircled with forests, into whose sunless depths, thick with the lairs of wild beasts, few have penetrated. The Olympic range terminates in the stormy promontory, usually wrapped in clouds and fringed with the dangerous reefs of Cape Flattery. Here the Pacific northwest corner of our national domain seems to be split in two; and approaching, like a gigantic wedge, is the rugged southwest extremity of Vancouver Island. The legend of old Juan de Fuca and his discovery of this inland sea and of his divers islands passed in that sailing, comes to the mind of every one who looks at the map, or the majestic reality of the strait which has preserved his name. A volume might be written on the subject of this most important of the waters of the Pacific northwest. But our space permits us only to give its general features.

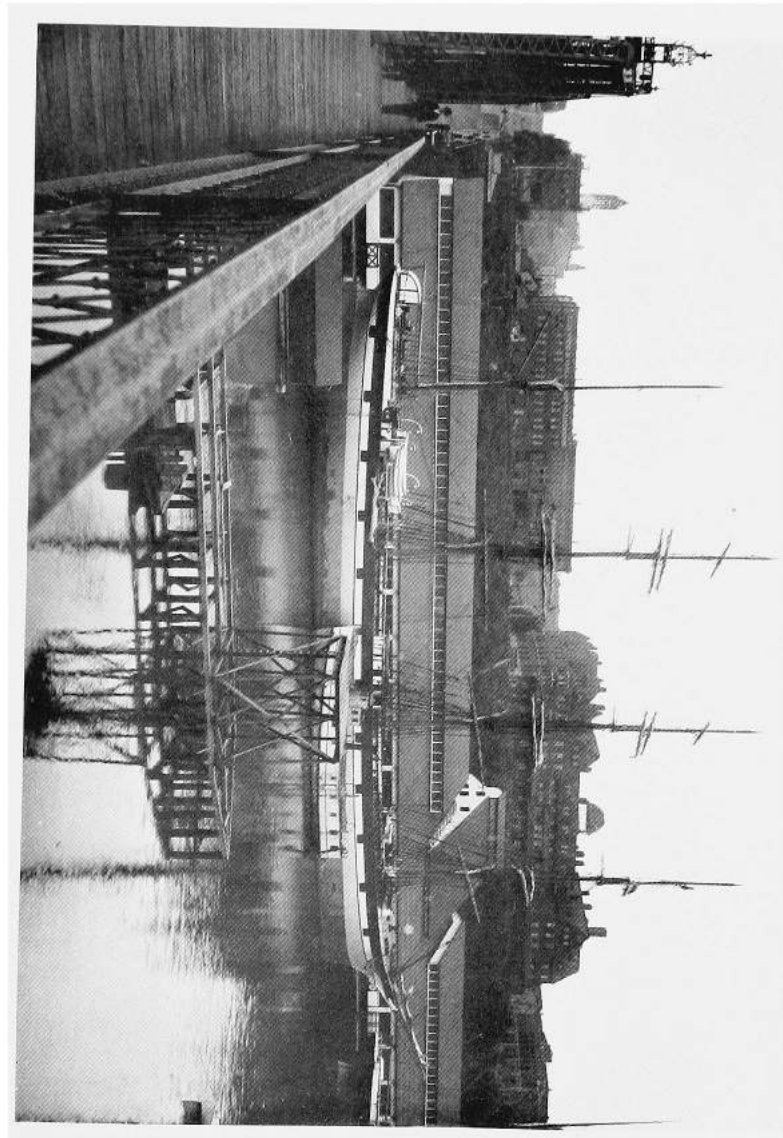
"As you glance at the map, you see that there are four large natural divisions of these waters. The first is the Strait of Fuca, which has an average width of about fifteen miles and a length of about one hundred. The second is the Archipelago de Haro, immediately joining the strait on the east and north. The third is Admiralty Inlet and the inlets of Hood's Canal and Puget Sound, extending southward therefrom. The fourth is the Gulf of Georgia, extending far beyond our national domain to the north. Of the Strait of Fuca little need be said, aside from the fact that its great depth, its directness, and the steadiness of the winds, make it accessible at all times to all kinds of vessels. The same grandeur and beauty are not lost on the heart of the modern traveler, which so captivated the usually phlegmatic and taciturn Vancouver as to lead him to break forth into the most enthusiastic description. He says that they could not conceive that anything more beautiful could exist.

“If the most experienced sailor and the most practiced pilot and the shrewdest merchant had put their heads together and contrived an ideal sea, with every conceivable advantage and every danger and unpleasantness lacking, they could not have outdone what the elemental forces have made out of Puget Sound and its approaches and adjuncts. The archipelago which, with the lower part of the Gulf of Georgia, is sometimes called Washington Sound, constitutes a body of waters and islands and channels about fifty miles each way. Good harbors abound in this region, but of pre-eminent excellence and importance among them is Bellingham Bay and its adjuncts. The inlets on the mainland are here so under the lee of Fidalgo and (farther on) of Whidby Island, that they have almost perfect protection from the weather. Harbors here are so numerous, such as Ship Harbor, Port Gardner, Utsalady, that it is needful only to sum them up in one general statement, and say that the entire archipelago is a succession of natural ports. No blasting, no dyking, no jettying is required in these deep and spacious bays. Passing the southern extremity of Whidby Island, we find ourselves at the bold promontory of Foulweather Bluff, which parts the entrance of Hood’s Canal on the west from that of Admiralty Inlet on the east. A dozen or fifteen miles below the mouth of the former is the magnificent harbor of Port Townsend. Aside from its being on the wrong side of the Sound, and being in a position to get occasional very heavy winds, this is perhaps the finest port (if one might say finest where all are fine) on the Sound. Just at the entrance of Hood’s Canal are the ports of Ludlow and Gamble. Here are immense sawmills. Hood’s Canal has an average width of about a mile, and is exceedingly deep and clear, with bold and rugged shores, densely covered with the finest kind of timber. It extends in a southwesterly direction about fifty miles, and then is bowed around in fishhook shape to the northeast for a distance of about fifteen miles. It is a case of manifest destiny that this wonderful sheet of water be used for lumbering and commerce; for anything more perfectly suited to such purposes cannot be conceived. Returning to the mouth of Admiralty Inlet we find ourselves approaching the great city of the Sound, Seattle. Its maritime advantages are almost ideal. A large and beautiful bay in front and the two superb fresh water lakes in the rear (Lakes Washington and Union), coal, lumber, copper, and gypsum in the near vicinity, abundant railway communication with every part of the country,—such are the opportunities of every kind gathered here that it is not surprising that the city has septupled itself in the last decade. Beyond Seattle, the Sound continues in almost an exact southerly direction at an average width in the main part, of about four miles, besides a large channel on the west side of the fertile and beautiful Vashon Island, till it reaches Commencement Bay. At this

angle in the Sound is Tacoma. Suffice it is to say of this harbor, that it has no superior even on the Sound. It is especially remarkable for its depth; for in many places it is too deep for ships to anchor. The depth is so great, in fact, as to become an impediment to navigation, rather than a help. The distance from Tacoma to the point of Whidby Island is about fifty miles. From Tacoma the Sound extends in a southwesterly direction some thirty miles farther. It becomes broken up into numerous branches, all deep, abounding in fine points for landings, and still bordered with the majestic forests, which it seems to be its mission to offer to the world. There are seven of these arms spread out in the rugged forest land like the fingers of a hand. The most southerly of all is known as Budd's Inlet; and beyond the tide flats which border its southern extremity is Olympia, the capital of Washington. There are many little rivers entering the Sound and the Gulf north of it, from the snowy heights of the Cascade Mountains. Of these, the Skagit, Nooksack, Stillaquamish and Snohomish, are navigable short distances. The others are small and afford little or no opportunity for navigation. Of the Sound itself and its adjacent waters, it is scarcely necessary to say that they furnish the finest possible opportunities for steam-boating and the movements of all kinds of craft. So deep and spacious are these waters and so regular are the winds, that sailing vessels can and generally do enter the straits and go to their usual destination at Seattle or Tacoma without tugs."

For commercial and manufacturing purposes, for conveniences of traffic by land and water, for safety, for salubrity of climate, for abundance of valuable timber, coal and other varieties of mineral wealth, and other natural resources desirable for the speedy and profitable interchange of the products of mankind, the above described Puget Sound Country presents more facilities and attractions than any other locality in the known world. This wonderful collection of natural advantages is so placed, that three-fourths of the population of the globe is accessible from the wharves and docks of Puget Sound, either by land or water, by rail, or steam, or sail, at all seasons of the year. The eight hundred millions of China and the East Indies are simply on the other side of the Pacific Ocean. These millions and the thriving inhabitants of Australia and South Africa look to Puget Sound for lumber, wheat and other products of the United States, brought to Puget Sound by several transcontinental lines to be shipped at its wharves and warehouses. Nature never does anything in vain, or without some specific object in view. She has not assembled a marvelous multitude of advantages at this point at random, or by mere chance. That she has had a fixed and wise purpose in so doing cannot be questioned. That she intended these advantages to be used by man, and for the benefit of mankind, needs no argu-

PART OF TACOMA WATER FRONT.



ment or demonstration; that here shall be the seat of a world-wide commerce, corresponding with the facilities which have been provided, and beside which the great commercial cities of the world in the past will be as the age of the stage coach and the Conestoga wagon compared with the age of the telegraph, the railroad, the telephone, steam and electricity. That the facilities for doing business here are becoming understood will appear when it is stated that the exports from Puget Sound have increased in ten years from \$6,567,000 per annum to \$33,900,000, an increase of over four hundred per cent, while the imports into Puget Sound have, in the same period, increased from \$572,000 to \$11,970,000, an increase of one thousand nine hundred per cent. The first cotton that passed through Pacific ports was exported in 1895 from San Francisco. In 1902, of a total 89,000,000 pounds of cotton exported from this country to Japan, 64,000,000 pounds were shipped by rail to Puget Sound, and thence by steamer across the Pacific. Puget Sound now exports more cotton than Charleston, South Carolina, or Mobile, Alabama. In like manner the exports of flour from the ports of the Pacific have rapidly increased in ten years, from 51,000 to 446,000 barrels a year, and to Hongkong from 550,000 to 1,398,000 barrels per annum. The exports of flour from Puget Sound have grown from 19,250 barrels in 1882 to 103,596 in 1892, and to 1,295,000 in 1902, making Puget Sound the largest flour exporting port on the Pacific and fifth largest in the United States. In 1902, 34,000 tons of hemp were imported from the Philippines into the United States valued at \$6,318,000, the greater part of which was carried by the Suez Canal to Atlantic ports, but it is altogether probable that the hemp from these Islands will hereafter come by way of Puget Sound, and thence by rail to Chicago, where it is largely manufactured into harvest twine for the grainfields of the country. The same course is also probable in regard to the 127,000 tons of jute imported from India and the 43,723,000 pounds of block tin imported from Java, also the 35,000,000 pounds of low-grade carpet wools from China, India and Australia. It is now being done on a large scale with tea, rice, silks, matting, curios and many other products of the East Indies, and, being the shortest, easiest, best and safest route, it must eventually secure a very large proportion of this traffic. Not only the captains of industry but the laborers in every line of human endeavor, all over the world, are looking with interest upon these struggles for commercial supremacy, because their personal fortunes are concerned in the outcome, as cheap transportation means for all of them increased comfort in living, a broader intelligence the result of better wages, and many steps of progress in the onward march of civilization and enlightenment. In this way men who bring about cheap transportation by either land or water, or both, are public benefactors. The prize at issue is one of

tremendous proportions. The trade between the United States and the countries across the Pacific including Australia amounted in 1902 to the enormous sum of \$242,000,000. This trade is rapidly increasing. It is estimated that it will double every ten years. If it can be shown, as it undoubtedly will be, that this trade, for a variety of reasons, can be carried on more cheaply and more expeditiously by the way of Puget Sound than by the Suez Canal, then it is certain to come this way, for in trade and commerce there is no sentiment. They are conducted only on practical and common sense principles, such as are applicable to lines of business of every description. Puget Sound is the natural and logical gateway of the United States to the Orient by reason of its geographical position, and because it has been provided by nature with all the advantages of land and water, timber, coal and numerous other products for the uses and conveniences of commerce and transportation.

The Puget Sound route for American commerce with the Orient is about one-half the length of the New York route via the Suez Canal, 11,575 miles against 5,830 miles from Puget Sound. The distance from New York via Suez Canal to Yokohama is 13,000 miles. From Seattle to Yokohama it is 4,240 miles. Commerce via the Suez Canal is taxed two dollars per ton canal charges. No such charge is incurred on Puget Sound. Steel rails are shipped from the Mississippi valley via Puget Sound to Yokohama, Manila and Hongkong at eight dollars per ton. Lumber is shipped from the Puget Sound to the same ports for about eight dollars per thousand. Between 1895 and 1903, the export volume of Puget Sound business has multiplied sixfold. For steamship tonnage, Puget Sound is the leading Pacific port, with seventy-five per cent American tonnage. On the Atlantic ninety-two per cent of the tonnage is foreign. On the Pacific Ocean the United States owns a total coast line of 12,425 miles, not including Hawaii and the Philippines. Throughout this entire line, although it has many beautiful harbors, there is not one that compares with Puget Sound for beauty, safety and convenience. If we include Hawaii and the Philippines the United States owns a greater extent of shore line than all other nations combined on the Pacific, and all will be valuable in time to come for commercial purposes.

CHAPTER XVI.

THE INDIANS' QUEST FOR "BOOK OF HEAVEN" RESULTING IN SETTLEMENT OF MISSIONARIES.

In the year 1832, before any American settlements had been made of a permanent character in all the region then known as Oregon, the first of a series of striking and important events occurred, which had a decided bearing upon its future destiny. This was the visit to St. Louis of four Flat-

head or Nez Percés Indians, who were sent by the tribe to which they belonged, for the purpose of obtaining the White Man's Book of Heaven and learning the details of his religion. These Indians were sent from the country west of the Rocky Mountains, a region never before that time penetrated by any white man, except an occasional hunter or trapper clad in the picturesque garb of a French *voyageur* or *courrier de bois*, made of dressed deer skins fringed and decorated to please the taste of both French and Indian children of the forest.

The circumstances connected with this strange incident are so peculiar, and its subsequent effects were so far-reaching in their effects, that the details may be considered worthy of record. From whom these Indians first received their information in regard to the Bible and the Christian religion may never be known, but the news they had heard, no matter from whence it came, produced a profound impression upon them, and they determined to send a delegation to St. Louis to learn the truth of the matter. Of these messengers sent on such a worthy mission, one was an old chief distinguished for his bravery and judgment; another for his skill in war, and two young braves were selected with special reference to the long and dangerous journey they were about to undertake. The two older braves died in St. Louis, one on the return journey and one only lived to see his people again. Unfortunately he went back without "the Book," disappointing the expectations of his people, and looking upon his journey as a sad failure and the undertaking as a great misfortune, because of that failure, and because of the death of his three companions, but of the tremendous consequences of their effort in the end, of course he could know nothing.

Few more pathetic stories have ever been written, and few events of a similar character have been followed by more important consequences.

According to Rev. Dr. Myron Eells, whose father came as a missionary to these Indians in 1838, three years after their arrival in St. Louis, in answer to their appeal, and who has spent a lifetime amongst the Indians of Washington, the first published account "of their trip was given in *The Christian Advocate* of New York of March 1, 1833." It was written by William Walker, an interpreter and member of the Wyandotte nation, who was sent by that tribe to examine a region west of the Mississippi which was offered them, etc. It was contained in a letter dated January 19, 1833. After describing the land referred to, he says, "I will here relate an anecdote, if I may so call it. Immediately after we landed in St. Louis, on our way to the west, I proceeded to General Clark's, superintendent of Indian affairs, to present our letters of introduction from the secretary of war, and to receive the same from him to the different Indian agents in the upper country. While in his office and transacting business with him, he

informed me that three chiefs from the Flathead nation were in his house and were quite sick; and that one, the fourth, had died a few days ago. They were from the west of the Rocky Mountains. Curiosity prompted me to step into the adjoining room to see them, having never seen any, but often heard of them. I was struck with their appearance. They differ in appearance from any tribe I have ever seen: small in size, delicately formed, small limbs and the most exact symmetry throughout. The distance they had traveled on foot was nearly three thousand miles to see General Clark, their Great Father, as they called him, he being the first American officer they ever became acquainted with, and having much confidence in him they had come to consult him, as they said, upon very important matters (General Clark was the Captain Clark of the Lewis and Clark expedition, which had passed through their country twenty-seven years before.) General Clark related to me the object of their mission, and, my dear friend, it is impossible for me to describe to you my feelings while listening to his narrative.

“I will here relate it as briefly as I can. It appears that some white man had penetrated into their country and happened to be a spectator at one of their religious ceremonies, which they scrupulously perform at stated periods. He informed them that their mode of worshiping the Supreme Being was radically wrong, and instead of being acceptable and pleasing it was displeasing to him; he also informed them that the white people away toward the rising of the sun, had been put into possession of the true mode of worshiping the Great Spirit. They had a book containing directions how to conduct themselves in order to enjoy his favor and hold converse with him; and with this guide no one need go astray, but everyone that would follow the directions laid down there, could enjoy in this life his favor, and after death would be received into the country where the Great Spirit resides and live forever with him. Upon receiving this information from him they called a national council to take this subject into consideration. Some said, if this be true, it is certainly high time we were put into possession of this mode, and if our mode of worshiping be wrong and displeasing to the Great Spirit, it is high time we laid it aside; we must know something more about this. It is a matter that cannot be put off, the sooner we know the better. They accordingly deputed four of their chiefs to proceed to St. Louis to see their Great Father, General Clark, to inquire of him, having no doubt but that he would tell them the whole truth about it. They arrived at St. Louis and presented themselves to General Clark. The latter was somewhat puzzled, being sensible of the responsibility that rested on him. He, however, proceeded by informing them that what they had been told by the white man in their own country was true. He then went into a succinct history of man from his creation, down to the advent of the Savior, his life, precepts,

his death, resurrection, ascension and the relation he now stands to man as a mediator—that he will judge the world, etc.

“Poor fellows, they were not all permitted to return home to their people with the intelligence. Two died in St. Louis, and the remaining two, though somewhat indisposed, set out for their native land. Whether they reached home or not is not known. The change of climate and diet operated severely upon their health. Their diet when at home is chiefly vegetables and fish. If they died on their way home, peace be to their names. They died inquirers after the truth. I was informed that the Flatheads as a nation, have the fewest vices of any tribe of Indians on the continent of America. You are at liberty to make what use of this account you please.

“Yours in haste,

“WILLIAM WALKER.

“G. P. Disosway, Esq.”

Dr. Eells quotes also from Lee and Frost, who published “Ten Years in Oregon,” from 1834 to 1844, who give substantially the same account. One of them saw General Clark and learned from him the particulars in regard to this event. They were both missionaries to Oregon of the Methodist Episcopal church. Mr. Lee came to Oregon in 1834, inspired by this appeal from the Indians of the far west. General Clark was anxious to comply with the wishes of his Indian guests, but his efforts in that direction were not successful. Being a Romanist he took them to the Roman Catholic church in St. Louis, but what they saw and heard there did not satisfy their longings. To amuse them he took them to the theatre, but they were not in St. Louis to be amused. They wished the “Book” and to learn the way to “eternal life,” but there was no translation available and the principles of religion which they so much wished to learn could not be taught them in the brief time they cared to remain. General Clark promised that missionaries should be sent among them to teach them the “way of life,” and with this they were obliged to be content. In taking a formal leave of General Clark, one of them delivered a speech that for pathos and eloquence has rarely been equaled and never surpassed. He said, “I came to you over a trail of many moons from the setting of the sun. You were the friend of my fathers, who have all gone the long way. I came with one eye opened, for more light for my people, who sit in darkness. I go back with both eyes closed. How can I go back blind, to my blind people? I made my way to you with strong arms, through many enemies and strange lands, that I might carry back much to them. I go back with both arms broken and empty. The two fathers who came with us—the braves of many winters and wars—we leave asleep here by your great water and wigwam: They were tired in many moons, and their moccasins wore out. My people sent

me to get the white man's Book of Heaven. You took me where you allow your women to dance, as we do not ours, and the Book was not there. You took me where they worship the Great Spirit with candles, and the Book was not there. You showed me images of the good spirits and pictures of the good land beyond, but the Book was not among them to tell us the way. I am going back the long, sad trail to my people of the dark land. You make my feet heavy with burdens of gifts, and my moccasins will grow old in carrying them, but the Book is not among them. When I tell my poor, blind people, after one more snow in the big council, that I did not bring the Book, no word will be spoken by our old men or by our young braves. One by one they will rise up and go out in silence. My people will die in darkness, and they will go on their long path to the other hunting grounds. No white man will go with them and no white man's Book, to make the way plain. I have no more words."

Thus these unhappy and disappointed Indian messengers took their departure, over vast plains, rugged mountains, scorching deserts and through many tribes of hostile savages for their distant homes on the waters of the Columbia river. But one of the party ever reached his destination. The circumstances connected with this extraordinary embassy were not, however, to be concealed from the public. A clerk in the office of General Clark, who knew the facts and heard the final interview with that officer, wrote to a friend in Pittsburg detailing them as they had passed under his own observation. He showed the account to Catlin, of Indian portrait fame, who had just come from the Rocky Mountains. He said, "It cannot be, wait until I write to General Clark before you publish it." He wrote. The response was, "It is true, that was the sole object of their visit, to get the Bible." Then Catlin said, "Give it to the world."

In his "Indian Letters" Mr. Catlin says: "When I first heard the report of this extraordinary mission across the mountains, I could scarcely believe it; but on consulting General Clark I was fully convinced of the fact." As may be readily imagined, the publication of the letter relating these incidents and particularly the pathetic speech of the departing and disappointed Indians made a deep and lasting impression upon the religious elements of the country. Dr. Eells continues, "Subsequent events prove also that it was an epoch of tremendous importance in the history of the Pacific Coast. Rev. Samuel Parker, of Ithaca, New York, saw the account, it became a fire in his bones and he offered himself as a missionary to the American Board of Commissioners for Foreign Missions. The result was that this society established a mission east of the Cascade Mountains, among the Cayuses, Nez Percés and Spokanes, which existed from 1836 to 1848, and in which H. H. Spalding, Marcus Whitman, Cushing Eells (the father of Rev. Dr. Myron Eells), Elkanah Walker, W. H. Gray, A. B. Smith



HEE-OH-KS-TE-KIN.—THE RABBIT'S SKIN LEGGINS.

(DRAWN BY GEORGE CATLIN.)

The only one of five Nez Perce Chiefs (some say there were only four) who visited Saint Louis in 1832, that lived to return to his people to tell the story.



HCO-A-HCO-A-HCOTES-MIN.—NO HORNS ON HIS HEAD.

This one died on his return journey near the mouth of Yellowstone River.

This is what Catlin says himself. "These two men when I painted them, were in beautiful Sioux dresses which had been presented to them in a talk with the Sioux, who treated them very kindly, while passing through the Sioux country. These two men were part of a delegation that came across the Rocky mountains to St. Louis, a few years since, to inquire for the truth of a representation which they said some white man had made among them, that our religion was better than theirs, and that they would be all lost if they did not embrace it." Two old and venerable men of this party died in St. Louis, and I traveled two thousand miles, companions with these two fellows, toward their own country, and became much pleased with their manners and dispositions. When I first heard the report of the object of this extraordinary mission across the mountains, I could scarcely believe it; but, on conversing with General Clark, on a future occasion, I was fully convinced of the fact."

See Catlin's Eight Years, and Smithsonian Report for 1885, 2nd part.

(Taken from J. Edwards, Life of Marcus Whitman.)

and a few others labored. The Methodist Board of Missions was also aroused, thrilled, as Rev. H. K. Hines says, as it had never been thrilled before, because the heathen were seeking the church, instead of the church seeking the heathen. In 1834 they established a mission west of the Cascades, in which such men as Jason Lee, Daniel Lee, Elijah White, A. F. Walker, Gustavus Hines, George Abernethy, David Leslie and others labored. Harvey Clarke and others followed as independent missionaries to the Indians. The results of their labors on the Indians, on the whites, on the relation and intercourse between the two, especially with reference to treaties and wars; on the early emigration to the Coast; on the early government of Oregon and on the United States in obtaining her Pacific Coast possessions; on Oregon literature and books; on the founding of three of her most successful colleges, the Willamette University, Pacific University and Whitman College,—cannot be told. They have already filled many volumes and the end is not yet, by any means. They will endure as long as the United States shall last, they will endure through all eternity.”

These and other missionaries who were sent out by their respective denominations to carry the gospel to this part of the world, in 1834, 1835, 1836 and subsequent years, were the first persons to make settlement “on the American plan” in all the vast region then known as the Oregon country. They were the first to furnish reliable information in regard to its character, the dangers attending the long and painful journey to be made before it could be reached, the difficulties to be encountered after reaching it, partly from hostile Indians, partly from the unfriendly disposition of the Hudson’s Bay Company which controlled it, and partly because of the long distances intervening between their locations and their home societies, to whom they must look for aid, comfort and maintenance. These missionaries blazed the way to this distant field of labor, and were the first to prove that wagons could be taken from the Missouri to the Columbia river. The same influences that, coming from the visit of these Flathead Indians to St. Louis in 1832, inspired church organizations to respond to this Macedonian appeal by sending their agents to Oregon, prompted numerous laymen to undertake the same journey for the purposes of making themselves homes in a region which they believed full of promise for the future, notwithstanding all reports to the contrary. The fact that the Hudson’s Bay Company discouraged their coming and desired to retain this country as an English possession, and as a preserve for Indians and for fur-producing animals, only strengthened their determination to “beard the lion in his den,” and to brave all the hardships necessary to meet the issue and save this region to the American Union. The long-continued efforts of Hall J. Kelley, beginning in 1815, and lasting forty years, his fruitless visit to Oregon in 1834,

his numerous pamphlets on the subject, his petitions to Congress, were all of no avail except to furnish valuable information to leading men at the seat of government and to direct public attention to a subject which was strangely neglected, and in regard to which there was a vast amount of ignorance and misrepresentation. Nor was the expedition organized in Boston in 1832, by Nathaniel J. Wyeth, who started with twenty-one men and arrived at Vancouver after a perilous journey across the plains, with eleven weary, foot-sore and destitute men, who are glad to accept the hospitality and assistance of Dr. John McLaughlin, then the representative of the Hudson's Bay Company, any more successful in establishing a permanent settlement. One of the party, John Ball by name, is given a place as a schoolmaster at Fort Vancouver, and on the 1st day of January, 1833, the first school in all this wild domain is opened by this young man from Massachusetts, by permission or rather by the appointment of Dr. McLaughlin. His successor was Solomon H. Smith, who conducted a school at the same place for eighteen months, and afterwards became a prosperous farmer at Clatsop near the mouth of the Columbia, where he died. Nor did the picturesque Bonneville, who visited the Columbia river in 1834, with a party of hunters, trappers, half-breeds and Indians, accomplish anything in the way of assisting emigrants or making settlements. He doubtless furnished additional information in regard to the country, but otherwise his services in that direction were not important. He resumed his place in the United States army, was retired in 1861, and died in Fort Smith, Arkansas, in 1878, the oldest officer in the army, eighty-three years of age.

But the men and women who came as missionaries were sincere and earnest in their conceptions of duty, and were not to be swerved from the line they had marked out for themselves, by any obstacles or difficulties in their way. They were intent not only on carrying the gospel to the Indians, but on saving to American uses and institutions the wide and rich expanse of territory which stretched away to the Pacific, from the summits of the Rocky Mountains, and which was drained by the Columbia river. They were practical men, who very soon after their arrival comprehended the value of this promising region, and they were prompt to advise their friends in the east of the vast issues then at stake, and which were awaiting settlement between the United States and Great Britain. The services of Dr. Marcus Whitman, who established a Presbyterian mission about twenty-five miles east of Fort Walla Walla in 1836, and was massacred in 1847 by the Indians amongst whom he labored, with twelve other persons, under circumstances of the most atrocious character, must always be held in grateful remembrance by every loyal American citizen. There may be a difference of opinion as to the full extent of these services, but that they were

of inestimable value in assisting emigrants to Oregon, in furnishing information in regard to that country and in directing the public mind to the importance of acquiring and holding it in perpetuity, there can be no question whatever. His midwinter ride to further these purposes must always remain a marvel of patriotic effort, of patience, endurance, and heroic fortitude. For this and other services to the territory, now known as the state of Washington, he is justly entitled to the place in the Hall of Fame in the city of New York to which he was assigned by Governor John R. Rogers in 1900, along with Governor Isaac I. Stevens, the first governor of Washington territory. Between 1832 and 1840, sixty-one men and women of high moral, intellectual and religious character were sent to Oregon by various missionary boards in the United States. They represented about thirty families and one hundred children, who constituted an American colony or a series of colonies in a vast scope of country, otherwise occupied and controlled by the Hudson's Bay Company, its agents, servants and employes. There were a few others, American citizens, who were there for trading and other purposes, but they were not homeseekers or homebuilders. But these missionaries were true and worthy representatives of American ideas, and their entry upon this stage of action marked the beginning of a new era on the northwest coast of America. In the meantime, during those six years, the representatives of British interests in Oregon were not idle and indifferent spectators of the events which were taking place around them. They were sensible of the fact that the issue was upon them and must be met, if they would hold the country they valued so highly, for many reasons. They brought, in 1838, two Roman Catholic priests, who were devoted to British interests, and placed one of them in the Willamette Valley, and the other was given a roving commission to visit all settlements or posts where his ministrations would be received. In 1840 they brought a colony of one hundred and twenty-five persons from Winnipeg intended for settlement on Puget Sound. These people were taken to the valley of the Cowlitz river, north of the Columbia river in order, if possible, to make that river the boundary between the two countries when a dividing line should be permanently located. This colony was not a success, however, and most of its members removed to the Willamette Valley or engaged in hunting or trapping for the Hudson's Bay Company. The first regular emigration movement across the plains began in 1841. This consisted of one hundred and eleven persons who came in that year, and their arrival nearly doubled the number of Americans in the territory. It was deemed impracticable at that time to bring wagons across the mountains to Oregon. So the long journey of two thousand miles was made on horseback. In 1842 another important addition was made to the Oregon settlements. This consisted of only one

hundred and nine persons, but a large proportion of these were adults, and many of them became prominent in later years in the political history of the country. The supremacy of the Hudson's Bay Company was now terminated, to all practical intents and purposes, and very shortly afterwards the country became thoroughly Americanized.

CHAPTER XVII.

SUMMARY—EARLY GENERAL HISTORY.

To properly appreciate the motives of, and the external influences surrounding the first settlers north of the Columbia river and particularly in the region of Puget Sound, it may be desirable again to refer briefly to that event known in American history as the "Oregon Question," to recapitulate some points already touched upon, and to show how the Sound country came to be a part of the United States instead of a part of British America. It has been frequently stated in many public prints and addresses, that the present state of Washington was acquired from France as a part of the Louisiana purchase in 1803. The weight of authority is against that proposition.

Nations acquire title to territory in one of four ways: (1) By immemorial occupation; (2) by conquest; (3) by purchase or gift; and (4) by discovery followed by occupation. The discovery of the mouth of a river and the occupation of the territory give title, by the law of nations, to the territory drained by the river and its tributaries.

Applying the facts of history to these principles of international law, as the same bears upon the Puget Sound settlement, we find:

First.—In 1792, Vancouver, an English navigator, entered and took possession of the Sound country in the name of his sovereign.

Second.—In the same year Captain Robert Gray of the ship "Columbia," sent out by a company of Boston merchants, entered the mouth of the great river on the western coast of the United States and gave it the name of his ship. Neither discovery was followed by occupation and no attention was paid to them until 1804.

Third.—In 1804, President Jefferson sent out two surveyors, Captains Merriwether Lewis and William Clark, who in 1804-5-6 explored the country west of the Rocky Mountains and down the Columbia river.

Fourth.—In 1811 John Jacob Astor, an American merchant, established a trading post at Astoria.

Fifth.—In 1813, by the treachery or weakness of the manager of this post, the valuable property was transferred to an English company during the war then being waged between the United States and Great Britain, and a British war sloop took possession, hoisted the British flag and changed the name to Fort George.

Sixth.—In 1814, by the treaty which concluded the war of 1812, this property was ceded back to the United States. British fur and trading companies, however, continued to operate in this region and lost no opportunity to so shape matters that they could regain possession of the territory.

Thus after the United States, through Captain Gray, had discovered the country in 1792; after it had been explored by the authority of the president; after a citizen of the United States had established a trading post there; after it had been acknowledged as belonging to the United States by a treaty which terminated a war, yet the United States acknowledged that it did not know whether it owned Oregon or not.

Seventh.—In 1818 the United States agreed with Great Britain upon a joint occupancy of the territory west of the Rocky Mountains in the following terms: "That any country claimed by either party on the northwest coast of America, together with its harbors, bays and creeks and the navigation of all rivers within the same, be free and open for the term of ten years to the subjects, citizens and vessels of the two powers."

This opened the country to the free movements of the British fur and trading companies, and England thus gained by diplomacy, what belonged to the United States through discovery and occupation.

Eighth.—At the expiration of the ten years, or in 1828, the treaty was renewed for an indefinite period of time, terminable however on a year's notice by either party to the other. It is not necessary here to go into details of events that transpired during the succeeding years. There were operating in this country the Hudson's Bay Company; there were speculators, Indians, priests, explorers, and adventurers of all kinds. Troubles were growing and in many instances murders were committed. But in spite of these discouragements, immigration was moving westward.

Ninth.—In 1844 the United States gave notice to England that it desired to terminate the treaty of 1818, and, in 1846, the forty-ninth parallel of latitude was made the international boundary from the summit of the Rocky Mountains to the middle of the channel which separates the continent from Vancouver's Island; thence through the middle of said channel and of Fuca's straits to the Pacific. The free navigation of the Columbia river was given to the Hudson's Bay Company and other British subjects. If the British government had any claim to the Puget Sound basin through the discovery of Vancouver in 1792, it was surrendered by this treaty of 1846.

Tenth.—Subsequent to the convention of 1846, England claimed that Rosario's Straits was the channel intended where the United States insisted upon the Canal De Haro. Both are deep-sea channels and between them lies the Island of San Juan, then occupied by the Hudson's Bay Company. In

1858 the two governments agreed upon a joint occupancy of the disputed island. By the convention of 1872 which was called to settle the Alabama claims, the northwest boundary question was referred to Emperor William I of Germany for arbitration. The decision was in favor of the United States, and in November, 1872, the British garrison was withdrawn. The disputed island is the present county of San Juan in the state of Washington.

THE LOUISIANA PURCHASE.

Reference has been made to the Louisiana Purchase and a few facts concerning that event are here stated:

Four nations were concerned in the boundaries to Louisiana: The United States, who was making the purchase; France, who was making the sale; England, who owned the country to the north; and Spain, who owned the Floridas on the southeast and Texas and California on the southwest. The southwestern limit in the treaty was defined as "along the main channel of the Sabine river from its mouth to the thirty-first parallel of latitude; thence due north to Red river; thence up that stream to the one hundredth meridian of longitude; thence due north to the Arkansas river; thence up that river to its source; thence north along the crest of the Rocky Mountains to the forty-second parallel of latitude."

The United States and France, the parties to the contract, were willing the southern boundary should then extend along that parallel to the Pacific. This was satisfactory to England, but Spain, who owned California, objected and the matter rested until 1819. In a convention of that year, Spain made a concession relating to Texas and at the same time yielded Florida and Oregon. Opinions may differ as to whether the Louisiana Purchase included the Oregon Territory or was bounded on the west by the summit of the Rocky Mountains, but there is no question as to the fact that the acquisition of this territory was facilitated by that purchase and was the more readily made because of the Lewis and Clark expedition.

That Spain had good grounds for claiming the entire northwest coast to 54 degrees, 40 minutes of north latitude, or the southern boundary of the Russian Possessions, by virtue of prior discovery and settlement, had she chosen, or been in a position to assert her rights in the premises, there is no question. But European or Napoleonic wars, and more especially the war between England and Spain which began in 1796, left her in no position to maintain her legitimate claims, against that country. Whatever may have been lacking however, as far as the Spanish title was concerned in the Louisiana Purchase to the Oregon territory, was made up in the treaty of 1819, wherein Spain transferred Florida to the United States, and also all her right, title and interest in and to the Oregon territory. With reference to the Louisiana Purchase, James G. Blaine, in his "Twenty Years in Con-

gress," very clearly and succinctly says, "Texas was also included in the transfer, but Oregon was not. The Louisiana Purchase did not extend beyond the range of the Rocky Mountains, and our title to that large area, which is included in the state of Oregon and in the territories of Washington and Idaho, rests upon a different foundation, or, rather, upon a series of claims, each of which was strong under the law of nations. We claimed it first by right of original discovery of the Columbia river by an American navigator in 1792; second, by original exploration in 1805; third, by original settlement in 1810, by the enterprising company of which John Jacob Astor was the head; and lastly and principally, by the transfer of the Spanish title in 1819, many years after the Louisiana purchase was accomplished."

IMMIGRATION.

The decade of the '40s witnessed a tremendous immigration to the northwest. The country was occupied by the servants and employes of the Hudson's Bay Company. The latter established forts and trading posts in different parts of the country, all tending to establish an occupation of the country that would ultimately save it to the British flag. They had twenty-three forts and five trading stations. At the mouth of the Cowlitz they had a farm and small post and a more extensive farm twenty-five miles up the river. At Vancouver they built a stockade, and this fort was the general depot for the southwestern branch of their system. Several of their institutions were established east of the mountains. On Puget Sound was Fort Nisqually, formerly a stockade. They also had two steamers with which they entered the bays and rivers along the coast from Mexico to Russian America, now Alaska, to subserve their interests. They had thoroughly explored the country and knew well its topography. There was little likelihood of immigration setting in toward the Sound country except that which entered by the way of Vancouver and the Cowlitz river. By strategy and deception the occupants at Vancouver and Cowlitz sought to turn the tide of immigration to the Willamette valley and to deter it from entering the Puget Sound basin. The Hudson's Bay people relied upon diplomacy in the near future to fix the Columbia river as the boundary line between the United States and Great Britain, and looked jealously upon all efforts to found homes north of that stream.

GENERAL HISTORY.

In the immigration of 1844, was a company from Missouri destined for the Rogue River valley in southern Oregon. They came down the Columbia and camped at Washougal near Fort Vancouver. In the party were Michael T. Simmons and George Bush and their families. They had been neighbors in Missouri. George Bush was a mulatto, but a man of true merit and ster-

ling manhood. The efforts of the Hudson's Bay people at Vancouver to keep immigrants from going to the Sound country had its effect upon Simmons, and with his true Americanism and inherent combativeness he proposed to resent the interference of these people and to fight his way to Puget Sound.

The provisional government of Oregon had passed a law excluding from the territory all free negroes and mulattoes. George Bush concluded that the Rogue River valley was no place for him, and that, should the Sound country ultimately become British or American, so long as the British claim prevailed, his color would not prevent him from asserting his manhood nor deprive him of the protection of her institutions.

In December, Colonel Simmons, who had been detailed by the company as the one to make a reconnoissance of the Sound country, started with a small party up the Cowlitz. At "The Forks," a junction of two streams near where the present town of Toledo in Lewis county is located, their provisions became short and the navigation of the stream discouraging; they then turned back. In explaining the incident afterwards, Colonel Simmons, who it seems had a fair share of superstition in his makeup, said that he really turned his face homewards because of a vision he had before leaving Missouri; indicating that he would find just such a place as the forks of the Cowlitz and be compelled to abandon his enterprise. In that place he saw mapped out the spot which appeared to him in his dream. Colonel Simmons, however, determined to resume his explorations at a more fitting season. This he did, but the others never attempted the trip again.

It is worthy of note that while Mr. Simmons and family were camped at Washougal, Mrs. Simmons, in April, 1845, gave birth to a son, Christopher C., the first white American child born north and west of the Columbia river, and the first white male child in the confines of the present state of Washington. The first American child born in Washington was a daughter of Mrs. Marcus Whitman, at Wailatpu, in the present county of Walla Walla, several miles east of the Columbia river.

In July, 1845, Colonel Simmons again started for Puget Sound, accompanied by George Wanch, William Shaw and seven others, none of whom settled in the Sound country except Simmons and Wanch. William Shaw was the father of Colonel B. F. Shaw, of Vancouver, the famous Indian fighter who has since become prominent in the legislative councils of the territory and state.

Colonel Simmons and party, upon reaching the Cowlitz prairie, procured the services of Peter Bercier, as guide, and started for the Sound. At this point they learned that John R. Jackson had been in the vicinity just before and, being pleased with the country, had made a location and re-

turned to Oregon City for his stock and effects. This incident is mentioned from the fact that the claim of "Pioneer" has been asserted in favor of both of these early explorers and settlers. It will be observed that while Colonel Simmons had entered the country in the fall of 1844, thereby making the first exploration with a view to settlement, Mr. Jackson had made the first location.

Colonel Simmons and party reached the shores of Puget Sound in August, and obtaining canoes went down the Sound examining the various points of interest. They passed around the north end of Whidby Island, and, returning through Deception Pass, came back to the east side of that island.

The party then returned to the Columbia river, where Colonel Simmons and his family were joined by James McAllister and family, David Kindred and family, Gabriel Jones and family, George Bush and family and Messrs. Jesse Ferguson and Samuel B. Crockett, and a return trip was made to the Sound. Peter Bercier again acted as guide, and to him is due the distinction of conducting the first American colony to Puget Sound.

These hardy frontiersmen were fifteen days cutting out the road from Cowlitz Landing to Tumwater, a distance of fifty-eight miles, where they arrived late in October, 1845. Mr. Simmons took the claim at Tumwater, calling it New Market, while all who accompanied him made settlement in the vicinity, principally on what has ever since been known as Bush Prairie, situated about five miles from the headwaters of the Sound.

Tumwater is the Indian name for the falls in the Pacalups river, which empties into tide water at this picturesque point. Colonel Simmons changed the name of the river to Deschutes and the name of the settlement to New Market, as stated. The name Deschutes became a fixture, but the settlers found Tumwater a more euphonious name for the city that, in their imagination, they had pictured for that commanding position in the future commerce of the northwest.

Notwithstanding the fact that the Hudson's Bay people at Fort Vancouver made strenuous efforts to discourage American colonization north of the Columbia river, yet in September, 1845, when the little band of pioneers under Simmons started for the Sound country, Dr. McLaughlin and Governor Douglas gave an order on Messrs. Forest and Tolmie—the former in charge of the Cowlitz station and the latter at Fort Nisqually—to furnish the party, on credit, with two hundred bushels of wheat at eighty cents; one hundred bushels of peas at one dollar; three hundred bushels of potatoes at fifty cents; and ten or twelve head of beef cattle at twelve dollars per head.

An important event in any new settlement is the appearance of the first born, and is one that should never go unrecorded. On March 15, 1846, James Benton McAllister was born to Mr. and Mrs. James McAllister, the first native born in the Puget Sound settlement. The first American girl born in the settlement was a daughter to Mr. and Mrs. Sydney S. Ford, who arrived at New Market in the summer of 1846. Their daughter, born June 10, 1847, afterwards became Mrs. John Shelton.

Another item as indicative of the progress the new settlement was making is the brief item which read: "Married at New Market, Puget Sound, at the house of Mr. Davis, on the 6th of July, 1847, by Judge Simmons, Mr. Daniel F. Kinsey to Miss Ruth Brock, of the former place."

ORGANIZED GOVERNMENT.

Immigration to the country lying between the Columbia river and Puget Sound had brought this vast region sufficiently to the front to make imperative some effort at organizing a government.

In July, 1845, the provisional government of Oregon had formed the territory lying north of the Columbia river into a single county. Sir James Douglas, M. T. Simmons and James Forrest were the first county commissioners or judges. Lewis county was organized by act of the Oregon legislature, approved December 25, 1845, to go into effect after the June election of 1846, and embraced all of the territory lying north of the Columbia and west of the Cowlitz rivers. At the June election Dr. W. F. Tolmie, of Nisqually, was elected the first representative.

On August 14, 1848, the act of Congress establishing a territorial government for Oregon was approved by the president and included all of the Pacific possessions north of the forty-second parallel of latitude, the northern boundary being the line fixed by the convention of 1846, to-wit: the forty-ninth parallel of north latitude, which then became the international boundary line between Great Britain's American possessions and the United States.

Contemporaneous with the passage of the Oregon organic act, General Joseph Lane had been appointed governor and ex-officio superintendent of Indian affairs. On May 13, 1849, he divided the territory into judicial districts and assigned the judges. Vancouver, with several counties south of the Columbia, constituted the first district, to which was assigned Chief Justice William P. Bryant; the second district was wholly south of the Columbia, and Lewis county constituted the third district, but to it no judge was assigned.

By proclamation of Governor Lane the country north of the Columbia river, together with Clatsop county, south of that stream, constituted a council and representative district. At the election provided for by the

proclamation, Samuel T. McKean, of Clatsop, was elected councilman and Michael T. Simmons, of Lewis county, representative.

A NEW TERRITORY.

During the few years following, the influx of settlers to the country north of the Columbia river had far exceeded the expectations of the little band of pioneers who first located their homes in the gigantic forests. It became apparent that steps toward a separate territorial government could not be taken any too soon. At the session in the winter of 1852, the legislature of Oregon created the county of Thurston out of the northern portion of Lewis county. The new county embraced all of the Puget Sound Country, and its northern limit was the international boundary.

Levi L. Smith, of New York, and Edmund Sylvester, of Maine, were the first settlers of Olympia, coming there in 1846. They settled as squatters upon the present site of that city. They proposed to lay out a town at that place, which they believed would become an important place in the future as it was at the head of navigation on Puget Sound. They agreed to call the place Smithter, which name was formed by a combination of Smith and "ter," the last syllable of Sylvester's name, although this was not altogether satisfactory to Sylvester. Smith was elected a member of the Oregon legislature in 1848, but did not live to take his seat, having been drowned in August of that year, while on his way in his canoe from his cabin to Tumwater. Subsequently, Sylvester acquired by purchase such interest as Smith had as a squatter on the land, and afterward entered, under the donation act, a claim which covered both of their original locations. The statement heretofore frequently published that the town was to be called Smithfield is not correct. It was first surveyed in 1850 and was given the name of Olympia, which it has since retained.

When the bill to create a new county for the Puget Sound Country was first presented to the Oregon legislature, it was proposed to name it Simmons, but the sad death of Congressman Samuel R. Thurston, which occurred the spring before, and a general disposition among the people of Oregon to perpetuate his memory, suggested his name for the new county.

During the summer of 1852 the talk in favor of a new territory to be formed out of that part of Oregon lying north of the Columbia river, became general and met with favor from all of the rapidly growing settlements. The suggestion received its first public expression in a Fourth of July speech at a celebration in Olympia. A few weeks later, at a term of the district court held at the residence of John R. Jackson in Lewis county, a convention was called to meet at Monticello on the last Thursday in November, to memorialize Congress for a new territory. Monticello, then an important town, was located near the mouth of the Cowlitz river on the direct route from the Columbia to the Sound.

The Monticello convention was held November 25, 1852, and was attended by delegates from each county in that portion of Oregon that was asking for a separate government. A memorial to Congress was prepared, setting forth existing conditions and asking that there be created the territory of Columbia out of that portion of Oregon lying north and west of the Columbia river. No opposition to the move was manifest on the part of the people residing in the other portions of Oregon.

On December 6, 1852, Hon. Jos. Lane, delegate to Congress from Oregon, introduced the subject of a new territory. The committee on territories reported a bill to create the territory of Columbia, which came up for consideration on February 8, 1853. Congressman Stanton, of Kentucky, suggested the name of "Washington," saying that there was already a district of Columbia, while the name of the Father of his Country had not been given to any territory in the Union. With the name of "Washington" substituted the bill became a law on March 3.

The act created a territory more than twice the size asked for in the memorial, being "All that portion of Oregon territory lying and being south of the forty-ninth degree of north latitude and north of the middle channel of the Columbia river from its mouth to where the forty-sixth degree of north latitude crosses said river near Fort Walla Walla, thence with said forty-sixth parallel of latitude to the summit of the Rocky Mountains." This included all of Washington as it now stands, together with portions of Idaho and Montana.

CHAPTER XVIII.

HARDSHIPS AND INCIDENTS OF TRAVELING ACROSS THE PLAINS.

A large proportion of the settlers in the Puget Sound Country came from the Mississippi valley, crossing the plains with ox-teams, after they learned that wagons could be taken across the Rocky and Cascade mountains. This journey was not only tedious and toilsome but full of danger, and from the time these emigrants passed the western borders of Iowa and Missouri, constant watchfulness was required by day and by night; for they were surrounded by hostile savages and wild beasts, who were the terror of horses and cattle, as well as the emigrants themselves. To stampede the former and massacre the latter was the ambition of most of the Indian tribes through which they passed, and all their cunning and ingenuity were made use of, to compass these ends. For self-preservation and mutual protection, the emigrants traveled in large companies, corralled their wagons, and within the circle so formed they enclosed their families and, if possible, all of their horses and cattle. Thus they traveled day after day, week after

week, month after month, until their destination was reached, which was usually six months, sometimes more, after leaving the borders of civilization. Occasionally, an epidemic would break out amongst these pilgrim bands, as the cholera did in 1852, and for the want of care, proper medical attention and nursing, the mortality would be great, and their numbers much reduced before they came to their journey's end. It was not strange, therefore, that the road they traveled, which eventually became a broad highway, should be frequently bordered by lonely graves, which marked the last resting places of the victims of disease, of Indian hostility, or of accident, or by drowning in some of the many cold and swift rivers they were obliged to cross, particularly, in the Rocky Mountain region, the Cascades, and other ranges over which they were obliged to pass.

The hostility of the Indians was further intensified by the wanton and cruel acts of lawless and unprincipled white adventurers, who were too frequently to be found in these emigrant trains, and who were not restrained by the ordinary laws, rules and regulations of organized society. It was not strange, therefore, that these Indians, conscious of the tide of civilization advancing with apparently irresistible force from the Atlantic, in the direction of the Pacific, crowding out and destroying the aborigines of the country, should undertake in their wild and ungovernable passion, to wreak vengeance upon any members of the hated race with whom they came in contact and should slaughter men, women and children indiscriminately whenever an opportunity to do so presented itself. Yet there was something grand and inspiring in this long journey of two thousand miles, over plains whose billowy roll extended in every direction as far as the eye could reach, or over mountains whose snowy peaks seemed to touch the clouds throughout the entire year. Many of these emigrants had never before seen a mountain, and to them it was like the first view of the ocean, or of Niagara Falls. In the wonderfully clear and exhilarating atmosphere of the plains and mountains, the stars looked down upon their lonely encampments with peculiar and unusual brilliancy; and it would have been strange indeed, if the watchful sentinels and the wakeful travelers, whose bed was the earth and the sky their covering, brought, as they were, into such intimate communion with nature, should have been led to inquire with Napoleon, Who made all these? or should have realized more fully than ever before, the constant and all-prevailing presence of God himself. There were many who sailed away from New England, New York and elsewhere on the Atlantic, for the northwest coast, who had similar experiences. Their long voyage of fifteen thousand miles, traversing day after day, week after week, month after month, for from three to six months, a barren waste of waters, bounded only by the horizon in every direction, enabled them to form larger concep-

tions of the great world in which we live, and must have made them feel the immensity of the heritage given to man for his use and benefit, more thoroughly than they ever did before. These long journeys or voyages were calculated in the highest degree to broaden the view, to increase the mental scope of vision, and to serve as a stimulus to the intellectual capacity of every man, woman and child making either the one or the other. No such lessons in patience, fortitude, courage and endurance could be learned in any of the books, or from any of the professors in the schools, colleges or universities of the country. The ordinary troubles of life would have but few terrors for those who had made such a journey across the plains in the years intervening between 1840 and 1870, or a voyage around the Horn before the age of steam had superseded sailing vessels. A few extracts from original documents may be of interest in this connection.

The following paragraphs are taken from a manuscript volume by Samuel Hancock, long a respected citizen of Whidby Island, and who was engaged in business at various points in the Puget Sound Country for many years. It is entitled "Thirteen Years' Residence on the Northwest Coast, 1847 to 1860, An Account of Travels and Adventures Among the Indians, etc.:"

"In the spring of 1845, the author of this book took his departure from Independence, Missouri, in company with two hundred others, their wagons and necessary teams, for the long and at that time uncertain journey across the plains. The destination of the party was Oregon, which at the time might be considered somewhat indefinite, the whole of the possessions of the United States on the northwest coast of the Pacific embracing an immense area of country beginning at the forty-second degree of north latitude, and extending to forty-nine degrees north, or to the British possessions, east to the summit of the Rocky Mountains, and from there to the line separating this territory on the seashore from California. At the time referred to, the now state of Oregon and the present existing and flourishing territory of Washington constituted this far off and attractive part of the wilds, known as "Oregon," and which seemed to possess the inducements for our adventurous citizens to go to, and undertake its settlement, to build up new homes and, if possible, new everything, and in undertaking this the reader can well imagine it was no trifling task to separate one's self from all the old associations of early life and start upon such an enterprise at such a time, for at that time little was known of the northwest from the Atlantic to the Pacific seaboard. It is true a small emigration did cross the year before, but little information was derived from these early pioneers other than that they reached Oregon after a long and hazardous journey.

"Our party, after leaving Independence, proceeded up the Missouri

river for four days, when it was thought best to halt and here remain for a week, there being good grass at this encampment, and to recruit our animals and get everything in proper readiness for the progress of our long journey. Our company at this encampment, having all got together, embraced forty wagons. Soon after our arrival at this point, we discovered fresh signs of Indians, which caused us to keep a pretty close guard upon our animals, and, indeed, ourselves too, for we were disposed to regard these Indians suspiciously from the accounts we had heard of them before leaving the settlements. During the second day at this place Indians could be seen on the hills adjoining, to all appearances taking a survey of the position of our encampment, doubtless for the purpose of making a descent upon either us or our cattle, either of which we did not particularly desire, so we detailed a double guard to provide against a surprise. The Indians could see this movement, and doubtless did, for in two or three hours after this extra guard was instituted they left, seemingly, but were evidently still about, for in the night of the third day it was discovered the cattle were very restless and apparently frightened at the Indians, and we immediately took the precaution of staking our horses near the corral, formed by placing our wagons around in a circle. This formed a kind of fortification besides being a place of comparative safety for our stock. In addition to the guard already on duty, we detailed a special horse guard, the night being very dark, indeed so dark it was almost impossible to distinguish any object a little remote. Just about daylight the cattle made another demonstration of uneasiness, and one of the guards, perceiving an Indian rise from his place of concealment and run, discharged his rifle immediately at him, but without effect. Notwithstanding all the vigilance on our part in the establishment of guards so as to keep a good watch upon the movements of these wily Indians, yet they succeeded in stealing quite a number of our cattle. This being ascertained, a party of twenty-five men immediately struck out from camp in the direction of where we could hear a bell that was around the neck of a trusty animal that the Indians had driven off amongst the others they had stolen. This animal, being frightened at the appearance of these unfamiliar masters, would not allow them to approach her to get this bell off, and by this means we were enabled to pursue our stock. The Indians, after finding it impossible to get near this 'bell cow,' endeavored to kill her, for we found a number of arrow heads had pierced the poor animal. It seemed to be an effort on the part of the Indians, to get this animal out of hearing, for she was in advance of all the rest of the animals. In our pursuit after the cattle and Indians we passed pretty much all of our stock save this one and perhaps two or three others that were hurried along by the Indians. By means of this bell we were enabled to follow them up. When daylight fairly opened

upon us we were enabled to see perhaps a dozen Indians on horseback and others on foot, forcing the cattle along. As soon as they discovered us in quick pursuit after them, they abandoned the cattle and fled. We, taking possession of them and driving them back in the direction of the camp, found others belonging to us on the way, that had broken from the Indians in the stampede, and these we also drove back. After getting back to camp and counting up our stock, we found that three were missing. A party immediately started out in search of the missing ones, and found where our troublesome visitors the night before had butchered one of them, so we gave up any further search and returned to camp, where the 'bell animal' was butchered in consequence of the many wounds she had received from the bows of the Indians. This job being completed and our breakfasts over, we yoked up our teams and left the encampment, making a short day's drive, where we encamped in fine grass and where we enjoyed a quiet night's rest without any interruption. About sunrise the next morning at this encampment, one of the party heard a noise a short distance from camp and supposed it to be game of some kind and went out to secure it, when 'lo and behold' he discovered an Indian perched up in a tree, probably taking an observation of us for the purpose it may be of facilitating some subsequent movement against us, and the gentleman on discovering him, having no very kind feelings towards all 'Red Kings' for the annoyance they had caused us two nights previous, thought he would make one less of their number, so leveling his rifle brought Mr. Indian to the ground to be taken care of by his friends, should they chance that way. Soon after this affair we broke up this camp, and after a long day's drive, encamped for the night on what is called the Big Blue. Here we saw indications of the encampment of the little party called the 'First Emigration,' who preceded us in the year 1844. From these indications we supposed they must have had rather an unpleasant time of it. Just here, in fact, I have since learned that they were obliged, in consequence of high waters, to remain for, I believe, three weeks or more, the whole country anywhere contiguous to the river being completely inundated at that time. Our party, here being more fortunate than our predecessors, had no trouble in making the crossing of this river, it being in a very good stage for fording. From this encampment on Big Blue we journeyed on this day; encountering Indians who did not seem to be badly disposed. At night when we camped, however, we kept a pretty strict watch upon them. Nothing occurring at this encampment particularly worthy of note, the next day we yoked up and started on our way and camped for the night on the Little Blue. There we established, for the time being, a sort of ferry, converting our wagon beds into boats for transportation purposes, having, before starting on this journey, provided ourselves with wagon beds

that would answer the double purpose of both land and water craft. At this encampment on Little Blue there were more wolves than I ever saw, or, I might say, ever heard, before, for they made the night hideous with their yelling. To persons unaccustomed to such sounds, and in this strange country, it is anything but musical. At least, to me it seemed as though all the wolves for a thousand miles around had congregated at this particular place for the purpose of entertaining us. In the morning they could be seen disappearing in droves in different directions, and be assured we were no way loth to part company with these 'Traveling Musicians.'

"From Little Blue we passed on west from day to day without seeing or hearing anything particularly worthy of note, other than is the case in a journey of this kind, always seeing a variety of game, which imparts some little interest and relieves the monotony of our mode of travel.

"We are now fairly in the Platte river country, the rain for the past twenty-four hours pouring down, I might say, in torrents. At the end of this day we stop and encamp for the night, when smoke can be seen at some distance off. Fearing we may be annoyed again by the Indians, the guard is immediately placed on duty, but whether they have discharged their duties diligently or not the reader can decide when he is informed that in the morning several of our horses were missing. Upon this fact being ascertained in camp, the train got under way in the progress of the journey up the valley of the Platte river, whilst myself, accompanied by nine others of the party well armed and mounted on fine horses, started in pursuit of the stolen horses and the party having them in charge. We had, at times, some difficulty in keeping on their track, for the Indians displayed considerable ingenuity, as, in their retreat with our animals, we discovered they were traveling, at times, in the creek, for a considerable distance, for the purpose of avoiding detection or of being tracked. We traveled that day perhaps fifty miles in hot pursuit, when at last, the sun not being more than one hour high, we espied our horses standing in close proximity to some Indians, who were engaged, apparently, in preparing some food for themselves. We commenced the charge when perhaps a half mile distant. They did not discover us until we were within two hundred yards of them, when they sprang for the horses, but anticipating this movement on their part, we commenced a tremendous yelling, and, urging our horses on to the top of their speed, succeeded in deterring them from again getting possession of our horses. In this charge we not only got our own horses, but seven additional ones belonging to the retreating Indians, all of which we captured and took possession of. The Indians, numbering, it was thought, about thirty strong, retreated into a thicket that we deemed it advisable not to undertake to penetrate, feeling very well satisfied with the result of this little

expedition, as we got all of our stolen horses and seven others, making in all sixteen head of horses, so we concluded to make our way in the direction of our company or train. We traveled about twenty miles in this direction and encamped for the night, very noiselessly and without fires, and on the evening of the next day we came up with the company, where we had a good rest that night.

“ The next morning we all started off in good health and spirits. During our travel this day a porcupine was killed by one of the party, and this little incident afforded some sport, as the animal evidenced some of his fretful propensities, to the amusement of some, whilst to some it was not quite so amusing. None of us having seen a live porcupine before, this was a gratification. Towards evening we came in sight of quite a large Indian village, and it being camping time, and no probability of our getting to water until after dark, we concluded to camp here for the night, and we did so. The Indians soon visited our camp and seemed disposed to cultivate a friendly intercourse with us and behave themselves well towards us. This we gave them to understand we appreciated. They brought to us, supposing that we stood in need of some eatables, a few dead prairie dogs, and also a few screech owls. Doubtless these are considered delicacies among them, but fortunately at that time we had plenty of other food more familiar and palatable to our tastes, and we declined partaking of these rare dishes, although they were strongly recommended, as near as we could understand the language of our visitors. They also brought deer skins and buffalo robes, and many other kinds of pretty things, all of which they were desirous of trading and some of which we purchased of them. We then visited their camp and discovered many things curious to us. They gave us to understand that they wanted any and everything in the clothing line, for which they wanted to give us anything they had in return. After spending some time with them, and it was growing dark, we thought it perhaps advisable to return to our own camp, not knowing but that all this intimacy might result in a ‘ flare up,’ for we all know that there is that uncertainty about the character of an Indian that renders them unreliable.”

CHAPTER XIX.

EARLY SETTLEMENTS—A. A. DENNY'S DESCRIPTION OF PIONEER DAYS—
EXTRACTS FROM JOURNAL OF J. M. BRYANT.

The history of the actual and permanent settlement of the Puget Sound Country began in the year 1845, with the arrival of Colonel M. T. Simmons and his associates at the head of the Sound, where Olympia and Tumwater are now located. The first settlements farther down the Sound were not made until 1851, and thereafter. The tardy beginnings and slow progress

of these settlements in their earlier years, were due to a variety of causes. The discovery of gold in California in 1848 turned the tide of emigration in that direction, and many settlers in Oregon and Washington, as well as emigrants crossing the plains, were attracted to those gold fields by the marvelous reports of their richness, and the stories told of their wealth lost nothing by repetition. Following the excitement produced by those discoveries, came the Indian war of 1855-6, with its massacres of many families and individuals, the destruction of numerous homes and improvements, the loss of stock, horses, cattle, etc., which were only procured with much difficulty, labor and expense. Following these troubles came the Civil war of 1861-5, which deranged the business of the country, turned the attention of its citizens in other directions, and left the few and scattered inhabitants of the Puget Sound Country in the midst of a wilderness, surrounded by hostile savages and neglected by the government to which they naturally looked for protection, whose officers were three thousand miles away, and whose attention for several years was almost entirely devoted to the nearly super-human task of preserving the Union itself. The hopes of these brave settlers, left so much to their own resources for protection and defence, that a trans-continental railroad would soon afford them speedy connection with their friends, brothers and government officials on the other side of the continent, were doomed to many years of delay and disappointment. Although their first governor, General Isaac I. Stevens, had conducted with extraordinary courage, skill and ability, a most successful survey for such a railroad in the year 1853, the Northern Pacific Railroad, substantially constructed on the lines he had then marked out, was not completed for more than thirty years. The delay was caused chiefly by the slavery interests, which controlled the country for many years prior to the beginning of the Civil war, and which did not wish a railroad constructed in northern latitudes, and which brought on that war, in 1861, which made its construction impossible for many years afterwards. All these difficulties conspired to retard and prevent the growth and improvement of this section of the country, which otherwise might have been expected. One of the most distinguished of the early settlers of the Puget Sound Country was Hon. A. A. Denny, who was prominent in its political and business circles for more than forty years, and who was always highly respected for his goodness of heart, his kindly and agreeable manner to all with whom he came in contact, and his thorough and unflinching integrity of character. His "Pioneer Days on Puget Sound" is a plain unvarnished statement of facts, and his personal knowledge of these facts makes his narrative one of great value. Some extracts therefrom will be found interesting.

"On leaving home for what we called the Pacific coast on April 10,

1851, we had no other purpose or expectation than to settle in the Willamette valley, but we met a man on Burnt river by the name of Brock, who lived near Oregon City and had come out expecting to meet some friends, failing in which he turned and came back with us to The Dalles. He gave us information in regard to Puget Sound, and called attention to the fact that it was about as near to the Sound from where we first struck the Columbia river, now known as Umatilla Landing, as it was to Portland, but as yet there was no road over the mountains by which it could be reached. My attention was thus turned to the Sound, and I formed the purpose of looking in that direction, but soon after our arrival in Portland my wife, one child and myself were taken with ague, which held us until late in the fall, most effectually defeating all my plans for examination of the country. In the month of September, J. N. Low and my brother, D. T. Denny, drove Low's cattle over to Judge Ford's, on the Chehalis river, for winter range, with the purpose also of examining the country, and while waiting a report from them, I received a visit from Thomas Chambers, father of David and A. J. Chambers, who gave me information which greatly increased my interest in the Sound country. At Olympia they fell in with Lee Terry, and the three there joined Captain Robert C. Fay, and came down to the Duwamish river exploring. On the 25th of September they went up as far as where H. Van Asselt, L. M. Collins and Jacob Maple and Samuel Maple, had shortly before determined to locate.

“While looking around, Low and Terry concluded to locate a townsite, and with that view made a joint location on Alki Point, and Low hired my brother to remain on the claim with Terry, while he returned to Portland for his family, and on the 28th day of September, Terry and my brother laid the foundation for the first cabin. When Low returned to Portland, the schooner Exact, Captain Folger, was fitting out for a voyage to Queen Charlotte Island with gold prospectors, and to touch at the Sound with emigrants, and we determined to take passage on her. She sailed on the 5th of November, 1851, and cleared at Astoria, as shown by the custom house records, on the 7th. We crossed out on the same day, and on Thursday the 13th, our party, consisting of myself and family, John N. Low and family, C. D. Boren and family, William N. Bell and family, and Charles C. Terry, landed at Alki Point, added to whom were my brother David T. Denny and Lee Terry, making in all twenty-four persons, twelve adults and twelve children.

“Our first work was to provide shelter for the winter, and we finished the house begun by my brother and Lee Terry for J. N. Low, and all took shelter in it from the rain, which was falling more or less every day, but we did not regard it with much concern, and seldom lost any time on that

account. We next built a log house for myself which increased our room very materially, and made all more comfortable. We had now used up all the timber suitable for log houses which we could get without a team, and we split cedar and built houses for Bell and Boren, which we considered quite fancy, but not so substantial as the log houses. About the time we had completed our winter quarters the brig *Leonesa*, Captain Daniel S. Howard, came to anchor in the bay. Seeing that the place was inhabited by whites the captain came on shore seeking a cargo of piles, and we readily made a contract to load his vessel. We had no team at the time, but some of us went to work cutting the timber nearest to the water, and rolled and hauled it in by hand, while Lee Terry went up the Sound and obtained a yoke of oxen, which he drove on the beach from Puyallup, with which to complete the cargo, but we had made very considerable progress by hand before his arrival with the cattle. Alki Point had not been a general camping place for the Indians, but soon after we landed and began clearing the ground for our buildings they commenced to congregate, and continued coming until we had over a thousand there, and most of them remained all winter. Some of them built their houses very near ours, even on the ground we had cleared, and although they seemed very friendly toward us, we did not feel safe in objecting to their building thus near to us for fear of offending them, and it was very noticeable that they regarded their proximity to us as a protection against other Indians. On one occasion during the winter Nelson came with a party of Green River and Muckelshoote Indians, and got into an altercation with John Kanim and the Snoqualmies. They met, and the opposing forces, amounting to thirty or forty on a side, drew up directly in front of Low's house, armed with Hudson's Bay muskets, the two parties near enough together for powder to have burnt each other, and were apparently in the act of opening fire, when we interposed, and restored peace without bloodshed by my taking John Kanim away, and keeping them apart until Nelson and his party left, and Nelson still lives, but John Kanim was killed years ago in a similar feud in Tulalip; it, however, was not unusual for them to have a great war of words and no one hurt.

"Low and Lee Terry, as before stated, had located with a view of holding donation claims and laying off a town, which they did towards spring. The Terrys being New Yorkers, first named the place New York, but afterwards changed it to Alki, which all old settlers know signifies 'by and by,' 'before long.'

"Toward spring Bell, Boren and myself began to look for claims. We had looked up the coast toward Puyallup during the winter and did not like the prospect. In the month of February we began exploring round Elliott Bay, taking soundings and examining the timber. Piles and timber being the

only dependence for support in the beginning, it was well to look to the facilities for the business. After a careful examination of the harbor, timber and feed for stock, we, on the 15th of February, 1852, located and marked three claims in one body. The southern boundary we fixed on the point at which is now the head of Commercial street, now corner of King street and First avenue South, and on the north where Bell and D. T. Denny, who soon after located his claim, now join. We had left our stock in the Willamette valley to winter, and our plans were to get the stock over, and then divide and move onto our claims. On the 23rd of March, the Exact came in on her return from the gold expedition, having failed to find anything of interest. Boren and my brother took passage on her to Olympia, on their way to the valley for the stock, leaving Bell and myself in charge of the claims and families. I am under the unpleasant necessity of again speaking of the inconvenience of illness, situated as we were. During the winter we did not shake with ague, but had not fully recovered, and before the return of the boys with the stock, we were all down again shaking every other day, and so continued until August, which was a very embarrassing situation for me, but I do not remember that I ever felt particularly despondent or like giving up the struggle, for struggle it surely was. On the 31st of March Dr. D. S. Maynard arrived at Alki, in company with Seattle and a number of his tribe who had been staying at Olympia during the winter. Their object was to establish a camp for fishing, and the Doctor was intending to pack salmon when the season for them came. After an examination of the point, now called Milton (West Seattle) and other places on the bay, they selected the southern point on our claims. Maynard at first declined to take a claim, stating that he only wanted a temporary location to pack fish for the season, but on further consideration he concluded to accept our offer and make a permanent location, and we accordingly moved our boundary north to what is now the south line of Mill street (Yesler Way) in order to accommodate him with a claim. On April 3, 1852, Bell, Boren's family and Maynard moved over, leaving myself and family too unwell to move until a house could be built. Bell camped on the north and Boren on the south side of our territory, until they could build cabins for themselves, and they then built one for me on the bluff at the mouth of the gulch which runs to the bay in front of where the Bell Hotel now stands, and moved us over. The front of our territory was so rough and broken as to render it almost uninhabitable at that early time. I dug a well forty feet deep in the bottom of the gulch and only got quicksand with a very limited amount of water. Direct communication with the bay, by which we received all our supplies at that time, was next to impossible, owing to the height of the bluff, and I next built where Frye's Opera House now stands (corner of First avenue and Marion street), and we divided the territory

so that each could have access to the water and make claims as nearly equal as possible.

"In October, 1852, H. L. Yesler arrived from Portland, looking for a location for a steam sawmill. He was pleased with the situation where Boren and Maynard joined, and as there had not yet been any claims filed in the land office, which at this time was in Oregon City, they each agreed to give him a portion of their territory in order that he might also obtain a claim. These several adjustments were all amicably made, as all were anxious to enlarge the settlement as much as possible. The policy of laying off a town, and the name, had been discussed and agreed upon by us before Yesler came, which accounts for the fact that he does not appear as one of the proprietors in the first plat which was filed for record. Consequently Boren and I, on the 23d day of May, 1853, filed the first plat of the town of Seattle. When, in the evening of the same day, the fever from which he was suffering had subsided sufficiently, Doctor Maynard filed his also. Thus it will be seen that the ground had been occupied for more than a year before the town was laid off.

"Early in 1853 J. N. Low sold his interest at Alki Point to Charles C. Terry, and moved to the neighborhood of Olympia. Terry's brother having previously returned east, he thus became sole owner at the point. On the 18th of April, 1855, he and Edward Lander bought the front half of the Boren claim, and he soon after opened business in and became a resident of Seattle, and on July 11, 1857, exchanged his Alki property for a portion of the Maynard claim, and Maynard took up his residence at Alki."

In addition to the many difficulties already mentioned under which the country labored in those early days there were minor obstacles which interfered seriously with its material progress. One of these was the inaccessibility of the country and the want of wagon roads and facilities of transportation, except by water. The heavy and almost impenetrable forests made road-building a matter of great labor and expense. There were no roads across the mountains, and for many years no means available for their construction. The difficulties in the way of proceeding on foot by men, to say nothing of women and children, as late as even 1854, from the Columbia river, at the mouth of the Cowlitz, to the White river valley in the vicinity of Seattle, a distance of some one hundred and fifty miles, are incidentally but graphically set forth in the following extracts from the manuscript journal of Josiah M. Bryant, for many years a respected citizen of that valley. Mr. Bryant came from California to visit his brother, Abraham, who had settled near Seattle in 1853.

"Friday, July 21, 1854.—Reached the mouth of the Oregon, or better known as the Columbia, waves and breakers somewhat heavy. Cross the bar

at noon and at Ranier landing, cross over the Columbia in a canoe, and land at the mouth of the Cowlitz river at dark. In walking along the path, the trees seem to rock and sway as if rolled by the waves of the sea, caused by being rocked on the vessel, and making my head swim and myself to hardly be able to keep the trail for staggering from side to side. Traveled up the Cowlitz after dark to some distance above Monticello.

“Saturday, July 22.—Mostly through a deep forest and but little trail to be seen part of the time. Passed a small church in an opening or prairie. Reached a man’s place by the name of Smalls.

“Sunday, July 23.—Passed some very small prairies with Indian trails winding through them. Lost my way or the right trail to Olympia in one of these, and passed the rest of the day without knowing much where to go. Deep forest and underbrush, plenty of wild berries. Reached Chehalis river, or supposed to be that stream from my map. Still somewhat lost, more than I know that the Cascade Mountains are on the right and the Pacific on the left, and the river runs to the west from the mountains. Have not seen an Indian on the road, although there seems to be many fresh and well-beaten trails in many directions, and the bushes broken and bent as if there were many somewhere not far away.

“Monday, July 24.—Roads or Indian trails still crossing in many directions. Still through a deep forest, with now and then a glimpse of the Cascade Mountains on the east. Saw a wild animal of some kind, to all appearances a wild ox. It was about seventy-five yards off, when first seen. Its head was down, and as it raised it got sight of me and went off in a kind of a trot something like an ox, and about as large and of a dark color. (This was one of the Hudson’s Bay Company’s cattle.) Kept on at a very rapid rate until out of sight. Reached the house owned and occupied by a man named Edgar, who was living with an Indian woman.

“Tuesday, July 25.—All day again without any continuous trail. Tall fir trees on every side; now and then catch sight of the mountains. Some wild berries. Saw one Indian, or just got a glimpse of one as he went, or passed by a large fir tree about seventy-five yards away. He did not appear to see me. Saw several Indian women and children at one time to-day. They seemed terribly frightened, and in a few moments were all fled. Reached the Puyallup, or suppose it to be, from the map. Reached it at dark, and waded over and lay behind a log all night. Can hear the Indian dogs as if alarmed by something. A faint light from their campfires reflected up against the sky.

“Wednesday, July 26.—Started out at the first signs of daylight to make distance between myself and the Indians as fast as possible. Have had but very little to eat but wild berries for two or three days, not one single morsel

last night or this morning. Traveling all day through the woods; at about one hour and a half before sunset met an Indian on a pony. He turned his pony around and rode along by the side of me and seemed to be very much excited about something, and kept talking all along in some unknown language. At last, after satisfying himself, he whirled his pony around and went the way he had been going at first. Feeling somewhat alarmed at the situation, I first determined to leave the trail I had been following; yet, after thinking a moment, thought it would be of little use, as I well knew that, with these dogs, they could easily find me, and besides there would be some loss of time, and, night approaching, I determined to take my course and make headway as fast as possible, hoping in some way that something favorable might happen yet. I began to feel very much dejected from being lost and hungry and but little hope of help. There were many large logs lying across the trail, making it very difficult to proceed with much speed. After a half or three-quarters of an hour the first sound of their approaching could be heard in confused voices and the trampling of their ponies' feet; this was the turning point of my anxiety. I slackened my gait and thought no more of escape. And for a few moments my situation was truly, to me, very sad; and many thoughts rushed through my mind, that otherwise would never have occurred. I thought of how near I might be to my brother, yet I had not written to him that I was coming, nor to my parents in the States that I had left California. Not a soul of all the world that I ever knew could tell within hundreds of miles of where I died, or what my fate would be, and for a moment this was the only thought that troubled me; and at last a kind of tranquility came over me, when I almost felt inclined to turn around and await my captors, yet kept slowly walking on with pensive thought. The moment they saw me they seemed to somewhat slacken their gate, and in a loud and imperious tone and with motions of the hands thrown forwards and up and back towards their faces in an undeniable or unmistakable manner indicated their desire for me to stop. I turned around facing them and waited for them to approach, and as they came up I stepped back out of the trail, allowing them to pass in line in front of me. I could see their long knives hanging down over their shot pouches, but could see no guns. I waited their actions a moment with my face towards them, but as they seemed to be hesitating about something, I faced forwards and walked past the three that had passed me, leaving the whole five standing there in the trail. I thought that I did not want to stand there and be shot down. They stood there until I got some fifty yards along, when all of a sudden they whipped up and came on as before, ordering me, as before, to stop. I did not like, at least, to have them think I had it to do. There was a loose pony, and when they came up I made signs that I would like to ride. This seemed to suit their

plans. A couple of them got off their ponies, and one of them took the bridle off his pony and put it on the loose pony and let me get on the one that he was riding, but just as I was about getting on, the Indian then spoke in broken English, "You pay hap dollar." A lucky thought came into my mind. I had learned, July 24th, from Edgar, that a man by the name of Thomas lived on a river on the edge of the settlement that I was going to. I said to the Indian, in the hope that Thomas might be known to them, "Thomas pay you." It seemed that a sullen murmur passed among them, and I saw I had gained a point, and was going to get on, when the Indian, still not satisfied, caught hold of the small bundle under my arm and looked me in the eyes, saying, "Mika hiu chickamin?"—meaning, "Have you lots of money?" This, with his action and his words, I perfectly understood although I never knew a word of the jargon that he was talking. I made signs that this was clothing that I was carrying. He made one more move in the way of trying to get hold of a small sailor's knife. I shoved him back and was not further molested in mounting the pony, after which we rode in Indian file for a mile or so. When crossing a small creek I alighted to get a drink of water. Two of them dismounted under the pretense to take a drink also. One of them, as a last resort to still further see if I carried any money, pulled out a begging paper which he had obtained from some white man. I glanced at it, knowing well what it contained, and made reply, "Thomas pay you," when he said, "Thomas, hell." I saw that I had gained a strong point with them, and ending further trouble, we mounted and rode along as before, reaching William Brennan's, the first house in the settlement, and much to my relief. I think I shall never be so glad to see one of my race again as I was to see William Brennan. They lingered long after dark to learn something about me and to see if I communicated anything that had passed. I was very careful not to whisper a thing of what had happened until after they had gone. Thus ended my wanderings of five days in one of the heaviest forests that I ever saw, without knowing much of where I was going, and with but little to eat.

"Thursday, July 27.—Went down in a canoe with an Indian woman and two children on the White river to the forks, or where it is joined by the Black river, and where I found my brother, Abraham F. Bryant. Oh, how much relief to be united once more, after so many difficulties and dangers! This is the first time I have seen my brother since the spring of 1852, in Iowa."

The journey, which required six days at that time, is now made in as many hours on railway trains.

CHAPTER XX.

MR. DENNY'S NARRATIVE CONTINUED.

Further extracts from Mr. Denny's work, in regard to early settlements on Puget Sound, are as follows:

"When our party landed at Alki, Olympia was quite a village, having been settled in 1847 by E. Sylvester. In 1851 Captain Lafayette Balch located at Lower Steilacoom and J. B. and John M. Chapman at the upper town. Of our emigrant party who came by the *Exact*, James Hews and family settled at Steilacoom; H. H. Pinto and family and D. R. Bigelow at Olympia. John Alexander and family landed at Olympia, where they wintered, and in the spring of 1852 located on Whidby Island. Alfred M. Miller, who was one of the *Exact's* party of gold prospectors, also located on Whidby Island, and H. H. Pinto crossed back and settled at Cowlitz landing.

"On the 16th of September, 1851, Henry Van Asselt, L. M. Collins, Jacob Maple and Samuel A. Maple selected claims on Duwamish river, and on the 27th of the month moved onto them from Nesqually river, where Collins had previously settled and where also William Packwood and George Shaser at one time were living, but I have not the exact date of their settlement on the Nesqually. There were of this party in all seven persons, all now dead but Van Asselt (1888). In the spring of 1851, A. A. Plummer and Charles Bachelor located at Port Townsend. A few days after our party landed at Alki Point, F. W. Pettygrove and L. B. Hastings came across from Portland and camped over night with us on their way to Port Townsend, where they had made arrangements to locate, returned and brought their families around on the schooner *Mary Taylor*, arriving, as I have been informed, on the 19th day of February, 1852. Of the other early settlers in the vicinity of Port Townsend now recalled, were Albert Briggs, A. B. Robinson, J. G. Clinger, E. C. Fowler, John F. Tukey, J. J. H. Van Bokkelin, Thomas Hammond, R. Ross, H. C. Wilson, Henry Webber and James Kaymes.

"T. W. Glasgow told me of a settlement he made on Whidby Island in 1848, or possibly not till 1849, but owing to the threats made by the Indians he determined to vacate his claim, and in the fall of 1850 Colonel Ebey located on or very near the place he had vacated. Recently I received a letter from R. H. Lansdale, who came to Oregon in October, 1849, in which he gives a narrative of his early experience on the Sound, which I think worthy of preservation, and I shall give it in his own language:

"Reached Tumwater in January, 1851. Found Major Goldsborough at Simmon's and Colonel Ebey at Olympia. Being advised by Ebey, started

down Sound February 5th for Whidby Island, with King George, Duke of York, and Duke of Clarence, Indian chiefs of the Clallam tribe. Steilacoom was just then being settled, a vessel unloading there at the time. Reached Port Townsend, saw immense Indian houses, but no settlers yet. Plummer not long after took his claim there. Crossed to Whidby Island and settled at Oak Harbor, February 10th. Made a good garden that year. Colonel Ebey told me of Snoqualmie Falls, and I had Indians take me. Saw the falls; prepared and walked—one Indian carrying baggage—to top of divide in Snoqualmie Pass. In the summer, Asher Sargent landed horses at Oak Harbor for William Wallace and family, who settled at Crescent Harbor—so named by myself. I had now been many months alone, the few men being off helping to load piles for San Francisco wharves, so I fastened up cabin, potatoes, etc., and left to spend the winter in Olympia. As I approached Alki Point I saw a white man standing on the beach with a surveyor's staff in his hand, looking to see who the white man approaching might be, and the man on the beach introduced himself as Arthur A. Denny. In March, 1852, helped to build a scow to take Crockett and Ebey's stock to Whidby Island. As soon as we landed I abandoned my claim on Oak Harbor on account of the mud flats, and took my claim at Penn's Cove. In 1851 there were three settlers at Oak Harbor, Martin Taftson, Clement W. Sumner and Ulric Friend.'

"In the spring of 1853 the brig Cabott, Captain Dryden, came from Portland with a number of settlers for the island. She made Penn's Cove by way of Deception Pass. Of these now recalled who came by her were James Buzby and family, Mrs. Maddox and family, R. L. Doyle and wife, Mrs. Dr. J. C. Kellogg and family, the Doctor having crossed by way of the Cowlitz, and Mrs. Smith and daughter, mother and sister of Dr. H. A. Smith.

"It may be said with propriety that the settlement of the Sound below the Olympia, or Budd's Inlet, by American citizens, began substantially in 1851. This remark, of course, does not include the Puget Sound Agricultural Company's station at Fort Nesqually, and the Hudson's Bay men connected with it, or even a few American citizens in the vicinity. At the time all white men were supposed to know each other and their location and occupation, between the mouth of the Cowlitz river and Cape Flattery.

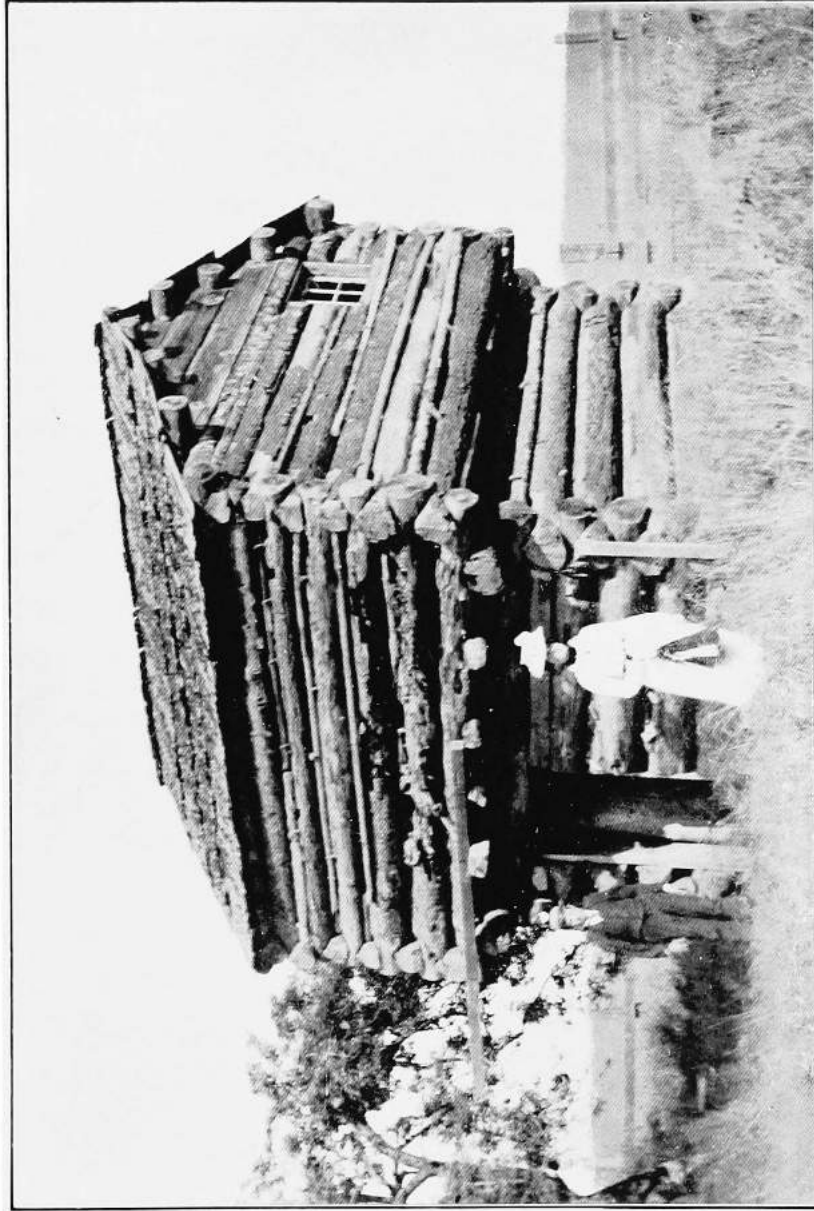
"In 1853 we had quite an accession to our population on the Sound, from the immigration of that season, a number of whom came over the mountain by the Naches Pass.

"In the fall of 1853 A. L. Porter located a claim on the prairie which takes its name from him, and Dominick Corcoran and James Riley located on Muckleshoot prairie, the three being at the time the furthest out in that

direction. Lower down the valley were William H. Brennan, George King, Harvey Jones, Enos Cooper, Moses Kirkland, William Cox, Joe and Arnold Lake, John M. Thomas, R. H. Beaty and D. A. Neely. At and near the junction of White and Black rivers were William H. Gilliam, Joseph Foster, Stephen Foster, A. F. Bryant, Charles E. Brownell, and further up Black river, O. M. Eaton, Joseph Fanjoy, H. H. Tobin and Dr. R. M. Bigelow. On the Dawampish river, of those now remembered who have not already been mentioned, we have John Buckley, August Hograve, George Holt, Dr. S. L. Grow, G. T. Grow, J. C. Avery, Eli B. Maple, C. C. Lewis, Bennet L. Johns. On the lake, John Harvey, E. A. Clark, T. D. Hinckley, Lemuel J. Holgate; on the bay south of town, John C. Holgate, Edward Hanford, John J. Moss, and at the mouth of the river, Charles Walker.

“On the Puyallup were R. A. Finnel, Abiel Morrison and family, John Carson and family, J. W. McCarty and family, Isaac Woolery and family, Willis Boatman and family, Adam Benson, Daniel F. Lane, William Kincaid and family, and others not now remembered. Nichols Delin was located at the mouth of the river.

“When we selected our claims we had fears that the range for our stock would not afford them sufficient feed in the winter, and it was not possible at that time to provide feed for them, which caused us a great deal of anxiety. From statements made by the Indians, which we could then but imperfectly understand, we were led to believe that there were prairie or grass lands to the northwest, where we might find feed in case of necessity, but we were too busy to explore until in December, 1852, when Bell, my brother and myself determined to look for the prairie. It was slow and tedious traveling through the unbroken forest, and before we had gone far Bell gave out and returned home, leaving us to proceed alone. In the afternoon we unexpectedly came to a body of water, and at first thought we had inclined too far eastward and struck the lake, but on examination we found it to be tide water. From our point of observation we could not see the outlet to the Sound, and our anxiety to learn more about it caused us to spend so much time that when we turned homeward it soon became so dark that we were compelled to camp for the night without dinner, supper or blankets, and we came near being without fire also, as it had rained on us nearly all day and wet our matches, so that we could only get a fire by the flash of a rifle, which was exceedingly difficult to do under the circumstances. Our camp was about midway between the mouth of the bay and the cove, and in the morning we made our way to the cove and took the beach for home. Of course our failing to return at night caused great anxiety at home, and soon after we got on the beach we met Bell coming on a hunt of us, and the thing most interesting to us just then was that he had his pockets filled with hard bread.



BLOCK HOUSE ON WHIDBY ISLAND.

“This was our first knowledge of Shilshole bay, which we soon after fully explored and were ready to point newcomers in that direction for locations. The first to locate were Dr. H. A. Smith, Edmund Carr, E. M. Smithers, David Stanley, John Ross, F. McNatt, Joseph Overholts, Henry R. Pearce, Burley Pearce and William A. Strickler. McNatt and the Pearces afterward changed their location, and Ira W. Utter and Mr. Hall came and occupied the ground at first held by them. Some of them had the impression that the bay must be a great resort for salmon in their season, and therefore named it Salmon Bay, but time proved it not to be a very appropriate name. The narrative of our travels and discovery in this case will doubtless sound strange to some now, but it was not uncommon for inexperienced persons then to get lost between the bay and the lake, and in some cases it was necessary to look after them to prevent their suffering. In April, 1853, Dexter Horton and Thomas Mercer arrived, and Mercer settled on the claim where he still lives (1888). He brought the first wagon to Seattle, and at the time there was not a rod of road on which to run it, but we improved the trail so that the wagon could pass as far northward as his claim. Of the early settlers in Seattle and vicinity now remembered who have not been mentioned as locating claims, were Hilory Butler and wife, S. W. Russell and family, Robert Russell, T. S. Russell, George F. Frye, George N. McConnaha and family, David Phillips, L. V. Wyckoff, S. Wetmore and family, M. D. Wooden, Ira Wooden, Walter Graham, John A. Chase, William G. Latimer, Charles Plummer, Dr. J. Williamson, William Heffner, S. M. Holderness, David Maurer, Robert Gardner, Jacob Wibens, Gideon Hubbard, Thomas Stewart, N. H. Oglesbee, John Margrave, J. W. Margrave, Mrs. Conklin, George Bowker, Franklin Matthias, Henry Adams and William P. Smith and family.

“Of those on Whidby Island not otherwise mentioned were Robert Bailey, Captain William Robertson and family, Walter Crockett, Sr., and family, John Crockett and family, Samuel Crockett, Walter Crockett, Jr., Charles Crockett, Hugh Crockett, Samuel Hancock and family, Henry McClurg, William and Benjamin Welcher, John Kinneth and family, J. S. Smith and family, Captain Coupe and family, C. H. Ivins and family, John, Thomas and James Davis, Jacob Ebey and family, George W. Beam, Nathaniel D. Hill, Robert Hill, Humphrey Hill, William B. Engle, C. T. Terry and mother, Grove Terry and wife, George Kingsbury, Captain Barstow, Samuel Libby, Robert Hathaway, Thomas Cranney, Lawrence Grennan, Major Show and family, Isaac Power and family, S. D. Howe, R. B. Holbrook, G. W. L. Allen, Thomas Hasty and family, John Condry, J. Y. Sewell, Edward Barrington, Charles C. Phillips, Robert C. Fay, Thomas and

Samuel Maylor, Caleb Miller and family, A. M. Miller, John M. Izett, James and Milton Mounts.

“Our first year on our claims (1852) was spent in building houses and getting out piles and timber as a means of support. That year we were visited several times by the brig Franklin Adams, Captain L. M. Felkler, and about as regularly by the brig John Davis, owned and commanded by Capt. George Plummer and next by Capt. A. W. Pray. Each lumber vessel carried a stock of general merchandise, and upon them we depended largely for our supplies. In the winter of 1852-53 but few vessels visited the Sound for several months, and as a consequence it was a time of great scarcity, amounting to almost distress. Our pork and butter came around Cape Horn, and flour in barrels from Chili, sugar mostly from China in mats. That fall I paid ninety dollars for two barrels of pork and twenty dollars a barrel for flour. I left one barrel of the pork on the beach in front of my cabin, as I supposed above high tide, until it was needed. Just about the time to roll it up and open it there came a high tide and heavy wind at night, and like the house that was built upon the sand, it fell, or anyway it disappeared. It was the first barrel of pork in King county, and the loss of it was felt by the whole community to be a very serious matter. There were different theories about it. Some said it would float and had gone out to sea. Others said it had rolled down by the action of the waves into the deep water. We all turned out at low tide in the night with torches and searched the beach from the head of the bay to Smith's Cove, but the pork has not yet been heard from. After the loss of the pork our flour and hard bread gave out, but fortunately we had a good supply of sugar, syrup, tea and coffee, and with fish and venison we got along quite well while we had potatoes, but finally they gave out. We then had to make a canoe voyage to the Indian settlement on Black river to get a fresh supply of potatoes. Flour sold as high as forty dollars a barrel, but finally the stock was exhausted so that it could not be had on the Sound at any price until the arrival of a vessel, which did not occur for six weeks or more. This was the hardest experience our people ever had, but it demonstrated the fact that some substantial life-supporting food can always be obtained on Puget Sound, though it is hard for a civilized man to live without bread.

“Yesler's was the first steam sawmill on the Sound, and when he began to cut lumber we built frame houses and vacated our log cabins as speedily as possible, and I believe his cook-house for the mill was the last log house in use in the place. In the spring of 1853, J. J. Felt located at Appletree Cove and built a mill, which, after the first winter, was moved to Port Madison and afterward bought, enlarged and improved by G. A. Meigs. Isaac Parker, Delos Watterman and S. B. Hinds came up on the brig John Davis

to assist Felt in building at Appletree Cove, arriving in Seattle February 9, 1853. Capt. William Renton, also in the spring of 1853, came to Alki Point and built a mill which, early in 1854, he moved to Port Orchard. It now seems strange that men of such marked intelligence and experience as they possessed could have overlooked and passed by such superior locations as Madison and Blakely, but I suppose it was upon the theory that Puget Sound is all a harbor, and it was not necessary to be particular, a mistake that has been made in many other cases on the Sound.

“In July, 1853, Captain William C. Talbot came to the Sound in command of the schooner Julius Pringle, to select a site for a sawmill, in the interest of William C. Talbot & Company, the firm being composed of himself and A. J. Pope, of San Francisco, and Charles Foster and Captain J. P. Keller, of East Machias, Maine. Among others on the schooner were Cyrus Walker, present manager of the Puget Mill Company, E. S. Brown, millwright, Nathaniel Harmon, Hillman Harmon, David Foster and James White, all of the state of Maine. The cargo of the Pringle consisted of lumber, tools and supplies necessary for beginning the proposed enterprise. They first anchored in Port Discovery Bay, from whence they made explorations around the Sound as far south as Commencement Bay, and finally determined to locate at Port Gamble, to which point the schooner was brought and discharged as soon as possible, and building commenced. On the 5th day of September, 1853, the schooner L. P. Foster, commanded by Captain J. P. Keller, arrived, one hundred and fifty-four days from Boston, having on board his wife and daughter, who were the first white women to land at Port Gamble.

“The Foster brought the mill machinery and general outfit, and after loading with piles at the head of the bay, was taken to San Francisco by Captain Talbot, Captain Keller remaining in charge at the mill, where he continued as resident partner and manager until his death.

“This trio of noble pioneers, Pope, Talbot and Keller, being now all dead, I think I can with propriety speak of their high character for business integrity and enterprise. They belong to that class of men who do not idly wait for something to turn up, but were full of energy and push, and not only helped themselves, but were ever ready to lend a helping hand to the needy and unfortunate.

“When Captain Talbot and party were looking for a location they found Captain William P. Sayward and J. K. Thorndyke busily engaged in building a mill at Port Ludlow, which in time became one of the principal mills on the Sound, and has finally become the property of the Port Gamble or Puget Mill Company. Sayward, one of the founders, died suddenly in California, and Thorndyke, I think, is still living.

"In 1853 Utsalady was located by Laurence Grennan and two partners, Thompson and Campbell, and in 1858 Thomas Cranney bought an interest, and under the firm name of Grennan & Cranney, they built a sawmill and operated it in connection with the shipment of spars to Europe, which was for a time their principal business. This mill has also become the property of the Puget Mill Company, and is now one of the largest mills on the Sound. Mr. Grennan, one of the founders, died in 1869.

"Seabeck was located in 1856 by a company composed of Messrs. S. Adams and Marshall Blinn, of San Francisco, and J. R. Williamson, Hill Harmon and W. B. Sinclair, of the Sound. Work was commenced by Williamson in the fall of that year, and Blinn also came up in the fall with the bark Brontes, and in July, 1857, they began to cut lumber.

"The first settler at Dungeness was Daniel F. Brownfield, in 1852, followed by B. J. Madison, J. C. Brown, Charles M. Bradshaw, Elliott Cline, John Thornton, Captain E. H. McAlmon, Thomas Abernethy, John Bell, S. S. Erwin, John W. Donnell, G. H. Gerrish, Daniel Smalley and some others not now remembered.

"The first settlement on Bellingham Bay was in 1852, and those I now remember were Captain Pattle, Henry Roeder, R. V. Peabody, Edward Eldridge, Daniel Harris, Captain William Utter, A. M. Poe, John Bennett and E. C. Fitzhugh. The first settlement was made on the Snoqualmie river, on the prairie above the falls, by the Kellogg brothers, in the spring of 1858, followed in the summer by J. W. Borst. Their only means of transportation at that time was by canoe from Seattle, by way of the Sound and Snohomish river, and there was not then a house to be seen on the whole voyage between Salmon Bay and their little settlement on the Snoqualmie. In 1863 the first settlement was made in Squak valley by John Casto and wife, John Halsted, Fred Johnston, James Bush and family, William Dennis, J. P. Adams, Thomas Cherry, Nes Jacob Ohm and L. B. Andrews and family. Casto and his wife and Halsted were murdered by Snoqualmie Indians in revenge for the murder of some two or three of their people by a white man, and, as usual in such cases, the whites who lost their lives were in no way connected with the murder of the Indians. This circumstance, though not indicating a general hostile outbreak, had the effect to break up the settlement for a time. The name Squak, or Squawk, as I should spell it, is a corruption of the Indian name Squowh, or, as some would think to hear the Indians speak it, might more properly be written Isaquowh. The tribe or band of Indians inhabiting Squak Lake and its outlet, probably numbering not more than two hundred when we settled on the bay, and now almost extinct, were Simumps, and not as some call them, Samamish. Duwamish, Snohomish and Suquamish are also all corruptions, and would more properly terminate in psh, as Dewampsh, Suquampsh, etc.

“Our first effort in anything like public road-making was a county road from Steilacoom City to Seattle. William N. Bell, L. M. Collins, and John M. Chapman were appointed by the county commissioners’ court of Thurston county, Oregon territory, as viewers, and reported on March 23, 1853, from which I quote as follows: From Seattle to Collins’, on Dewanpish river; thence on the dividing ridge most of the way, striking the Puyallup river one mile above Adam Benson’s claim; thence to Steilacoom, the terminus. At the time this report was made Thurston county had no longer jurisdiction of the case, having been divided. The commissioners’ court at the time of the division was composed of Sidney S. Ford, Sr., David Shelton and myself, and I retained and have since preserved this rather curious and now ancient document. We, however, did not abandon the effort to get the road, but proceeded to open it by volunteer work, and also a road from Alki to intersect it near Collins, but these roads were traveled but little, and after the first year were allowed to go out of use for want of work to keep them open.

“By act of Congress, approved January 7, 1853, an appropriation of twenty thousand dollars was made for a military road from Steilacoom to Walla Walla. This money was expended under the superintendence of Captain George B. McClellan, of the regular army, afterward major general, in the year 1853, by the way of Nachess Pass, and, as elsewhere stated, a number of emigrants came over in that season.

“Our people at once turned their attention to opening a road from Seattle to intersect this military road, and practically accomplished it, but by the next season it was found that the military road was not a success as a wagon road across the mountains, and we next turned in the direction of the Snoqualmie Pass, so called at the time, but it was what in later times has been called Cedar River Pass. It was in early times used by the Indians and Hudson’s Bay men as a pack trail, and was sometimes called by them the Green River Pass. This trail came over from Nesqually and crossed Cedar river, well up that stream, and was intersected by another from Snoqualmie prairie, and thence over the mountains to the foot of Lake Kitchelos, and thence down the Yakima.

“The party here again divided, some following the old trail over to Green river and others down the Cedar. As a result of this exploration we proceeded to cut a trail out by way of Meridian prairie, and thence crossing Cedar river at the old Green river trail and out by the Rattlesnake prairie; but this trail was never traveled to any extent.

“The Oregon legislature, session of 1853, divided Thurston county, forming on the north Pierce, King, Island and Jefferson, and appointed as

a county board for King, J. N. Low, L. M. Collins and myself, county commissioners; H. L. Yesler, sheriff. We all qualified except J. N. Low, and held the first commissioner's court March 5, 1853.

"We obtained our mail from Olympia, the nearest postoffice, by a canoe express, for which service we hired Robert Moxlie to make weekly trips between Seattle and Olympia. All were required to pay twenty-five cents a letter, and nearly all subscribed something in addition to support the express. For this service I gave the lot formerly owned by M. R. Maddox upon which the City Drug Store now stands. Our last express was received August 15, 1853, and brought us twenty-two letters and fourteen newspapers. August 27th, having been appointed postmaster, I received the first United States mail ever delivered in Seattle, and opened the office in a log cabin, where Frye's Opera House now stands.

"In early times we occasionally saw the Hudson's Bay steamers Beaver and Otter, passing to and from the station at Nesqually, but as yet no American steamer had ever navigated these waters. The first American steamboat was brought to the Sound by her owners, A. B., David and Warren Gove, on the deck of the bark Sarah Warren, in October, 1853. She was a sidewheeler called the Fairy, and made several trips to Seattle, and occasionally lower down the Sound, taking the place of our canoe express in carrying the mail, but she proved to be insufficient as a sea boat on the lower Sound, and a small sloop called the Sarah Stone was for a time put on the line by Slater & Webber. In the fall of 1854 James M. Hunt and John N. Scranton brought up the Major Tompkins and contracted to carry the mail on the Sound, running through to Victoria, and in March, 1855, she was wrecked in entering Victoria harbor. The next steamer was the iron propeller Traveler, which came in the summer of 1855, and was commanded by Captain J. G. Parker. Next was the Water Lilly, a small sidewheel boat, brought up by Captain William Webster. The fifth and last one I shall mention was the Constitution, put on by Hunt and Scranton to fill the place of the Major Tompkins.

"The first religious service in Seattle was by Bishop Demers, a Catholic, in 1852. The next was by Rev. Benjamin F. Close, a Methodist, who came to Olympia in the spring or early summer of 1853, and made several visits to Seattle during the summer and fall, and the same season Rev. J. F. DeVore located at Steilacoom. C. D. Boren donated two lots for a Methodist Episcopal Church, and in November, 1853, Rev. D. R. Blaine and wife arrived, and Mr. Blaine at once engaged in the work of building a church on the lots donated by Boren. This was the first and only church in the place until 1864, when Rev. Daniel Bagley built the Methodist Protestant church, which he painted brown, and the other being white, they were ever afterward designated as the 'White' church and 'Brown' church.

“Mrs. Blaine taught the first school, Miss Dorcas Phillips the second, and E. A. Clark the third. These were not free schools, in fine and well-furnished houses, such as the youth of the place is now favored with. We were then glad to get schools at any cost, and paid the expense without a murmur; but there is a vast difference now. I am proud of the schools of Seattle to-day, where a high school education is furnished free to every child who chooses to take it, and I regret that it is in many cases so little appreciated by both parents and children, that it almost justifies the expectation that the next step will be to pay the children for going to school, and allow them to strike for higher wages and shorter days, with the privilege of arbitrating the matter in the end.

“The first Fourth of July celebration north of the Columbia river, of which I have any knowledge, was held at Olympia, July 4, 1852, on the hill where the old schoolhouse stood, but I do not now think it was finished at that time. D. R. Bigelow was orator and B. F. Shaw marshal, but I do not now remember who read the Declaration.

“It was quite a respectable celebration, and was attended by most of the population within a day’s travel, and quite a number, like myself, from a greater distance. Those times we traveled almost entirely by canoe, and never expected to make the trip from Sattle to Olympia in less than two days. In the winter I have frequently been three days, and camped on the beach at night, and one trip—I well remember—in December, 1852, the weather was so stormy I had to camp two nights before reaching Steilacoom.

“In after years I have paid as high as ten dollars’ steamer fare to Olympia, and when it got down to six dollars we thought it very reasonable. It always cost me more than that amount by canoe, when traveling alone with an Indian crew, to say nothing of the comfort and time saved by steamer, and time was quite as much of an object with us capitalists then as now.”

CHAPTER XXI.

EARLY TERRITORIAL ADMINISTRATION—BEGINNING OF INDIAN WAR.

The territory of Washington was created by an act of Congress approved March 2, 1853. It included all that part of Oregon which lay north of the Columbia river, the forty-sixth parallel of north latitude, and west of the Rocky Mountains. The Puget Sound Country consisted of the principal part of the territory west of the Cascade Mountains.

Brevet Major Isaac I. Stevens, United States engineers, of Massachusetts, was appointed governor and ex-officio superintendent of Indian affairs; Charles H. Mason, of Rhode Island, secretary; John Clendennin, of

Mississippi, attorney; James Patton Anderson, of Tennessee, marshal; Edward Lander, of Indiana, chief justice; Victor Monroe, of Kentucky, and Obadiah McFadden, of Pennsylvania, associate justices of the supreme court of Washington territory. Isaac N. Ebey, an old and respected citizen of the territory, was appointed collector of the Puget Sound district, and, shortly after, the port of entry for the district was removed from Olympia to Port Townsend. On the 3d day of March, 1853, an appropriation of \$150,000 was made by Congress for surveys between the Mississippi and the Pacific Ocean, for a trans-continental railroad, and Governor Stevens was charged with the duty of conducting the survey over what was known as the northern route, beginning near the headwaters of the Mississippi and ending on Puget Sound. Governor Stevens was singularly well qualified for the arduous, responsible and complicated duties entrusted to his charge. He was a man of extraordinary courage, firmness and ability, and untiring in his efforts to discharge promptly and faithfully every task that was imposed upon him. He successfully conducted a survey through a new and unexplored region, and examined the passes through the Rocky, the Bitter Root and the Coeur d'Alene mountains, leaving Fort Snelling on the 6th day of June, 1853, and arriving at Fort Colville on the 18th day of October, where he met Captain George B. McClellan, who had been detailed to conduct a survey eastward from Puget Sound to connect with that made by Major Stevens. Captain McClellan arrived at Fort Colville on the 17th of October.

Major Stevens left his wagon train to follow, and proceeded by pack train as speedily as circumstances would permit, to Olympia, the designated capital of the territory, where he arrived on the 25th of November, 1853. Three days after, or on the 28th, he issued a proclamation establishing the territorial government at Washington, as required by the act of Congress relating thereto. The day appointed for the election of the members of the first legislature of the territory, and for the first delegate to Congress, was the 30th day of January, 1854. The three judicial districts were organized, Clark and Pacific counties forming the first, Lewis and Thurston the second, and Pierce, King, Island and Jefferson the third. All these, except the first mentioned, were west of the Cascade Mountains.

The 27th day of February, 1854, was appointed as the time and Olympia as the place for the meeting of the first territorial legislature. In the meantime Marshal Anderson had arrived, during the summer of 1853, and had taken a census of the inhabitants of the territory, as required by law, and found the number to be 3,965 white persons, of whom 1,682 were voters. In the month of April, 1857, Governor Stevens reported the number of Indians west of the Cascade Mountains, chiefly in the Puget Sound region, as 9,712, the names of the tribes with their respective numbers being given.

This was after treaties had been made by him with all or nearly all of these several tribes. On his arrival in the territory, recognizing the importance of obtaining from these Indians such title to the lands they occupied as might enable the government to transfer to the settlers a perfect title to the lands which they required for use, improvements or cultivation, he had hastened to make treaties with them, by which they agreed to cede to the United States government, for a stated price, such lands as they claimed, except the reservations which were confirmed to them for their exclusive use and benefit.

It was fortunate for the little settlement at New Market, made by Simmons, Bush and others, that it recognized a code of rules governing its intercourse with the Indians, and that the latter should be protected in their rights. A complaint of injustice at the hands of a white man was investigated. A uniform price was established for everything in trade and labor, and it was generally understood among the citizens that a white man was to respect his contract with an Indian in the same manner that he did a contract with one of his white neighbors.

As an illustration of the vigilance with which the settlers insisted upon justice to the Indians, there is mentioned the case of an immigrant of 1847. Accompanied by his family he arrived at the mouth of the Cowlitz river destitute of funds. An Indian named Tenas Tyee, who was then engaged in forwarding emigrants up that stream, brought the family up to the landing, agreeing to take the man's paper for the passage money and wait twelve moons for payment. Tenas Tyee held the note until it fell due, when he waited upon the white man for payment. The man did not have the money, and the Indian agreed to take a heifer in discharge of the debt, which offer was declined. The disappointed Indian went over to the Sound and complained to the settlers. A meeting was called and a committee appointed to return with him to the delinquent debtor, and they compelled the white man to liquidate the debt by turning over the stock.

In the latter part of April, or during the first days of May, 1849, an event occurred that hastened the advent of United States troops, owing to an attack on the Hudson's Bay Company's post at Fort Nesqually by a party of Snoqualmie Indians.

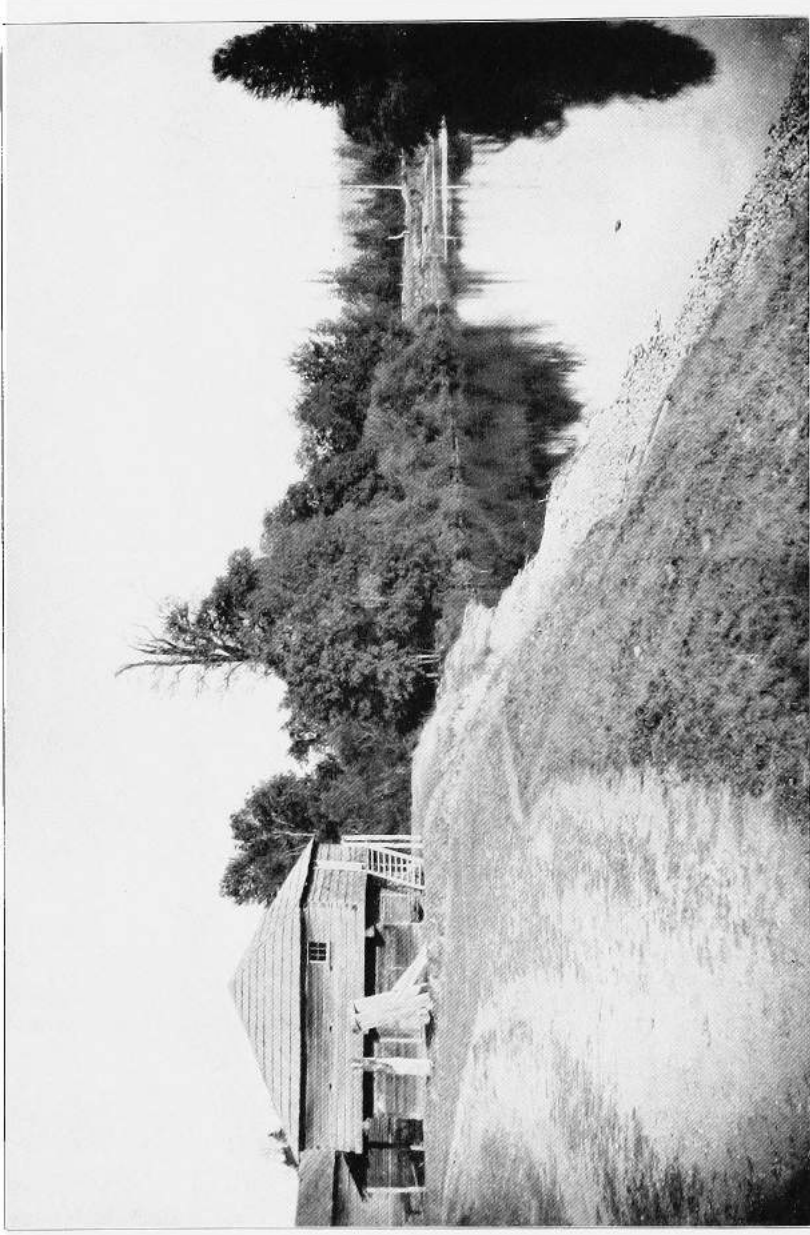
The tribe was in the habit of visiting the fort in small numbers for the purpose of trade, but upon this occasion they were there in force with the avowed intention of settling a dispute with the Indians of the Nesqually tribe. Their number was variously estimated as being between one hundred and one hundred and fifty.

At the time of the outbreak, Patkanim, head chief of the Snoqualmies, was within the fort engaged with Dr. Tolmie, the agent in charge. The gates had been closed and all of the other Indians had been excluded. Out-

side the stockades were Leander C. Wallace, Mr. Lewis and Mr. Walker, three Americans, who were on a visit to the fort, and Charles Wren, who had just come in from an Indian camp. The Snoqualmies were led by Kussass, a brother of Patkanim. He and Quallahwotw, another sub-chief, were armed and painted as a war party, and made several hostile demonstrations. Wallace and his companions, seeing their danger, kept their faces toward the advancing Indians while they retreated hastily toward the gates. Wren reached the gate first and stood with his back against it trying to edge himself in. Walter Ross, clerk of the fort, with two Indians, guarded the gate on the inside, and refused to open it. The Indian guard, about this time, discharged his gun for the purpose of emptying it before reloading, which act the Snoqualmies pretended to interpret as an act of defiance. Kussass advanced hastily, fired and killed Wallace on the spot. The remaining white men in the party made another effort to get within the gate and, as they passed through, another volley rang forth, wounding both Lewis and Walker, also an Indian boy who stood within. The latter survived but a short time. The bastions were then manned, a volley fired and the Indians hastily retreated.

When the tidings of this outbreak reached him, Governor Lane visited Puget Sound, arriving at New Market, May 17. He was there informed that two companies of the First Artillery, United States Army, had arrived at Fort Vancouver, and he immediately returned to that post. In June, Fort Vancouver was occupied as a permanent military camp, with Major J. S. Hathaway commanding. In July, Company M, under Captain Bennet H. Hill, was dispatched to the Sound, and on August 27, Captain Hill established a military post at Fort Steilacoom, not far from the Hudson's Bay post of Fort Nesqually.

Toward the end of August, Hon. J. Quinn Thornton, sub-Indian-agent for the district of Oregon lying north of the Columbia river, visited the Indian tribes on the Sound and held an interview with Patkanim. After his return, on September 7, 1849, he authorized Captain Hill to pay eighty blankets for the delivery of the murderers of Wallace within three weeks; if delivery was not made within that time the reward might be doubled. When Governor Lane, who was ex-officio superintendent of Indian affairs, heard of the offer of his sub-agent he took strong exceptions to it, construing such a course as being too much like offering a premium, instead of meting out punishment to those who might be induced to betray their chiefs. But before Governor Lane could countermand the offer or initiate the proper steps to punish the tribe in the event of their refusal to surrender the guilty parties, Patkanim had delivered up six Snoqualmie Indians, charged to be the murderers, to Captain Hill, who had duly paid the reward, purchasing the blankets from Fort Nesqually at the price of \$480.



FORT BOIST ON CHEHALIS RIVER NEAR CENTRALIA.

BUILT TO PROTECT THE WHITES FROM THE INDIANS DURING THE WAR OF 1855-6.

When the news of the surrender of the murderers reached Oregon City the legislative assembly, the first under the territorial government, was in session. A bill was at once passed attaching Lewis county to the first judicial district and providing for a special term of court at Steilacoom to be held by Chief Justice Bryant on the first Monday in October. This was the first session of a United States court held north of the Columbia river.

Captain Hill delivered to the United States marshal the six Indians who had been surrendered by their chief as the participants in the attack on Fort Nesqually. All of them had been formally indicted for the murder of Leander C. Wallace. The prosecution was conducted by Judge Alonzo A. Skinner, and the court assigned David Stone, then prosecuting attorney for the third judicial district, to defend the accused. The six Indians on trial were named Kussass, Quallahowwt, Sterhawai, Tatam, Whyeek, and Quarlthumkyne. The first two named were convicted and sentenced to be executed; the remaining four were acquitted.

The punishment was prompt, for the execution took place the next day, October 3. The whole tribe was present, besides a vast gathering of other Indians, and the occasion was embraced to teach the natives that the law would be rigorously enforced against those who committed outrages upon the whites or their property.

So far as there is any record, Mr. Wallace was the first American to meet death at the hands of the Indians on Puget Sound.

THE INDIAN WAR.

Early in 1854 a member of one of the northern tribes of Indians, the Kake, had worked for H. L. Butler at Butler's Cove, about two miles down the bay from Olympia, and a dispute arose over the wages to be paid. As a result of the controversy, one Burke, who was working for Mr. Butler, killed the Indian. About the time this murder was committed, it was customary for the northern Indians to make trips up the Sound in search of work, and to commit depredations on the settlements on their return. Their periodic visits increasing in number and boldness, alarmed the settlers, and Commander Swartout of the United States navy, who was then on duty in Puget Sound waters, in charge of the steamer Massachusetts, determined to drive them out and punish them. On November 20 he made an attack on their camp at Port Gamble. Twenty-seven were killed and twenty-one wounded, while their huts and canoes were destroyed. The remainder he carried to Victoria on Vancouver Island, and flattered himself that the Puget Sound settlements were rid of them, but his attack only increased the hostile spirit of the savages. The murder at Butler's Cove was also a great outrage, and grievously the settlers answered for it afterwards.

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At this time the fighting strength of the hostile Indians west of the Cascade Mountains was estimated at 1,500 warriors, chiefly representing the following tribes: Nisquallies and Puyallups under Leshi and Quinmuth; Green and White river Indians under Nelson and Kitsap; Klickitats and their relatives under Kanascut, and the upper Puyallups under Coquilton. There were also hostiles from the northern coast and across the mountains. The most active worker in organizing the Indians was Leshi of the Nesquallies, and he had succeeded in forming a combination of these tribes to engage in a war against the white settlements in the Green and White river valleys.

On October 14, 1855, Acting Governor Charles H. Mason issued a proclamation in which he cited the fact that information had been received showing a state of hostility between the Yakima Indians and the United States government in the territory, and called for two companies of volunteers, each to consist of eighty-six officers and men. Vancouver and Olympia were designated as places of enrollment.

Governor Mason was expecting 1,890 muskets, 100 accoutrements, thirty cavalry sabers, 280,000 rifle caps, etc., by the steamer Willamantic, and the arrival of the vessel was anxiously awaited, but when it arrived at Olympia, to the great disappointment of everyone, it brought no arms. Surveyor General James A. Tilton then went to Seattle to visit the sloop of war Decatur and the revenue cutter Jeff Davis for the purpose of securing arms for the volunteers. In this he was partially successful, obtaining from the Decatur thirty muskets, with bayonets, belts, etc.; forty carbines; fifty holster pistols; fifty sabers with belts, and 3,500 ball cartridges. From the revenue cutter he obtained six musketoons and six sabers; in all, sufficient to arm seventy infantry and fifty light horse cavalry.

After the organization of the volunteers, Governor Mason commissioned Charles Eaton, a resident of the coast since 1843, and familiar with the Indians and their methods of fighting, to organize a company of rangers, to consist of thirty privates and eleven officers. The order was instantly complied with, the men joining the company from Olympia and the immediate vicinity. Both of the Olympia companies were presented with flags by the ladies of the settlement, and left on October 20, 1855, for the seat of war in the White river valley.

Much doubt existed as to the hostile feeling among the natives. Captain Bolen of the Willamantic said that there were more Indians at the lower Sound than he ever saw before. It was well known that the Yakimas were well united in a feeling of hostility, while the Klickitats were known to be divided. It was considered by the troops and the authorities that it was very essential that the first battle be won; otherwise the neutral Indians

might join their hostile neighbors. Several smaller companies were organized among the farmer boys on the prairies around Olympia and New Market.

Owing to the difficulties of communication it was deemed prudent by the authorities to have a force in reserve to be called to action in case of an emergency. By a proclamation issued by Governor Mason of October 22, the counties of Walla Walla, Skamania and Clarke were to furnish one company to be enrolled at Vancouver; the counties of Waukiakum, Cowlitz, Pacific and Chehalis, one company to be enrolled at Cathlamet; Lewis, Pierce, Thurston and Sanamish, one company to be enrolled at Olympia; and King, Island, Jefferson, Clallam and Whatcom, one company to be enrolled at Seattle. These companies were expected to take the field only in case of necessity.

Governor Mason officially appointed James A. Tilton to be adjutant general of the volunteer forces of the territory during the war, and designated Charles Eaton, of Thurston county, as captain of the Puget Sound Rangers. To protect the families located on claims, forts or stockades were built in different parts of the Sound country.

The first work planned for the troops was to capture Leshi, the chief of the Nesquallies, who had been preparing his band for hostilities. He was an Indian of more than ordinary wealth and power, and was in possession of a considerable amount of farming land on the Nesqually bottoms.

On October 24, the Rangers left Olympia and proceeded direct to Leshi's headquarters, but found that he had fled to the White river valley and the troops immediately started in pursuit. At Puyallup Crossing the main body of the company halted, and Captain Eaton, Lieutenant McAllister and a Mr. Cornell, with two friendly Indians, proceeded to have a conference with the hostiles, Lieutenant McAllister acting as interpreter. The Indians professed friendship and promised not to engage in a war against the settlement, but on returning to the command the little company was fired upon from ambush and Lieutenant McAllister and Mr. Cornell killed. This occurred on the 28th of October, 1855. One of the friendly Indians then rode to the McAllister claim, a short distance east of Olympia, and told the family of Mr. McAllister's death and helped them to the fort that had been built on Chamber's prairie.

When the news of Lieutenant McAllister's death reached the authorities at Olympia it aroused the people to the horrors of the situation. The number of fighting warriors was grossly exaggerated in the fears of the people. This and the defenseless condition of the community aroused the populace to the highest pitch of excitement. Straggling Indians were going through the country committing depredations upon the small herds. Claims

were abandoned and families were seeking protection and safety in the nearby villages. Olympia, the territorial capital, was the general place of refuge. A town meeting was held and the situation thoroughly discussed. The village of Olympia stood on a tongue of land extending into the water, and there were, therefore, bays on both sides of the settlement about a quarter of a mile apart. It was decided to build a stockade from bay to bay, with a block house near the center, on which was placed a cannon. In case of an attack the people were expected to seek safety inside the stockade.

In the White river valley on the 28th of October, 1855, many settlers were massacred in the most barbarous manner. Among them were H. H. Jones and wife, George E. King and wife, W. H. Brennan, wife and child, and Simon Cooper. Several escaped to Seattle. Settlers on the Puyallup river were warned of their danger by Kitsap, the elder, for whom Kitsap county was afterwards named, and they escaped in the night, whilst the Indians were waiting for daylight to attack and destroy them. The attack upon Seattle followed soon after, and upon this the Indians concentrated all their efforts. Their failure to accomplish its capture was a signal for dispersion, the return of the northern Indians to their homes and the Yakimas and Klickitats to the other side of the mountains.

Chief Leshi and his brother Queimal were induced to give themselves up to the authorities under the promise of pardon. Leshi surrendered to Colonel Casey, of the United States Army, at Fort Steilacoom, but he was subsequently indicted for murder and after three trials sentenced to be hanged. Queimal gave himself up to Governor Stevens, and while waiting in the anteroom of the Governor's office was murdered by unknown parties.

The case of Leshi was appealed to the supreme court, where it was considered for seven days. The judgment of the lower court was affirmed, but, notwithstanding, delays prolonged the Indian's life, and he did not pay the death penalty until February 19, 1858, when he was executed at Fort Steilacoom.

CHAPTER XXII.

INDIAN WAR OF 1855-6—ADMIRAL PHELPS' NARRATIVE.

The Indian war of 1855-6 on Puget Sound was simply a part of the preconcerted or prearranged plan of the Indians of the northwest to exterminate the white settlers in Oregon, Washington and Idaho. This plan was chiefly the work of the more warlike Indian tribes east of the Cascade Mountains, but they induced many of the Indians in the Puget Sound region to join them in their murderous conspiracy. This they did the more easily because the settlers in this region were few in numbers, scattered throughout a broken, hilly and heavily wooded country, without roads or facilities for

easy communication except by water, and, with the exception of a single company of soldiers stationed at Fort Steilacoom, and the occasional visit of a revenue cutter or sloop of war, were without government protection. The long distance intervening between this section of country and any available means of succor at San Francisco or in the eastern states, made the task they undertook apparently an easy one, and many Indians were led into it by these specious arguments, who under ordinary circumstances would have remained friendly, but the prospect of plunder and the hope of retaining their hunting and fishing grounds without intrusion of the "Bostons," as American settlers were called, were temptations too strong to be resisted. Having determined, therefore, to go to war, they made a strong effort to capture Seattle, not only because of the supplies, arms and ammunitions they were much in need of, and which they hoped to secure at that point, but for the further reason that by its capture they believed that settlers in other localities would easily be driven out or murdered. Seattle, therefore, bore the brunt of the battle, and when the attack upon that place proved a failure, they were disheartened and the war thereafter was continued in a spiritless manner. Nor had they expected the white people of the Sound to receive, as they did, material aid from the Hudson's Bay people at Victoria, but Sir James Douglas promptly forwarded supplies, arms and ammunition, and the arrival soon afterwards of additional war vessels, together with reinforcements of the troops on the land, reduced the Indians' prospect for success to a minimum, and they were soon willing to give up the struggle. The northern Indians returned to their homes and those from the eastern side of the Cascades soon found their way back to their own ranges. Before the close of the year they were willing to make peace, and hostilities were never afterwards resumed. The following extracts from Admiral T. S. Phelps' "Reminiscences of Seattle," in the *United Service* for November, 1902, presents a vivid picture of some incidents in connection with the siege of Seattle, when it so narrowly escaped destruction. Admiral Phelps was at that time an officer serving on board of the Decatur, a United States sloop of war which took part in its defense.

"The town of Seattle, in October, 1855, numbered fifty souls and about thirty houses, including a church, hotel, boarding-house, five or six stores, and a blacksmith and carpenter shop. Within a radius of thirty miles the white population amounted to about one hundred and twenty, making a total of one hundred and seventy men, women and children in Seattle and vicinity.

"Seattle was an intelligent Flathead Indian of medium height and prominent features, chief of the nation occupying the western shore of Admiralty Inlet contiguous to Port Madison, and, coveting the rich lands and

fishing grounds of the opposite bay, waged war incessantly against the Duwamish tribe, who occupied this land of promise, until, exhausted in resources and warriors, the latter finally succumbed and acknowledged him as their master.

“Suc-quardle, better known as Curley, the hereditary chief, accepted the fortune of war and quietly submitted to his rule, and both chiefs appeared to live on friendly terms with the ‘Bostons,’ as Americans were called in contradistinction to King George’s men, which included all of English origin. Beyond furnishing a name for the new settlement, Seattle does not appear to have figured in the subsequent history of the territory, while Curley and members of his family became important factors in the annals of the colony, especially a young Indian bearing the name of Yark-eke-e-man, commonly called Jim. This native by some inexplicable instinct attached himself to the white settlers, and served their interests with unswerving fidelity until near the close of the war, when, unfortunately, he lost his life from a wound received by the accidental discharge of his gun while hunting.

“The advent of the whites was a pleasant episode in the lives of these savage people; their arms opened to receive them as superior beings, and the lands they possessed were freely offered for their acceptance, reserving for themselves only potato patches and the right to fish in the waters of the Sound.

“The early settlers, I believe, were always kind, just and considerate in dealing with the natives, and so far as I know retained to the last their friendship and good will; but as the country filled with new arrivals many rough characters, so called ‘pioneers of civilization,’ from the western frontier and other states, appeared, who, regardless of the rights appertaining to the natives, seized their reserved lands, drove them from the fisheries, deprived them of their just dues, surreptitiously shot some, hung others, and became ingenious in their methods of oppression, until their victims, roused from the lethargy enshrouding their faculties, began to exhibit signs of discontent, yet endured patiently, hoping for a beneficial change in their conditions, till the final blow to their anticipations came in 1854, with the delivery of some two hundred thousand dollars in presents, a preliminary measure on the part of the government to treaty stipulations with the tribes, which, being distributed by the agents in such fraudulent, unjust, and outrageous manner finally forced their eyes open to the certainties of the future, and from that moment they resolutely determined to be rid of the detestable pests fastening upon them.

“The first real symptoms of a change appeared soon after Governor I. I. Stevens became the executive; not that he had offended them, but the spirit of vengeance was abroad, and the oppressed tribes were bent upon

exterminating every white inhabitant in the territory, irrespective of age, sex or condition. The governor and people residing around the head-waters of the Sound were blind to the signs of the times, and would not, nor could they be made to see the impending dangers threatening both lives and property. And at a most inappropriate moment, early in the summer of 1855, that official departed for the country of the Nez Percés and Cœur d'Alenes, in order to negotiate treaties with these tribes, leaving his secretary, Charles H. Mason, Esq., in charge of the executive chair.

“At this period, bordering on the Puget Sound and adjacent waters were small settlements at Bellingham Bay, Port Townsend, Seattle, Steilacoom, Nesqually and Olympia, besides sawmills established at Ports Madison, Ludlow, Gamble, and other places in Admiralty Inlet and Hoods Canal. Away from the water, clearings had been made, and numerous flourishing homes dotted the forests, and the total white population of the territory was estimated at two thousand souls.

“With this brief outline of history, we reach the month of June, 1855, at which time the United States sloop of war Decatur, Commander I. S. Starrett, then at anchor in the harbor of Honolulu, Sandwich Islands, received orders to cruise on the coast of Oregon and California for the protection of settlers, and by the 2nd inst. she was on the ocean, bound on a mission of incalculable importance to the inhabitants of our remote territory in the northwest. The orders being special, necessitated our steering for that point where the force at our command could be displayed to the best interests of the people requiring protection.

“Columbia river naturally suggested itself as being pre-eminent in this respect, but after carefully considering the subject, Captain Starrett decided upon the inland waters of Washington for the scene of immediate operations, and the course was accordingly laid for the Strait of Fuca.

“This apparent deviation from the letter of our instructions proved, in the end, to be the salvation of every white inhabitant in the territory. Seventy-five days after leaving Honolulu the Strait of Fuca was reached, and an English trader at Port San Juan, Vancouver's Island, gave information of a meditated attack of many thousands of the northern Indians upon those of Vancouver's Island and Washington territory. We proceeded immediately to Port Townsend, where, casting anchor on the evening of July 19, the foregoing proved to be unfounded, but news of a more stratling nature greeted us, inasmuch as it appeared that the natives of our own soil were developing a state of inquietude which led the whites to anticipate a rupture within a few months.

“Satisfied as to the impending danger threatening the settlers and being in need of provisions and ammunition, Captain Starrett, with the ship under his command, repaired to the California navy yard for supplies, having ob-

tained which, he returned to his station, and the afternoon of October 4, 1855, found the Decatur at anchor in Duwanish Bay, near the town of Seattle.

“The Decatur was only a few hours in port before we had a fair understanding of existing affairs. During the interval between that ship’s departure in July and her return, the passive attitude of the Indians had changed to an active one. The Klickitat and Spokane Indians first united with hostile intentions, and soon were joined by the Palouses, Walla-Walla, Yakima, Klickitat, Nesqually, Puyallup, Lake, and other tribes, estimated at six thousand warriors, marshaled under the three generals-in-chief, Coquilton (The uncertainty regarding the leading spirit of this hostile organization was remarkable, no one being positive as to the individual chief, the majority conceding the honor to either Ow-hi the elder, Ow-hi the younger, or Kamiaken; some to Leshi, and others to Le-ash or Qui-e-muth. The name given to me by the Indians was Coquilton,—probably Kamiaken,—and I have retained that name throughout these pages.), Ow-hi and Leshi, assisted by many subordinate chiefs. Envoys were dispatched across the Sound to the country bordering on the Strait of Fuca to enlist the services of the Classet and Clallam Indians, but fortunately for their future the wise counsels of the Duke of York, the Clallam chief, prevailed on the side of peace and neutrality.

“In the valley watered by the Snoqualmie river resided an important tribe, whose alliance the belligerents eagerly sought, and for two months success seemed evenly balanced, but policy at last decided in favor of the whites, and of all the tribes in the territory the Snoqualmie Indians alone drew the sword in favor of the enemies of their race, notwithstanding Patkanim, their chief, most cordially abominated the ‘Bostons,’ and unhesitatingly proclaimed his desire for their destruction.

“But possessing a large fund of common sense and traits seldom found in the Indian character, and rising above prejudice and hatred, he subordinated personal enmity to the good of his people, for whose welfare he held himself responsible, and being conscious that, however disastrous the war might prove to the settlers, the ‘Bostons,’ who were ‘like the trees in the forests,’ would recuperate and sweep them from the earth; and while he would gladly exterminate them, root and branch, policy dictated prudence, and to save his people from final destruction he accepted in good faith the proffered alliance.

“The rancor existing in the heart of the savage was caused by inhuman treatment, perpetrated during his childhood by certain whites at Nesqually against himself, father and brother, in retaliation for a murder subsequently proved to have been committed by a white renegade. After enduring torture for eighteen months in a thousand ways they were released, but the bitter feelings engendered by this cruelty never slumbered, and, as before mentioned, ‘policy’ alone prevented his retaliating whenever objects for his vengeance could be found.

“Excepting the three tribes mentioned, and a few of the Duwamish race residing in and around Seattle, the entire body of Indians in the territory were united against the colonists, who were poor, without military resources, save a few rifles and old fowling-pieces, and beyond themselves their only hope rested upon the two companies of the Third United States Artillery, acting as infantry, commanded by Captain E. D. Keyes, United States Army, and stationed at Fort Steilacoom, situated about a mile east of the town bearing that name. Unfortunately, at this time their prospects of assistance were lessened by the absence of one company, under Lieutenant Slaughter, upon a reconnoitering expedition to the Naches Pass, and of whose safety serious doubts were entertained. Various extravagant rumors were in circulation, and the minds of the people naturally became unsettled and prepared to credit any report however marvelous, and when, about October 1st, a man by the name of Porter was attacked by a few Indians (but who succeeded in escaping to Steilacoom), a panic was created.

“The farmers of King county abandoned their homes and fled with their families to Seattle, where, uniting with the townspeople, they lost no time in constructing a block-house on the mound, of sufficient capacity to protect them against the incursion of the savage horde momentarily expected; and at this juncture, when all hope of assistance from the outside world was given up, the appearance of the Decatur rounding West Point was such an unexpected acquisition of good fortune to the anxious and despondent settlers that they seemed to feel as if a reprieve from sudden death had been granted, and the transition from despair to unrestrained joy may be imagined but not described. A few days completed the block-house, and with ample protection at hand a sense of security reigned to which this community had long been a stranger, and when, on October 18, Acting Governor Mason arrived from an observation tour towards the mountains, reporting a pacific condition of the country, the panic disappeared, and the farmers gradually returned to their homesteads to secure the crops ready for harvesting.

“From this period, notwithstanding the pacific news brought by Governor Mason, the excitement continued, conflicting rumors multiplied, and to separate truth from fiction taxed the ingenuity of all who attempted it; but after an experience of two or three months the officers of the Decatur became satisfied that no information from any source could be relied upon excepting that furnished by Jim (Yark-ek-e-man) through Dr. Williamson, which in time was received with implicit confidence. The uneasiness of the people became sensibly increased on the morning of October 15, by the arrival of Surveyor General James Tilton, on the part of the acting governor, to solicit a loan of muskets and ammunition to enable the citizens of Olympia to arm against an apprehended attack. As the danger appeared imminent, the ship was nearly denuded of small arms in order to satisfy the demand.

“On the 18th the alarm of the citizens was seriously augmented by the arrival from Fort Colville of six Frenchmen, who were positive of the union of the Klickitat, Spokane, Palouse, Walla Walla, and Yakima Indians for hostile purposes, and had been assured by the chief of the latter tribe that on October 6th he had attacked and destroyed a company of soldiers, thereby securing a good supply of arms and ammunition, enabling him to assume the offensive and also secure all the mountain passes and rivers.

“This probably was the Indian version of a report received through another channel the next day that on the 6th Major Haller’s command had charged and routed a body of Indians, with severe loss on both sides, the soldiers remaining in possession of the field.

“Following this came the news of Lieutenant Slaughter’s return from the mountains, where, finding the enemy numbering between three and four thousand, he deemed it expedient to fall back, first to White river and afterwards to Steilacoom.

“On the first day of December, while meditating a visit to Nesqually and Olympia, alarming news from Seattle came by express, and the ship immediately repaired to that place, when an urgent request was received from Port Madison for the vessel to come immediately and save the people from a band of northern Indians who were threatening the lives of the entire settlement. In a few hours the ship was in that harbor, and Captain Starrett, believing in the possible settlement of a probable misunderstanding by a conference requested the principal men to assemble on board for that purpose; but the Indians, doubting the propriety of subjecting their persons to the tender mercies of the ‘Bostons’ without proper guarantees, which Captain Starrett declined to give, sent a decided negative, but after many promises and much persuasion he succeeded in gathering a deliberative board of the savages composed of Scowell, the most popular chief of all the territories of north-western America, and eighteen minor chiefs, or Tyees, and after giving them an exhibition of the power of heavy guns, the explosive nature of iron shells, and destructive qualities of grape and canister, he explained the situation, the excited state of the settlers, and, in the war already inaugurated, the impossibility of distinguishing friends from foes, and concluded by urging them to return to their own country and remain there until the close of hostilities; to which Scowell immediately responded, ‘In eighteen hours we will leave and not return until the war is over.’ Within twelve hours the entire encampment had departed from the waters.

“The march of the Slaughter expedition after leaving Steilacoom to Muckleshoot was devoid of interest, and after a brief rest at that prairie it proceeded down the valley of the White river, every precaution being taken

against surprise, and, notwithstanding the constant fall of rain, neither tents nor fires were permitted until after the arrival at the Pup-shulk Prairie, near the forks, where on December 4, meeting with Captain Hewett, and being assured by that officer of the absence of the Indians, his company having thoroughly scoured the neighborhood during the day, Lieutenant Slaughter ordered his men to encamp for the night. Tents were erected, fires kindled, and for the first time in three days the tired and drenched command enjoyed rest and dry clothing.

“A deserted log hut was found on the ground, which the officers appropriated for headquarters, and with a rousing fire before the door made themselves as comfortable as the circumstances would admit. About ten o'clock p. m., while Lieutenant Slaughter and Captain Hewett were conversing together inside the hut, and exposed to the open door, with Dr. Taylor and Lieutenant Harrison also in the room, the Indians, who had passed the sentinels unperceived, poured a heavy volley into the encampment, instantly killing Lieutenant Slaughter and wounding others. The awakened garrison were quickly in position, and a fierce fusillade was kept up on both sides until towards dawn, when the Indians retired, leaving on the ground Lieutenant Slaughter, Corporal Berry, and one private of the army, and Corporal Langden, Washington Territory Volunteers, killed, and five men wounded. The intense darkness of the night probably saved the command from annihilation. On December 6, the expedition, with the remains of Lieutenant Slaughter, arrived in Seattle, and returned to Fort Steilacoom by water.

“Subsequently it transpired that during the two days and nights previous to the arrival of the command at the forks it had been constantly surrounded by a band of Indians capable of mastering it at any moment, but owing to the inability of the chiefs to distinguish the officers, they preferred to wait until they could be sure of them, believing that without a head the soldiers would become demoralized and yield without a struggle.

“On the 24th the Active came into the harbor, bearing Governor Stevens and staff, accompanied by Captain Keyes and Indian Agent Simmons. The governor, recently returned from visiting the Cœur d'Alenes and other transmountain tribes, scoffed at the idea of Indian troubles, and on the evening of the 25th concluded a speech addressed to the settlers with these emphatic words: ‘I have just returned from the countries of the Nez Percés and of the Cœur d'Alenes; I have visited many tribes on the way, both going and coming, and I tell you there are not fifty hostile Indians in the territory, and I believe that the cities of New York and San Francisco will as soon be attacked by Indians as the town of Seattle.’ The effect of this declaration upon his hearers was disheartening in the extreme, for within an hour before their utterance intelligence had been received that ‘Coquilton with his army was

approaching by the way of Lake Duwamish, and had been crossing since early in the morning;’ and many then resolved to leave the country, which they afterwards did, causing much annoyance to the governor, who attributed their defection to the ‘improper influence of the officers of the Decatur’! Immediately upon closing, the gubernatorial party re-embarked, and continued the inspecting tour of the reservations in the lower waters of the inlet.

“Owing to a singular idiosyncrasy on the part of the people residing in the upper regions of the Sound, only a few apparently believed in the danger near at hand, and laughed to scorn the ‘officers of the ship at Seattle’ for their absurd apprehensions of any difficulty with a race too cowardly to resist any aggressions, however serious they might be.”

CHAPTER XXIII.

NARROW ESCAPE OF SEATTLE FROM DESTRUCTION. (NARRATIVE OF ADMIRAL PHELPS CONTINUED.)

“During the afternoon of the 25th, Tecumseh, chief of the Lake Indians, came in with his whole tribe and claimed protection against the hostiles, who designed their destruction in consequence of their adhering to the whites, and they were assigned to a part of the unoccupied ground in the southern portion of the town, with the injunction to keep within their camp and not to stray beyond its limits.

“At midnight, commencing January 26, Tecumseh, Owhi, Leshi, Curley, Yark-eke-e-man, and chiefs of lesser note, were assembled in the lodge of the former to decide upon a plan of battle and the necessary details to harmonize the movements of the Indians both in and out of town. Preliminary to more important business, the council decided upon an indiscriminate slaughter of all the people found in Seattle, including those belonging to the ship. Curley requested an exemption in favor of Mr. Yesler,—always a kind friend to his race,—but being overruled, finally consented that he also should be consigned to destruction with the others. Next, after serious deliberation, they decided that their stranger guests should immediately return to Coquiton by water, and arrange for a simultaneous assault of all the forces under his command; the Indians within the town to provide against a retreat in the direction of the bay, and thus insure the destruction of both people and town, and secure a retreat to the forests before the heavy guns of the ship would be able to open fire; the attack was to be made about 2 o’clock a. m., instead of the hour immediately preceding dawn, as is usual with the Indians; and the inadequate garrison being taken by surprise, would, they argued, offer only a feeble resistance to the overwhelming number of determined Indians launched suddenly upon them, and an easy victory be gained with little loss to themselves. Soon after the departure of the envoy chiefs, ‘Jim,’ eluding the vig-

ilance of Curley, succeeded in gaining the back-room of Dr. Williamson's house, and scarcely had time to signify his desire for an immediate interview before Curley stalked in from the street and insolently demanded to know what had become of 'Jim,' when, placing his hand on the intruder, the doctor violently thrust him through the door and turned the key; and a few moments placed that gentleman in possession of the occurrences in the Indian camp, and no sooner had its vital import been grasped than he dispatched messengers to Mr. Yesler, urging him without a moment's delay to notify Captain Gansevoort of the presence of the Indians and the imminence of an immediate attack, with which demand that gentleman quickly complied.

"Meanwhile the Decatur people had gotten themselves ready to partake of their morning meal, and were on the eve of satisfying their appetites, rendered keen by a night's vigils, when the long-roll summoned them to the deck, and ten minutes later found them breakfastless, under arms at the stations vacated by them a short time before.

"The third division was the last in order to leave the ship, and the captain accompanied it to the shore, where the non-combatants of the friendly tribes were hurrying their chattels into canoes and pushing out into the bay. Ki-cu-mu-low (Nancy), Curley's sister, and mother of Yark-eke-e-man, short, stout and incapable of running, apparently crazed with fright, came waddling past us, and to my query of 'What's the matter, Nancy?' pointing one hand towards the forest, while using the other to accelerate her speech, she shrieked back, 'Hi-u Klickitat copa Tom Pepper's house! hi-hi hiu Klickitat!' (an immense number of Klickitats near Tom Pepper's house.), and, before completing the sentence, plunged headforemost into a canoe, and when last seen was vigorously paddling towards the inlet.

"'They are undoubtedly here at last,' I remarked to the captain, 'but probably will not show themselves until night.'

"'No;' he replied; 'but get your men under cover and to sleep, so they can be rested and ready when the Indians appear, and I will have their meals sent to them on shore; first, however, I will go to the south end and have the howitzer lodge a shell in Tom Pepper's house to see if they are there.'

"The third division, while dashing forward to the rendezvous, caught sight of the Indians massed in the Lake trail, and, contrary to orders, charged and drove them to the ridge of the hill before they could be arrested and turned back, and the ambushed Indians, too much astonished at the unexpected retreat to improve the critical moment, suffered their enemies to regain their stations unmolested, when the latter, finding a few sapling stumps for rifle-rests, soon cooled down to their work, while the disappointed foes vainly endeavored to regain the ground they had lost.

“The costumes of the officers and men being similar, the puzzled Indians were unable to distinguish one from the other, but the initial movement revealing to them the officer in charge of that command rendered his position an unenviable one during the next five hours of the fight.

“Early in the action Klakum, secreted in easy range behind a tree, observing Mr. Peixotto standing on the block-house steps with young Milton G. Holgate two or three steps above and immediately behind, carefully leveled his rifle at the former and fired; the ball missing its mark penetrated the brain of the latter, and the boy fell backward dead upon the floor.

“Leaving the third division and marines to hold the Indians in check at the head of the swamp, we turn to the south end of the peninsula, where the contestants being separated by the slough, the battle assumed the nature of a long-range duel, where large numbers were engaged and neither party could approach the other without incurring certain destruction, and any attempt at crossing by the sand-bar would have resulted in instant death to any one foolhardy enough to undertake it. The Indians possessed the advantage of position, overwhelming numbers, and in being screened by trees, logs and bushes, while the whites in the field south of the neck, including citizens who came forward to assist in protecting their families and property, did not number over one hundred men under arms, and, except the protection afforded by a few scattering stumps, the entire party was openly exposed to the storm of bullets constantly sweeping over the slope and ridge.

“The roaring of an occasional gun from the ship belching forth its shrieking shell and its explosion in the woods, the sharp report of the howitzer, the incessant rattle of small arms, and an uninterrupted whistling of bullets, mingled with the furious yells of the Indians, transpiring beneath an overcast and lowering sky, pictured a scene long to be remembered by those who were upon the ground to witness it. A young man having benefited by the protection afforded by a stump for an hour or more, lost his life by the severance of the spinal column with an Indian bullet, while in the act of running to the rear for the purpose of procuring water to quench his thirst.

“Loud above the din of battle could be heard the shrill screaming of the Indian women urging the delinquent warriors to the front, nor were they sparing of their expressions of contempt to the laggards in the fight; and when not caring for the wounded or secreting the dead beyond all chance of discovery, any signs of wavering in the ranks brought them like furies to their midst, and woe to the lordly Indian who failed to follow their frenzied lead.

“Returning to the neck, where the firing had assumed a terrific form on the part of a thousand disappointed Indians assembled on the hillsides and in the valley near the swamp, and made desperate by the blunder committed

early in the action, the Indians now seemed bent upon remedying their error by raining bullets upon the little band of men holding them at bay.

“The initial movement of my division betrayed my identity to Klakum, the Lake chief, and for five tedious hours that savage, safely ensconced behind a barrier of trees, rocks and bushes, diligently devoted his energies to my removal from the scene; the sharp crack of his western rifle, a frequent jet of blue smoke, and the fierce ‘ping’ a moment after plainly described the ardor of his work, and after half a dozen replying shots aimed at a column of vanishing smoke, he was left to indulge freely in the amusement he had on hand.

“The firing continued until 11:45 a. m., when it suddenly ceased in our immediate front, and the deep guttural voice of Coquilton was heard in the center issuing undistinguishable orders to his responsive lieutenants on the right and left.

“At this moment the fate of Seattle hung by a thread. With two bounds, or three at the most, the third division would have gone down like grass before a mower’s scythe, and in a few moments the battle have been won, the people given up to indiscriminate slaughter, and the village in flames; but failing to make these bounds, the town remained in our possession, and the Indian cause was forever lost.

“The Indians, ignoring their fatal error, now appeared bent on overwhelming us with bullets, and from their front and enfilading fire no avenue of escape seemed open, yet throughout those wearying hours of exposure to that ceaseless flow of deadly missiles, no one of that little band was harmed. Dr. Taylor, Mr. Smithers and Tom Russel, together with four young men, volunteers from Meigs’ mill across the Sound, now appeared upon the ground, adding seven excellent marksmen to the squad, which continued to hold their own until two o’clock, when the howitzer came to their assistance, and her crew increased the force of the Sawdust to thirty-one, with the important addition of a field-gun throwing a 12-pound projectile, and when the latter was in position, I directed Morris to land a 2-second shrapnel in Klakum’s ambushade. That savage, observing my conference with the officer, and suspecting the object of the interview, withdrew behind a tree, and, as he supposed, beyond reach of any missile approaching his direction; but when an instant later a well directed shrapnel, exploding at the proper time and place, cut away a heavy lock of hair just above his ear, he was unable to comprehend the philosophy of a gun ‘shooting around a corner,’ and his well secured retreat became vacant for the occupancy of any Indian whose ambition might lead in that direction; whether it was taken possession of I am unable to say, but I am certain of experiencing no more trouble from that quarter during the remainder of the day.

“ Three o'clock came, and also exhaustion for the men, induced by more than twenty-three hours' abstinence from both food and rest, and, wearying of drawing the Indians from their cover, another method was deemed expedient for bringing matters to a close.

“ The non-combatants having been disposed of early in the day,—fifty-two women and children having found refuge on the Decatur and the remainder on board the bark Brontes, waiting for a cargo in the stream, and the adult males being safely housed in the block-house guarded by the marines, at 3:30 p. m., escorted by Indian bullets, the divisions repaired on board ship, and, manning the battery, the enemy were soon driven beyond the reach of our great guns, and kept at bay until after nightfall, when, under cover of the darkness, many efforts were made to set fire to and rob the buildings, but a well directed shell sent them hurrying away to rejoin their companions in the woods.

“ At 10 p. m. the last gun was fired, and the battle of Seattle was a thing of the past; her enemies had been defeated and turned back into the wilderness from whence they came, never again to rally for the destruction of the people of Washington.

“ The number of Indians assembled before Seattle is not known; the natives themselves being ignorant of or declining to give any reliable information on the subject, the matter naturally becomes one of conjecture. But if we consider the preparations made, the number of tribes represented, their confidence in being able to conquer Seattle and Steilacoom with a divided army, and by comparing the amount of noise made by their simultaneous shouts with the well remembered cheers of a line-of-battle's crew of a thousand or eleven hundred men, in addition to the length of time they occupied, a pretty fair estimate may be made, and they could not have fallen far short of two thousand souls; also of the number of killed and wounded we have no means of knowing, the most that the Indians would admit being twenty-eight of the former and eighty of the latter.

“ I now learned from Yark-ek-e-man that the hostile chiefs, confident of an easy victory at Seattle and also at Steilacoom, where well-stored depots of provisions were to be found, gave little thought to their commissary department, and, being provided with a deficient quantity of food for prosecuting a protracted campaign, their unexpected repulse at the former place left them without resources for supplying their immediate wants. Therefore it became necessary to form into small bands and scour the country to secure the means for continuing the war. From three to four weeks were deemed sufficient for the accomplishment of this object, and considering that time ample for perfecting his plans, Coquilton, on the 28th, sent word by a Lake Indian ' that within one moon he would return with twenty thousand warriors, and,



6 REMAINS OF
SOME QUARTERS OF OLD FORT STELLAWAY, WASH.
BUILT FOR THE DISTRICT OF COLUMBIA, WASHINGTON
BY THE DISTRICT OF COLUMBIA, WASHINGTON
MAY 1875

attacking by land and water, destroy the place in spite of all the warship could do to prevent.'

"On the morning of February 15, the barricades and block-houses having been completed, the finishing touches given to the roads, and the town placed in condition to welcome the enemy whenever it might suit its pleasure to appear, and after detailing Lieutenant Drake, with ten men and six marines, to guard the northern end of town, and myself with the same number, together with Lieutenant Johnson and ten men from the Active, to protect South Seattle, the remaining officers and their commands returned to the ship, with the exception of Dr. Taylor, directed to act as surgeon for both detachments.

"Early in March four companies of the Fourth United States Artillery and the Ninth Regiment of Infantry arrived at Steilacoom, where they immediately organized by companies for a vigorous prosecution of the war, and in this connection the Massachusetts, on the 20th, brought to Seattle Company B, Ninth Infantry, Captain F. T. Dent, en route for the Duwamish and White rivers.

"The Indians, as we subsequently learned, notwithstanding their frequent threats of attacking our lines, had been so completely broken and dispersed after their defeat at Seattle that they were incapable of again concentrating their forces, and at this time were scattered in comparatively small bands over the country in search of food and ammunition, when the army reinforcements arrived, and were soon in hot pursuit, with a prospect of speedily terminating the war.

"On March 28, we were agreeably surprised by the appearance of the United States steamer John Hancock, Lieutenant David McDougall commanding, increasing the naval force to three substantial fighting ships, and two of the number, being steamers, greatly exercised the Indians, who, possessing a wholesome dread of pyre-ships (fire-ships), as they termed them, now began to realize the hopelessness of their cause. The Hancock, but recently returned from the Behring Sea explorations, had been hurriedly fitted at Mare Island by Commander David G. Farragut for the suppression of Indian hostilities, and proved a serviceable auxiliary to the forces operating in the territory.

"On the 6th of April we received on board and confined in irons an Indian named Qui-as-kut, reported by his brethren to be the one who threw Mrs. Brennan and infant into the well during the White river massacre in October, and a few days later the John Hancock conveyed him to Olympia, where soon afterwards he was shot and killed in the street by a Mr. Brennan, a brother-in-law to the above lady; and on a subsequent date Mowitch, another Indian, said to have been engaged in the same massacre, was also

killed at Olympia by the same man, assisted by one Lake. Mowitch was shot in the head while embarking in a canoe.

“During the months of April and May the United States forces and volunteer companies in the field had succeeded so well with the enemy that the 1st of June found a delegation of Indians crossing the mountains on their way to Olympia to sue for peace. The Decatur, having accomplished her mission in the territory, was now ready for sea, and at six o'clock a. m., June 2, she took her final departure for Seattle, towed by the John Hancock and accompanied by all the northern Indians then on Puget Sound, with whom she seemed to be an especial favorite. Touching at Port Townsend for the night, an early hour the next morning saw the ship out in the straits towing towards the Pacific Ocean ninety miles away, still escorted by our Indian friends, representatives from the Tongas, Haidas, Stickene and Shineshean tribes, and when abreast of Victoria, waving us a last farewell, they paddled towards Vancouver's Island, and soon disappeared.”

CHAPTER XXIV.

CONDITIONS AT CLOSE OF WAR—THE INTERNATIONAL BOUNDARY AFFAIR.

Promptly upon the return of blessed peace, the volunteer force called into the service of the territory by Governor Stevens was disbanded, and the surplus and captured property were faithfully turned over to the several quartermasters to be accounted for in the final settlement of accounts. It speaks well for the efficiency and integrity of the governor and the officers selected by him, that the expenses incurred should have been kept at a minimum, and that so large a proportion should have been liquidated by the sales of this surplus and captured property. More particularly was great credit due to General W. W. Miller, who had been appointed quartermaster general by Governor Stevens, for his careful and economical administration of the complicated duties of his office. For the long delay which occurred in the payment of these expenses by the National Government, there was absolutely no excuse. The number of volunteers mustered into the service of the territory, chiefly in the Puget Sound Country, was 1,896, of whom 215 came from Oregon. They were about equally divided between mounted and infantry troops. As the number of able-bodied males in the territory at that time did not exceed 1,700, it will be seen that nearly every one of them did a soldier's part in the defence of the territory. At no one time, however, were there more than one thousand men in active service, or on duty. During the progress of the war thirty-five stockades, forts and block-houses were built by the volunteers, many of them quite extensive works, twenty-three by the settlers, and seven by the regular troops. In addition to the large

amount of work required for their construction, many roads and trails were opened up in order to facilitate military operations. The high character of these volunteers is shown by their exemplary conduct, both during and after the war. Often under the most exasperating circumstances the Indians were treated with scrupulous good faith, and to this circumstance is largely owing the fact that hostilities were never renewed and that the two races have ever since lived in peace and harmony and will probably continue to do so as long as "grass grows and water runs." It is to be regretted that the limits of this history do not permit a full record in this place of the names and deeds of these volunteers, who rendered the territory, during the continuance of the war, services of inestimable value. They were rendered, also, under circumstances of unusual hardship, peril and privation owing to a frequent lack of provisions, supplies, arms and ammunition, and to the fact that their operations were largely conducted in a country covered with dense forests, through which there were no roads, or facilities of communication away from the water.

The close of the war found most of the settlements in a wretched and pitiable condition. Houses, crops and improvements had been burned, destroyed or abandoned, stock killed by the Indians, and those settlers who had not been driven off or murdered were without the most ordinary means of subsistence. The future looked dark and discouraging in the highest degree. No one could tell whether the promised peace was to be permanent or not, or whether the professed friendship of the Indians could be relied on, after the bitter heartburnings created by death and bereavement on one side, or death and disappointment on the other, as the results of the war in which they had recently been engaged. No one could tell at what moment hostilities might be renewed and the lonely cabin of some brave settler be made food for the flames, or he himself the victim of an unseen bullet or the scalping knife of treacherous and barbarous savages. Under the circumstances, therefore, it was not surprising that the country recuperated slowly from the effects of a disastrous Indian war. Time was necessary to heal its wounds and to restore confidence to both races and to all settlers, whether in the country or in towns and villages, before an era of permanent prosperity could be ushered in. Many settlers did not return to their homes in the country until after the treaties made with the Indians were ratified by the United States senate in 1859. Courage, however, was the watchword in both town and country, and gradually industrial occupations were resumed and the presence of additional land and naval forces of the United States lent additional encouragement to settlers already on the ground, as well as to immigrants, who began to make their way in small and slowly increasing numbers to western Washington.

But before the Indian troubles were over, a speck of war appeared in the northwest which threatened not only to involve the territory, but two great nations, the United States and Great Britain, in a bloody conflict. As early as 1853 there were mutterings of disagreement as to the interpretation of the treaty of 1846, which defined the boundary lines between the possessions of these two powers on the Pacific coast. The forty-ninth parallel was agreed upon until the waters of the Pacific Ocean were reached in the Gulf of Georgia, thence, according to the treaty, by the main ship channel which separated the continent from the Island of Vancouver, it having been agreed that, although this parallel of latitude intersects that island, it should be conceded to Great Britain. There are two channels, however, which under a strained construction, might be made to answer that description. The first and principal channel, according to the usual rules of interpretation, is the Canal de Haro, which flows to the northwest of the Island of San Juan and a number of adjacent islands of great beauty and value, and the other is Rosario Straits, which flows to the southwest of these islands. Seeing the value of San Juan and these other islands for grazing, fishing and other purposes, the officers of the Hudson's Bay Company under the leadership of Sir James Douglass, set up a claim to the Archipelago and attempted to establish Rosario Straits as the national boundary. They further undertook to occupy San Juan Island, placing thereon several thousand sheep, for which the island is particularly well adapted, with a subordinate official in charge. This island, by an act of the Washington legislature, was included in Whatcom county and the property on it, real and personal, subject to taxation. In default of the payment of the taxes imposed the sheriff of Whatcom county levied upon, seized and sold March 18, 1855, a number of sheep. This action of the sheriff led to a sharp correspondence between Sir James Douglass and Governor Stevens, of Washington territory, in the course of which the governor wrote, May 12, 1855, firmly and unhesitatingly asserting the rights of the United States to the possession of the island, and supported the sheriff in his course of action. After reciting the acts of Oregon and Washington assuming jurisdiction over the islands, including San Juan, he goes on to say, "The sheriff, in proceeding to collect taxes, acts under a law directing him to do so. Should he be resisted in such an attempt, it would be the duty of the governor to sustain him to the full force of the authority vested in him. The ownership remains now as it did at the execution of the treaty of June 11, 1846, and can in no wise be affected by the alleged possession of the British subjects." This correspondence was communicated to the secretary of state at Washington, D. C., who discouraged any action by the territorial authorities until a settlement of the question at issue could be made by the respective governments. Had the firm, decided and patriotic

stand then taken by Governor Stevens been supported by the national government, the matter would undoubtedly have been settled at that time as it should have been, but it was held in abeyance until further acts of British aggression made a final settlement indispensable. The following letter written by William L. Marcy, then secretary of state, to Governor Stevens will explain the position taken by the government.

DEPARTMENT OF STATE,
WASHINGTON CITY, July 14, 1855.

He (the president) has instructed me to say to you that the officers of the territory should abstain from all acts on the disputed grounds calculated to promote any conflicts, so far as it can be done without implying the concession to the authority of Great Britain of an exclusive right over the premises.

The title ought to be settled before either party should exclude the other by force, or exercise complete and sovereign rights within the fairly disputed limits. Application will be made to the British government to interpose with the local authorities on the northern borders of our territory to abstain from like acts of exclusive ownership, with the explicit understanding that any forbearance on either side to assert the rights, respectively, shall not be construed into any concession to the adverse party.

By a conciliatory and moderate course on both sides it is sincerely hoped that all difficulties will be avoided until an adjustment of the boundary line can be made in a manner mutually satisfactory. The government of the United States will do what it can to have the line established at an early period.

W. L. MARCY.

On July 17, 1855, Mr. Marcy, in a note to Mr. Crompton, of the British legation, suggested that, pending negotiations and settlement of the conflicting claims in Oregon, means should be found to prevent a conflict between the citizens of the two governments.

By this letter it will be seen that the national administration favored a policy of "Joint Occupation" such as had prevailed in regard to the original Oregon territory for so many years, until the boundary lines could be finally determined, rather than insist upon its rights in the premises.

Although Mr. Marcy promised to have the line established at an early period, nothing definite was done until 1859, when Archibald Campbell was appointed United States commissioner to establish the northwest boundary line between the United States and the British possessions. Captain Prevost, Royal Navy, commanding her Majesty's corvette, the *Satellite*, was commissioned to establish the water boundary from the forty-ninth parallel to the middle of the Straits of Fuca, assisted by Captain Richards, Royal Navy, commanding her Majesty's steamer *Plumper*, and Major Hawkins, Royal

Engineers, to determine and mark the forty-ninth parallel. The credentials of the British commissioners were not satisfactory and much time was lost in adjusting them, nor were they ever entirely clear and satisfactorily definite.

Prior to this time Henry Webber, an American, was first appointed a deputy collector of customs for San Juan Island. He was succeeded by Oscar Olney, and in 1859 by Colonel Paul K. Hubbs, a well known resident, at that time, of Port Townsend, and still a highly respected citizen of San Juan Island. In the life of Governor Stevens, written by his son General Hazard Stevens, appear the following paragraphs:

“A row over a pig precipitated a crisis in the San Juan dispute. An American settler, Lyman A. Cutlar, shot a Hudson's Bay Company's porker found rooting in his garden, whereupon Governor Douglass promptly dispatched a steamer to the scene, bearing his son-in-law, who was a high official of the company and also of the colony, and two members of the colonial council. Landing, they loudly claimed the island as British soil, and ordered the settler to pay one hundred dollars for the slain pig, on penalty of being taken to Victoria for trial if he refused. But the settler, who had already offered to pay the reasonable value of the pig, did refuse, and boldly defied arrest, revolver in hand. The British officials retired, baffled for the time, but declaring that the settler was a trespasser on British soil, and must submit to trial by a British court for his offense. A few days after this episode General Harney, returning from a visit to Governor Douglass, stopped at San Juan, and the American settlers there invoked his protection against British aggression, relating the story of the pig. They also begged protection against the raids of the northern Indians, who had committed many depredations on Americans, while they never molested the English or Hudson's Bay Company people, whom they regarded as friends. The old soldier realized the defenseless condition of the settlers. His blood was stirred at the attempted outrage. On his way back to Vancouver he stopped at Olympia and dined with Governor Stevens, and discussed with him what action the emergency required. Immediately upon reaching his headquarters at Vancouver, General Harney ordered Captain George E. Pickett—the same who, a Confederate general, led the famous charge at Gettysburg—to proceed with his company of the Ninth Infantry from Bellingham Bay to San Juan Island, occupy it, and afford protection to American settlers. Pickett landed on the island, July 27, and at once issued a proclamation declaring that, in compliance with the orders of the commanding general (Harney), he came to establish a military post on the island, notifying the inhabitants to call on him for protection against northern Indians, and stating that ‘this being United States territory, no laws other than those of the United States, nor courts except such as are held by virtue of said laws, will be recognized or

allowed on this island.' This was throwing down the gauntlet at the feet of the British lion with a vengeance; and Governor Douglass, a bold, haughty and determined man, hurried three warships to the island, with positive orders to prevent the landing of any more United States troops; but Pickett took up a position on high ground, threw up intrenchments, and notified the British that he would fire upon them if they attempted to land.

"Governor Douglass now issued his proclamation, protesting against the 'invasion,' and reasserting that the island was British soil; and, armed with this document, his three naval commanders waited on Pickett, and formally demanded his withdrawal. On his refusal, they proposed a joint occupation. But the dare-devil American officer was equally obdurate in rejecting this compromise, and repeated his warning to them not to land. Nothing remained for them but to report their mortifying failure to Governor Douglass. It happened that Admiral Baynes, commanding the British Pacific fleet, had just put into Esquimalt Harbor, the naval station on Vancouver Island, four miles from Victoria, with a strong naval force. Sir James, his indignation at white-heat, and fiercely determined to expel the Yankees from the coveted island, now ordered the Admiral to take his whole force and drive them from it. As governor of a British colony, Sir James was authorized to give the order, and it was the Admiral's duty to obey it. But Admiral Baynes took the responsibility of not obeying it. It would be ridiculous, he declared, to involve the two great nations in war over a squabble about a pig. But he reinforced the ships blockading San Juan, and renewed the orders to prevent the landing of any more American troops. Five British ships of war, carrying 167 guns and 2,140 men, closely beset the southeastern end of the island, charged with the execution of these orders.

"Governor Stevens visited San Juan soon after Pickett landed, and on August 4, left it in the steamer Julia. Captain Jack Scranton, with dispatches from Captain Pickett to General Harney, reached Olympia the next day, and at once forwarded the dispatches by special messenger to General Harney at Vancouver. In return, Harney's orders reached Olympia on the 8th, were forwarded immediately by the Julia to Steilacoom, and in pursuance of them Colonel Casey embarked on the steamer with three companies, hastened down the Sound, silently stole through the blockading fleet in a dense fog, and effected a landing on San Juan on the 10th. The sight of the empty steamer anchored close to the shore in the gray of the morning, and the cheers of the reinforcements as they marched into Pickett's fort on the hill above, first apprised the British navy of the successful landing. Soon afterwards Admiral Baynes withdrew his ships and relinquished the blockade, leaving the American forces in undisputed possession.

“While the British were omnipotent on the water, they were ill prepared to sustain a contest on land, and undoubtedly the knowledge of this fact influenced Admiral Baynes, and Governor Douglass, too, after his first indignation, in their forbearing attitude. Victoria and all the points on Frazer and Thompson rivers and other places on the mainland were thronged with American miners, attracted by the recently discovered gold fields. The British were but a handful. The brave and adventurous pioneers of Washington and Oregon, the Indian war volunteers, were close at hand. The first clash of arms on San Juan would have signaled the downfall of every vestige of British authority in northwest America, except on the decks of their warships. There is no doubt that Governor Stevens and the American commander intended to press their advantage to the utmost in case of conflict.”

On August 1, 1855, Colonel, then Major Granville O. Haller, proceeded, under orders from Lieutenant Colonel Silas Casey, from Steilacoom with a company of United States troops to reinforce Captain Pickett on San Juan Island. On his arrival, however, his assistance was not considered necessary, and, without landing his soldiers, who were conveyed on the United States steamer Massachusetts, he continued his voyage to Semiahmo, where they were employed as a guard for the party of United States commissioner, Archibald Campbell, which was encamped at that place, and in some danger from the hostile incursions of northern Indians. For nearly half a century Colonel Haller was a prominent and highly esteemed soldier, citizen and pioneer of the Puget Sound Country, dying at Seattle May 2, 1897.

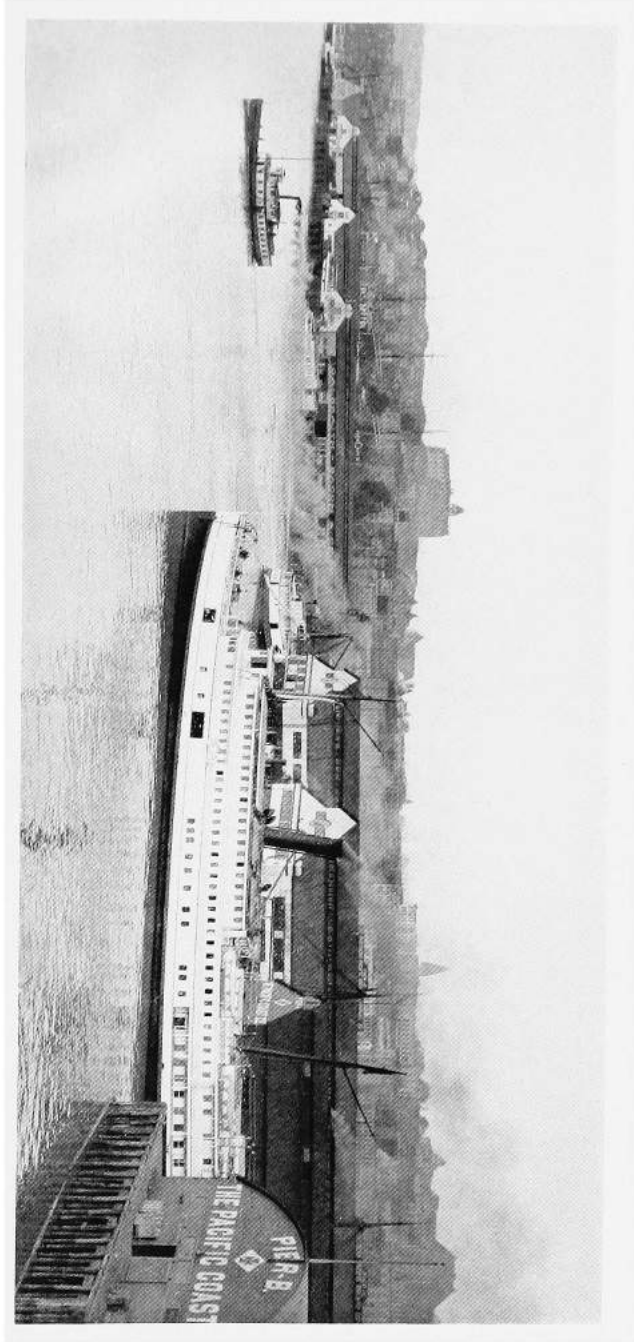
“Alarmed at the risk of war, and the scarcely veiled threats of the British minister, the government hastened to send General Scott to the seat of war, big with compromise. He withdrew Captain Pickett and all the troops save one company from the island. Admiral Baynes established a post of an equal number of marines on the opposite or western end, and the joint occupation was maintained thirteen years, or until terminated by the Emperor William’s award in favor of the United States.”

CHAPTER XXV.

HISTORY OF THE DEVELOPMENT OF TRANSPORTATION FACILITIES.

In the earlier ages of the world men of unusual genius and enterprise devoted their energies to the concentration of great armies, to the conquest and subjugation of adjoining provinces or nations, or to the building up of what they called a great world power, which ordinarily ended in a military despotism. All this was only accomplished by the destruction of the blood and treasure of unnumbered thousands of people, and brought distress, poverty and woe to other countless thousands of widows and orphans, while the benefits derived therefrom were few in number and enjoyed by comparatively few people.

PART OF SEATTLE WATER FRONT.



In modern times things are done differently, and such men operate on different lines altogether. Now men of this character turn their attention to business enterprises, to schemes of trade, transportation and manufacture, which are directly beneficial to their own people, and indirectly they serve to promote the welfare and happiness of the entire world. For the change that has thus taken place, America is entitled to the credit. Her men of enterprise are patterns for the world. The Emperor of Germany, one of the brightest men of the present age, with all his inherited ambition and love of military glory, and with an immense army at his command, finds his greatest pleasure and the highest good of his people in following the lines laid down by the meteoric Henry Villard, the sagacious J. Pierpont Morgan and the practical and thoroughgoing James J. Hill.

To multiply the utilities of modern civilization, to extend in all directions facilities for trade and commerce, to cheapen transportation for all manner of products and to all parts of the world, is the ambition of the foremost men of the present age. No locality on earth presents a more striking illustration of these facts and of the world-wide development going on in this direction to-day than Puget Sound. Forty years ago this region was almost unknown to the great majority of intelligent people. Its placid, deep and transparent waters were rarely vexed by anything more than the light Indian canoes, which scarcely disturbed its beautiful surface as they glided from one shaded harbor to another, and it was only occasionally the silence of the forest was broken by some lonely settler whose axe, resounding through the interminable woods, was at work on their margin carving out a home for himself or clearing a site for some future great commercial city that should make use of all the grand opportunities provided in this region for the exercise of human industry and enterprise. The history of railroad and steamship development here reads like a romance, or a chapter from the Arabian Nights Entertainments. Forty years ago they were the dream of the enthusiast. To-day they are a full-fledged reality. Forty years ago there was not a railroad within two thousand miles. To-day the freight and passenger cars from one hundred thousand miles of railway find their way to its massive wharves, docks and warehouses. In 1863 an occasional steamer or sailing vessel of a few hundred tons was a welcome visitor, but now single cargoes of ten thousand tons arrive from the Occident or the Orient, and they elicit nothing more than a passing notice. Yet this marvelous transformation was only brought about after many years of delay, discouragement and disappointment, during which time many hearts grew weary with waiting and eyes grew tired watching for its coming.

In 1856 the Indian war was closed, but it left the country desolate and almost depopulated. In 1859 the San Juan difficulty was temporarily ar-

ranged, but even then the political tempest was raging, soon to be followed by the reverberations of the Civil war, which drew the attention of public men everywhere to the paramount duty of saving the Union from destruction. When this was accomplished in 1865, the country was in a state of political and financial exhaustion, and in no condition to undertake any great work of national importance or of industrial improvement, no matter how meritorious or desirable it might be. Yet a transcontinental railroad had been the desire by day, and the dream by night, of the settlers in the Puget Sound Country, from their earliest entrance into it or first knowledge of its advantages. However appalling might be the engineering and other difficulties in the way of its construction, they believed that eventually these would be successfully overcome. There were mountains and rivers to be crossed, and a way to be hewn out of these magnificent forests, but human industry and ingenuity could grapple with these problems and finally solve them in a satisfactory manner. When, March 3, 1853, Congress made an appropriation of \$150,000 for surveys on three different lines for a railroad across the continent, they were greatly encouraged, and believed their long cherished hopes for such a road would soon be realized, but the obstacles heretofore referred to prevented anything more than a survey at that time. Although the explorations and surveys made by Governor Stevens were eminently successful, yet more than a quarter of a century elapsed before any material progress was made on the lines marked out by him and eventually followed by the Northern Pacific Railroad. When in 1853 an appropriation of \$20,000 was made for the construction of a military road from Fort Steilacoom to Fort Walla Walla, they were still more confident that their expectations would soon be realized, but even this sum, though expended under the direction of Captain George B. McClellan, never proved of any material benefit to the country.

The legislature of the territory of Washington granted a charter on the 28th of January, 1857, to fifty-eight incorporators, therein named, who were to constitute the Northern Pacific Railroad Company, with a capital stock of \$15,000,000, the road to be begun within three and finished within ten years, but owing to various causes nothing ever came of it. The Northern route was never treated with the same liberality by the general government that it extended to the more southern lines. Large donations or subsidies in land and money were granted to those lines in 1860, but not to the Northern Pacific. However, July 2, 1864, the Northern Pacific Railroad Company was chartered by Congress and given an immense land subsidy, and it was then thought that it was on the highroad to immediate and permanent success. Construction was to be begun within two years, but these two years were lost in an unsuccessful effort to raise money. Congress

extended the time for beginning until 1870, but required completion by 1877. Jay Cooke & Company, who had successfully financed hundreds of millions of dollars for the government, undertook to provide the necessary funds.

In the year 1869, Congress authorized the company to issue mortgage bonds on its railroad and telegraph lines. It was also allowed to extend its Portland branch to Puget Sound, but required twenty-five miles of this section to be built in 1871. This requirement was complied with, and the twenty-five miles northward from the Columbia and up the Cowlitz valley were completed, and the entire line, from Kalama on the Columbia to Tacoma on the Sound, was finished in 1873. In the meantime Jay Cooke & Company failed. No money was available and construction along the entire line was suspended. The company was forced into bankruptcy, was reorganized, but construction was not again resumed until in 1875. From this time forward it proceeded with only occasional interruptions until September, 1883, when it was completed to Portland by a connection at Wallula with the Oregon Railway & Navigation Company's road, under the administration of Henry Villard. The main line via the Stampede Pass, across the Cascade Mountains, was not completed until 1887. The limits of this history will not permit any extended notice of the various fortunes and misfortunes, the heart-breaking experiences, and the sore trials to individuals and communities that attended the construction of the Northern Pacific Railroad from the time when surveys were made for it in 1853, until it was finally completed to the Sound in 1887. It did not seem to be necessary that more than a third of a century should have been required to finish this work, yet that much time was taken for its construction. During that time, however, many personal fortunes were wrecked and lives apparently wasted, in the vain effort to complete the herculean task of building a railroad for nearly two thousand miles through an uninhabited region occupied chiefly by roaming savages. In addition to many other difficulties to be surmounted, private and personal interests, land and townsite speculations were allowed, until in more recent years, to interfere too much with the legitimate work of building and operating a railroad, which was badly needed by the northwest for its development, and which had been liberally assisted by the national government, in order that this development might proceed as the pioneers of that vast and rich territory had a right to expect. Nor will it permit of any extended notice of the heart-burnings and disappointments created in the minds of individuals and communities by the final location at Tacoma of the terminus on Puget Sound. The people of both Olympia and Seattle had looked forward for more than twenty years to the time when each place would be favored as a terminus of that road, but both, in the end, were wofully disappointed. The Snoqualmie is the best pass over the Cascades for railroad

purposes, and Seattle was the best location as far as convenience of navigation to the Pacific Ocean was concerned, according to Captain George B. McClellan, who made the first surveys for the road in the Puget Sound Country. In his judgment Seattle was the natural location for that terminus, but other considerations prevailed and another point was selected. Promises were also made to the people of Olympia on the subject, which never were fulfilled, and all doubts on the subject were finally set at rest when a telegram was published, sent by R. D. Rice and J. C. Ainsworth, commissioners appointed to determine the matter, dated Kalama, July 1, 1873, saying, "We have located the terminus on Commencement Bay," which meant Tacoma, then a straggling sawmill village containing about two hundred inhabitants. This telegram was sent to General Morton M. McCarver, who had settled at this point with the expectation that it would eventually be chosen as the terminus of the Northern Pacific Railroad on Puget Sound. His judgment in locating townsites in this instance proved good, as it had done in several instances before, and he would have reaped a rich reward in a pecuniary way, had he lived a few years longer to see the marvelous growth and beauty of the city with whose founding he was so closely identified. He died in 1875, before the city had fairly started on its prosperous career. The location of this terminal point, however, where freight and passengers could be readily transferred from land to water, from railroad cars to ships, with all the facilities which modern invention and machinery could devise, was immediately followed by the organization of the Tacoma Land Company, an organization subsidiary to and controlled by the Northern Pacific Railroad Company, which purchased from the latter company about sixteen thousand acres of land, being the odd sections granted to it by the government for the construction of the road, and began the building of docks, wharves, shops and warehouses for the transaction of the enormous business which since has been developed at that point. This was the beginning of Tacoma, whose wonderful growth during the next twenty years, under the fostering care and with the assistance of the Railroad and Land Company, was justified by the extraordinary development of the commercial, manufacturing and other resources of Puget Sound. The construction and operation of this railroad at the same time brought to Tacoma, and other points in the Sound Country, many active and enterprising men of first-class character and ability whose genius and industry found an ample field for the exercise of their respective business qualifications in the conduct and management of the thousand and one industries which were the natural outgrowth of the development of the country. Of the men of this character who made a permanent impression upon the community were General John W. Sprague, the first manager and superintendent of the western division of the Northern Pacific

Railroad; William Milnor Roberts, Colonel Isaac W. Smith, Charles A. White, D. D. Clarke, J. Tilton Sheets, and V. G. Bogwe amongst its engineers; Colonel C. P. Ferry, the son-in-law of General M. M. McCarver, already mentioned, who had been already identified with the upbuilding of Tacoma from its earliest beginnings, and who has done much to cultivate that spirit of beauty and artistic taste in its public and private life which have always marked its progress. Ferry's Museum is an interesting monument of his zeal and energy in that direction. Many other deserving names might be mentioned in the same category did space permit.

While the Northern Pacific Railroad Company, under different phases of management, receivers and courts, and finally under its own legitimate officers and agents, was struggling to complete its great work with the assistance of an enormous land grant of alternate sections for forty miles on each side of its roadbed, another one of those giants in the capacity for great undertakings who make their appearance occasionally, was coming to the front in the person of James J. Hill, whose extraordinary ability in the construction and operation of lines of transportation, both on land and water, and who has been equally distinguished as a great financier, was engaged in the building of another railway line from Lake Superior to Puget Sound. As the great advantages of the latter point and its surroundings became known to the masters of trade and transportation, they at once made it the objective point for most of the railway lines terminating on the Pacific coast. Without a subsidy, a land grant or any other assistance from the government, Mr. Hill and his able associates constructed a line which reached Seattle in 1893, and which since that time has taken a leading part in the settlement of the country, in the building up its commercial interests and developing its vast mineral and other resources.

From small beginnings in 1882 they have built up a railway system which now aggregates 5,562 miles, and which has important and convenient connections with most of the railway and steamship systems of the country.

Following the "community of interest" policy first inaugurated in the northwest by Henry Villard, Mr. Hill has effected a combination between his own road the Great Northern, the Northern Pacific, with its 5,475, and the Burlington with its 8,433 miles of road, and has thus practically combined 19,470 miles of railroad under one management for the protection of their mutual interests and for the benefit of the public by furnishing the best and cheapest service to be had under economical management and with due regard to the interests of all concerned. This combination of roads penetrates directly into all parts of the Mississippi Valley, by its connections with eastern lines, and at Seattle with lines of steamships to the East Indies and elsewhere, thus furnishing facilities for travel and transportation on a larger, cheaper

and more extensive scale than has ever before been seen in the history of the world.

To still further cheapen and simplify these already convenient and widely extended means of communication, Mr. Hill is building, and will soon have in commission, two enormous ships to operate between Seattle and East India ports, of 28,000 tons each, and which are larger than any other ships ever built for such a purpose. When completed he expects to carry freight to and from the Orient at such low rates as to defy all competition. In addition to the facilities heretofore provided at Seattle for the transaction of its already large and rapidly growing business, this railroad combination is expending some five millions of dollars in the construction of wharves, docks, warehouses, depots, freight and passenger, a tunnel under the city for the more expeditious handling of cars which alone will cost some two and one-half million dollars. Its facilities for providing fuel are, in themselves, of immense advantage over other cities or possible rivals in business. It owns its own coal mines within a radius of fifty miles, and with its modern methods of mining and handling coal it can place this important article in the bunkers of its ships at \$1.50 per ton. When present plans now in the course of construction are completed it will be able to transfer the corn, wheat and cotton which it brings from the Mississippi Valley, or the machinery, iron and other products of the eastern states, to the holds of its vessels without transfer to a warehouse, making but a single transfer between New Orleans or New York and Hongkong or Manila. This alone would serve to cheapen the cost of transportation immensely in these days of swift and close competition when every item is of importance.

This vast scheme of improvement for the transaction of business at Seattle, which has heretofore grown faster than the means for its accomplishment could be supplied, is now being carried on by the Northern Pacific Railroad Company, which found it necessary to establish terminal facilities at Seattle of the most ample dimensions in order to secure its share of this business, with its subsidiary lines, the Northern Pacific Steamship Company, the Great Northern Railroad Company, with its subsidiaries, the Seattle & Montana Railroad Company and the Great Northern Steamship Company, the Pacific Coast Company and the Columbia & Puget Sound Railroad Company, under agreements made by these various companies. On the "community of interest" plan these improvements are for the joint use and benefit of all these companies, which enables them to construct and operate them upon the most modern principles and in the most economical manner. Within the past two years the Pacific Coast Company has constructed seven new docks and warehouses, with a storage capacity of 58,652 tons; the Northern Pacific five new docks and warehouses with a capacity of 52,690

tons; and the Great Northern docks are being increased in size and capacity. Those built six years ago are now entirely inadequate for their intended purposes. An extensive system of docks and warehouses is also necessary for the immense number of local vessels known as the "mosquito fleet." Its immense wheat elevator is also being increased in capacity. The Pacific Coast Company, besides owning and operating railroads and steamship lines, also owns extensive coal mines which it operates, and also coal bunkers and machinery by which it can load coal into vessels at the rate of six thousand tons per day. The Roslyn Coal Company, a subsidiary of the Northern Pacific Railroad Company, has bunkers with a capacity of three thousand tons per day. The Pacific Coast Company has recently commenced the construction of new bunkers which will double the capacity of those now in use, and which will be furnished with the best appliances that modern ingenuity has yet devised. These companies are also engaged in filling in two hundred and fifty acres of tide flats in the southern part of the city of Seattle, for additional and more extensive terminal grounds, upon which they will erect a passenger station at an expense of \$250,000, and also ample freight sheds and warehouses with fifty more miles of switching and yard tracks. Outside of the city limits, the Great Northern and the Northern Pacific Railroad companies, along the Duwamish and the Snohomish rivers, are each laying from seventy-five to one hundred additional miles of side tracks for the accommodation of the immense trains required in the transaction of business, which hitherto has grown faster than all their immense equipage could supply.

For the past two years the supply of cars for the transportation of cotton, grain, machinery and every other description of outbound goods has not been sufficient to meet the demand, while at the same time more cars than the companies could furnish have been called for to transport eastward the lumber, shingles, coal, fish and other eastbound products, at the same time cargoes aggregating thousands of tons of silk, teas, spices and other goods from the Orient are frequently arriving which require prompt transit to their several points of destination. In the fiscal year ending June 30, 1903, the eastbound rail shipments of lumber and shingles aggregated more than 75,000 carloads, and probably 5,000 more would have been added could cars have been had for that purpose. The cotton exports to Japan alone from the United States were, ten years ago, 793,000 pounds. For the fiscal year ending June 30, 1903, they amounted to 89,252,000 pounds, of which aggregate 64,354,000 pounds were shipped via Puget Sound, in competition with other ports on the Pacific coast, and with water transportation from Gulf ports via Cape Horn. The large and practically unlimited quantities of profitable eastbound freight from Puget Sound allows the northern transcontinental roads to

outbid all competitors. The items above mentioned are only samples of what is doing and may be done in the future in the matter of commerce on Puget Sound. There are, at the present time, thirty-nine large steamers regularly engaged in the trans-Pacific trade, aside from the government transports, which numbered thirteen vessels, having an aggregate capacity of 60,238 tons. Twelve of these ships, aggregating 96,615 gross tons, sail from San Francisco, three, with a combined capacity of 14,700 gross tons, sail from Portland, and twenty-four ships, having an aggregate gross capacity of 131,557 tons, sail from Puget Sound, including five vessels of 27,400 tons which sail from Vancouver, British Columbia, connecting with the Canadian Pacific Railway. The remaining nineteen, aggregating 104,157 gross tons, sail from Seattle and Tacoma.

In addition to the above mentioned companies having terminal facilities at Seattle, and engaged in a joint scheme of vast, comprehensive improvements, the Canadian Pacific Railroad Company has also trackage arrangements by which its cars enter Seattle and which enables it to secure a share of its commercial advantages. This company controls a system of 8,646 miles of railway in Canada and the United States, and the enormous territory it traverses is thus made tributary to Puget Sound. These various railway systems own and operate in all 28,116 miles of railway, and reach by their connections very nearly all the railroads in the United States. In addition to the railway lines now in operation in the Puget Sound Country, branches and extensions are being made in various localities, which will open up to settlement and to the development of their rich resources of an agricultural, lumbering and mining character, a large scope of hitherto unoccupied territory. The Northern Pacific is extending its line from Aberdeen and Hoquiam on Gray's Harbor, in a northwesterly direction for the purpose of connecting with the waters of the Straits of Fuca, and penetrating a section of country encircling the Olympic range of mountains which has hitherto been practically inaccessible. Much of this undeveloped territory is known to be rich in timber, with much good farming land, and is supposed to be rich in minerals of various kinds. The same company is also making surveys down the Columbia river, to connect Kalama on its Portland line with the beautiful country around Willapa Harbor and its present terminus at South Bend in Pacific county.

CHAPTER XXVI.

INDUSTRIAL PROGRESS AND DEVELOPMENT.

For a variety of reasons, some of which have already been mentioned, the progress of settlement and improvement in the Puget Sound Country after the close of the Indian war, and before the railroads referred to in

the preceding chapter were completed, was exceedingly slow. Immigration by land had been seriously interrupted by Indian troubles, particularly on the plains, both during and after the Civil war. The Indians, disposed on general principles to be hostile, and being only too well informed as to the conflict in which the nation was then engaged, took advantage of the fact that many troops among them had been withdrawn for service elsewhere, and were, during that war and for several years afterwards, unusually active in their unfriendly demonstrations. Yet there were arrivals by sea and land, and in time confidence was generally restored as to the permanency of peace with the Indians, and the Sound country in a few years assumed an air of peace and prosperity. Industrial enterprises that had been interrupted were resumed, and new enterprises were undertaken. The discovery of gold on Fraser river in British Columbia, in 1857-8, brought many miners from California, some of whom remained on Puget Sound, attracted by its beauty and promise for the future, and many more whose hopes were not realized in the gold mines became settlers in the Sound region when they returned.

The tardy growth of the country, however, will be more clearly understood when it is stated that, by the federal census of 1870, the population of Olympia was only 1,203, and of Thurston county 2,246, whilst in Seattle in that year there were but 1,142, in King county 2,164 people, and Tacoma was not then in existence. The town of Olympia was incorporated January 29, 1859, and the act of incorporation designated George A. Barnes, T. F. McElroy, James Tilton, Joseph Cushman and Elwood Evans as its first board of trustees. During the same year an effort was made to remove the capital to Vancouver, and the act failed in the legislature by only one vote.

Governor Stevens, on his arrival in 1853, designated, as he was authorized to do by Congress, Olympia as the capital. Subsequently the legislature confirmed his action, and the capital has ever since remained in that city. On the adoption of the present state constitution in 1889, the location of a capital was submitted to a vote of the people of the state, and they, on two separate occasions, determined that Olympia should be its seat of government, and the question now may be considered as finally settled.

During all of its earlier years Olympia and Seattle were the principal towns of the territory, and they led only a primitive and monotonous existence. Their opportunities for mental and intellectual cultivation or recreation were few, but they gave their best efforts to the establishment of schools, churches, colleges and a university, recognizing these as necessary for the proper training of the rising generation to become useful American citizens.

Olympia, being the capital and the residence for many years of the territorial and later of the state officials, had many social advantages over the

other towns in the territory. It was looked upon as a place of delightful homes by cultured people. Aside from its beautiful location topographically considered and its mild, genial and pleasant climate, located at the head of navigation on Puget Sound, it has long been a favorite place of residence because of its opportunities and advantages of a literary and intellectual character.

The monotony of everyday life in Seattle in its early days was happily varied by an incident of great importance to the frontier settlement, which at that time contained many more men than women, and that was the importation by A. S. Mercer, then president of the Washington Territorial University, of three hundred young women from Massachusetts. In 1864 Mr. Mercer, then much interested in educational matters, had imported thirty young ladies from the same state as teachers in the public schools. Their arrival in this frontier region, where women were so much in the minority, was a source of delight to the entire community as well as to the people of Seattle. In a short time they were married off, and Mr. Mercer believed it would be a praiseworthy scheme to bring in five hundred, at once, and he undertook the task in 1865, about the close of the Civil war. He first went to Washington, D. C., for the purpose of enlisting the aid and sympathy of President Lincoln, but just as he reached that city Lincoln was assassinated. Taking his credentials as to the honorable character of his mission and his own standing in the community which he represented, he went to Boston and called on Governor John A. Andrew, who tendered his cordial co-operation. He also enlisted the sympathy and good will of Rev. Everett Hale and other men of influence in Massachusetts. Returning to Washington, he conferred with President Johnson, Secretary of War Stanton, Senator George A. Williams of Oregon, and others, but his best friend in the enterprise he found in the person of General Grant. He arranged for transportation, went back to Boston for his cargo, and, after many difficulties and delays occasioned by unfounded charges as to the character of the whole business, he finally succeeded, with the help of William Cullen Bryant, Peter Cooper and others, in making an arrangement with Ben Holliday for the purchase of the war steamer *Continental* and for the transportation of his valuable cargo. This arrangement did not prove entirely satisfactory, and the result of the attacks upon his enterprise was the withdrawal of some of the young ladies who had agreed to join the expedition. However, three hundred were shipped from New York and arrived safely in Seattle, where they, with Mr. Mercer, were received with such an ovation as had never before been seen on Puget Sound. They not only received a warm welcome on the part of the people of Seattle, but these young women became the wives and mothers of many men and women now prominent in the business,

political and social circles of the Sound, and the patriotic efforts of Mr. Mercer were moderately successful, but the experiment was never repeated.

The lumber industry was the first and has ever since been the leading industry on Puget Sound, and, at an early period in its settlement, active and enterprising men came from California and elsewhere to engage in the manufacture of lumber.

Many of the leading sawmills on the Sound were established between 1852 and 1858, most of which are still doing a large and profitable business. Their early operations were carried on in a crude and slow fashion compared with methods now in use.

First they cut the trees convenient to the shore, often rolling the logs into the water by hand, and floated them in rafts to the mill. Later on and for many years, oxen were used to haul the logs to the edge of the water, and thence they were towed to their destination. Now the logs, after they are cut in the forest, are drawn by portable engines with wire cables to a railroad built for the purpose, and thence they are taken by rail to the nearest navigable water, and thence towed to the sawmill. These operations are expensive, requiring a capital of thousands and even millions of dollars to carry them on successfully. For example, the Port Blakely Mill Company, whose mill is located across the Sound from Seattle, in 1900 cut 95,370,457 feet of lumber, paid out in wages \$221,482 and for logs over \$500,000. It is the owner of over 80,000 acres of timber land, 60,000 of which are still heavily timbered. Its mill has a capacity of 300,000 feet a day, but 400,000 could be cut in an emergency. It has its own railroad, about forty miles in length, with the necessary equipment for hauling logs to the water from its own and adjacent lands. This company has its own planing mill, sash and door factory, dry kilns, electric light plants, ships and all the other adjuncts of a first-class lumber manufacturing company. It was owned and operated by Captain William Renton, one of the pioneer mill men of the Sound, until his death in 1891. Extensive mills at an early date were also established in Port Discovery Bay, at Seabeck on Hood's Canal, at Utsalady, Tacoma, Bellingham Bay and elsewhere.

Another organization which has been successfully engaged in the manufacture of lumber for fifty years is the Puget Mill Company. In the year 1850 the site of the Port Gamble Mill was selected by A. J. Talbot, of the firm of Pope & Talbot of San Francisco, for many years in the lumber business in California and extensive operators in the same line in the state of Maine. The mill was built during that year, and has been in constant operation ever since. This company subsequently acquired the Port Ludlow and the Utsalady mills, but the latter is not now in operation. It has also purchased extensive tracts of fine timber, which are now very valuable. This

company owns and operates everything required in the lumbering business, including its own fleet of ships for carrying lumber to all the principal ports of the world. Cyrus Walker, its manager for many years, George H. Emerson, of Hoquiam on Gray's harbor, and many other prominent men in the Puget Sound Country have devoted their long and useful lives to the profitable work of transforming the giants of the forest in this region into the material so generally used in the construction of man's habitations and the other innumerable uses for which lumber is required.

In addition to the trans-continental railroads referred to in the preceding chapter, there have been several local railroads built or are now building in various parts of the Puget Sound Country, which have assisted and are of great service in developing the numerous resources of this region. Among these should be mentioned the Bellingham Bay and British Columbia Railroad, built originally to connect Bellingham Bay with the Canadian Pacific at Sumas, also into the gold mining districts in the Mt. Baker region, and into a newly developed country on the North Fork of the Nooksack, and is said to be extending its main line across the Cascades to Spokane. This railroad is chiefly owned in San Francisco by P. B. Cornwall, D. O. Mills and other capitalists of that city and is sometimes called the Cornwall road. Its manager and superintendent is J. J. Donovan, one of the younger generation of active and enterprising railroad men, whose ability in this direction will, no doubt, eventually secure for his name a high place among the masters of transportation in the country.

The Great Northern Railroad follows the shore line of the Sound via Fairhaven, Whatcom and Blaine to New Westminster in British Columbia. Farther inland the Fairhaven and Southern was built from Fairhaven eighty miles to Sedro on the Skagit river, where it met the Seattle and International, both of which are now subsidiary lines of the Northern Pacific Railroad Company, and thence to Seattle, traversing a country rich in timber, minerals and agricultural wealth. These railway lines have done much to develop the natural resources of the country east of the Sound, but this work of development would seem to be yet only in its infancy.

Another local railroad which should be mentioned in this connection is the Ilwaco Railroad and Navigation Company's road connecting Nahcotta, on Shoalwater Bay, now known as Willapa Harbor, and Ilwaco, on Baker's Bay at the mouth of the Columbia river. This is a narrow-gauge railroad about twenty miles long, running parallel with the shore of the Pacific and, most of the way, within a quarter or half a mile from the surf, which is often in plain view. This road now belongs to the Oregon Railroad and Navigation Company, but for many years its president and general manager was L. A. Loomis, a well known pioneer of Pacific county, whose stage line

from Oysterville to Ilwaco in early days is pleasantly remembered by all travelers of those days in that part of the country. This line of railway, though short, has been of great benefit in building up the oyster trade between Willapa Harbor and San Francisco, Portland and other points via Astoria. This trade has been carried on with some fluctuations for the past fifty years, and is now of large proportions and still increasing. The cultivation of oysters in this extensive harbor, which is well adapted for that purpose, is now on a better basis than ever before, owing to recent legislation for the encouragement and protection of the oyster industry. About one hundred boats and five hundred men are now employed in its operation in Willapa Bay. The importation of young oysters from the eastern shores of the United States, in large quantities, for planting in the waters of this bay, is at present a growing and successful feature of this industry. When ready for market they are said to be better in size and flavor than the Blue Points and others grown on Chesapeake Bay.

This railroad also affords access from the Columbia river on the south and from the Willapa Harbor on the north, to Long Beach, a popular summer resort, visited by fifteen or twenty thousand people annually in the summer months, who come to this locality from interior points of Oregon and Washington to enjoy the sea breezes and to bathe in the surf of the Pacific Ocean. There are at this place about twenty miles of sea beach, not surpassed anywhere in the world for beauty or comfort, for riding, driving, wheeling or bathing purposes. About six hundred cottages, hotels and boarding houses have already been built on the beach for the use of their owners and occupants during the season. The climate is particularly delightful, tempered by sea breezes, having a soft serenity and equability that is especially gratifying to residents of the country east of the Cascades, where the dryness of the atmosphere is in marked contrast with the humidity caused by the salt water.

This railroad has also done much to assist in the development of the beautiful country around Willapa Harbor, which has a number of rich and productive valleys opening out into it, and the surrounding country is also well supplied with fine timber. There are several sawmills in Pacific county which are manufacturing this timber into lumber of all kinds, and many logs are shipped to Portland via Ilwaco by this railroad.

The forests around Gray's Harbor and Willapa Harbor contain large quantities of hemlock timber, the bark of which is valuable for tanning purposes. The lumber made from these trees is also coming into more extensive use for several purposes than has been made of it heretofore.

The Puget Sound Country is remarkably well adapted to the business of dairying, stock-raising, gardening, fruit-raising, and other similar or collat-

eral enterprises. The valleys, tide and marsh lands in this region are very fertile, and produce wonderful crops of fruits, vegetables, hay and grain. The dairying industry is becoming one of no little importance. There are three hundred and thirty-nine creameries in western Washington, chiefly in the Puget Sound Country. In the same region there were also fourteen cheese factories in 1902, as officially reported, the product of which was 5,883,251 pounds of butter and 1,128,735 pounds of cheese.

The number of milch cows in the state is estimated at 125,000. The increase of the products of butter and cheese from 1900 to 1901 was 1,150,141 pounds of butter and 89,860 pounds of cheese, and the increase from 1901 to 1902 was 979,665 pounds of butter and 22,912 pounds of cheese. There is a condensed milk factory located at Kent, a few miles south of Seattle, which, during the past year, used on an average about 40,000 pounds of milk a day. Similar enterprises are now under consideration, and a great increase in dairying interests is in immediate prospect.

Puget Sound is the best market on the Pacific coast for fruit and vegetables, owing to the fact that it is the base of supplies for the railroad and logging camps, the lumber mills and the mining operations of Washington, Alaska and the Northwest Territories.

In the industrial development of the Puget Sound Country, the fishing interest is one which has in recent years attained enormous proportions. The waters of the Pacific Ocean, on the northwest coast particularly, from the mouth of the Columbia river to and including Alaska, abound in food fishes of many varieties, and some of these, especially the salmon, are amongst the finest in the world for table use and as a substitute for the flesh of cattle, sheep and hogs. The salmon "runs," or migrations to the spawning grounds, occur during the spring, summer and fall months of each year. Immense schools of salmon then enter Puget Sound from the Pacific Ocean and make their way up the rivers and creeks to spawn near the heads of fresh-water streams. The taking of these salmon as they make their way to the spawning grounds and the work of canning them ready for market is an elaborate process, in which large numbers of men find profitable employment. As early as 1877, primitive traps were operated at Point Roberts and a few other localities, the fish being salted or cured in other ways on a small scale. The Indians from time immemorial have subsisted largely upon salmon, which they dry in the smoke of their tepees, wigwams or houses. Now, within the counties of Whatcom, Skagit and San Juan alone, there are not less than one hundred and fifty traps in operation, put in at an expense of from five hundred to five thousand dollars each, employing on an average about eight men each and catching as high as 400,000 or more salmon, weighing an average of nine pounds each, in a single season. Hundreds of gill-net boats



60,000 SALMON CAUGHT AT ONE TIME, AVERAGE 9 LBS. EACH.



CANNERY.

are also operated, each boat carrying from two to four men. The canning business has become one of great importance in the fishing world, and in recent years the Puget Sound pack has been about one-third of the entire pack of the Pacific Coast. In order to keep the salmon supply from becoming exhausted, hatcheries are now operated by both the state and the national governments, which produce immense quantities of young salmon at various points on the banks of streams supplied by pure, cold water coming from mountains covered with perpetual snow. These fish invariably return from the ocean to the stream in which they were hatched. Many other varieties of valuable fish are also taken in these and the adjoining waters of the Pacific, such as sturgeon, halibut, several varieties of cod, mackerel, herring, anchovies, shad, flounders, perch, bass, sole, and the mountain streams and lakes are bountifully supplied with trout, salmon-trout and other useful varieties. Crabs, clams and other shell-fish are abundant in the waters of the Sound and the Pacific Ocean, and in many localities native oysters are found in large quantities. The development of the fishing industry brings with it the manufacture of fish-netting in all its various lines, which is now being successfully carried on in Seattle by Andrew Weber and his associates, constituting the Seattle Net and Twine Manufacturing Company. To supply the demands of the fishing industry on the northwest coast, from four to five millions of pounds of netting made from cotton thread are required every year, and the demand is constantly increasing.

CHAPTER XXVII.

INDUSTRIAL AND COMMERCIAL DEVELOPMENT.

(Continued.)

Among the numerous industrial enterprises which have been successfully inaugurated in the Puget Sound country are the ship-building establishments, of which a reference to that of Hall Brothers may be made by way of illustration.

Across Puget Sound, nine miles to the westward from Seattle on the northern shore of Eagle Harbor, lies the yard and plant of the Hall Brothers' Marine Railway and Shipbuilding Company, one of the largest institutions in the state of Washington. As a ship-building concern it is one of the largest on the Pacific coast. For the construction of wooden vessels the Hall Brothers' Company probably holds the record for the coast, and certainly for Puget Sound. During its existence of thirty years the company has constructed one hundred and eight wooden vessels. Its growth and enterprise have been in keeping with, indeed in advance of, the remarkable development of Puget Sound commerce. In three decades the Hall Brothers

have laid the keels for sound, coast and deep-sea craft aggregating a total of about 75,500 gross tonnage. Their specialty has been in schooner building.

In 1873 they launched the first vessel of their fashioning and construction. This was a two-master, the Annie Gee, of one hundred and twenty-five tons burden. Numerous vessels followed, embracing nearly all classes of sailing craft. The last vessel of the one hundred and eight built by the company, was the George E. Billings. From two to three, to four and lastly to five-masted schooners the company, step by step, has made its progress in ship-building. The greatest product of the Hall yards was the five-masted schooner George E. Billings, 1,230 tons gross register and with a dead-weight carrying capacity of 2,400 tons. She is the one hundred and eighth as to numerical construction, and carries 1,500,000 feet of lumber. She is a sister ship of the H. K. Hall. These vessels have been inspected and greatly admired by the masters of sailing vessels from nearly every port of the world. They are regarded as models of modern wooden ship-building.

While the present plant is on Eagle Harbor, the business was founded at Port Ludlow in 1873, by Isaac and Winslow Hall. Two years later they were joined by their brother, Henry K. Hall, the present head of the firm. Mr. Hall is president and general manager of the company, also a trustee. He is a native of Cohasset, Massachusetts, as were his brothers, Isaac and Winslow, both now deceased. The surviving brother, though seventy-seven years of age, is hale and hearty and as active as many men two decades his junior. He has direct personal supervision of the business, aided by his only son, James W. Hall, and a corps of able assistants.

In 1881 the Hall Brothers' plant and business were transferred from Port Ludlow to Port Blakeley, where by far the larger number of the vessels of their construction was built. Indeed, the last one, the schooner George E. Billings, turned out by the company, was launched from the Blakeley yards on March 12, 1903. Desiring larger quarters and a more suitable ship-building site, the directorate of the company early in 1902 decided upon Eagle Harbor as the place, and, on July 6 of last year, ground for the present enormous plant was broken. Meanwhile a large amount of money has been expended in transferring and erecting the present yards. The total investment represents about \$300,000. The property of the company consists of ninety acres of land, a portion of which is dedicated to townsite purposes and a fully equipped, modern ship-building and repairing plant.

It is an incorporated company, with a capitalization of \$150,000. The ship-building plant proper covers nearly fifteen acres of ground, over which are spread and are being built a marine railway, machine shops, power house, sawmill and joiner loft for cutting ship timbers, a large gridiron, warehouse and various other buildings and shipyard equipment. The new shipyards

are now practically completed. In the operation of the marine railway both wooden and steel vessels may be handled, the latter, however, only repaired and overhauled.

Mr. Hall, in discussing the plans of his company, said it was his intention, in time, to build steel as well as wooden vessels. Mr. Hall talked modestly of his career as a ship-builder, and the great business he and his brothers founded.

"We were all ship carpenters by trade," he said, "and that is how we drifted into the business. We had no great ambition at first, but we were proud of the first two-master. Then when we built a three-master schooner on Puget Sound, that was regarded as a wonder in those days. That was a long time ago. And we were the pioneers in ship-building on Puget Sound.

"There is no reason why Puget Sound should not become great in ship-building. We have all of the material here, everything. Our timber is the very best. There is no place in the world where they can get timber for ship-building purposes as good as our yellow fir. It makes, too, the best spars in the world. For durability it will compare well with oak. It is much better for the preservation of iron fastenings than oak, because the balsam in the fir preserves the iron, while the sap of the oak has a tendency to destroy it. Here, for ship-building purposes, we can get fir in any length from twenty-four to one hundred and fifty feet, and longer if desired. And our cedar makes a fine finish for cabin and stateroom work."

The officers of the Hall Brothers' Marine Railway and Shipbuilding Company are: H. K. Hall, president; John L. Hubbard, vice-president; E. H. Lincoln, secretary; James W. Hall, treasurer. Cyrus Walker, of Port Ludlow; George E. Billings, of San Francisco; E. A. Ames, of Port Gamble; H. K. Hall, of Port Blakeley, and John L. Hubbard, of Seattle, constitute the board of trustees.

The one hundred and eight vessels built by the Hall Brothers are only a small part of the ship-building which has been done and is now in process on Puget Sound. Many more have been built and are now being constructed at Whatcom, Everett, Port Townsend, Olympia, Tacoma, Seattle, at Aberdeen and Hoquiam on Gray's Harbor, and at South Bend on Willapa Harbor.

The greatest industry of western Washington is the manufacture of lumber and shingles. There are in the state 746 sawmills and shingle mills and 461 logging and bolt camps. These camps employ more than thirty thousand men. The annual pay roll amounts to nearly twenty million dollars, and the value of the product is about thirty million dollars annually.

Along with the industrial development of the Puget Sound region in the matter of its timber resources, came the discovery of coal and the open-

ing up of numerous coal mines, whose product has been, and is still, increasing with the growing demand for that important article. It was first discovered in 1852, on Bellingham Bay, and the first mine was opened up in 1854. Large quantities of coal were shipped from this mine to San Francisco and elsewhere prior to 1870, when exportation commenced at Seattle, from the Seattle, Renton and Talbot mines. Seattle and Tacoma are now the chief shipping points.

A prominent writer says, "Washington is the Pennsylvania of the Pacific Coast." It is more. It can supply the entire Pacific Coast with coal for centuries. It can supply all the wants for iron of our great nation for an equally long period. How important all this is, can best be realized when we consider the fact, long well established, that the richest mines in the world, and those best calculated to increase the national wealth are those of coal and iron. It is a significant fact that almost the only locality in the wide world, which resembles England in soil, climate and natural resources and productions, including inexhaustible deposits of iron and coal, is to be found in the Puget Sound country. Washington possesses what is probably the largest coal area of any state in the Union. Coal exists in eighteen of its thirty-four counties, and the estimated area of these coal fields is over one million acres. The character of the coal ranges from lignite to anthracite, although the anthracite deposits have not been sufficiently developed to enable us to speak with certainty as to the quantity. The mines now in operation are, with one exception, in the Puget Sound region. Most of these coal fields are within forty miles of tide-water, and the cost of mining and transportation to shipboard varies from \$1.50 to \$2.50 per ton.

Extensive deposits of iron have also been located in various parts of the Sound country and in the Cascade mountains. As soon as facilities for transportation can be provided, they will, it is confidently expected, be opened upon a large scale. Preparations are now going forward at Seattle for the erection of furnaces and the manufacture of iron in all its many forms in very large quantities. The first railroad to reach the rich coal fields east of Tacoma was built in 1877, under the supervision of General George Stark, vice president of the Northern Pacific Railroad Company. This "branch" was built from Tacoma to Wilkeson, and a portion of it subsequently became a part of the main line across the Cascade mountains.

It is altogether probable that within a few years the entire Puget Sound country will be penetrated in every direction with railway lines or their branches in order that its wealth of timber, coal, iron and minerals of all descriptions may be utilized.

Intimately connected with the railroad undertakings at Seattle, for the more efficient transaction of a maritime and commercial business, are a num-

ber of collateral enterprises which are doing much to forward the interests of Puget Sound. One of these is Moran's shipyard, which is now one of the best in the United States. Here the United States battleship Nebraska, of 15,000 tons' displacement, is being built at a cost of \$3,800,000, thus far in the most satisfactory manner to the government officials. Here also steel ships may not only be built, but repaired promptly and thoroughly in every particular and requirement. Robert Moran, the senior member of the firm, is not only a genius as a mechanic, but as an organizer he deserves a high place among the captains of industry now doing so much to build up the manufacturing interests of the United States. He and his brothers have established a ship-building and repairing plant here, in connection with a lumbering industry, which has scarcely a superior in the United States, and which is amply provided with modern machinery and conveniences of all kinds required for speedy and thorough work. The Puget Sound country is fortunate in having at home so complete an establishment, which is not only important but indispensable to the development of an extensive merchant and naval marine. From small beginnings in 1880, seven brothers have, by industry and honest work, built up a plant of which any state in the Union might be proud, and whose record of vessels constructed and repaired, both of wood and steel, is a long and most honorable one.

A variety of other industries have been built up in like manner on Puget Sound of a commercial and manufacturing character, many of which have removed to this part of the state of Washington from other points on the Pacific coast or elsewhere, attracted by its manifold advantages of location, its great commercial interests, with the agricultural, fishing and mining industries of the northwest and Alaska, which, with its vast lumbering interests, are tributary to this enterprising region.

The maritime advantages possessed by the enterprising people of Holland contributed in no small degree to the naval and commercial supremacy which that small state maintained for more than one hundred years, and which justified the brave Admiral Van Tromp in carrying a broom at his mast-head as a token to the world that the navy he commanded swept the seas. The same advantages on a vastly larger and better scale are possessed by the people of the Puget Sound country, to which are to be added natural resources of incalculable value from a commercial and manufacturing standpoint, and a climate unsurpassed for salubrity and adaptability for continuous and uninterrupted industry.

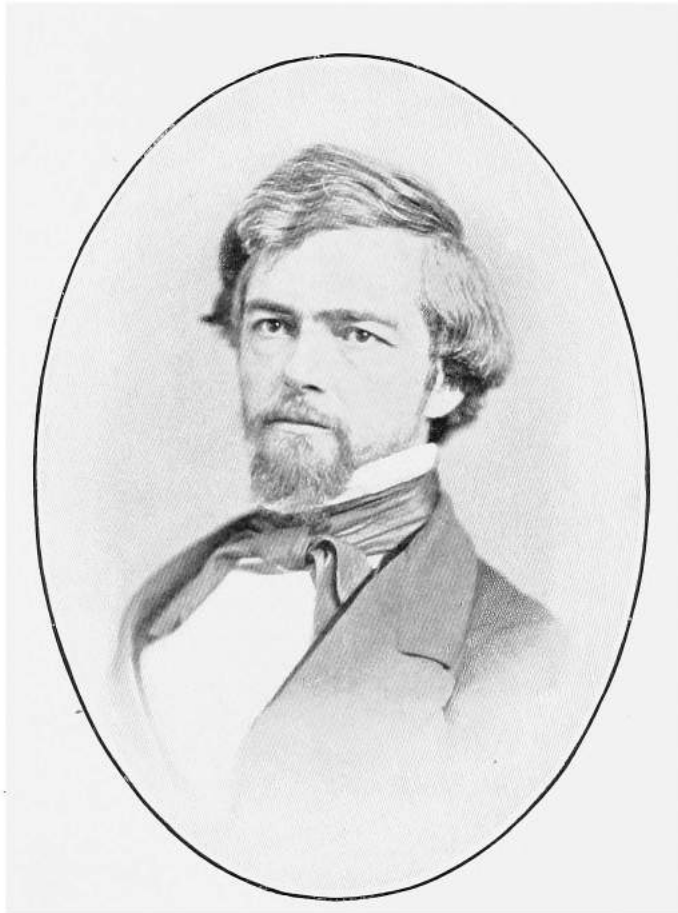
The following official report of the commerce of Puget Sound for the past two years illustrates its growing importance:

EXPORTS AND IMPORTS OF MERCHANDISE OF THE CUSTOMS DISTRICT OF PUGET SOUND DURING THE CALENDAR YEAR 1902.

MONTHS.	EXPORTS.				IMPORTS.				IMPORTS FOR TRANSPORTATION.			
	Seattle.	Tacoma.	All other ports.	Total.	Seattle.	Tacoma.	All other ports.	Total.	Seattle.	Tacoma.	Total Puget Sound.	
January ..	\$ 1,646,138	\$ 3,153,348	\$ 341,601	\$ 5,141,087	\$ 879,847	\$ 203,564	\$ 108,286	\$ 1,191,697	\$ 510,666	\$ 98,049	\$ 609,311	
February .	984,361	2,098,660	168,515	3,251,536	1,118,609	108,499	126,395	1,353,413	218,989	57,684	276,275	
March	941,717	2,215,131	306,240	3,463,088	889,803	171,477	175,775	1,237,055	725,800	161,341	881,153	
April	746,037	1,270,080	400,310	2,416,427	319,620	144,750	166,293	630,663	379,746	166,287	539,537	
May	694,437	970,220	500,325	2,164,982	757,754	292,886	134,096	1,184,730	359,218	85,066	444,324	
June	423,922	1,105,600	386,940	1,916,462	757,591	86,291	150,559	994,441	406,011	239,659	694,169	
July	360,729	1,017,202	369,747	1,747,678	137,966	63,642	138,543	340,151	830,390	1,074	811,842	
August	347,263	505,084	433,584	1,285,931	501,689	249,209	102,743	853,641	301,252	343,590	1,285,931	
September	1,211,133	917,749	645,972	2,774,854	581,011	335,715	199,389	1,110,115	408,915	215,001	617,578	
October ..	1,306,400	2,253,757	324,787	3,885,034	1,055,723	277,091	131,375	1,464,189	525,338	229,682	746,978	
November ..	1,323,187	2,058,146	362,917	3,744,250	959,193	209,011	121,042	1,349,846	441,211	182,066	611,160	
December	1,001,571	1,526,514	361,609	2,889,694	826,437	110,282	70,105	1,006,824	542,615	340,081	872,752	
Totals 1902	\$10,991,985	\$19,091,491	\$4,602,547	\$34,686,023	\$8,785,243	\$2,312,321	\$1,625,201	\$12,722,765	\$5,710,091	\$2,114,180	\$8,382,010	
Totals 1901	8,712,814	11,575,750	4,352,820	25,041,384	4,156,755	2,393,492	1,635,988	8,186,235	8,785,243	2,312,321	4,979,446	

CHARACTER AND VALUE OF LEADING EXPORTS.

MONTHS.	Wheat bushels.	Value.	Flour barrels.	Value.	Lumber feet.	Value.	Shingles	Value.	Miscellaneous Value.	Total.
Totals 1902	12,949,484	\$8,761,501	1,630,564	\$4,821,957	155,762,000	\$1,683,176	5,496,000	\$15,468	\$19,403,921	\$34,686,023
Totals 1901	10,913,316	6,416,538	1,220,374	3,323,462	186,114,000	1,920,010	6,667,000	9,921	13,375,453	25,041,384



Isaac Stevens

First Governor of Washington Territory

CHAPTER XXVIII.

POLITICAL SKETCH OF WASHINGTON TERRITORY.

As the early settlers of the Puget Sound country were chiefly men of high character and noble purposes, whose ideas had been broadened by the long journeys or voyages that were necessary to reach this part of the north-west coast, and whose patriotism had been deepened by practical knowledge of the extent of their country and the certainty of its future greatness, so the political history of this region is of more than ordinary interest. Even in those exceptional cases, where men of prominence were found whose devotion to correct moral principles did not correspond with their intellectual capacity or their personal endowments, they were yet men of unusual ability, who made their mark not only at home but elsewhere, and their influence was felt in many parts of the country. During the long period of thirty-six years which elapsed between the time in 1853, when the territory of Washington was organized, until in 1889 it was admitted as a state, of course all of its principal officers were appointed by the national government, but the great majority of those appointees were men of excellent character and were well fitted in a variety of ways for the several positions in which they were placed, and usually gave entire satisfaction to all concerned, in the territory as well as at the seat of the national government. As a matter of fact some of these appointees, as for example Governor Isaac I. Stevens, the first governor of the territory, was singularly well qualified by education, by temperament, by experience and natural ability to discharge the responsible and multifarious duties imposed upon him, in a most creditable, patriotic and honorable manner. He was not only made the first governor of the territory, but was charged with the work of superintending the surveys for a transcontinental railroad over what was then known as the Northern route, extending for two thousand miles through an unknown and uninhabited wilderness, full of savages who looked with suspicion upon every stranger not connected with the Hudson's Bay Company, and in addition thereto, he was appointed superintendent of Indian affairs for all the tribes in the territory of Washington and in northern Idaho. Yet such were his extraordinary skill and energy and such were his powers of endurance that he made the surveys required, organized and put in operation the territorial government, made treaties with nearly all of the numerous Indian tribes within his jurisdiction, representing more than thirty thousand Indians, conducted a wide-spread and general Indian war to a successful issue, extinguished the Indian title to more than one hundred and fifty million acres of land, was twice elected a delegate to Congress, where his labors were of inestimable value to the territory, the first time July 13, 1857, the second, July 11, 1859, offered his

services to President Lincoln in behalf of the Union in March, 1861, and gave up his life in its defense on the battlefield of Chantilly, August 30, 1862. Few men are permitted to make such a record of brilliant achievements in the short space of nine years and six months, but this is only a brief statement of the leading facts in Governor Stevens' busy life during the years from 1853 to 1862. Much of the work he accomplished in that time must of course be omitted, but a study of his life and character only deepens the impression that he was most admirably qualified as a soldier, a civilian and an engineer for the many positions he was called upon to fill. If at any time he erred in judgment or gave occasion for criticism, it was because his impulsive nature was impatient for the beneficial and patriotic results he desired to see brought about, and could brook no unnecessary delay in their accomplishment. If he erred at all it was an error of the head and not of the heart, for his motives were always of the best and purest character.

At the time of the organization of the territory of Washington and for eight years thereafter, the national government was in the hands of the Democratic party, and the territorial appointees were members of that political organization. The first appointees were Brevet Major Isaac I. Stevens, United States Engineer of Massachusetts, governor and ex-officio superintendent of Indian affairs; Charles H. Mason, of Rhode Island, secretary; John S. Clendenin, of Mississippi, attorney; James Patton Anderson, of Tennessee, marshal; Edward Lander, of Indiana, chief justice; Victor Munroe, of Kentucky, and Obadiah B. McFadden, of Pennsylvania, associate justices of the supreme court of Washington territory; James Tilton, of Indiana, was appointed surveyor general, and Isaac N. Ebey, an old resident of the territory, who was afterwards brutally murdered by the Indians on Whidby Island, was appointed collector of customs for the district of Puget Sound. In the spring of 1854 Victor Munroe was superseded by Francis A. Chenoweth, an early pioneer of Oregon, residing in Clark county. Henry C. Mosely, of Steilacoom, was appointed registrar, and Elias Galee, of Indiana, receiver of a land office which had been located at Olympia. Charles H. Mason, the secretary of the territory, and at various times—some of them very critical—acting governor, owing to the absence, for the time being, of the governor, died on July 25, 1859, universally lamented by the people of the territory. He was a man faithful to every trust, and, without brilliancy, was nevertheless a man who inspired confidence by his native good sense and by the sterling integrity of his character. The county of Mason, elsewhere referred to, was subsequently named in his honor by the legislature of the territory.

Here, as elsewhere, in accordance with the custom of the country, which would be "more honored in its breach than its observance," territorial officers

were appointed more as a reward for personal or political services than because of their fitness for the places to which they were assigned, yet the governors of the territory were, in the main, honorable men who discharged their responsible duties faithfully and efficiently. Fayette McMullen, R. D. Gholson, William Pickering, George E. Cole, Marshall F. Moore, Alvin Flanders and Edward S. Saloman occupied the gubernatorial chair from time to time down to the year 1872, when the beginning of railroad construction and increasing commerce on the Sound gave an impetus to development which has continued with some intervals down to the present time. These improved conditions gave to the position of governor more of importance and responsibility than had usually attached to it prior to that time, and, fortunately for the interests of the territory, Hon. Elisha P. Ferry, who had been its surveyor general in 1869-71, was appointed governor in 1872, and served in that capacity until 1880.

Governor Ferry received his appointments for both positions from General U. S. Grant, then president of the United States. A lawyer by profession, having had large experience in public affairs, a man of unusual ability and unblemished integrity, he was admirably qualified to fill the place of governor not only as a man of rare capacity for business but as a statesman, who discharged every duty connected with this office for eight years, and subsequently those of first governor of the state of Washington for three years, and, indeed, various other places of honor and trust during his long and useful life, to the entire satisfaction of all good citizens. Gov. Ferry was a life-long Republican in politics and was a member of the first Republican convention ever held in the United States, but in all his official and personal relations with his fellowmen he so conducted himself that he merited and received the esteem and confidence of men of all parties and all sections of the territory and state. Upon the award by Emperor William I, of Germany, of the Archipelago de Haro to the United States, Governor Ferry made it a part of Whatcom county for the purposes of civil government, until the legislature could take appropriate action, and during his term or terms the Hudson's Bay Company ceased the occupation of its claims in the territory through its subsidiary agent, the Puget Sound Agricultural Company.

In 1880 William A. Newell, of New Jersey, was appointed by President Hayes to succeed Ferry as governor, and for four years he labored zealously to promote the interests of the territory in that office. He had been twice elected to Congress from New Jersey, and once its governor, and was a man ripe in years, in experience in public affairs, and his activity on patriotic lines was continual throughout his term. After its expiration he established his permanent residence in Washington, where for many years thereafter he lived an honored and useful life, as a physician, always taking, as well, a

lively interest in public affairs. He was succeeded in 1884 by Watson C. Squire, of Ohio and New York, who had large property interests in the territory. Governor Squire had served with credit in the Civil war, was a man of varied business experience which proved valuable in his administration of the affairs of the territory as governor from 1884 to 1887.

The elaborate reports made by Governor Squire to the secretary of the interior, describing in detail the advantages, resources and opportunities to be found in the state of Washington, did much to attract attention to this region both at home and abroad. Many thousands of copies of these reports were published and circulated, not only by the national government and the territorial authorities, but also by the Northern Pacific Railroad Company, then constructing its road across the territory. This company was then, as it is now, interested in the settlement and cultivation of the country and the development of its resources in order that the business of its various lines might be increased and its immense land grants disposed of. During his terms as governor the Chinese riots took place at Seattle, Tacoma and other towns in the territory, when a concerted effort was made by certain labor organizations to drive the Chinese out of the country. These riots occasioned the loss of several lives and for a short time unusual disorder, but Governor Squire's course throughout these troubles was prudent as well as energetic, and was cordially approved by the great mass of intelligent and law-abiding citizens, as well as the national government. The Chinese were driven out of Tacoma and have not since been permitted to return to that city, although the Northern Pacific Railroad Company, in order to secure laborers for railway construction, had been the chief agent in bringing them into the territory. Elsewhere they have since not been molested.

The Democratic party having secured control of the executive department of the general government at Washington, D. C., by the election of Grover Cleveland, the territorial officials were correspondingly changed, and after some delay Eugene Semple, of Oregon, was appointed, in 1887, to succeed Governor Squire. Governor Semple's administration of two years, although obliged to deal with a variety of complicated and difficult questions, such as that of woman suffrage, the removal of the capital from Olympia and others growing out of the rapidly changing conditions in the territory and the desire for statehood, was nevertheless eminently satisfactory, when the personal feeling growing out of these mooted questions had subsided. To the discharge of the duties of his high office he brought studious habits, pure and patriotic motives inherited from illustrious ancestors, and unimpeachable integrity of character. His efforts to promote the interests of the territory were indefatigable, and he left a record of which any man might be proud to his successor, Miles C. Moore, of Walla Walla, who was ap-

pointed in 1889. Mr. Moore had been for many years a resident of the territory where he had been well and favorably known as a prominent banker and a leading and active Republican. His term of seven months expired upon the admission of the territory as one of the United States, on the 11th of November, 1889. It was too short for a display of statesmanship, but it was entirely creditable to himself and satisfactory to the people. His long residence in the territory had made him familiar with its needs, its conditions and its inhabitants. The limits of this history do not permit of anything more than a brief resumé of the legislative branch of the territorial government.

The first legislature met in accordance with the proclamation of Governor Stevens on the 27th day of February, 1854. Its members made their way as best they could, by trails through the forest or by canoes, from the various parts of western Washington that could be reached by water. This first legislative assembly was composed of a council of nine and a house of representatives of seventeen members. The members of the council were Daniel B. Bradford and William H. Tappen of Clarke county, William T. Sayward of Island and Jefferson, Seth Catlin and Henry Miles of Lewis and Pacific, Lafayette V. Balch and G. N. McConaha of Pierce and King, D. R. Bigelow and B. F. Yantes of Thurston, H. M. Frost of Pierce, chief clerk, and W. E. Hicks of Thurston, assistant clerk.

Elwood Evans, long and honorably identified with the history of the territory, came with Governor Stevens in his surveying party across the continent and served it in a great variety of positions, was elected chief clerk and served from March 8 to May 1, after the resignation of Frost had been accepted. From the time, in 1851, when Evans first arrived in the territory, until his death at Tacoma, January 28, 1898, he was indefatigable in his efforts to promote, in every honorable way, its manifold interests, and seemed to have at all times a prophetic vision of its future greatness. The people of the entire northwest coast as well as those of the territory are deeply indebted to him for his historical labors, which are a lasting monument of his zeal and industry in the work of collecting material and publishing a history of the discovery, growth and settlement of Oregon, Washington and the entire north Pacific coast. His services in that regard cannot be overestimated, and otherwise in all the relations of life he did well his part as a true patriot and good citizen. The members of the first house of representatives were as follows: Island county, S. D. Howe; Clarke, J. D. Biles, F. A. Chenoweth, A. J. Bolan, Henry R. Croslin, A. Lee Lewis and D. H. Huntington; Jefferson, D. F. Brownfield; King, A. A. Denny; Pierce, L. F. Thompson, John M. Chapman and H. C. Mosely; Thurston, Leonard D. Durgin, David Shelton, Ira Ward and C. H. Hale; Pacific, John Sauter, who died before taking

his seat, and another election being ordered, James C. Strong was chosen, who was sworn in April 14, 1854; B. F. Kendall was elected chief clerk; J. Phillips, assistant; Jacob Smith, of Whidby Island, sergeant-at-arms; and J. P. Roundtree, doorkeeper.

The work of territorial legislatures is usually unimportant and confined to the consideration of but few subjects, because their more important legislation is provided by Congress. The legislature of Washington was no exception to the general rule. The work it accomplished consisted largely of memorials to Congress asking for much needed assistance in the construction of roads, for additional mail facilities, for lighthouses, for the payment of expenses incurred in their Indian war, and other items of relief and assistance for which the territory was obliged to look to the general government. Several acts, however, passed by the first legislature, deserve special mention. The first was an act passed March 1, 1854, creating a code commission, consisting of Judges Edward Lander, Victor Munroe and William Strong, which prepared a highly creditable code of laws, chiefly the work of Judges Lander and Strong, which practically answered the needs of the territory until its admission as a state. Other important acts were for the creation of the counties of Whatcom, Clallam, Chehalis, Cowlitz, Wahkiakum, Skamania and Walla Walla, all of which were organized by this legislature. At the second term of the general assembly held in December, 1854, and January, 1855, laws were enacted establishing the State University at Seattle, the penitentiary at Vancouver and the capital at Olympia. In later years, when railroad construction and other attractions of the territory had caused a large influx of settlers, the work of the legislature became more complicated and important. The question of woman suffrage was a mooted one for several years.

The territorial legislature of 1883-4 passed an act granting the right of suffrage to women at all elections. For two years they were accordingly allowed to vote, they served on juries and held a variety of offices, when the act was pronounced unconstitutional and they were disfranchised. It remained for some years thereafter a question much discussed in the newspapers and in social and political circles, and was not finally decided until it was voted upon in 1889, at the time of the adoption of the state constitution.

The political complexion of the territory between the years 1853 and 1903, has varied materially, never remaining the same for any considerable length of time. The first delegate elected to Congress in 1854 was Columbia Laucester, a Democrat, who left no record worthy of special mention. In 1855 another election for delegate took place, which resulted in the election of J. Patton Anderson, the United States marshal for the territory, who was a secession Democrat, subsequently joining the Confederate army. In

1857 and again in 1859, Governor Isaac I. Stevens, a Union and War Democrat, was elected, whose services in Congress were extremely valuable and are referred to elsewhere. In 1861 William H. Wallace, then a Republican, formerly a Whig, was elected. In 1863 George E. Cole, a Democrat, was elected, and in 1865 A. A. Denny, a Republican, whose eminent character and services are mentioned elsewhere. In 1867, Alvin Flanders and in 1869-70 Selucious Garfield were elected as Republicans. Garfield had been a Democrat, but became a convert to the Republican party. He was a man of unusual ability, as an orator had few if any equals, and, had his loyalty to correct principles corresponded with his talents in other directions, he might have achieved much for the territory and for his own reputation, but unfortunately he did neither, because his moral failings were allowed to destroy his capacity for usefulness. In 1872, as the Republican nominee, he was defeated by O. B. McFadden, a Democratic nominee whose high character as a lawyer and a jurist and whose unimpeachable integrity as a man commended him to the good will of all classes of people. In 1874 and 1876 Orange Jacobs was elected as a Republican to serve two terms, which he did to the satisfaction of all concerned. During these terms Judge Jacobs made special efforts to provide for the admission of the territory as a state, but Congress did not favor the proposition at that time. Full of years and honors he still lives to grace the bench and bar with his wide range of judicial knowledge, having but recently served a term in Seattle as one of the superior judges of King county. He was followed by Thomas H. Brents, also a Republican, who was elected for three terms in 1878-1880, and in 1882, and whose services as delegate were universally commended. He is now serving very acceptably as one of the superior judges of Walla Walla. In 1884 and again in 1886, Charles S. Voorhees, a Democrat, was elected for two terms. In 1888 John B. Allen, a popular lawyer, who had served acceptably as United States district attorney for the territory for eleven years, was elected as a Republican. Before his term expired the territory was admitted as a state, and he was elected as one of its first United States senators.

During the Civil war and for several years thereafter political feeling ran high in the territory, including the Puget Sound country, because of the number of secession Democrats, either private citizens or holding official positions, but the Union men were at all times in the majority. In later years the Republican party could usually command a majority of the votes at the polls, but factional divisions frequently enabled the Democrats to succeed in electing their candidates. Prior to the admission of the territory as a state, the nominees of both parties were, in the main, men of high character, and the opportunities for the corrupt use of patronage and political power were few in number compared with those which were in evidence after the territory became a state.

The record of the judiciary of the territory during the entire period of its existence is one which, with few exceptions, merits unqualified praise. From the time when Judges Lander, Strong and McFadden first presided over its courts, until Hon. C. H. Hanford filled the place of chief justice in 1889, there was a long line of illustrious men occupying places on the bench of the territory. The names of those first mentioned, with those of Orange Jacobs, J. R. Lewis, S. C. Wingard, Roger S. Greene, Richard A. Jones, John P. Hoyt, George Turner, L. B. Nash, Frank Allyn, William H. Calkins, Thomas Burke, and other territorial judges who might be included in this list, would be an honor to any state in the Union. They rendered the people of the Puget Sound country, and elsewhere in the territory, invaluable services as able, upright and impartial judges, learned in the law and having the courage to administer it without fear, favor or affection. The primitive conditions existing in the early days of the territory made the position of judge no sinecure, but justice was probably meted out to litigants and criminals, in those days, more speedily than in recent years, when legal processes are more complicated, delays more frequent, and the refinements of legislation and jurisprudence often favor formal technicalities at the expense of rightful conclusions.

The first term of the federal court ever held on Puget Sound was that which convened at Steilacoom on the first Monday of October, 1849, for the trial of certain Snoqualmie Indians for the murder of Leander C. Wallace and the attack upon Fort Nisqually, about the first of May preceding. In this attack two other Americans, Walker and Lewis, were wounded and only prompt action on the part of those present prevented the capture of the fort, and perhaps the massacre of all those within it.

Chief Justice W. C. Bryant of the territory of Oregon, to which the Puget Sound country then belonged, presided, A. A. Skinner conducted the prosecution, and David Stone the defense of the Indians. The jurymen, attorneys and officers of the court traveled on horseback and in canoes, some of them two hundred miles, to reach Steilacoom.

Two of the Indians, Quallowort and Kassass, were found guilty and were hanged the next day. The remainder, four in number, were acquitted and discharged. The costs of the trial amounted to \$1,899.54, in addition to \$480, which were expended for blankets paid to Patkanim, the chief of the tribe, for the delivery of those charged with the murder to the proper authorities. The jurors and attorneys were each paid \$250 cash for their services.

The first court ever held at Olympia met in January, 1853, and was presided over by Judge William Strong, at that time in charge of one of the Oregon judicial districts to which the Puget Sound country was attached.

The principal business of this court was the trial of certain cases growing out of the seizure of the *Beaver* and the *Mary Dare*, vessels belonging to the Hudson's Bay Company, for a violation of the revenue laws of the United States. Quincy A. Brooks served as clerk and A. M. Poe as deputy marshal, Simon B. Mayre and David Logan, of Portland, Oregon, represented the Hudson's Bay Company and the United States, respectively. At this time, S. P. Moses, I. N. Ebey and Elwood Evans were admitted as members of the bar.

Volumes as interesting as they would be instructive might be written in regard to the courts of the territory and state, from that date down to the present time. These annals would be almost uniformly creditable and honorable to the judges who presided over them, to the district attorneys who represented the government, to their other officers, and to the people whom they served in the administration of justice. Since the admission of the state, Judge C. H. Hanford, the last chief justice of the territory, has occupied the position of United States district judge for the state of Washington, and, as the son of an honored pioneer, he has been the worthy representative of the sturdy and unflinching integrity which characterized the great majority of the pioneers of Washington territory.

CHAPTER XXIX.

POLITICAL SKETCH OF STATE OF WASHINGTON.

(Continued.)

The long minority of the territory came to an end in 1889. On February 22 of that year an act of Congress was approved by the president to enable the people of North Dakota, South Dakota, Montana and Washington to form constitutions and state governments and to be admitted into the Union on an equal footing with the original states, and to make donations of the public lands to these states when admitted. It provided for the election of seventy-five delegates, who should meet in Olympia on the 4th day of July, 1889, and form a constitution to be submitted to the people of the territory for adoption or rejection. These delegates were elected accordingly, met on that day and organized a convention, which in its session of fifty days framed a constitution which was adopted by the people on the first day of October by a vote of 40,152 for and 11,789 against it. On other questions submitted to the people the vote stood as follows: For woman suffrage 16,527, against 34,515; for prohibition 19,546, against 31,487; for the state capital, Olympia 25,490, North Yakima 14,718, Ellensburg 12,883, scattering 1,088, leaving the seat of government where it had been since the organization of the territory, at Olympia. At the next general election the question

was again submitted, and Olympia was chosen by a handsome majority as the capital of the state. The constitutional convention was composed of able, intelligent and patriotic men, whose efficient work at that time has been tested by fourteen years of subsequent experience and found eminently satisfactory.

While these preliminary steps were being taken the political parties in the state were aroused to unusual activity. The large number of offices to be filled by election and the many material interests involved or to be disposed of, were incentives that had never before been so largely in evidence. The new state was full of active, energetic and ambitious young men, who were anxious to push their fortunes, politically and otherwise, and the openings thus presented were of a very seductive character. A Republican convention at Walla Walla in September was largely attended. At this convention an unusual spectacle was presented. The county of King, including Seattle, and having the largest delegation on the floor of the convention, opposed the nomination for governor of Elisha P. Ferry, one of its most honored citizens, which had been proposed by the delegation of Pierce county. Yet Ferry was nominated in spite of the opposition of his own county and triumphantly elected by a majority of 8,979 votes out of a total vote of 58,443.

At this convention a policy was inaugurated which has since been continued, unfortunately for the best interests of the state, and which is at the same time un-American and not in accordance with Republican ideas, methods, or precedents. This was the surrender to one man, usually the leader of a delegation or of any number of delegations, whose votes he could secure, of the power to cast the votes of the delegation or delegations for any nominee he might choose to support, the claim of the nominee for support not usually being based on merit, or fitness, or ability, but the influence he might be able to exercise in controlling elections. For the introduction of this vicious system Colonel John C. Haines, of Seattle, was largely responsible. Colonel Haines was one of the leading lawyers of the state, a man of pleasing and at times of captivating address, of fine legal and literary attainments, was the colonel of the First Regiment of the Washington National Guard, and in his military capacity had rendered special and important services to the territory on more than one occasion. Politically ambitious, he was looked upon as one of the rising young men of the state, who might in the future fill its highest positions, and it was a matter of regret that his devotion to high moral principles did not equal his masterly abilities in other directions.

Had a purer tone of political morality prevailed, or a higher plane of public policy been followed by the leaders of the Republican party in this convention and subsequently, it would not so soon thereafter have been repudiated by the people of the state, and a fewer number of the United

States senators elected to represent it would probably have juggled with the silver question as though the people of the state could be deceived by a sleight-of-hand performance, and possibly, too, they might have had higher ideals of statesmanship than to plan successfully for a re-election or for an appropriation. Other state officials of prominence might also have had a higher regard for the material interests committed to their charge, and displayed a more patriotic zeal in the discharge of their public and official duties.

History records with profound regret the shortcomings of public officials, no matter whether those shortcomings are occasioned by a want of capacity or of integrity, for in both cases public interests suffer the consequences, and both serve to illustrate the unfortunate results of human frailty.

Nevertheless at the following election, by an average majority of about 8,000 votes, Elisha P. Ferry was elected governor, Charles E. Laughton lieutenant governor, Allen Weir secretary of state, A. A. Lindsley treasurer, T. M. Reed auditor, Robert B. Bryan superintendent of public instruction, and W. T. Forest commissioner of public lands. The supreme judges elected were: R. O. Dunbar, T. L. Stiles, J. P. Hoyt, T. J. Anders and Elmer Scott; John L. Wilson, of Spokane, to Congress. All were Republicans. The state officers thus elected were enthusiastically inaugurated November 18, 1889, with appropriate ceremonies at the state capital, the legislature, which was also Republican by a large majority, being in session at the same time. On the 19th of November the legislature elected John B. Allen and Watson C. Squire, the first United States senators for the state of Washington. Mr. Allen drew the term ending March 3, 1893, and Colonel Squire that expiring on March 3, 1891.

Thus the state began its career of magnificent development under very auspicious circumstances. Its growth and prosperity, which had been wonderful in the decade beginning in 1880 and ending in 1889, was greatly stimulated and accelerated by its admission into the Union as an independent state. The attention given it because of its resources and advantages was vastly increased by its elevation to statehood. It was liberally endowed by Congress with grants of public lands for educational and other purposes, in addition to the sixteenth and thirty-sixth sections, which were set apart for the support of common schools. The wise and conservative course adopted by the constitutional convention with reference to the disposition of these school lands and the management of the school funds of the state almost absolutely insures a fund in the future which shall constitute a magnificent endowment for educational purposes, far in excess of that possessed by any other state in the Union. The tide lands of the state alone, if properly cared for, were of incalculable value. No state at the beginning of its career was ever more richly endowed by the priceless treasures provided by nature,

or the splendid gifts of a liberal government, than was the state of Washington when admitted into the Union. In 1890, in accordance with the requirements of the constitution, Governor Ferry appointed a commission to locate the harbor lines of the state in its navigable waters within, or in front of the corporate limits of its cities or within one mile thereof on either side. The constitution of the state required and commanded that the tide lands upon which these harbor lines were located and upon which wharves, docks and other conveniences of commerce should be located, should never be sold, but reserved as the property of the state, to the end that its commerce might be protected from the excessive tolls and charges which might otherwise be levied thereon. The members of the commission were: Orange Jacobs, of Seattle; H. F. Garretson, of Tacoma; D. C. Guernsey, of Dayton; William F. Prosser, of Yakima, and Frank H. Richards, of Whatcom. This commission began its labors at Seattle, as the most important commercial city in the state. It organized by the election of William F. Prosser as chairman and Alfred Martin as secretary. Owing to the pressure of professional business, Judge Jacobs declined the appointment, and his place was filled by Eugene Semple, ex-governor of the territory.

The tide lands below the line of high water, or the meander line of the United States government surveys, were absolutely the property of the state and could only be disposed of by the proper state authorities. The lands occupied by docks, wharves, warehouses and other conveniences of commerce were reserved by the constitution as the permanent property of the state, in order that charges for wharfage and tolls upon the commerce of the country might be regulated by the state, extortion prevented and those charges made moderate and reasonable for export and import trade of all descriptions. This harbor line commission undertook to follow the mandates of the constitution, and in consultation and co-operation with United States engineers of large experience, who were familiar with the laws of the United States with reference to navigable waters where the United States government is supreme in authority, it proposed to locate these lines so that the interests of the state and of all those doing business on the water front in any manner whatever should be fully protected. During the territorial days, however, large commercial interests, corporate and individual, had grown up on these tide lands, being suffered to occupy them without interference during those days, and, seeing the vast opportunities they afforded for collecting tolls, wharfage and other charges for handling the goods passing through their hands, they resisted the location of these lines as proposed, and insisted that they be so located that their unlawful and immensely profitable methods should not be disturbed. All their efforts to swerve the commission from the line of its duty failing, these interests, chiefly at Seattle and Tacoma, brought suits in the supreme

court of the state and of the United States, fourteen in all, to prevent the location as proposed by the commission, the manifest purpose of these suits being to delay action until the life of the commission should expire by limitation of law. In this they succeeded, and, although all these suits and all the points involved therein were decided in favor of the commission, yet decisions in some cases were not had until the time allowed it, two and one-half years, had expired. In the meantime, in 1892, John H. McGraw had been elected governor, and, in utter disregard of the interests of the state, which in this matter were of incalculable value, and of the requirements of its constitution, which were plain and unmistakable, he exerted his powerful influence to promote the interests of the corporations and individuals who were seeking the possession and control of these tide lands, and so used that influence that for nominal sums they were enabled to purchase tide lands of priceless value because of the opportunities their possession affords, to levy tolls without restriction or restraint for all time to come upon the commerce of the country. For these and other high-handed measures carried out by McGraw and his associates, with other causes of popular discontent, the entire Republican ticket of the state was defeated in 1896, by majorities ranging from 13,000 to 15,000 votes.

A political combination at Seattle, which assumed control of the state and undertook to exercise that control in the most overbearing and despotic manner, was responsible for the nomination and election of Mr. McGraw in 1892. From its earliest inception this combination was looked upon by many of the Republicans of the state with suspicion and distrust. At the general election that year the party lost more than twenty thousand votes, and Governor McGraw himself was only saved from defeat by a superhuman effort, on the part of his friends and associates, to impress upon the voters of Seattle and King county the belief that the success of the Lake Washington canal depended upon his election. In this enterprise these voters were interested without regard to party affiliations. In this manner and because his opponent, Henry J. Snively, for a variety of reasons, was not able to secure the support of the entire Democratic vote, Governor McGraw barely secured a plurality of 4,280 votes. At the following election, however, the displeasure of the people of the state was manifested in a still more emphatic manner, and the entire Republican state ticket was defeated by Democratic majorities ranging from 12,000 to 15,000 votes. The Republican congressional, judicial, county and municipal tickets were all defeated by majorities correspondingly large. The Republican party was thus utterly repudiated by the people of the state because of its wanton abuse of authority and disregard of the vast public interests intrusted to its care, with such implicit confidence, when the state was admitted into the Union. Although the combina-

tion above referred to at Seattle had gone to pieces years before, yet in 1900 the Republican candidate, Mr. J. M. Frink, a most estimable and worthy gentleman, held in high regard by men of all parties, was defeated by a majority of 8,596 votes, whilst at the same time the Republican candidate for president carried the state by a majority of over twelve thousand votes, showing that Mr. Frink lost more than twenty thousand Republican votes. This was not because of any personal unpopularity of Mr. Frink, but because he was supposed to be the candidate of a remnant of the cabal in Seattle which had made itself so utterly obnoxious to the Republicans of the state. Perhaps no combination ever banded together for political purposes ever came to grief more quickly or completely than did this one, but the disastrous consequences of its iniquitous acts could not be so speedily disposed of. In January, 1892, Colonel John C. Haines, one of its most active and influential members, a young and brilliant lawyer, in the prime of life and apparently at the beginning of a long and successful career, died in Seattle from an attack of fever. Between 1891 and 1895, Lieutenant Governor Laughton, L. C. Grimes, state auditor, and George Shannon, a member of Governor McGraw's state land commission, all supporters of, and active workers for, this combination, were removed by death from the scenes of their political activity.

In 1894 Frederick J. Grant, the able and gifted editor of the *Post-Intelligencer*, while that paper was owned by Mr. L. S. J. Hunt, and who after Colonel Haines was one of the most skilful and adroit of party managers, sailed away from Seattle in the ship *Ivanhoe* and was never heard of afterwards. In the same year Mr. Hunt, the controlling spirit of this combination, supposed to be wealthy, became a bankrupt, lost control of the *Post-Intelligencer*, and later on went to China and Korea to retrieve his broken fortunes. In the latter country, where he obtained valuable mining concessions, he was successful, and it should be said to his credit that some years thereafter he returned to Seattle and paid all his debts, to the amount of about one million dollars, including several thousands for the payment of which he was under no legal obligation. In 1895 George Heilbron, the successor of Grant as the editor of the *Post-Intelligencer*, was found dead in his bathroom, under somewhat peculiar circumstances. Other men more or less prominent as active supporters of this combination came to an untimely end, and from the beginning of its career it was followed by misfortunes in ever increasing numbers. Like Mr. Hunt, Governor McGraw became bankrupt, and for a time went to Alaska in the hope of recuperating his shattered fortunes in the Arctic regions. The election of John R. Rogers, the populist candidate for governor in 1896, was looked upon, at that time, with some feeling of apprehension by conservative people, but he gave the state a wise,

prudent and satisfactory administration, and his re-election in 1900 was the occasion of no alarm whatever in business or political circles. That re-election, however, was not due to his personal popularity but to feelings of distrust and hostility in Republican ranks because of the men and methods employed in securing the nomination of P. C. Sullivan, the Republican candidate. All the remaining nominees on the state ticket of the Republican party were elected by handsome majorities. These officials were as follows: Lieutenant Governor, Henry McBride; Secretary of State, Sam H. Nichols; Treasurer, C. W. Maynard; Auditor, John D. Atkinson; Attorney General W. B. Stratton; Superintendent of Public Instruction, R. B. Bryan; Commissioner of Public Lands, S. A. Callvert; justices of the supreme court, T. J. Anders and Mark A. Fullerton. On the death of Governor Rogers in 1900 Henry McBride, the lieutenant governor, became governor for the remainder of the term. Governor McBride was formerly a judge of the superior court in Skagit county, and is a man whose ability and integrity are unquestioned. His administration thus far has been marked by an effort to secure the creation by the legislature of a railroad commission to adjust matters of traffic and taxation between the state and the railroad companies doing business therein, on a more equitable and satisfactory basis; but although the legislature is Republican by a large majority, the desired result has not yet been accomplished. In the meantime the whole state of Washington and particularly the Puget Sound country, with all its cities, towns, villages and rural districts, and with all its mining, manufacturing, commercial and other diversified industries, has been enjoying for the past seven years a period of unexampled prosperity.

CHAPTER XXX.

RISE AND GROWTH OF SEATTLE.

The history of Seattle is practically the history of the Puget Sound country. Although some settlements had been made around the headwaters of the Sound as early as 1845, they were few in number and sparsely distributed over that section of the country. The first settlers of Seattle arrived on the site of that city in 1852. The first plats of the city were filed May 23, 1853, by A. A. Denny, C. D. Boren and D. S. Maynard. The semi-centennial of the founding of the city was celebrated in Seattle in 1903. The year 1853 was a notable one in the annals of Seattle, of the Puget Sound region, and of the territory of Washington. That year marked also the beginning of territorial government north of the Columbia river. It marked the arrival in the territory of Governor Isaac I. Stevens and the completion of the preliminary surveys of the Northern Pacific Railroad, though many years were to come and go before that great enterprise, which meant so much to the territory,

to Puget Sound and, with other transcontinental lines, to the commerce of the world at large, the occident and the orient and to Europe, the United States, to Japan, China and the East Indies, should be completed.

While these events were taking place on the northwest coast, another important event quietly took place in the same noted year of grace, 1853, and that was the presentation of the Mikado of Japan, on the 14th of July, by Commodore Perry of the United States exploring expedition, of a letter from President Millard Fillmore to that potentate, asking him to open the ports of Japan to the trade and commerce of the United States, and the other nations of the earth. Prior to that time no intercourse between the people of Japan and the outside world had been allowed. The remarkable change which in the last fifty years has taken place in that country and in its relations to other countries is the result of the presentation of that letter. The extraordinary transformation of Japan from an obscure and unknown people to the position of a power with whom all modern nations having business in the east must take account, is one of the wonders of the nineteenth century. At the expiration of fifty years from the time when the first steps were taken to open up Japan to the influences and the benefits of modern civilization, the current of events would seem to indicate that the United States must, in like manner in the near future, take a leading and active part in the regeneration of China and in the important work of bringing her teeming millions under the progressive, ameliorating and refining influences of Christianity and civilization. With all of these events of world-wide importance the Puget Sound country is intimately connected, because it is the natural and logical gateway for the trade and commerce of the western world with the East, and therefore with three-fourths of the population of the earth. The acquisition of the Philippines by the United States very considerably increases the interest of the Puget Sound region in the Far East and in the millions of people there, whose productions and requirements will form an important part of the commerce of our country, hereafter to be largely carried on through Seattle and other ports of Puget Sound.

The character of every city or community, like that of an individual, is largely influenced by its moral qualities, its early experiences and its material surroundings. The fortitude, patience and courage of Seattle's early settlers are reflected in her sturdy and substantial growth, and in her patience under difficulties and trials of no ordinary character. Their high moral character and their strict integrity are exemplified in her municipal government, which has never defaulted in any of its engagements, and whose excellent credit has always been maintained at high-water mark and enabled her, for example, to borrow \$590,000 in 1903, at a time of considerable financial stringency, at the low rate of three and three-quarters per cent per annum. Seattle's

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OLD CHIEF SEALTH. (SEATTLE.)

early experiences were not of the most pleasant description. Her founders were men and women in very limited circumstances, who were exhausted in mind, body and estate by a painful and dangerous journey of two thousand miles with ox teams, and it is related of the women in the party that when they saw the gloomy surroundings of their final camping place, in the beginning of winter, they sat down and cried. No wonder they were depressed by their untoward and hapless condition, few in numbers and in the midst of savages who might in a moment, had they so desired, wipe the whole camp out of existence. Yet there was something inspiring in their courage, and there would seem to have been some strange vision of the future in their minds as they mournfully went to work to lay out a town, when there were scarcely at that time more than five hundred white American settlers in all the sixty-six thousand square miles of the northwest which shortly was to become the territory of Washington.

This town, laid out on Alki Point, within the present limits of the city of Seattle, they called New York, as though they foresaw, in this lonely wilderness about them, that in the not very distant future a city should grow up at this place which should rival New York, in the extent of its business and in the glory of its surroundings. Some of those settlers are still living, and they have witnessed the building of a city here which has been vastly more rapid, notwithstanding the hardships of its early years, than was the evolution of the city of New York, though the growth of that city in wealth and population has been the wonder of the world. One hundred and fifty years after its founding that city had but seventy thousand inhabitants, beginning with one thousand people. Seattle, beginning with thirty persons on the 23d day of May, 1853, when the first plats of the city were filed by Messrs. A. A. Denny, C. D. Boren and D. S. Maynard, had on the 23d day of May, 1903, including its suburbs in the immediate vicinity, not less than one hundred and fifty thousand people, who were supplied at that date with all the modern appointments, conveniences, appurtenances, residences and business blocks, hotels, telephones, wires, schools, churches, railway and steamship connections with the world at large, whether by land or water, pertaining to any city in the world, though occupying the vanguard of civilization. Yet this city, in its infancy, buffeted by the storms of adversity, barely escaping complete destruction by the Indians in January, 1856, rejected by the Northern Pacific Railroad Company in 1873 as its western terminus, although so eminent authority as Captain George B. McClellan had reported her site as the proper place for this terminus, left entirely to her own resources by government and corporations, her entire business section of one hundred and twenty acres destroyed by fire in 1889,—is now without a rival north of San Francisco in its rapid but solid growth during the past twenty years, in the

volume of its present business either by land or water, and in its promise of future development. Her past achievements, the character of her people for enterprise, fair dealing and unity of purpose in all their undertakings, with her magnificent natural advantages, fully justify her expectations for the future, though they may seem to be extravagant beyond measure, to those who are not familiar with the conditions or the circumstances by which she is surrounded. Without considering her location with reference to business purposes, which are all that could be desired, it is one of incomparable beauty. In her front, or rather at her feet, lie Elliott Bay and Puget Sound, bodies of water broad, deep and clear as though made to order for purposes of unlimited but safe navigation, whilst beyond Hood's Canal and stretched to the westward in splendor across her vision is the Olympic range of mountains, seventy-five miles distant, yet in the clear and transparent atmosphere they scarcely seem, with their serrated tops and snow-crowned peaks, to be across the Sound or twenty miles away. Two miles behind her lies Lake Washington, twenty miles in length, from one to three miles wide, and from sixty to six hundred feet in depth, waiting for the time when a canal shall be completed, connecting it with the Sound and affording ample room for a thousand ships, merchant or battle, to bathe in her fresh, clear and beautiful water. Within her limits are Green Lake of three hundred and Lake Union of nine hundred acres, the former an adjunct of beauty and the latter of usefulness in the future life and growth of the city. East of the city are the Cascade mountains in full view, from Mt. Ranier to Mt. Baker, which are nearly one hundred miles apart, with intervening peaks from four thousand to eight thousand feet in height, covered with perpetual snow, altogether forming a panoramic view of unrivaled splendor, such as is rarely seen in any part of the world. Like Rome, Seattle sits upon her seven hills of ample dimensions surrounded by grand visions of natural beauty which, once seen by the stranger, are never forgotten, and which are a source of perpetual delight to her fortunate citizens.

Beyond question such grand spectacles of nature's handiwork must have an inspiring effect upon all who witness them and must result in broader views, larger conceptions, and greater energies amongst people who live in a location having such surroundings. Such views are common on Puget Sound, and many other places are highly favored in this regard, but nowhere else is there to be found a combination of natural attractions of such a varied and splendid character. It is not strange, therefore, that, in spite of delays and drawbacks of the most disheartening character continued for so many years, its citizens should never have wavered for a moment in loyalty to their chosen city, and should never have given up their hope and confidence in the building of its future, or in the greatness of its ultimate development. Situated, as it is on the east side of Puget Sound, almost in the exact center of the

“Sound” country and of western Washington, about one hundred and thirty miles from the Pacific Ocean, on a magnificent arm of the sea from five to ten miles wide and from one hundred to nine hundred feet deep, it is admirably located for all purposes of ocean and sea coast navigation. It was incorporated by the territorial legislature in 1865, and re-incorporated in 1869. Yet it was only a struggling sawmill village for many years and was long without a schoolhouse, courthouse or a jail and it was only about 1880 that it began that wonderful growth and expansion that have since continued without interruption, except during the period of financial depression from which the whole country suffered so much in the years of 1893 to 1897. During the past twenty years, the frontier village, without paved streets, sewers or other city requisites, has been transformed into a splendid city and has become the leading railroad center and the chief commercial, manufacturing and financial headquarters of the entire Pacific northwest. Its progress during the past six years may be more fully understood by a reference to the following statistics, which are taken from official reports.

Seattle has 120 miles of improved streets, 45 miles of public sewers, 143 miles of water mains, 50 miles gas mains, 30 miles improved bicycle paths, 7,000 bicycles, 15,069 telephones, 40 wharves and docks. The street railways of the city have been largely extended and improved and the transfer system inaugurated. Her street railway system is equal to that of any city of its size in the land.

The city will expend over \$1,500,000 in public improvements in the next year, and will also reap the immediate benefit of the expenditure of several millions of dollars in terminal improvements by the great trans-continental lines, including a tunnel under the city and a new union depot to be constructed immediately. It has a complete sewerage system; its sanitary condition is good, drainage being facilitated by its topography, and its death rate is as low as any other city of its size in the United States.

The assessed valuation of the property in Seattle for 1903 is \$56,674,885. The rate of taxation for state, county and city is 30.1 mills in the old city limits and 29.6 mills in the new. Its rate of taxation is lower than many other cities of its size in the Union.

The following statement in regard to the city schools of Seattle for 1903 has been furnished by Professor F. B. Cooper, superintendent:

Value of school buildings in Seattle	\$ 1,500,000
Assessed value of school property	\$52,000,000
Pupils enrolled during the year	15,421
Pupils enrolled previous year	12,075
Gain for 1902-3	3,406
Teachers employed	315
High school teachers	37

Number of high school pupils	1,125
Night school teachers	5
Night school pupils	414
Number of persons of school age	20,844
Average salary of male teachers...\$116.88	Average salary of female teachers...\$ 77.44

Seating capacity of the schoolrooms in the district will accommodate 14,449 pupils. There are 99,500 text books available. Books are furnished pupils free of charge. The receipts are officially reported as \$812,651.05, and the expenditure \$747,450, leaving a balance of \$65,201.05.

A comparison of the above report with the following official statement in regard to the public schools of Seattle made in 1884 will serve to illustrate, in some degree at least, the growth of the city during the last twenty years :

No. of teachers employed in 1884 ..	17	No. of buildings	2
School population	1,193	Value of school property	\$75,000
School registration	1,478	Yearly expenditure	22,768
Attendance	984	Monthly pay-roll	1,530

As a valuable adjunct to the public school system, the city has an excellent free public library containing about 40,000 volumes, besides a great number of magazines, periodicals and pamphlets. Hon. Andrew Carnegie has donated the sum of \$200,000 to erect a new building for the library. The city has purchased a site at a cost of \$100,000, and the building is now in the course of construction. The city provides \$50,000 per annum as a library maintenance fund.

There are about one hundred and twenty churches and church societies in Seattle and adjoining suburbs, representing a greater number of religious beliefs than is generally found in a city of its size. Almost every known denomination of the Christian religion has its representatives, and nearly all of them have regular organizations and church buildings. This is owing to the fact that the population of the city is cosmopolitan in its character and represents almost every civilized country on the globe.

There are a number of business, social, educational, literary and musical clubs in the city. The leading business men's associations are the Seattle Chamber of Commerce, the Merchants' Association and the Manufacturers' Association. The leading social clubs are the Rainier, the University, the Seattle Athletic, the Golf and Country and the Firloch clubs.

The city is well lighted by gas and electricity. There are two gas companies in the field, one of which has been operating for many years, and another which commenced operations January 1, 1903. The electric power is obtained from Snoqualmie Falls, twenty-five miles distant in a direct line from the city. This waterfall is 268 feet high, and is capable of generating 50,000 horse power at the lowest stages of the river.

The city owns its water system, which to date has cost \$2,500,000, with 143 miles of mains. The water is brought from the Cedar river, in the foot hills of the Cascade mountains, by gravitation. The distance from the head

waters to the city is something over forty miles, through more than twenty-eight miles of which the water is carried in wooden or steel pipes. The daily capacity of the plant is 25,000,000 gallons, and the daily consumption averages about 12,000,000 gallons; annual revenue, \$225,000.

The city is also engaged in the construction of an electric lighting plant, to furnish light for municipal purposes; the power for this plant is to be furnished from the falls of Cedar river.

Seattle is the chief manufacturing city of the Pacific northwest. There are more than 1,200 distinct manufacturing establishments which give employment to about 18,000 operatives, with a pay-roll of \$1,200,000 per month, and an output of products amounting to upwards of \$55,000,000 per year.

The leading industries of the city are shipyards, sawmills, flour, feed and cereal mills, brick yards, terra cotta works, foundries, machine shops, breweries, factories for the manufacture of sash, doors, blinds, wooden ware, excelsior, barrels, boots, shoes, clothing, cars, wagons, carriages, furniture, tinware, soap, crackers, candy, pickles, brooms, baking powder, drugs, jewelry, saws, fish nets, woolen goods, trunks, stoves, etc.

Great as is the volume of her manufactured products to-day, and notwithstanding the efforts of her manufacturers to keep pace with the increasing demand, they are unable to fill all their orders, although many of them have more than doubled their plants within the past two years.

There are many reasons for the unexampled prosperity of her manufacturing enterprises, among the principal of which are favorable climate, cheap fuel, cheap power, cheapness of raw material, nearness to the market for her products, cheap transportation on account of water and rail facilities, an active market on account of her rapidly increasing population at home, and a greatly increased demand for her goods abroad.

The United States Assay office at Seattle was established July 15, 1898. At that time the policy of establishing this office was questioned, as there was no certainty that a sufficient amount of business could be secured. From the time when its doors were opened on the above date, down to September 1, 1903, the enormous sum of \$73,475,609.05 in gold has been deposited here from the neighboring mines of Alaska, British Columbia, Yukon territory, Washington, Oregon, Idaho and Montana, etc. This is chiefly gold dust, and is a larger amount than was deposited, fresh from the mines, at any other assay office in the United States, in that period. This is an aggregate of more than 146 tons of precious metal and the deposits are increasing from year to year.

The University of Washington is located in the city, and provides the means for a liberal education. It is free to the youth of the state of both sexes. The faculty consists of nearly fifty of the best educators who can be procured.

The buildings are modern and up to date. There are thoroughly equipped laboratories for chemical, biological and mineralogical study. The museum contains an extensive collection of specimens of natural history. The gymnasiums are thoroughly fitted with the very latest appliances for the physical training of young men and women. The university is supported by appropriations made by the state legislature and by the revenues derived from its endowment of 100,000 acres of selected lands, and from its valuable property located in the city.

The Puget Sound navy yard is just across the Sound from Seattle, and its supplies are purchased here. The expenditure for supplies exceeds \$100,000 per month. It has the only dry dock on the Pacific coast large enough to dock a battleship. It gives steady employment to about 600 mechanics and is growing in importance yearly.

Fort Lawton is situated within the city limits. Extensive improvements are now in progress and provision is being made to increase the garrison to a full regimental post.

The progress of the city for the past seven years is illustrated, in part, by the following statement of its business in 1896 and in 1902, in the lines therein mentioned:

	1896.	1902.
Building permits, number	580	6,384
Brick manufactured, number	2,000,000	43,000,000
Wheat exports, bushels	603,100	1,575,983
Flour exports, barrels	96,000	414,003
Cotton exports, bales	19,160	101,023
Deep sea tonnage, tons	270,028	1,020,518
Lumber shipments, feet	24,274,000	34,258,743
Bank deposits	\$ 2,710,371	\$ 28,242,805
Bank clearances	28,157,065	191,885,973
Water revenues	114,578	304,687
Building permits, value	201,081	6,385,178
Postoffice receipts	82,594	276,983
Custom house receipts	66,794	507,760
Internal revenue receipts	97,997	308,794
Exports to Japan	402,335	9,869,308
Foreign imports	395,239	14,495,282
Foreign exports	1,816,577	10,991,985
Coal shipments	194,282	463,409

The extraordinary activity manifested by the transcontinental railway companies in securing and promoting terminal facilities at Seattle may be accounted for, in part, by a reference to the following official statistics of its seagoing commerce.

SEATTLE'S COMMERCE BY SEA.

The tonnage of the vessels engaged in the deep sea commerce of this port during the past year reached the grand total of more than two million tons, and the value of the commerce exceeded \$80,000,000.

The reports of the Seattle harbor master made to the mayor and city council each month, show the arrival and departure of deep sea vessels during the past two years as follows:

DEEP SEA SHIPPING.

	—1901—		—1902—	
	No.	Net Tons.	No.	Net Tons.
Arrived—				
Steam	668	861,301	656	868,759
Sail	109	75,366	163	165,461
Total	777	936,667	819	1,034,220
Departed—				
Steam	658	847,232	640	854,208
Sail	111	81,178	133	134,530
Total	769	928,410	773	988,730

The foreign commerce of the city for the year 1902 was as follows:

Imports	\$16,657,132
Exports	15,097,396
Total	\$31,754,528

From these reports we find that the greater part of our foreign commerce is with the countries of the Orient; with the United Kingdom, second; and British Columbia, third.

The imports are not segregated in the reports, excepting in a general way. In the following table the items set forth as "For transportation to interior," "Transportation to British Columbia," and "Transportation in bond," represent imports, principally from the Orient, which are forwarded in bond to the interior and eastern cities of the United States.

The exports are segregated to show the countries to which they have been shipped. The foreign imports and exports are shown as follows:

Imports	Value.
From Europe and the Orient	\$ 7,519,847
British Columbia	846,643
For transportation to interior	7,719,757
For transportation to British Columbia	504,929
For transportation in bond	66,956
Total	\$16,657,132
Exports—	Value.
To the Orient	\$ 9,995,966
British Columbia	1,571,245
United Kingdom	2,469,737
Siberia	63,124
Germany	6,479
South Africa	532,273
Cape Verde Islands	117,300
Central America	11,441
South America	46,481
Mexico	2,197
Fiji Islands	1,983
Korea	1,620
Philippine Islands	185,392
Australia	39,044
In bond	53,114
Total	\$15,097,396

GROWTH OF FOREIGN COMMERCE.

The growth of the foreign commerce of Seattle is well illustrated by the following figures, taken from the reports of the collector of customs at Port Townsend, showing the imports and exports of Seattle for the past six years, as follows:

Year—	Imports.	Exports.
1896	\$ 395,239	\$ 1,816,577
1898	2,409,768	3,911,414
1900	4,571,531	6,954,749
1901	5,030,110	9,613,159
1902	8,785,243	10,991,985

In this statement no credit is given for goods imported for transportation to interior points, or in bond to foreign countries, which amounted to \$5,710,039 in 1902, making the total imports \$14,495,282.

SEATTLE COASTWISE TRADE.

The coastwise trade exceeds the foreign commerce by a very large amount, aggregating the sum of nearly fifty millions of dollars, as follows:

Coastwise receipts	\$22,492,920
Coastwise shipments	26,346,313

Total

\$48,839,233

The coastwise business includes the trade of Alaska and Hawaii, and is segregated as follows:

Coastwise receipts—

Pacific coast and Alaska	\$17,474,524
Local ports	5,018,396

Total

\$22,492,920

Coastwise shipments—

Pacific coast and Alaska	\$18,950,569
New York	1,379,720
Hawaii	1,379,311
Local ports	5,697,713

Total

\$26,346,313

From the above table it will be seen that the total business—that is, the business done by the mosquito fleet—aggregates \$10,716,109.

If we add all these items of commerce together, it gives us the following result:

Foreign commerce	\$31,754,528
Coastwise trade	48,839,233

Total commerce by the sea

\$80,593,761

No accurate record can be obtained of the number of passengers carried on the Sound steamers, but a conservative estimate shows that the number is considerably in excess of one million.

The total commerce by sea, shown by the reports of 1901, amounted to \$50,298,944. Compared with these figures, the business of 1902 shows an enormous gain, as follows:

Commerce of 1902	\$80,589,781
Commerce of 1901	50,298,944

Gain

\$30,290,837

This represents a gain of 60 per cent over the business of the year 1901.

The discoveries of gold in the Klondike region of the Northwest Territory in 1897, and in many parts of Alaska later on, has enormously increased the business of Seattle, which is the chief shipping port for all of that immense territory. The Alaska trade amounts to more than \$20,000,000 per annum and is rapidly increasing, as the vast natural resources of that territory in gold, copper, tin, oil, coal, iron, and other minerals, its fisheries and agricultural possibilities are being developed.

CHAPTER XXXI.

THE CITY OF TACOMA.

The history of the birth, rise and growth of the city of Tacoma reads like the story of Aladdin's lamp. On the 1st day of July, 1873, the board of directors of the Northern Pacific Railway Company waved its wand over the site of that city, then an almost unbroken forest of giant firs and cedars overlooking a beautiful bay of Puget Sound, and since that time a magnificent city of about 60,000 enterprising and progressive people has sprung into existence, having splendid business blocks, wide and beautiful streets, schools, churches, charitable institutions, railway and steamship connections with all parts of the world, and, in general, all the adjuncts of a city of the first class, according to our modern ideas of the most advanced civilization. At that time the settlers in the locality were few in number, and they were chiefly employed in and residing in the vicinity of a sawmill which had recently been constructed by Hanson, Ackerson & Company, and which looked lonely and almost helpless in the vast wilderness of unoccupied sea and land by which it was surrounded.

Charles Hanson was born in Elsinore, Denmark, but was not a dreamer like his fellow-townsmen Hamlet, but, like the enterprising Vikings of Scandinavia, from whom he was descended, was one of those energetic Norsemen who in these later years roam over the sea and land in their efforts to find congenial and profitable undertakings of an industrial and not of a piratical character. John W. Ackerson and Samuel Hadlock were Argonauts of California, who with Mr. Hanson constituted the firm of Hanson, Ackerson & Company. These men saw at an early day the possibilities for the manufacture of lumber on Puget Sound and, resolving to take advantage of the opportunity thus presented, located their sawmill on the margin of the bay within the present limits of the city of Tacoma. To Mr. Ackerson is due the honor of naming the struggling hamlet which was to become known in the near future as one of the greatest commercial ports of the world. Mr. Hadlock retired from the firm in 1870, and going down the Sound, founded Port Hadlock, where he built a sawmill which has since that time done an enormous business in the making and shipping of lumber.

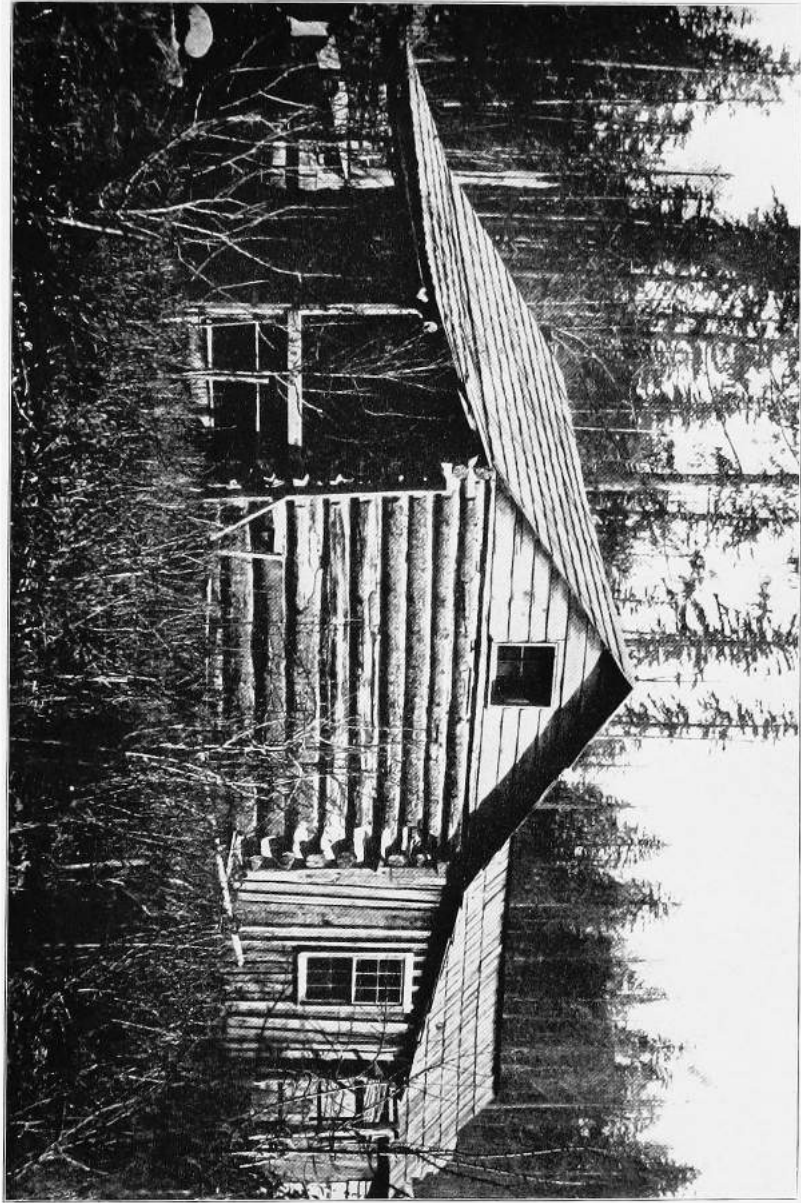
The town of Old Tacoma was originally laid out by General M. M. McCarver, L. M. Starr and James Steele. They purchased the land from Job Carr, who made the first settlement at this point. New Tacoma was laid out principally on the donation claim of Peter Judson, who arrived there in 1853. Its rapid growth was due to the fact that it was made the terminus of the Northern Pacific Railroad. Its first survey was made by ex-Surveyor General James Tilton and Theodore Hosmer. Subsequently the two places were consolidated under the name of Tacoma. The first municipal election in New Tacoma was held on the 8th day of June, 1874. Job Carr, A. C. Campbell, J. W. Chambers, A. Walters and S. C. Howes were elected its first board of trustees. Tacoma became the county seat of Pierce county in 1880.

The selection of Tacoma in 1873 as the terminus of the Northern Pacific Railway was the chief factor in its rapid growth and development. During the same year a section of the road was completed and opened, extending from the north bank of the Columbia river at Kalama to Tacoma. The largest towns at that time in the Pacific northwest were Portland and Victoria. The route between the two was by river steamers from Portland to Kalama, thence by rail to Tacoma, and thence by Sound steamers to Victoria and intermediate points, Seattle being the largest town on the route. But fourteen years elapsed before the transcontinental line of the Northern Pacific crossed the Cascades and entered Tacoma from the east. Its growth was slow from 1873 to 1887. In 1880 its population was 1,098. In 1900 the federal census credited Tacoma with a population of 37,714. According to reasonable estimates made from the city directory and the school census, the population in 1903 is not less than 60,000.

Tacoma's rapid growth is attributed to two principal causes: first, the industrial, and second, the commercial development of the city. Tacoma possesses unusual facilities for manufacturing in several important fields of industry. The first superior advantage is abundance of cheap power; the second is the possession or command of the materials, and the third is direct transportation by rail, steam or sail with all the principal markets of the world.

Washington has incalculable supplies of coal of excellent quality for producing heat and generating steam. The coal is stored in the Cascade mountains, and the mines of Pierce, Kittitas, and King counties are in close and direct railway communication with Tacoma. It is said that cars loaded with coal at fifty mine openings in western Washington would run by gravity into Tacoma by simply loosening the brakes. Tacoma has huge bunkers for coaling steamships, and a line of colliers plies constantly between this port and San Francisco. The best coking coal yet mined in Washington is found

FIRST HOUSE AND POST OFFICE IN TACOMA.



in abundance in Pierce county within thirty miles of Tacoma. But fuel from the waste of the great lumber mills is so abundant and cheap in Tacoma that the tremendous advantage of her proximity to the rich coal fields of Washington is not as yet fully realized.

Of even greater importance than her coal as a factor in the industrial development of Tacoma is the utilization of the enormous water power which has its origin and source in the snow-capped and glacier-buttressed dome of Mount Rainier. This furnishes an inexhaustible reservoir of power, whose efficiency is immeasurable. Tacoma lies at its feet and is the natural outlet and market for its harnessed energies. The Snoqualmie Falls power plant is forty-four miles from Tacoma. It was installed at an expenditure of \$1,750,000, but its product is in use up to the limit, and its owner, Mr. Charles H. Baker, is now engaged in a far more important and gigantic undertaking. He and his associates have begun the construction of the largest power plant in the United States, which will be capable of developing 100,000 horse power within ten miles of Tacoma.

The plan, which is being carried out by what is known as the White River Power Company, is to divert White river about half a mile above the town of Buckley into a canal, beginning at this point and extending a distance of about five miles across the tableland to Lake Tapps, which will be made an immense reservoir, which when filled may be drawn down thirty feet. This reservoir will be supplied by the flood waters of White river and will be drawn out through the water wheels during the season of low water, and by thus equalizing the flow of the river will make the power plant capable of continuous development of 100,000 horse power, or double the present capacity of the plant at Niagara Falls.

The water from this enlarged lake reservoir will be led through a channel into a masonry penstock, whence pressure pipes will conduct it down a declivity to the site of the power house, within ten miles of Tacoma, giving a fall of 485 feet. At the foot of these pipes the power house, 105x250 feet, will be constructed and the water will thence be released into Stuck river. A short transmission line will conduct the power to the Cataract Company's building in this city, whence a large share of the present output of the Snoqualmie Falls power plant is now distributed to consumers, public and private, in Tacoma.

Another colossal undertaking for the development of other water-power resources tributary to Tacoma is this year being hurried to completion with all the energy and skill which abundant capital can command. This is the installation by the Puget Sound Power Company of Tacoma of a 30,000 horse-power electric generating plant at Electron, twenty-eight miles southeast of Tacoma, near Lake Kapowsin on the Tacoma Eastern Railroad.

This enterprise involves the expenditure of three million dollars, and owes its inception to the discernment and energy of Mr. S. Z. Mitchell, for several years general manager of the Tacoma Railway & Power Company, and its execution to the capital and enterprise of his principals, Messrs. Stone & Webster, of Boston, Massachusetts. This street railway company, together with the Seattle Electric Railway Company's lines in that city and the Inter-urban Electric Railway connecting the two cities, are controlled and operated by Messrs. Stone and Webster, who were readily convinced by Mr. Mitchell of the desirability of utilizing, in their extensive electric railway operations at Tacoma and Seattle, the water power of the South Fork of the Puyallup river, a stream which also has its source in the glaciers of Mount Rainier and empties into Commencement Bay at Tacoma, and disposing of the surplus to other power consumers. The work of installing the power plant at Electron was begun under the personal direction of Mr. Mitchell in 1903, and will be completed early in 1904.

The Puget Sound Power Company, at Tacoma, will have a surplus of from 10,000 to 20,000 horsepower above the requirements of its own electric railways, which will be supplied for use in industrial purposes. The company announces that it will furnish power to manufacturers at Tacoma at a lower price than that at which power can be obtained at any other tide-water port in the United States.

There are many other rivers or streams fed by the glaciers and snows of Mount Rainier which may and will be utilized as rapidly as required for generating electrical power. The Tacoma Industrial Company is making preparations to install a 15,000 horsepower plant on White river, twelve miles from Tacoma. The Nisqually river, which flows into the Sound south of Tacoma, has enormous undeveloped power resources. The Tacoma Eastern Railroad has now passed Eatonville and is being extended along the Nisqually canyon toward Paradise valley, near the snow line on the southerly slope of Mount Rainier. Near Eatonville, and within thirty miles of Tacoma is an available and accessible water power capable of generating 30,000 horsepower. The opening of the railway beyond Eatonville will facilitate the development of this power. It thus appears that Tacoma commands the use of from 150,000 to 200,000 horsepower as soon as required. No other seaport in the world has more abundant resources of cheap power for manufacturing purposes.

The manufacture of lumber is the most important industry in the state of Washington. Tacoma is the leading city of the state in this industry. She has now upwards of twenty-five lumber and shingle mills, besides a large number of planing mills, sash and door factories and other establishments for the manufacture of articles made chiefly of wood.

The largest lumber manufacturing plant in Tacoma, probably, the largest sawmill in the United States, and perhaps in the world, is the St. Paul & Tacoma Lumber Company's plant located on the flats between the city waterway and the Puyallup river, within ten minutes' walk from the business center of the city. This plant was established in 1888. Its original capacity was 300,000 feet of lumber per diem, but that has been largely increased by the erection of a second mill, and during the year 1902 the company cut 100,000,000 feet of fir timber and 21,000,000 feet of spruce, hemlock and cedar, and in addition sawed, dried and packed 62,000,000 shingles and 13,000,000 lath, the value of its output for the year being not less than \$1,500,000. The company operates five logging camps on the lines of the Northern Pacific and Tacoma Eastern railways, and employs 1,500 men in its operations. It ships thousands of cars of lumber to eastern markets by rail and has an extensive cargo trade in coastwise and foreign ports.

The St. Paul and Tacoma Lumber Company is one of the most successful of its kind in the world. Its principal stockholders and managers are or have been Colonel Chauncey W. Griggs, Henry Hewitt, Jr., Addison G. Foster, at present one of the United States senators from the state of Washington, Captain George Brown, and other prominent men of Tacoma and St. Paul, Minnesota. Colonel Griggs is a worthy descendant of the nobility of both England and New England, and has distinguished himself on the Pacific coast as the head of a great industrial undertaking. In 1888 Colonel Griggs and Mr. Hewitt purchased from the Northern Pacific Railroad Company 80,000 acres, near Tacoma, of what was considered the finest timber land in the United States. Many additional purchases of timber land have since been made from time to time. Soon after their first purchase the St. Paul and Tacoma Lumber Company was organized, and has ever since been in successful operation. Colonel Griggs and his associates are entitled to a very high place among the captains of industry who have done so much in recent years to build up large industrial and commercial enterprises. There is hardly a corner of the civilized world that is not reached and benefited by their skill, energy and business ability.

The Tacoma Mill Company's plant on the water front at "Old Town" is the second lumber manufacturing plant at Tacoma in capacity, number of men employed and the value of its output. The Tacoma Mill Company was incorporated in 1878, by Hanson and Ackerson. The capacity of the plant has been increased from 40,000 feet per diem to 300,000 feet. In 1902 the mill cut 78,987,557 feet of lumber, 40,000,000 shingles and 23,000,000 lath, the output being valued at \$1,000,000. A large fleet of lumber carriers is always to be found at its wharf, where from ten to fifteen vessels may obtain their cargoes simultaneously.

The cut of the Tacoma lumber and shingle mills has enormously increased since 1900, as the following figures will show:

CUT OF TACOMA LUMBER MILLS.

	Lumber, ft.	Shingles.
1900.....	185,414,130	178,386,000
1901.....	219,150,000	251,000,000
1902.....	303,654,557	347,565,000

The average number of wage earners employed in the Tacoma lumber and shingle mills in 1902 was 2,483, and the value of the products for the year was \$4,079,000. The number and capacity of the lumber mills of Tacoma in 1903 is considerably in excess of previous years. Six large new plants have begun operations within a year, and the cut of Tacoma mills for 1904 will considerably exceed 400,000,000 feet.

Cargo shipments from the Tacoma mills for the first six months of 1903 amount to 60,922,124 feet, as compared with 52,625,296 feet, during the first six months of 1902, while 3,191 cars of lumber and shingles have been shipped by rail during the first half of 1903, an increase of 230 cars over the rail shipments for the corresponding months of 1901, and of 1,428 cars over 1900. The demands of the local market at Tacoma were never so heavy as at present, for both industrial and building purposes. The rapid increase in the manufacture and sale of lumber in this city is evidenced by the fact that the Tacoma city directory for 1900 gave a list of twenty-eight lumber manufacturers and dealers in the city, while the city directory for 1903 mentions sixty-two firms and corporations engaged in the business.

A long list of industries has developed at Tacoma as a consequence of its pre-eminence as the lumber mart of the state. Among them are planing mills, sash, door and blind factories, notably the largest plant of this description in the state, that of the Wheeler-Osgood Company, enlarged and rebuilt since its destruction by fire in September, 1902; shipyards, household furniture factories, one of which, that of the Carman Manufacturing Company, covers six acres; three car construction plants, and factories for coffins and caskets, wooden stave, water pipes, incubators, ladders, wood-split pulleys, and a great variety of other manufactures of wood.

The second largest manufacturing plant in Tacoma, which is also the largest plant of its description in the Pacific northwest, is the car construction and repair plant of the Northern Pacific Railway at South Tacoma. This enormous plant furnishes employment for eight hundred men and manufactures and repairs everything in the line of motive power or rolling stock for railroad use. Adjoining is a large plant of the Griffin Car Wheel Works, and not far distant from South Tacoma is the largest rolling mill in the

state, the plant of the Western Iron & Steel Works at Lakeview. Allied to this class of industrial enterprises are numerous foundries and machine shops for the manufacture of stationary and marine engines, boilers, machinery, saws, architectural iron bridges, and other products of brass, tin, copper, and steel.

Still another line of industry in which Tacoma takes the lead is in the reduction of ores of gold, silver, lead, copper and other metals. The Tacoma Smelting Company's plant on the water front at the north end of the city is the largest smelter on the Pacific coast. In 1902 the plant was enlarged by the addition of huge copper reduction works which began operations in September, 1902. The smelter treated 45,780 tons of ore in 1902, and the value of its product for that year was \$4,765,941.42. An average of 300 men found employment at the smelter last year, and the force was increased to 450, July 1, 1903. Sixty-six thousand tons of merchandise were received or shipped by water in 1902, from the smelter's wharves, the value of which was \$6,473,633.48.

Tacoma is the chief flour milling city of the Pacific northwest. The product of her flour mills last year was valued at \$3,500,000. The Tacoma Grain Company's mill was erected in 1902. The mill of the Cascade Cereal Company was destroyed by fire in July, 1903, but is to be immediately rebuilt on a larger scale. Allied to the manufacture of flour is a new industry for this city in the plant of the Pacific Starch Company, for the manufacture of non-chemical wheat starch, erected at a cost of \$108,000 and opened in August, 1903. This plant is the largest and finest wheat starch factory in the United States; is a branch of a smaller plant at Jackson, Michigan, and was located at Tacoma in 1902, after a careful investigation of the merits of this and other cities on the Pacific coast.

Puget Sound is 300 miles nearer Japan, Manila and the Orient than San Francisco. It is 800 miles nearer Alaska than the Golden Gate. Ores from the Tacoma smelter are brought by rail from eastern Washington and by water from Alaska; from the islands along the coast of British North America; from British Columbia, Korea, Straits Settlements, Mexico and Central America. The rail and water transportation facilities which unite at Tacoma, coupled with its command of raw materials and its wonderful resources of power and coal, make this city a most exceptionally favored point for manufacturing.

Tacoma has also large breweries, malt houses, bottling establishments, mineral and soda water works, slaughtering and meat packing houses, fish canneries, brick and tile works, broom and brush factories, candy factories, pickling and preserving works, coffee and spice mills, flavoring extract and chemical works, artificial ice factories, soap factories, a tannery, harness,

trunk and leather goods factories, shoe-upper and boot and shoe factories, clothing and garment factories, shirt factories, stocking factories, knitting mills, cigar factories, oil-skin factories, tent, awning and sail factories, ship-plumbers' and chandlers' shops, fish basket factories, furs and fur goods factories, and a great variety of industries of which no special mention can be made. Tacoma has an imposing array of large manufacturing establishments, and the number is constantly increasing. More than seventy-five new mills and factories have begun operations at Tacoma during the last three years. That is an average of more than two factories every month.

Tacoma's ocean commerce, foreign coastwise shipments and receipts, increased from \$20,803,111 in 1899 to \$23,916,822 in 1900, \$34,400,736 in 1901, and \$40,431,665 in 1902. These figures cover the calendar years. The deep-sea arrivals in 1902 numbered 888, and departures 893, the outward registered tonnage amounting to 1,063,078 tons and the cargoes loaded at this port amounting in bulk to 1,013,609 tons.

Tacoma's ocean commerce may be classified as foreign and coastwise. The latter includes chiefly shipments and receipts by water from Alaska, Hawaii and California. The foreign trade of Tacoma extends to every continent on the globe and to the islands of the sea. The coastwise receipts are chiefly ores, salmon and furs from Alaska, and fruits, general merchandise and manufactures from California. The coastwise shipments consist chiefly of merchandise sold by Tacoma jobbers to customers in Alaska, provisions, machinery, lumber, feed, etc.; bullion, coal, lumber and flour to California, and coal, lumber and merchandise to Hawaii. The foreign commerce of the port consists of imports of silk, tea, mattings, and other Oriental products, ores for the Tacoma smelter, grain bags for Washington wheat, cement and fire-bricks for building purposes, iron and steel and other foreign commodities imported into the United States; and exports, the most valuable of which are Washington products, wheat, flour, canned and salted salmon, lumber, bottled beer, barley, hay and oats, besides cotton, domestics, bicycles, tobacco and other products and manufactures of eastern and southern states. But by far the greater part of Tacoma's exports are native products of the state of Washington, and of these many are products of her manufactories.

Tacoma is the home of the Northern Pacific Steamship Company, which operates its three American steamships, Victoria, Olympia and Tacoma, in the Tacoma-Oriental trade, and Messrs. Dodwell & Company, agents for the line at Tacoma, also represent at this port the China Mutual Steamship Company, Limited, which maintain a joint service between Tacoma and Liverpool and Glasgow, by way of the Orient and Suez Canal route, a large steamship sailing every twenty-eight days. Tacoma is also one of the Puget Sound terminals of the Kosmos Line, operating between Puget Sound, San

Francisco and Hamburg by way of Mexican, Central and South American ports. This line was established in 1901, and from one to three vessels have been dispatched every month for two years.

From fifteen to forty ocean carriers are to be found discharging or loading cargoes at Tacoma according to the season. The lumber and wheat traffic brings hundreds of sailing vessels to this port every year. Tacoma's harbor is large enough to shelter all the shipping of the Pacific.

FOREIGN COMMERCE OF TACOMA FOR THE FISCAL YEAR ENDING JUNE 30, 1903.

	Exports.	Imports.	Customs Receipts.
Total.....	\$15,623,238	\$2,527,974	\$360,363.90
Year ending June 30—			
1902.....	\$17,516,942	\$2,232,136	\$322,589.24
1901.....	9,854,786	2,360,364	165,564.00
1900.....	7,296,821	2,887,926	121,257.00
1895.....	2,857,444	1,816,517	103,670.00

In June, 1892, the first steamship for the Orient was dispatched from Tacoma. Now four steamship lines are operated between Tacoma and Oriental ports. In 1902 forty-seven sailings were made from this port by regular liners engaged in the Oriental trade, which carried cargoes loaded at Tacoma to the value of \$9,582,247, and additional cargoes from Seattle valued at \$1,236,085.

The Boston Steamship Company, a new line of large steamships of American build and registry, entered the Puget Sound-Oriental trade in July, 1902. This line recently secured the contract for transporting government stores and troops to and from the Philippines.

Tacoma's facilities for the handling of wheat are first-class in every respect. The new wheat warehouses erected in 1900 and 1901, on the city waterway, are the longest in the world, being 2,300 feet in length and 148 feet in width. They doubled the warehouse capacity for grain at this port, and afford admirable facilities for receiving wheat from the cars, cleaning and sacking it, and loading it on ocean carriers. There are also two enormous grain elevators and two large flour mills on the water front. Tacoma's facilities for exporting wheat and flour are so extensive that in October, 1902, no less than twenty-five wheat carriers were loaded and dispatched, and the exports of the month included upwards of 2,000,000 bushels of wheat and 200,000 barrels of flour. Tacoma's exports of wheat and wheat flour for the calendar years 1899, 1900, 1901, and 1902, were as follows:

	Wheat, Bushels.	Flour, Barrels.	Total Bushels.
1899.....	3,913,780	500,979	6,168,185
1900.....	4,244,804	738,937	7,570,020
1901.....	10,713,826	924,744	14,875,174
1902.....	11,829,093	1,351,224	17,909,601

Tacoma is now the leading wheat and flour shipping port on the Pacific coast, and the customs district of Puget Sound now ranks fourth in the United States in both wheat and flour exports, and fourth also in the combined exports of wheat and wheat flour reduced to wheat measure, each barrel of flour being equivalent to four and one-half bushels of wheat.

The federal government has purchased a site for a much-needed public building at Tacoma, and Congress has appropriated \$400,000 for its erection. Tacoma is the headquarters of the new internal revenue collection district of Washington and Alaska. Customs receipts, internal revenue collections and postoffice receipts at Tacoma now exceed \$1,000,000 annually.

Extensive municipal improvements are in progress. Among the more important are thirty-five miles of new sidewalks, largely of cement; pavements, sewers, water mains and bridges. Tacoma owns and operates its own water and electric lighting plants, supplying both water and light to private consumers. The revenue from its operation is rapidly increasing, notwithstanding recent reductions in rates to consumers. The city procures current for the electric lighting plant from Snoqualmie Falls, through the Tacoma Cataract Company, at 8.4 mills per kilowatt hour. Rates to private consumers are as low as in any city in the United States, and the cost of arc lighting is unquestionably the lowest paid by any municipality in the country.

The assessed valuation of taxable property in Tacoma in 1902 was \$21,743,515. The bonded indebtedness of the city, exclusive of the water and light debt, is \$1,743,000. The city has no floating indebtedness, and the sinking fund amounts to about \$100,000. The city owns property valued at \$3,250,000. The light and water debt of \$2,080,000 represents the capital invested in a profitable business which will take care of itself.

Tacoma has twenty public schools of the primary and grammar school grades and a high school. The enrollment in the public schools was 8,455 in June, 1903, and the average daily attendance for the year 1902-3, 6,740. The value of the school property in the district is \$950,000, while the total liabilities of the school district, including bond and warrant indebtedness, amounted to \$493,961.53, on June 30, 1903.

Tacoma has upwards of eighty church organizations, representing all the leading religious denominations. Tacoma is the see city of the Episcopal jurisdiction of Olympia.

Tacoma has a new public library completed and opened in 1903, the gift to the city of Andrew Carnegie, who gave \$75,000 for the building, the city providing the site. The library contains 30,000 volumes.

Tacoma has a company of infantry and a troop of cavalry of the National Guard of Washington. The state has made an appropriation toward the erection of an armory at Tacoma. American Lake, fourteen miles from

Tacoma, has been selected as the site for a joint encampment of regular army troops and the National Guard of Washington and neighboring states.

Tacoma has 800 acres of beautiful parks. Point Defiance Park occupies the northerly extremity of the peninsula on which Tacoma is built. It has about three miles of shore line on the Sound, and most of it is covered with giant firs. It is a park of unusual natural beauties and attractions. Wright Park is a garden, twenty-eight acres in extent in the heart of the city, with a great variety of shrubs, trees, and flowers. New parks have recently been opened in the east and south quarters of the city.

Tacoma is a city of homes. It is one of the very finest summer residence cities in the United States. Its scenic attractions and delightful climate are charming alike to visitors and residents. The grandeur of the mountains and the beauty of the waters baffle description. The climate is mild and salubrious. In the last three Julys, 1901, 1902, and 1903, the thermometer rose above 80 degrees in the shade on only five days out of ninety-three. The lowest temperature in the last three winters was 15 degrees above zero. The mean annual temperature for 1902 was 50.9 degrees, ranging from a monthly mean of 38.4 degrees in January to 62.9 degrees in August. The rainfall in 1902 was 54.7 inches. Nearly forty per cent of this total fell in November and December. The climate is healthful. The annual death rate is about eight per 1,000, as low as that of any city in the world and less than one-half the average mortality in eastern cities.

The following official statements represent the business transacted in Tacoma in the year 1902:

Total foreign imports, \$4,695,554.	Jobbing trade, \$21,233,000; increase, \$4,437,000.
Coastwise imports, \$5,581,369.	Manufactured output, \$22,869,975; increase, \$5,912,375.
Aggregate ocean commerce, \$37,926,515.	Factories, 280; capital stock, \$13,420,000.
Silk imports, \$1,671,454.	Factory employes, 7,209; monthly pay roll, \$403,170.
Tea imports, 5,466,247 pounds; value, \$851,850.	Lumber shipments by water, 100,741,670 feet.
Matting imports, 13,234,206 yards; value, \$1,079,508.	Total lumber cut, 270,500,000 feet.
Car shops output, \$2,000,000.	Shingles manufactured, 333,635,000.
Smelter output, \$4,766,000.	Value of lumber output, \$3,847,500.
Flour mills product, \$2,930,000.	Other manufactures of wood, \$2,387,075.
Number vessels cleared, 877; increase, 38.	Flour exports, foreign, 1,128,530 bbls.; increase, 315,075 bbls.
Outward registered tonnage, 1,038,119.	Wheat shipments, foreign, 11,363,896 bushels.
Outward cargo tonnage, 964,415.	Total breadstuffs, exports, \$10,978,750.
Bank clearings, \$74,568,336.22; increase, \$14,945,787.47.	Coal shipped, 335,081 tons; value, \$1,090,852.
Real estate transfers, \$4,463,820; increase, \$670,071.	Cotton exports, 38,363 bales; value, \$2,143,697.
Building improvements, \$1,105,761; increase, \$273,745.	
Public schools, 21; teachers, 206; enumeration, 11,261.	

Grain warehouse capacity, 5,152,000 bushels.	Cotton manufactures, exported, \$3,303,248.
Coal bunker capacity, 22,000 tons.	Total Oriental exports, \$8,901,521.
Wholesale firms, 142.	Total exports, foreign, \$19,611,950.

CHAPTER XXXII.

THE CITY OF EVERETT.

The immense possibilities and advantages of the Puget Sound region are well illustrated in the magic growth and development of the city of Everett. When these rich and varied resources and conditions are grasped by a man of genius, like Henry Hewitt, Jr., and this comprehension is followed by appropriate action having the financial support of such wideawake men as Charles L. Colby, John D. Rockefeller, Colgate Hoyt, E. H. Abbott and other capitalists, important results may be expected. Ten years ago the site of Everett was a peninsula having on one side Everett Bay and on the other Snohomish river, covered with the primeval forest and occupied by Indians and half-breeds, and whose shores were the resort of fishermen and its wooded slopes of hunters after grouse, deer and other wild game in their season. This peninsula had been passed hundreds of times by men looking after opportunities, but the advantages of this beautiful location were overlooked until Mr. Hewitt came, in 1892, saw and realized what might be accomplished here, and since that time a handsome, progressive and modern city of more than 20,000 people, with numerous and diversified industries, has sprung into a prosperous existence. Its broad and busy streets, well supplied with water, gas, sewer, electric light and power systems, indicate the energy and thorough-going character of its inhabitants. Its banks, schools, business houses, hotels, newspapers, hospitals, and theaters still further illustrate their industry and intelligence. Its expansive deep water front of forty-two miles affords ample scope and opportunity for the construction of wharves, docks, factories and other facilities required by commerce and manufactures in a great city. Already there are nine sawmills, twelve shingle mills, one paper mill, one flour mill, four foundries and machine shops, six planing mills, smelter, arsenic plant (only one in the United States), timber preserving works, three sash and door factories, three brick-yards, two wagon factories, two bottling works, brewery, two feed mills, two candy factories, ice and cold storage plant, creamery, emery wheel factory, syrup refinery, trunk and lumber implement manufactories, stove works, and numerous smaller concerns. Many of these plants run double time.

The annual output of the city in wood products alone (lumber, singles, lath, sash and doors, paper, ships, and preserved timber) is valued at \$7,307,-392. Adjacent to the city and of great industrial significance is immense water power, only waiting for development.

Its fine geographical location and the immense volume and variety of its tributary resources make it possible, and the energy and public spirit of its citizens make it probable that Everett will become one of the leading industrial cities of the Pacific coast. More than 3,000 men are now employed in its diversified industries, whose annual wages amount to about \$2,250,000.

The plan of a fresh water harbor at Everett, involving a total expenditure of \$3,000,000, has been accepted, and \$450,000 of this amount has already been expended by the United States government. The work is now progressing on an appropriation of \$117,000, made available by the last Congress. The project, having been placed by Congress on the continuing contract list, is insured of speedy completion.

Everett Bay, already perfect as a salt water anchorage, is so eminently favored by nature that this fresh water harbor is being built by a comparatively small amount of dredging and jetty work at the mouth of the Snohomish river, two miles north of the city proper. The action of the fresh water cleanses the bottom of a vessel of the foulness accumulated on a long ocean voyage, and when a vessel can lie in fresh water while loading and discharging cargo much dry-docking expense is thus saved. This harbor is the only one of the kind on the Pacific coast, and is four and one-half miles long, and fashioned after that at Queenstown, Ireland.

The far-seeing railroad men of the northwest were not slow to grasp the advantages of Puget Sound, and the result has been the building of the Great Northern, Northern Pacific and Canadian Pacific systems, and within the past ten years these roads have each acquired terminals in Everett.

The Great Northern passes through one of the most picturesque sections of the Cascade mountains in climbing Stevens pass. It reaches tidewater first at Everett, and its Pacific coast freight terminals are here. They include machine shops, round house, bunkers, general offices, city yard and freight houses and freight yards, now containing some twenty miles of trackage and which, when completed, will have from sixty to seventy miles, and will be the greatest and most complete terminals on the Pacific coast. The company controls a half mile of the choicest ocean dock room on the bay. The Coast line, owned by the Great Northern, runs thirty-three miles south from Everett to Seattle, and one hundred miles north to connect with Vancouver, British Columbia.

The Northern Pacific is equipped with a city depot and terminal facilities, including also an ocean dock site and thirty-three acres for terminal yards. Their more important improvements have been the building of an industrial track down the east bank of the Snohomish river, and the building of a branch line from Arlington fifty miles through a rich timber belt, into the mines at Darrington. The Monte Christo, a fifty-mile line recently pur-

chased by the Northern Pacific, is the scenic line of the state, and runs eastward from Everett into the Cascade mountains to the famous Monte Christo mines, tapping en route a rich timber and farming region. The Snoqualmie branch, also Northern Pacific, traverses a region equally rich in timber and farming lands, and connects Everett with the far-famed Snoqualmie Falls.

The Canadian Pacific holds valuable concessions and trackage whereby it enters the city and quotes terminal rates on a par with the other roads.

By the shortest possible routes of rail and water it is 558 miles, or two days' sail, farther from Chicago to the Orient by San Francisco than by Puget Sound; and for all purposes of trans-shipment Everett is in turn 52 miles nearer both points than any other port in the United States.

With all America behind her, Alaska and British Columbia on her right, Central and South America on her left, and the Orient, with over half the population of the world, in front, Puget Sound is the nearest and cheapest exchange point for all these countries, and must in the nature of things become the world's greatest commercial center.

There are some features which make this city the most desirable mill-site on Puget Sound. Among them is the protected harbor, with good anchorage and light cost of wharves for all export and vessel trade, and safe boom ground for logs. As the water shipments of lumber to Hawaii, the Philippines, South Africa, the Orient, Alaska, California and South America will amount this year to over one billion feet, the value of a good harbor will at once be seen. As to rail facilities, Everett has the Great Northern, Northern Pacific and Canadian Pacific making it a terminal point, and for this reason its millmen always enjoy the lowest rates east, and seldom have to deal with a scarcity of cars, which so often delays the shipments of millmen less advantageously located.

Everett is a supply point for an important mining region, and the operation here of one of the largest smelters in the west is evidence of the richness of the mines close at hand. The mineral belt extends across the country 36 miles, is 30 miles wide, and includes the well known Monte Christo, Goat Lake, Silverton, Silver Creek, Darrington, Troublesome, Sultan, Stillaguamish, Index and North Fork districts. The ores carry gold, silver, copper, lead and arsenic, and for the most part are treated at the Everett smelter, which has a capacity of 650 tons a day. The railroad rates range from \$1.25 to \$2.50 per ton to Everett. The average treatment charge of about \$6 makes it practical to handle ores of a very low grade.

The Monte Christo, Ethel and Copper-Independent concentrators will have a total daily capacity of 650 tons; and the Index-Independent will probably have still another in operation by the end of the year. Among companies having done the most development are the Monte Christo, Goat

Lake, "45" Consolidated, Haber, Copper-Independent, Ethel, Sunset, Nonpareil, Wilbur, Packard, Bonanza, Vandalia, Copper Bell, Bonanza Queen, Silver Creek, Index-Independent, Blue Bird, America-Brittania, and O. & B. The present total investment of these and the numerous other properties, in tunnels, tramways, machinery, etc., is conservatively estimated at \$7,500,000.

The development done all goes to show very large veins of low-grade ore; and as the veins hold their size and grade as the depth increases, it means the steadiest kind of mining operations, and the safest and surest returns on investments.

Besides the precious metals there are large deposits of building stone, limestone, brick and pottery clay, quartz and silica suitable for glass-making, and prospects in iron and coal.

Of great significance in the development of all these is the mildness of the climate, cheapness of fuel, accessibility and the proximity of a water power to nearly every property.

There are practically inexhaustible supplies of excellent soft coal in the Cascades, both north and south of Everett, at distances varying from thirty to fifty miles. Much of it is suitable for coke, and all of it furnishes excellent cheap fuel for commerce and manufacturing. This fact has contributed largely to the winning for Puget Sound of the shipping supremacy of the coast. Over 1,000,000 tons were exported last year to California, Mexico, Hawaii, Alaska and the Philippines.

The following official reports briefly indicate the growth of Everett during the past ten years, and some items of its business for 1902:

CENSUS.			
1890	0,000	1901 (September)	14,715
1899 (September)	6,900	1902 (official city census)	20,217
SCHOOL CHILDREN.			
1896	1,019	1901	2,943
1900	1,520	1902	3,800
TELEPHONES.			
1899	207	1901	665
1900	362	1902	1,151
STREETS GRADED OR PAVED.			
1901	9 miles	1902	6 miles
BANK DEPOSITS.			
1890	\$ 0,000	1901	\$1,500,000
1900	850,000	1902	2,000,000
POSTOFFICE RECEIPTS.			
1899	\$ 9,194.75	1901	\$18,443.90
1900	12,133.83	1902	24,169.44
DAILY LUMBER CUT.			
Lumber (feet)	1,250,000	Shingles	1,500,000
IMPROVEMENTS, 1902, NEARLY TWO MILLION DOLLARS.			
Residences built	\$ 560,000	City improvements	\$ 100,000
Business houses built	206,000		
Schools and other public buildings	86,000	Total	\$1,839,607
Docks, railroads, etc., built.....	887,607		

CHAPTER XXXIII.

THE PUGET SOUND COUNTIES.

A brief description of the several counties in the Puget Sound Country may lead to a better comprehension of this region as a whole as well as of its respective parts. These counties are taken up in the order in which they were created and organized. The county of Lewis was established by the provisional government of Oregon in 1845. The county of Pacific in 1851, Thurston, Jefferson, King and Pierce in 1852, and Island in 1853, were created by the territorial legislature of Oregon. The counties of Chehalis and Whatcom in 1854, Kitsap in 1857, Snohomish in 1861, San Juan in 1873, and Skagit in 1883, were established by the territorial legislature of Washington.

LEWIS COUNTY.

The county of Lewis was created on the 19th of December, 1845, "out of all that territory lying north of the Columbia river and west of the Cowlitz up to 54 degrees and 40 minutes north latitude," and was authorized to elect the same officers as other counties, except that the sheriff of Vancouver county was required to assess and collect the revenue for the year 1846. In that year W. F. Tolmie was elected the representative of Lewis county in the Oregon legislature, and Henry N. Peers, also of the Hudson's Bay Company, was elected to represent Vancouver. At the session of the legislature for 1846 the people of the several counties were authorized to elect their county judges or justices of the peace for two years. Under this law, in 1847, Lewis county elected Jacob Wooley, J. B. Crockett and K. J. Jackson, justices and Simon Plomondon, a Hudson's Bay Company man, for representative; M. Brock, assessor, James Birnie, treasurer, and Alexander M. Poe, sheriff. Subsequent elections were held under the organization act provided by Congress for Oregon territory.

The county was named after Captain Merriwether Lewis, of the Lewis and Clark expedition.

Although in the interior, and depending largely for its great prosperity upon its agricultural interests, Lewis county is one of the most progressive and one of the richest in the state of Washington. Its first settlement on the Cowlitz river was made nearly sixty years ago by the servants and employes of the Hudson's Bay Company. Prior to the building of the Portland branch of the Northern Pacific Railroad through the county, its progress was slow owing to the want of roads and of communication with either the waters of Puget Sound or of the Columbia river. It is located between Puget Sound and Columbia river, distant from each about twenty miles. It lies between the Cascades and coast ranges of mountains. It extends to the summits of

the Cascades on the east and across the summit of the Coast range on the west. Near the northeast boundary rises in majestic beauty the snow-capped peak of Mt. Rainier to the height of 14,520 feet. Just across the southern boundary of the county, on the opposite side, Mt. St. Helens rises in sublime and stately grandeur to the height of 9,750 feet, also into the regions of perpetual snow. Among the spurs and foot-hills of these mountain ranges there are numerous rich and fertile valleys that in early days attracted the attention of intending settlers and have since become the home of many of the most enterprising and successful farmers in the state. The Cowlitz river flows from the eternal snows of Mt. Rainier for more than one hundred miles from east to west through this county. In its course it traverses some of the finest agricultural lands in the state. The Chehalis river rises in the Coast range, flows east until it joins the Newaukum, thence north until it meets the Skookamchuck, thence westward until it is lost in the ebb and flow of tide and salt water in Gray's Harbor. The valleys of all these streams are among the richest and most beautiful in the state, and with a mild and genial climate they have become favorite locations for stock-raising, dairying, hop and fruit growing, and similar purposes. They have been occupied by a thrifty, intelligent and industrious class of settlers.

The timber resources of the county are also a very important element of wealth. The county contains a large number of saw and shingle, as well as several flouring mills. In its eastern part, on the slopes and near the summit of the Cascade Mountains, extensive deposits of coal and iron are being opened up, and when the facilities of transportation shall have been provided it is expected that very valuable mines will be developed. The coal is said to be of a superior quality of anthracite. A number of coal mines are now in operation along the line of the Northern Pacific Railway. Ledges of quartz-carrying gold and silver have also been discovered, but are not yet developed to any great extent. The Northern Pacific Railway traverses the county from north to south, and the South Bend Branch from Chehalis to South Bend or Willapa Harbor from east to west, thus affording transportation facilities especially in the western part of the county.

Its area is two thousand square miles; population, 17,500. Chehalis, a beautiful and growing town of two thousand progressive people, is the county seat. It is well supplied with churches, schools, banks, water and electric light plants, and is an important shipping point. It is also the location of the State Reform School. There were in the county in 1900 thirteen dairies manufacturing 87,623 pounds of butter and 29,107 pounds of cheese. There is said to be yet remaining some desirable government land available for settlers wishing such locations. The assessed value of property in the county is \$5,651,649. Of the other towns in the county outside of Chehalis, Centralia

is the most important, being an enterprising and handsome town of 1,600 inhabitants. From this point on its main line the Gray's Harbor branch of the Northern Pacific Railway has been constructed westward to Aberdeen and Hoquiam, and is now being extended through the valley of the Humptulips to the Pacific Ocean and thence, on the west side of the Olympic range, in a northerly direction to the Straits of Fuca. Winlock, Toledo, Pe-ell and Napa-vine are all growing and thriving towns in this prosperous county.

PACIFIC COUNTY.

This county occupies the extreme southwestern corner of the state of Washington and is bounded on the west by the Pacific Ocean and on the south by the Columbia river. Within its limits there is a large body of water formerly known as Shoalwater Bay, because much of it is bare at low tide, though there are deep water channels running through it which are available for vessels of large size. It is now called Willapa Harbor, after one of the principal rivers flowing into it. A number of other streams find their way into it, through valleys containing immense quantities of fine timber and much good farming land. Hop and cranberry culture and dairying are now flourishing industries. A large lumber trade is carried on in the county, and several sawmills are extensive shippers to California and elsewhere. The county was settled as far back as 1848, but for many years its progress was slow, chiefly because of its inaccessibility, but since railroad communication has been secured its increase in wealth and population has been rapid and substantial. Oystering was for many years the chief occupation of its settlers, and this business, referred to elsewhere, gives employment to many people. Shipbuilding and fishing are also important industries. The climate is particularly mild, pleasant and equable, without extremes of heat or cold, the air in the winter season being tempered by the warm southwest winds coming from the Pacific Ocean. These are the Chinook winds so often welcomed by residents in the interior of the state, where the winters are more severe.

In 1850 Elijah White settled on the shore of Baker's Bay and undertook to found a town which he called Pacific City, but the effort was not a success. The first members of the board of county commissioners of Pacific county were George T. Eastabrook, P. J. McEwen and Daniel Wilson, probate judge George P. Newell, justice of the peace Ezra Weston, constable William Edwards. Oysterville was for many years the county seat, but upon the extension of the Northern Pacific Railway to South Bend, that place became an important shipping and commercial point, and its rapid increase in wealth and population led to the transfer of the county seat to that city, where it has since remained. It is located at the mouth of the Willapa river, has a good harbor and excellent facilities for trade and manufacture. It is eighteen miles

from the Pacific Ocean, and has regular communication by sail and steam with San Francisco, Portland and other points on the coast. It is well supplied with banks, schools, churches, newspapers, several sawmills, a sash and door factory and other industries. Other principal towns not already mentioned are Bay Center, Fort Canby, Ilwaco, Nahcotta and Willapa. Property valuation is \$2,488,820; present population, estimated, 7,500; area, 900 square miles.

At the extreme southwestern corner of the county and state, on the north side of the Columbia river at its mouth, is located Fort Canby, where a garrison has long been maintained by the United States government. A life-saving station is also kept up by the national government about sixteen miles north of Fort Canby, on the weather beach, for the rescue of shipwrecked sailors. Many ships have been driven ashore on this coast by the deceptive currents north of the entrance to the Columbia river, and by occasional storms of great violence.

THURSTON COUNTY.

The organization of Thurston county in the summer of 1852, by the Oregon territorial legislature, marks the beginning of governmental operations on Puget Sound. The act of the legislature which created the county provided for holding an election to be held in June to choose county officers. At this election A. J. Simmons was elected sheriff; A. M. Poe, county clerk; D. R. Bigelow, treasurer; R. S. Bailey, assessor; Edmund Sylvester, coroner; A. A. Denny, S. S. Ford, Sr., and David Shelton, county commissioners.

An important matter that came before the board of county commissioners at its first session, which convened in Olympia on July 5, was the division of the county into election precincts. Five were created: Skagit, to include Whidby's Island and other islands north to the international boundary; Port Townsend, including the territory north of Hood's Canal on the west side of the Sound; Dewamps, including the territory on the east side of the Sound and north of the Puyallup river and a small scope of territory on the west side of the Sound south of Hood's Canal; Steilacoom, embracing the territory north of the Nisqually river to the Puyallup on the east side of the Sound, and westward to the mouth of the Nisqually; Olympia precinct, including the southwestern portion of the county.

For many years the history of Thurston county consisted of the growth of the different settlements that were made on the edges of the prairies and in the fertile valleys that lie between the mountains and the Sound. The first of these was on Bush Prairie, a few miles south of Tumwater or New Market. The next year, 1847, several families located on Chamber's Prairie to the east of New Market.

To the southwest of Tumwater is Grand Mound prairie, the largest tract of natural clearing in the county. The pioneer settlement here was made by Samuel James in 1852. In 1855 a schoolhouse was built, and the growth of the settlement was similar to that of other agricultural communities.

In 1851 a settlement was made on the shores of Black Lake, a small but beautiful body of water about four miles from Tumwater.

In 1852 William McLane was the pioneer settler on Mud Bay, a deep water inlet about three miles west of Olympia.

Tenino prairie, southeast of Olympia, early attracted the attention of the pioneers, and settlements were made there as early as 1847, but not until after the organization of the county in 1852 did the settlement assume a noteworthy importance.

In 1850 settlements were made on Yelm prairie, in the southeastern part of the county.

A year later the first settlement was made in the locality of South Bay, by a Dr. Johnson, and his claim has since become a fixture in the steamboat nomenclature of the Upper Sound under the name of Johnson's Point.

Outside of Olympia and Tumwater few settlements in the county have achieved commercial importance. Of these the most important are Tenino and Bucoda, with Gate City as a prominent railroad junction for passenger and freight traffic in connection with the Gray's Harbor country.

In 1852 Stephen Hodgson took a donation claim on a prairie about fifteen miles south of Olympia, and was followed by Samuel Davenport, who took the claim adjoining. The settlement grew in much the same way as others in any pioneer community. The first marriage solemnized in the settlement was in 1853, that of Mr. Samuel Coulter and Miss Lizzie Tillie. In 1872 the Northern Pacific Railway extended its Portland and Tacoma line through this portion of the county and located a station in this community, naming it Tenino—an Indian word signifying "Junction." The junction referred to was that of the old military roads. During the Indian war a military road was constructed from Port Vancouver up the Cowlitz valley, then over to Fort Steilacoom. Near the farms of Hodgson and Davenport it forked, and a branch ran into Olympia. In the Chinook jargon this fork was called a "tenino." Later the citizens of Olympia projected and built a narrow-gauge railroad and connected their city with the Northern Pacific at that place.

Tenino's commercial importance began in 1888, when its magnificent stone quarries became known. Outcroppings of a good grade of sandstone were found in the hills south of the prairie on land owned by C. A. Billings, and as it was uncovered and examined it was found to be a superior building stone. In 1890 Mr. Billings associated with him S. W. Fenton and George

Vantine, and an extensive stone-quarrying plant was installed. With the opening of the stone quarry began the growth of a lively and flourishing village. Since then the quarries have become well known throughout the northwest. In the immediate vicinity are a number of lumber and shingle mills; also several creamery companies.

The first settler on a small prairie four miles south of Tenino was Aaron Webster, who came to the Sound country from Oregon in 1854. In the Indian vernacular the stream flowing across the Webster claim was called "Skookumchuck." In 1857 Mr. Webster built a sawmill on the river, which supplied a local demand for several years. The first marriage in the settlement was in April, 1861, that of Aaron Webster to Miss Sarah M. Yantis, the ceremony being performed by Rev. Mr. Harper, a Baptist minister. The first birth was a daughter of Mr. and Mrs. Webster, born February 2, 1862. About the time Mr. Webster built his sawmill he sold his farm to Oliver Shead, who gave the name of "Seatco" to the small community that had grown up around the mill. "Seatco" is a Chinook word meaning ghost or devil.

As early as 1852, a promising outcropping of coal was discovered across the river from the Webster residence, and later this came into the possession of Mr. Samuel Coulter, who associated with him Mr. J. B. David, a Portland capitalist. In 1873 Messrs. Coulter and David and William Buckley, a Northern Pacific man, met to select a name for the railway station. Mr. Shead's name of Seatco was not satisfactory, and they coined a new word by taking the first two letters of each of their own names: Bu-Co-Da. But Mr. Shead did not accept the new name, and when he platted a town site in 1887 he named the town Seatco. This name it retained until 1890, when, by act of the legislature, it was changed to Bucoda.

In 1874 Seatco became a town of more than local importance. Prior to that time there had been no territorial penitentiary, and but few counties had jails; only Clarke, Jefferson, Pierce, Thurston and Walla Walla. When a person was convicted of a felony the trial judge directed in what jail he should be incarcerated. In 1874 William Billings, sheriff of Thurston county, and Jerry Smith, sheriff of Pierce county, each had a proposition before the legislature to take the prisoners and use their labor. To avoid a contest Mr. Smith withdrew his proposition and took a half interest with Mr. Billings, who was awarded the contract. Both parties were then in need of a capitalist to assist in the construction of the prison. The party was found in Oliver Shead, who furnished the money for a one-third interest in the enterprise. A mill was built on the Skookumchuck, near the old Webster mill, and lumber sawed for a penitentiary.

The building was made of three by twelve fir planks piled up and thoroughly spiked together making walls twelve inches thick and well filled with spikes. Partitions for the cells were made of three by sixes in the same way. The entrance was by a stairway from the outside to the second story, then by stairs to the ground floor, where the cells were located. In the second story were the kitchen, dining room and rooms for the guards. This was continued as the territorial prison until 1888, when one was built at Walla Walla and the convicts removed thereto.

Soon after the penitentiary was built, a sash and door factory was added to the sawmill. In 1888 the plant passed to the possession of a company of Wisconsin capitalists under the name of the Seatco Manufacturing Company. The capacity of the plant was greatly increased, and it became one of the best equipped milling plants in the Sound country.

Though coal was known to lie imbedded in the hills east of Seatco nothing was done to develop it until 1886, the first work having been done by Thomas Ismay. A company was formed soon thereafter. Though a fair quality of coal was found, dissensions arose among the owners and the works were shut down and have been operated only irregularly since.

During the early seventies Thurston county was agitated "from center to circumference" over the advent of railroad facilities, and it was confidently hoped and expected that the Northern Pacific Railroad Company would make Olympia its Puget Sound terminus. On Christmas Day, 1871, the representatives of the railway company, who were then at Kalama on the Columbia river, advised the business interests of Olympia that the Sound terminus of the road would be in Olympia, which greatly stimulated the real estate market throughout the county. But notwithstanding this written agreement on the part of the railway people the controlling influence in the direction of the road selected a site on Commencement Bay and platted the city of Tacoma. The nearest the road came to Olympia was at Tenino, fourteen miles distant.

As soon as the people recovered from their disappointment the project of running a branch road from tidewater to Tenino was agitated and on August 8, 1874, a special election was held and the county commissioners were authorized to issue bonds to the amount of \$75,000 in aid of such an enterprise. Amid many discouragements the bonds were finally sold and a narrow-gauge road constructed, being completed in 1878. The road was operated until the year 1890, when it passed under the control of the Port Townsend Southern, and was widened to a standard gauge track, it being the purpose of the new owners to make it a part of a transcontinental system. The financial panic coming on soon after, the road between Olympia and Port Townsend was not completed. In 1903 the entire road was purchased by

the Northern Pacific. In 1890 the Northern Pacific constructed a road from Tacoma to Gray's Harbor, passing through Olympia.

The growth of the county during the few years immediately following the Indian war made imperative the building of a court house and thus providing for proper care of the public records. The agitation of the question brought to the front the matter of a county seat and the question was submitted to a vote of the people at the election in July, 1861, when Olympia was chosen, the active competitor being Tumwater. Several different buildings were used for court house purposes during the succeeding thirty years, and in 1890 the people voted to issue bonds to the amount of \$100,000 for the purpose of erecting a modern building for court house purposes. The work of construction began the following year.

Thurston county is one of the best agricultural and manufacturing communities in the Puget Sound Country, and its many fertile valleys are well adapted to dairying and fruit-growing and the operation of creameries, canneries and cheese factories. The abundance of many kinds of wood furnishes material for several kinds of manufacturing enterprises. Many of the inlets contain hundreds of acres of good oyster lands, and the Olympia oyster has already achieved a world-wide reputation.

In 1893 the legislature took steps toward the erection of a magnificent capitol, but the financial panic, which soon paralyzed all plans for raising money, defeated the efforts of the state to dispose of its securities. In 1897 a proposition was brought forward to modify the elaborate plans that had been prepared by the capitol commission, but the executive vetoed the appropriation made by the legislature for the completion of the building. A like fate met an appropriation bill that passed the legislature of 1899. In 1901 Governor Rogers recommended that steps be taken toward purchasing the Thurston county court house and the erection of an annex for capitol purposes. At the same session of the legislature an organized effort was made by certain influences in Tacoma to again submit the question of capitol location to popular vote, but the proposition to purchase the court house prevailed and the capitol question is thus undoubtedly settled for all time.

The location of Olympia at the head of navigation on Puget Sound gives it a commanding position as a commercial factor when the development of the southwestern portion of the state reaches a more advanced stage. If one will take a glance over either an ancient or a modern map he will not fail to note that the great marts of commerce are thus situated. Sitting at Olympia, the proud mistress of this western Mediterranean Sea can have poured into her lap the products of the mines, mills, forests and fields of the great Olympic peninsula, extending northwesterly to the Straits of Fuca, and the traffic on the east between the Cascade Mountains and the Sound will be largely under her control.

JEFFERSON COUNTY.

This county lies at the head of the Straits of Juan de Fuca and at the entrance of Puget Sound. It is composed mainly of densely timbered, uninhabited and unexplored mountains. Its northeastern corner, however, is an important section of the Puget Sound Country, including Port Townsend, the county seat, and one of the most interesting towns in the state historically, politically, and commercially. The custom house for the Puget Sound district is located here as well as the United States Marine Hospital. Besides being the port of entry the city has a number of manufacturing establishments, saw-mills, foundries, electric lights, street car service, telephone systems and a variety of church and fraternal organizations. Located near the entrance to Puget Sound, it is in the immediate vicinity of Forts Worden, Flagler and Casey, all of which have recently been constructed by the United States government for the protection of the Puget Sound cities. These forts are all supplied with the most modern and effective artillery. Their guns are of the disappearing type, and intended to afford complete protection to American interests in these waters. The county has an area of about two thousand square miles, and it extends westward from Hood's Canal to the Pacific Ocean across the Olympic range of mountains. It contains much valuable timber, and lumbering is thus far its principal industry. Its fishing interests are also important, and its mineral wealth of iron and the precious metals is supposed to be the great, but as yet undeveloped, resource. The dairies and cheese factories produce 124,840 pounds of butter and 53,706 pounds of cheese. Certain portions of the county are admirably adapted to this industry. It has also a cannery with an annual output of 40,000 cases of canned fish. The population of the county is 7,000, of Port Townsend, 4,000; assessed valuation of property real and personal, 2,130,178. The other chief towns are Irondale, Port Hadlock, Center, Port Discovery, Port Ludlow, and Pleasant Harbor. At Irondale a furnace for the manufacture of iron was in successful operation for several years. It is now being repaired with the view of increasing its capacity and making it modern in its methods of operation. The iron manufactured there was of very fine quality and was used at the Union Iron Works of San Francisco in the building of battleships for the government. Immense sawmills have been in operation at Ports Ludlow and Hadlock for many years. The county was named after Thomas Jefferson, the third president of the United States, and was originally created by the Oregon legislature in 1892, before the organization of Washington territory.

CHAPTER XXXIV.

PUGET SOUND COUNTIES.

(Continued.)

KING COUNTY.

The county of King is not only the most important in the Puget Sound Country, but it is one of the great counties of the northwest coast. It occupies the central part of the Puget Sound region and extends from the summit of the Cascade Mountains westward to the Sound, including also the beautiful island of Vashon. Its admirable location, natural resources, and its numerous advantages for all purposes of navigation make it eminently suited to become the seat of vast commercial and manufacturing interests. Outside of the city of Seattle, its county seat and chief city, which is referred to elsewhere, it has enormous deposits of iron, coal, timber, stone, glass-making material, etc., and in its mountains are numerous ledges of copper, gold, silver and other precious metals, now in the course of successful development. The Duwamish, White, Snoqualmie and other rich valleys contain large bodies of land which is unusually fertile, and where many productive farms and handsome towns and villages are to be found occupied by a thoroughly intelligent and progressive people. The valley lands are admirably adapted to the cultivation of hops, hay and almost every variety of vegetables and farm produce, while the uplands, after the timber is removed, are valuable for fruit of many different kinds and especially for grazing purposes. The chief industries are lumbering, coal mining, hop-raising, diversified farming, ship-building, etc., combined with an infinite variety of manufacturing establishments. For all these diversified industries its mild, genial and equable climate has been found highly advantageous. Coal mining has been a leading industry in the county since 1860. The output is given in another chapter.

No other county in the northwest is so well supplied with means and facilities for transportation. Four transcontinental lines have terminal facilities at Seattle. These and its local lines have an aggregate mileage in the county of more than three hundred miles. The area of the county is approximately two thousand square miles; assessed valuation of property for 1903, \$73,276,137; population (estimated), 200,000.

The city of Ballard, adjoining Seattle on the north, is a busy and thriving place on Salmon Bay, which is largely devoted to manufactories. It has many saw and shingle mills, and is noted as the city which produces more cedar shingles than any other locality in the state if not in the world. It is connected with Seattle by electric lines of street cars as well as by the lines of the Great Northern and Northern Pacific. Other flourishing towns are

Kent, Auburn, Issaquah, Kirkland, Renton, Franklin, New Castle, Bothell, Black Diamond, Enumclaw, Fall City, Snoqualmie, Tolt, North Bend, South Seattle, Columbia, Georgetown and West Seattle.

When the county was created in December, 1852, by the territorial legislature of Oregon, the following officers were appointed: County commissioners, Thomas Mercer, G. W. W. Loomis, L. M. Collins; judge of probate, William Strickler; sheriff, C. D. Bowen; auditor, H. L. Yesler; treasurer, William P. Smith; superintendent of schools, Henry A. Smith; assessor, John C. Holgate; justices of the peace, John A. Chase, S. L. Grow and S. W. Russell; constables, B. L. Johns, S. B. Simmons and James W. Roberts.

PIERCE COUNTY.

This is one of the Puget Sound counties which is large in area, rich in mineral and other natural resources and provided by nature with ample facilities of navigation. It occupies a mountainous district, for the most part, lying between the summit of the Cascade Mountains and Puget Sound. It was created by the territorial legislature of Oregon, in December, 1852. Its first board of county commissioners consisted of William P. Dougherty, L. A. Smith, William N. Savage; treasurer, H. C. Perkins; sheriff, C. Dunham; assessor, Hugh Patterson; coroner, Anthony Loughlin; justices of the peace, H. M. Frost, George Brown, Samuel McCaw; auditor, G. Bowlin; judge of the probate, H. C. Moseley; constables, William McLucas, William Sherwood.

The county is rich in timber and coal, which constitute the foundation of its leading industries. A limited area of land of the finest quality is found in the Puyallup and Stuck valleys. Here the hop crop has been a leading feature for many years. One of the first men to introduce the cultivation of hops—which has since become so important an industry in the state of Washington—was John Valentine Meeker, a prominent member of the Meeker family and for many years a leading citizen of Pierce county, who carried on his back from Steilacoom certain hop roots which had been imported from abroad by a brewer named Wood. These roots he planted, about 1862, on the land where the town of Sumner now stands. Ezra Meeker, also a prominent member of the Meeker family and a well known citizen of Pierce county for half a century, was engaged in the hop-growing business for more than thirty years in the Puyallup, Stuck and White River valleys. The uplands are well adapted to the production of fruits, vegetables and grasses.

The county is well supplied with railroad transportation. It is traversed from its eastern border to Tacoma, thence to its southern limit, by the Northern Pacific Railroad, which also has several branches leading to coal mines, logging camps, etc. The Interurban electric line connecting Tacoma and Seattle has been recently completed and is doing a large business.

The Hospital for the Insane is located at Steilacoom, and the Soldiers' Home at Orting. Tacoma, its principal city and the county seat, is elsewhere referred to. Other chief towns are Puyallup, Wilkeson, Carbonado, Sumner, Buckley and several small coal-mining towns. Area, 1,800 square miles; population, estimated, 90,000; assessed valuation of property for 1903, \$29,573,406.

ISLAND COUNTY.

This county was created by the Oregon legislature in January, 1853, and is located across the head of the Straits of Juan de Fuca. It includes the islands of Whidby and Camano, both famous for their agricultural, horticultural, lumbering and other advantages. The Island of Whidby, named after one of Vancouver's lieutenants, contains about 115,000 acres. The Island of Camano, named after a noted Spanish navigator, contains about 30,000 acres, making a total area for the county of 145,000 acres. The first county commissioners of the Island were Samuel B. Howe, John Alexander and John Crocket; sheriff, George W. L. Allen; and probate clerk, R. H. Lansdale. Coupeville, on the east side of Whidby Island, is the county seat. Area, 220 square miles; population, 2,500; assessed valuation of property, \$1,099,544.

Utsalady was for many years a place of considerable importance as the location of one of the large sawmills of the Puget Mill Company, from which immense quantities of lumber were shipped to all parts of the world. Other towns are Langley, Oak Harbor, Useless. Whidby Island is forty miles long and from one to ten miles wide, and separates the two principal channels of the lower Sound. Camano is twelve miles long and from one to six miles wide. The climate of these islands is particularly salubrious, mild and equable, and in summer is especially delightful. They were formerly covered with a heavy growth of fir, cedar, hemlock, spruce and alder, but in recent years, because of its nearness to the water, much of this timber has been removed by the lumbermen of the Sound. There are considerable areas of prairie and swamp lands, which, when reduced to cultivation, produce large crops of hay, wheat, barley, oats, fruit and vegetables. The logged-off lands are excellent for fruit, small fruits, etc. Here are to be found some of the oldest orchards in the state. Many young orchards have been planted in recent years, and the fruit-growing industry is receiving much attention. Sheep and wool have long been successfully grown on Whidby Island. Easy access to the Sound markets makes lands in this county desirable for a great variety of purposes.

MASON COUNTY.

A county closely allied to Thurston in industrial growth and historical importance is Mason. On March 8, 1854, David Shelton, a member of the

legislature from Thurston county, introduced a bill to create and organize the county of Sawamish, and on the 15th of the month the bill became a law. The new county embraces the western part of Thurston county and reaches northward to Hood's Canal.

By the law, the county seat was fixed at the residence of H. A. Goldsborough. The officers appointed on its organization were Wesley Gosnell, Charles Graham and Lee Hancock, county commissioners; F. K. Simmons, sheriff; V. P. Morrow, auditor; Orington Cushman, treasurer; Alfred Hall, probate judge; and Aaron Collins, justice of the peace.

The name given the county was adopted from that of an Indian tribe that occupied the territory lying between the headwaters of Budd's Inlet west toward the Pacific Ocean.

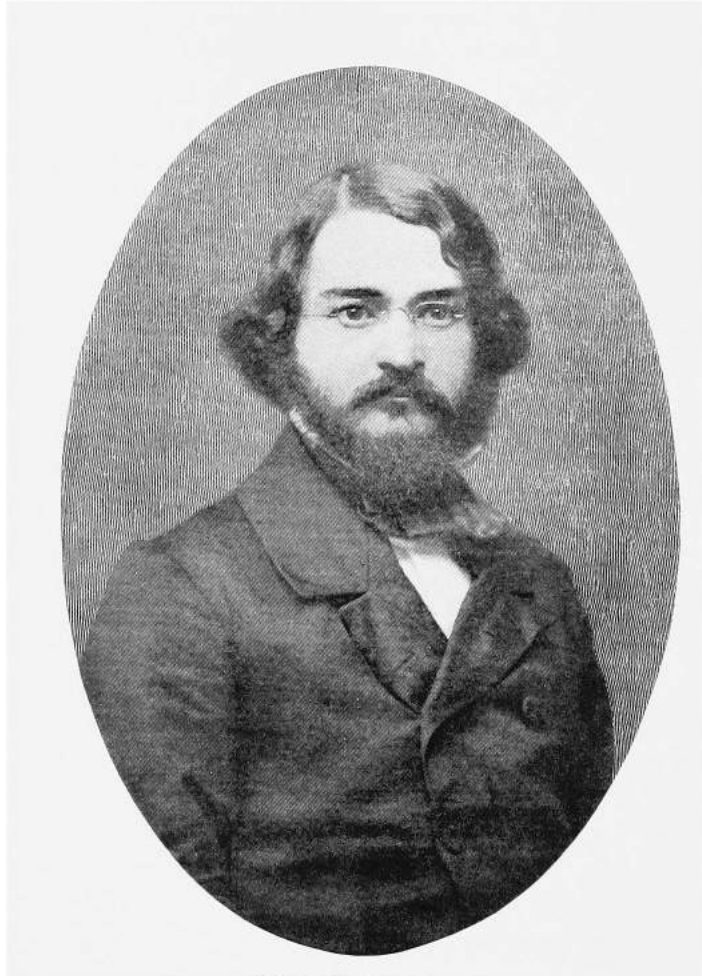
The first settlers located in the territory thus cut off from Thurston, in the year 1851, although prospectors were through the country a few years prior to that time.

Though the first board of county commissioners met at the residence of Mr. Goldsborough, the county seat was subsequently fixed at Oakland, but was moved to Shelton in 1888.

When the Indian war broke out in 1855, the community was fairly prosperous, but the people became panic-stricken and abandoned their homes to seek places of safety. A stockade was built at a point called Arcadia, and a number of families took refuge there. Though the settlers returned to their homes after hostilities were over, many years passed before farming operations recovered from the disasters caused by the war.

The leading industry of the county is lumbering, and it really constitutes the pioneer logging section of the Puget Sound Country. The county contains a large area of good agricultural land located in the fertile valleys that extend back between the hills from the number of bays and inlets. Vegetables yield abundantly, while fruit-growing is a paying industry.

The bays and inlets in Mason county are the natural home of the Puget Sound or Olympia oyster. Recent efforts have succeeded in bringing this industry to a stage of development that makes it one of considerable commercial importance. The first oysters were shipped from Oyster Bay, in 1859, by Adam Korter. Twenty years later J. A. Gale, A. J. Smith and David Helser settled there and established themselves in the oyster business. Captain S. K. Y. Taylor agreed with them to run a boat from Olympia to take the product of their oyster beds to market. Under the legislation of territorial days the oyster beds were depleted through the lack of efficient legislation for their protection, but, when the territory became a state in 1889, laws were passed by which oystermen could acquire title to their lands, and the industry is now on a more secure footing.



CHARLES H. MASON
First Secretary of Washington Territory

The county seat of Mason county is Shelton, named after the pioneer settler in the county, David Shelton, for many years one of its leading and most highly esteemed citizens. In 1884 he platted the town which bears his name. It at once became the center of a prosperous logging business, and has since come to be one of the important logging centers of the state.

An important industrial enterprise intimately associated with the growth of Mason county is the Peninsular Railway, built in 1884, by the Satsop Railway Company for logging purposes. Mr. A. H. Anderson was president, R. R. Spencer, vice president, and Lester Turner, secretary and treasurer, with George B. Lovelace as general manager.

Other prosperous trading points in the county which promise to become of commercial importance as the southwestern part of the state develops, are Hoodspont, Union City, Kamilche, Matlock, Potlach and Arcadia.

By an act of the territorial legislature of January, 1864, the name of the county was changed from Sawamish to Mason, as a mark of respect and esteem for the manor of Charles H. Mason, the first secretary of the territory, and, much of his term, acting governor, in the absence of George Stevens. Mr. Mason was a man who had in a very high degree the confidence of men of all parties.

The assessed valuation of property in Mason county is \$1,327,196. The Skokomish Indian Reservation is located in this county, on the Skokomish river. The word Skokomish means "river people," the termination "mish" meaning people.

CHEHALIS COUNTY.

At the first session of the Washington territorial legislature in 1854, a number of propositions were brought forward for the creation of new counties, and, on March 10, Representative John D. Biles, of Clarke county, introduced a bill to create the county of Chehalis out of the southwestern portion of Thurston county, which became a law in April following.

The first board of county commissioners was composed of George Watkins, John Vail and John Brady, and their first session was held at the residence of D. K. Welden. The other county officers chosen at the first election were: A. O. Houston, auditor; D. K. Welden, treasurer; James H. Roundtree, probate judge; W. A. Fairfield, sheriff.

The name of the county is derived from an Indian word meaning "sand," and has undergone a variety of spellings during the past fifty years or since it first appeared in the white man's vocabulary.

Chehalis is one of the sections of the Puget Sound Country that is eligibly located for becoming the seat of a great commercial and manufacturing centre. Gray's Harbor, at the mouth of the Chehalis river, can be made a

port for deep water shipping and is already the site of the lumber shipping ports of Aberdeen and Hoquiam.

Like other Puget Sound communities, its leading article of export is lumber, though its large valleys, containing great areas of fertile agricultural lands, admirably adapt the county to dairying and stock-raising.

The county seat is Montesano, situated near the Chehalis river not far from its entrance into Gray's Harbor. It is surrounded by a rich agricultural section and is the shipping point of lumber, fruit and vegetables.

In 1891 the Northern Pacific Railway Company extended its Gray's Harbor branch down the Chehalis valley to the ocean, and thereby contributed to the growth of that section of the state.

Besides the places already named, Elma, Cosmopolis, Oakville, Satsop and Westport are flourishing communities. The latter place is on the beach and is one of the favorite summer resorts of the upper Pacific Coast. It has an area of 2,600 square miles. The Chehalis river runs from east to west through the county, and its branches, together with the streams running into Gray's Harbor, water fertile valleys, that, when the timber has been removed, are extremely valuable for farming purposes. The eastern part of the county is well settled, and here may be found one of the most flourishing farming communities as well as one of the oldest in the state. The Portland branch of the Northern Pacific Railroad crosses the county from north to south, and its Gray's Harbor branch extends from east to west, affording convenient and ample means for access and development. The Gray's Harbor country has made remarkable progress in wealth, in business and in population, in recent years. Its cities have regular and frequent communication by steamer and sailing vessels with San Francisco, Astoria, Portland and other points on the coast. These cities, particularly Aberdeen, Hoquiam and Cosmopolis, have large sawmills, shingle mills, ship yards, a salmon cannery and other local industries. Few counties are growing in a more substantial way than Chehalis. Its cities are well supplied with banks, schools, churches and civic and fraternal societies.

With its rich soil, varied industries, of which fishing is not the least, it offers special inducements to intending settlers. Its population, in 1903, is 18,000; assessed valuation of property, real and personal, \$7,793,695.

CLALLAM COUNTY.

This county occupies the extreme northwestern corner of the Puget Sound region of the state of Washington and of the United States, not including Alaska. It is bounded on the north by the Straits of Fuca, on the west by the Pacific Ocean and on the south and east by Jefferson county. It has an area of about two thousand square miles, is generally mountainous, and much of

it covered with timber, fir, spruce, cedar and hemlock with some larch, Alaska cedar and white pine on the slopes of the Olympic Mountains. These forests grow upon a rich alluvial soil, making, when cleared, good agricultural, pasture and fruit land. The county seat is Port Angeles; population, 7,000. It has many streams flowing north and west from the Olympic Mountains, through fertile valleys, and from Port Angeles east there is a fine belt of agricultural land. There are now many fine farms in the county, and when railroad lines now in the course of construction are completed, a large area rich in timber, minerals and other products will be available for settlement.

The fishing industry is extensively carried on. Large quantities of halibut are caught on the Cape Flattery banks. Shell fish are also abundant. A good quality of coal has been discovered, and indications of oil are plentiful. Boring is now going on but no flowing wells have been located. The geographical position of Clallam county is such that it must before many years become one of the best commercial localities on the North Pacific coast. Port Angeles is situated on a beautiful land-locked harbor about sixty miles from the ocean on the Straits of Juan de Fuca. It has a population of about 3,500. The region occupied by the Olympic Mountains has never yet been thoroughly explored. It is one of the finest hunting and fishing districts in the United States.

It is not precisely known as to whom is due the honor of being the first white settler on the south side of the Straits of Juan de Fuca. A settlement was made in the year 1859, and the most accepted authorities accord the distinction to Joseph Fraser, but he was soon followed by a group of prospectors who constituted the pioneers of that section of the Puget Sound region.

On April 25, 1854, the law creating the county of Clallam went into effect, the new county being carved out of the western part of Jefferson county. The northeast corner was fixed about midway between Port Townsend and Port Discovery, the eastern boundary then extending southerly to the summit of the Olympic Mountains; thence northwesterly along the summit to the Pacific Ocean.

The first county officers chosen were: E. H. McAlmond, E. Price and Daniel F. Brownfield, county commissioners; Charles Bradshaw, sheriff; J. C. Brown, assessor; G. B. Moore, auditor; Mr. Fitzgerald, treasurer; John Margrave, probate judge.

The name of the county was taken from that of a tribe of Indians that inhabited a strip of country along the coast, and means "clam people" from the word "clolub," clam, and "cht," people.

The important place in the county is Port Angeles, the present county seat. This particular locality was first created a voting precinct in 1859, under the name of Old Dungeness. In 1861 it was changed to Cherburg,

and in 1861 the present name was applied, being derived from the remark of Lieutenant Quimper in 1792, when he first beheld the beautiful haven. In a thrill of admiration he exclaimed: "The port of the angels."

As a townsite, Port Angeles was originally platted by the federal government in 1862. Accordingly, the survey was properly filed and a public sale of lots made in May, 1864, and the place became the port of entry for Puget Sound.

Influences were at work to secure its removal to Port Townsend, and toward the end of 1864 the friends of that city succeeded in their removal scheme, much to the disgust of Victor Smith, the father of Port Angeles. His son, Norman H. Smith, is now actively engaged in carrying out his father's projects in regard to the place with every prospect of success.

The real-estate boom during the days of the later eighties had its exhilarating effects in the Strait settlements, and Port Angeles profited thereby. In 1890 it donned the municipal garb with John Dyke as the first mayor of the city.

Being advantageously situated on deep water and in close proximity to the ocean, all that has been lacking to make Port Angeles an important commercial center is facilities of rail transportation. These have been secured through the incorporation of the Port Angeles and Eastern Railway Company and a project of the Northern Pacific. The former contemplates running a road on the east side of the Olympic Mountains to Olympia, while the latter will reach Port Angeles by running a shore line along the ocean on the west side of the mountains.

Besides Port Angeles, there are other towns, chiefly Dungeness, the former county seat, Port Williams, Clallam, Crescent, Pysht, Quillayute, Tatoosh and Gettysburg. There are two Indian reservations in this county, one at Neah Bay for the Makah tribe, and one at Quillayute for the Quillayute and allied tribes.

The assessed valuation of property, real and personal, 1903, is \$2,277,186.

CHAPTER XXXV.

PUGET SOUND COUNTIES.

(Continued.)

WHATCOM COUNTY.

Few localities anywhere are more highly favored than Whatcom county in the matters of soil, climate, rich and varied natural resources and in commercial opportunities. It occupies the extreme northern part of the Puget Sound Country, was organized in 1854, and is joined on the north by British Columbia and includes all of the mainland lying between the summit of the

Cascades and the waters of the Pacific Ocean, and between British Columbia on the north and Skagit county on the south. In its eastern part it is rugged and mountainous, having within its limits Mt. Baker, whose snow-capped summit may be seen for more than one hundred miles in almost every direction. These rugged and rock-bound ranges are proving rich in gold and silver, and several districts—the Slate Creek and Mt. Baker among them—are developing some valuable properties. Nearer the seashore there are belts and valleys of rich agricultural land well adapted to fruit, hay, grain and a variety of farming products. The Nooksack flows westward from its sources near the summit of Mt. Baker, and its valley land is among the most productive in the state. The Skagit also has its sources in the same region, and on its headwaters are said to be some very profitable mines. Besides its wealth of precious metals, it contains large deposits of iron, coal, copper, lead and other mineral resources. Its coal mines are the oldest in the state.

Ever since the first Spanish explorers looked in upon this point of the northwest coast, Bellingham Bay, the chief seaport of the county, has been considered one of the very best harbors in the Puget Sound region and, indeed, on the northwest coast. This bay has an area of about eighty square miles of water surface from five to fifteen fathoms deep, an average depth of about ten fathoms, and ships sail into it from the ocean without tugs. It is entirely free from the ravages of the teredo, because of the fresh water which flows into it from the Nooksack river and from Squalicum, Whatcom and Padden creeks. Whatcom is the county seat, and its admirable supply of water is taken from Lake Whatcom, a beautiful sheet of water twelve miles long, 316 feet above the sea level and only two and one-half miles distant. This water is pure, cold and clear, affording an inexhaustible supply of the very best quality.

The chief industry of the county is the manufacture of lumber and shingles. Its timber resources are enormous and of the best quality. It is now the greatest shingle producing county in the world, having within its limits sixty shingle mills with an aggregate daily capacity of six million shingles. There are twenty-two sawmills in the county, the largest of which has a capacity of 250,000 feet in ten hours. Even more wonderful has been the development of the fishing industry in this county. Fishing and canning operations are now conducted on Bellingham Bay with large investments of capital and on a gigantic scale. About 2,500 men are employed in the canneries alone, and the expenses involved in these operations, including boats, scows, nets, pile-drivers, shipbuilding and other allied industries, amount to hundreds of thousands of dollars per annum and require investments of capital reaching into millions of dollars. Yet so rich are the waters of the Pacific in food fishes of various kinds that the business has been

found abundantly profitable. The area of the county is 2,448 square miles, and it would be hard to find anywhere in the world an equal area so richly endowed with advantages in such great variety and with so many opportunities for commercial and industrial development. Since its first settlement in 1852, its growth has been constant, and during the past ten years unusually rapid even for a western community.

In addition to the natural resources already mentioned, its stone quarries near Fairhaven have long been famous. From the Chuckanut quarries near Fairhaven stone has been supplied for the construction of numerous public and private buildings on the Pacific Coast, including the Portland postoffice. There is no finer sandstone anywhere for building purposes than the output of these quarries. The Fairhaven coal mines and coke ovens were recently purchased by the Great Northern Railway Company, and the coke industry is being very considerably enlarged.

For shipbuilding purposes the timber of Whatcom county is unexcelled. Hundreds of small vessels have been built on Bellingham Bay, and the value of its spars and masts is attested by their use in the best and strongest vessels for special service in Polar seas, in yacht and cup races, and similar purposes all over the world. The population of this county, 36,000, is made up of bright, intelligent and enterprising people. Their character and the magnificent resources of their county are a sufficient guarantee of the future wealth and importance of this locality.

The assessed valuation of its property is now \$10,735,278. After Whatcom, Fairhaven is the most important town in the county. These two cities are connected by an electric railway and will probably be consolidated as one city in the near future. Other towns are: Blaine, Nooksack, Sumas, Enterprise, Wickersham, and Lynden. The county is well supplied with railroads. The Great Northern, the Northern Pacific and the Bellingham Bay and British Columbia, all have terminal facilities at Whatcom and Fairhaven. The latter road is extending its lines eastwardly, and is expected to cross the water front of the county from its southern limit to Blaine on the boundary line. Connections are made by these roads with the Canadian Pacific at New Westminster and Sumas. One of the state normal schools is located at Whatcom.

KITSAP COUNTY.

In January, 1857, the county of Slaughter was created by an act of the legislature of Washington territory. It was named in honor of a brave and gallant soldier, Lieutenant Slaughter, who was killed by the Indians at Brennan's prairie, at the forks of White and Green rivers, on the 3rd day of December, 1855, while engaged in protecting the houses of the settlers during the Indian war. The first county commissioners were Daniel S. Howard,

G. A. Meigs and Cyrus Walker; sheriff, G. A. Page; auditor, Delos Waterman; assessor, S. B. Hines; treasurer, S. B. Wilson; justices of the peace, William Hubner, William Renton and M. S. Drew. A supplementary act authorized the legal voters of Slaughter county to decide upon a name for the county, which they did at the next annual election. At this election they decided to change the name to Kitsap, in memory of an old and distinguished Indian chief of that name who had always lived within the limits of the county and had been a life-long friend of the white race. Kitsap had, so it was claimed, been Vancouver's pilot in the summer of 1792, around the head of Puget Sound as far as the site of the present city of Olympia and thence by North Bay as far as Deception Pass, in a northerly direction. Whilst making these explorations Vancouver's good ship "Discovery" remained at anchor off Blakely rocks, near Kitsap's place of residence. This chief was a man of noble presence, of great dignity and force of character, and was regarded by all the white men who knew him as the greatest chief that ever lived in the Puget Sound Country. He was also a warm friend of Dr. Tolmie and furnished the Hudson's Bay people with much valuable information in regard to the Sound when they made their first settlement at Fort Nisqually, 1833-40.

Kitsap county is located on the peninsula that separates Hood's Canal from Admiralty Inlet. It comprises an area of only 400 square miles. It includes within its limits, however, two sawmills which are among the largest in the world in their production and shipments of lumber. These are the Port Blakely and the Port Gamble mills, referred to elsewhere. There are also several other large mills which make it one of the principal lumbering counties in the state. The county is penetrated by a number of bays, inlets and harbors, which are excellent and commodious locations for shipping and manufacturing purposes. One of these is Port Orchard, which was among the first mill sites in the state and which has since been taken by the United States Government, and is now occupied by the Puget Sound navy yard, which, owing to its many advantages, is becoming one of the finest in the United States, and when improvements now in the course of construction are completed, it will be one of the best in the world. Some of the largest battle ships in the United States navy, including the Oregon, which holds the record for a voyage of 15,000 miles during the Spanish war, and which, on reaching her destination in the West Indies, was ready to go into action, within an hour of her arrival, was repaired and fitted for sea at this navy yard just before starting on her long and eventful trip.

The main business of its population is lumbering, but the soil, when cleared of its heavy timber, is excellent for horticultural and agricultural purposes. There are also valuable beds of native oysters and favorable oppor-

tunities for engaging in their profitable cultivation. Sidney is the county seat, and among the industries located there are three sawmills, a terra-cotta and sewer-pipe works and several shingle mills. Other towns are Bremer-ton, Colby, Port Madison, for many years the site of one of the largest saw-mills on the Sound, owned and operated by Captain G. A. Meigs; Port Blake-ly, Port Gamble and Tracyton. The assessed valuation of its property is \$2,057,617; population 9,000.

SNOHOMISH COUNTY.

Few counties in the Puget Sound region, or anywhere else for that mat-ter, can compare with Snohomish in area or in the extent, richness, and variety of its natural resources. It has also unsurpassed advantages of lo-cation, combined with an ample supply of navigable waters—salt and fresh,—that afford unlimited facilities for all required purposes of commerce and manufactures. It contains within its limits enormous quantities of the finest of fir, spruce and cedar timber, and the valleys of its principal rivers are of great fertility. Lumbering and agriculture have been heretofore its chief industries, but the development of its mining resources promises to be re-munerative and profitable, and the manufacture of its raw material into valuable products of various kinds is attracting the attention of capitalists looking for investments.

Its transportation facilities have been vastly increased in recent years, both by land and water. The Great Northern Railroad enters the county through its mammoth tunnel at Stevens pass, near the summit of the Cas-cade Mountains, and traverses the county westward to the Sound, which it reaches at the city of Everett. Its shore line also traverses the county from north to south, closely following the beach in both directions. The North-ern Pacific, formerly the Seattle and International, also used by the Canadian Pacific, extends across the central portion of the county from north to south. The Northern Pacific Company has recently built a branch from Arlington to Darrington, twenty-two miles in length, and also from Sno-homish to Everett, and has acquired the Monte Cristo road, extending into the Monte Cristo mines, a distance of about forty miles. In addition to these railroad facilities, the county has two navigable rivers, the Stillaguamish in its northern, and the Snohomish, made up of the Skykomish and the Sno-qualmie, in its southern part. The Snohomish and its tributaries are navig-able for about sixty miles. No county in the Puget Sound district is better supplied with transportation facilities.

The fertile valleys of this county have been improved to a considerable extent, and some of the finest farms in the state are to be found here pro-ducing very large crops of oats, hay, hops and vegetables. The logged-off

timber lands have proved valuable for fruit, small fruits, and grasses for pasturage. The growth of clover, white and red, on these lands is often luxuriant, making the dairy business a growing and profitable one. There were fourteen dairies in the county in 1900, which manufactured 214,126 pounds of butter and 19,300 pounds of cheese. In the development of its mining resources more money has been expended than in any other county in western Washington. Further references to these mining, and to its manufacturing industries, are made in the chapter on the city of Everett.

At Lowell is located the mill of the Everett Pulp and Paper Company, which is one of the largest mills of the kind in the United States. This plant was established about the year 1892, and has been in almost continuous operation since that time. It manufactures all kinds of wrapping, book and some excellent grades of writing paper from wood pulp. In the year 1900 it consumed 12,000 cords of wood, for steam-making purposes 35,000 cords, and its product was 5,500 tons of paper valued at \$440,000. About 250 people are employed at this mill, whose wages amounted to \$221,250. It supplies not only a good local market but ships to all of the Pacific Coast states, to Hawaii, Australia, China and Japan, to which in 1900 about 2,000 tons were exported. Other important towns not already mentioned are Snohomish, the former county seat, a prosperous town on the Snohomish river, nine miles from Everett, Stanwood, Monroe, Arlington, Marysville, and Edmonds, all of which are points of growing importance, industrially and commercially.

The area of the county is 2,500 square miles; population 36,700; assessed valuation of property in 1903, \$11,989,512. The canning of fish is also an industry of growing importance. A cannery at Stanwood on the Stillaguamish river has a capacity of 2,500 cases per day. The indentations of the Sound in the western part of this county afford desirable locations for many purposes, whether for fishing, lumbering, trading, shipbuilding or manufacturing.

SAN JUAN COUNTY.

It would be hard indeed to find more enchanting scenes, topographically or historically, than are furnished by San Juan county, which is made up of the islands of San Juan, Lopez, Orcas, Waldron, Decatur, John's, Stewart, Blakely, and thirty-five others, it is said, which make up the group of islands sometimes known as the Archipelago de Haro. There is here a most charming diversity and combination of land and water, and it is hard to decide which presents the more beautiful or the more interesting features. On San Juan Island the visitor is shown the site of the camp occupied by the brave Pickett, who with a single company of United States troops defied a British

fleet with an admiral in command and held his ground in spite of the wrath of Sir James Douglas and the haughty threats of numerous English officers, who were not accustomed, at least in this part of the world, to the sight of orders disobeyed and commands treated with contempt. In this instance they deemed discretion the better part of valor and left the valiant captain to the quiet possession of his camping ground and that part of the island which he occupied.

This county was created in October, 1873. Friday Harbor is the county seat. It has an area of 500 square miles; population, 3,500; assessed valuation of property, \$998,924. The name was given to the island of San Juan by the Spanish navigators who first explored the beautiful waters surrounding it, and left the name, at least, as a souvenir of their courage and skill as "toilers of the sea." This and neighboring islands are noted for the mildness, serenity and equability of their climate, as well as the charming beauty of their scenery. Sheep and wool have long been successfully produced. Indeed, these islands are famous for their excellent fruit of many varieties, their dairy and live-stock productions, and they are becoming favorite summer resorts from all parts of the coast. San Juan Island is also famed as the location of the most extensive lime quarries on the northwest coast, from which lime of very fine quality is shipped in every direction. Coal has been found on Waldron Island. This archipelago is in the center of a vast fishing industry, where salmon, cod, halibut and many other varieties of fine food fishes are to be had and are being taken by the great fishing companies having their headquarters on Bellingham Bay. This part of the Puget Sound Country, the counties of San Juan, Island, Whatcom and Skagit, has beyond question a brilliant future because of its many advantages.

SKAGIT COUNTY.

This county lies immediately south of Whatcom county, and in like manner extends from the waters of the Sound to the summit of the Cascades. It has a frontage of twenty-four miles on Puget Sound, and through it from east to west runs the Skagit river, navigable for about sixty miles, and one of the largest in western Washington. It has an area of 1,800 square miles, made up of some exceedingly rich valleys, tide lands and river bottoms, rugged mountains full of mineral wealth of all kinds, and a vast supply of fine timber. Its chief industries are farming, lumbering and coal mining, which give profitable employment to its rapidly growing population. Its tide-marsh lands produce the finest crops of oats in the state, from 90 to 120 bushels to the acre, that of 1900 amounting to 1,526,000 bushels. The lowlands, marshes and valleys of this country have long been noted for their immense crops of hay and other products, including hops, fruit

LACONNER AND TIDE LANDS IN THE DISTANCE. THEY PRODUCE FROM 100 TO
120 BUSHELS OF OATS TO THE ACRE.



and vegetables. Flax of fine quality is also produced. In the central part of the county extensive deposits of coal, iron and fire clay are said to be found, and in the eastern part, in the higher ranges of the Cascades, mineral ledges bearing gold, silver and lead are reported and being prospected. The fishing industry is also important, and there are several canneries at Anacortes.

The population is 16,500. Mt. Vernon is the county seat. This prosperous town is located on the Skagit river. Laconner, the oldest town in the county, is located on Swinomish Slough, and is an important shipping point. Sedro Woolley, situated at the junction of the Seattle and International and Seattle and Northern roads, now controlled and operated by the Northern Pacific, is also a shipping point of considerable importance. Anacortes, on Fidalgo Island, is the center of a large fishing industry, whilst Hamilton is a coal-mining town. This county was organized by the territorial legislature of Washington in 1883. The assessed valuation of its property in 1903 is \$6,200,751. This county presents many and varied inducements to intending settlers.

CONCLUSION.

In the brief limits prescribed for this history it is impossible to do justice to a subject so varied and so extensive in its character. There are many incidents and events more or less interesting and important which can only be referred to in the briefest possible manner, and in too many instances they must be overlooked altogether. The story of the explorations and discoveries which continued for three hundred years and finally culminated in the finding and in the survey or examination of the Puget Sound Country by Vancouver in 1792, is one of surpassing interest, but volumes would be required to recite it in all its merited completeness. The settlement of this region but little more than fifty years ago, the character of the men and women who made that settlement and opened the way for the extraordinary development which has taken place in a period very short in the history of states and communities, merit other volumes, if the difficulties, trials and dangers its settlers encountered in doing their great work should be given the time and space to which they are entitled. The services rendered to these white settlers by friendly Indians under the stress of hostile and warlike conditions have never yet received the historical record and the grateful acknowledgment to which they were entitled, as a matter not only of simple justice to those Indians, but as a duty owed to them by the settlers and their descendants, many of whom would not have survived the Indian war of 1855-56, had it not been for the kindly aid and assistance thus received at a time when they were sorely needed by a handful of settlers in a

vast wilderness, three thousand miles away from the government to which they owed allegiance and to which alone they could look for protection. These annals are full of tragedy and romance, of thrilling experiences and dramatic incidents, many of which must be passed by unnoticed in this short recital of so important a period in human history. They deal with many sturdy and heroic characters whose achievements are worthy of a more particular history than is permitted in this imperfect record. They relate to important movements of population which have been going on for many years, which are still in progress and which may continue for many years in the future.

Nor can this history take note of the numerous educational institutions already established in the Puget Sound Country, whether public or denominational, many of which are of a very high character, and entirely worthy of the intelligent, cultivated and progressive people by whom they were organized and through whom they have reached their present state of efficiency and usefulness. These institutions are to be found in Seattle, Tacoma, Olympia and elsewhere, and include academies, colleges and universities that would be a credit to a state much older than is the state of Washington. The social and religious advancement of this region is also well worthy of mature consideration, as well as its material resources and practical development. This alone is entitled to a volume which might be made one of absorbing interest. It would relate to a very important feature in the growth and the upbuilding of a region which in the short space of half a century has made extraordinary strides in all directions. There is scarcely a city or a county in the Puget Sound Country which is not deserving of a volume devoted to its local and particular history. It is hoped that as the facts pertaining to these annals, whether local or general, are more fully investigated they may lead to studies in this line which in the future may bring rich returns of biographical knowledge and historical literature.

The generation that braved the dangers of unknown deserts and scaled mountain ranges that might be classed with the "Roof of the World" in another continent, which fought with wild beasts and subdued a savage race that the glories, the beauties, the resources and advantages of the Puget Sound region might be made available for a world-wide commerce, has passed away. In its stead another generation has come forward, made up of giants in intellect, in force and energy, and as brave and untiring in their efforts to make use of these advantages as their predecessors were to discover and hold them for worthy successors. The snow-crowned peaks of its mountains, for untold ages, have looked down in solitary grandeur upon the deep, clear and undisturbed waters of Puget Sound, but, since the advent of the pioneers of fifty years ago, they see its vast and silent forests the helpless victims of the axe and saw of the settler, the logger and the

lumberman. They see these placid waters bearing upon their ruffled surface unnumbered ships, from the pleasure yacht to the mammoth freighter of twenty thousand tons. They see titanic men and machines dragging from their resting place of centuries the wealth of its mines of coal, precious metals, granite, limestone and other minerals, together with its wealth of forests and fisheries, all of incalculable value, while its commercial advantages are the wonder and delight of all who "go down to the sea in ships." They see its shores resounding with the remorseless din and the continuous hum of human industry in a great variety of manifestations.

The captains of industry and the masters of transportation find here a worthy field for the execution of plans of world-wide importance. They find here an opportunity for the exhibition of the highest skill and talent in the conduct of these immense business operations. Some of these men surpass their fellows in courage and foresight, in ability and enterprise, as the mountain tops tower above the hills, valleys and plains by which they are surrounded. The far-reaching effects and the final results of their industrial schemes and enterprises can neither be questioned nor foretold, but that they are of immense consequence will be acknowledged by all men of average intelligence. Making history and not recording or studying it is the prevailing characteristic of the present generation, but the time will come when the annals of this region, whether relating to its romantic incidents or its more important events, will be found of surpassing interest.

APPENDIX.

In the preparation of this history the works of Hubert Howe Bancroft, especially those volumes relating to the history of the northwest coast, including California, Oregon, Washington, Idaho and Montana, have been found invaluable. These works constitute an inexhaustible fund of information on all the various branches of the subject, and go into details in a manner which is simply out of the question in a brief and general outline, which is all that this history claims to be, in a field so extensive and so interesting as a History of the Puget Sound Country from the discovery of America to the present time.

Another valuable work in this connection is the History of the Pacific Northwest, Oregon and Washington, by the North Pacific History Company, of Portland, Oregon. The contributions to this work by Elwood Evans, Professor W. B. Lyman and others are faithful, conscientious and reliable descriptions of historical scenes and incidents, of natural resources and advantages of the localities referred to, and of early pioneers which are well worthy of the careful study of all those who wish to make a more minute investigation of those matters. Their work will be found of great value and

importance by future historians and by all lovers and students of the annals of this country.

"The Northwest Coast, or Three Years' Residence in Washington Territory," by James G. Swan, contains much useful information in regard to the Indians and on other subjects pertaining to this region. Judge Swan's long life was largely devoted to an investigation of these subjects, and his work on these lines, particularly for the Smithsonian Institute, is of a very high character on account of his personal acquaintance with the scenes, incidents and persons he describes, and because of his well known veracity and integrity.

I have been glad to avail myself of the privilege of making liberal quotations from "Pioneer Days on Puget Sound," by Hon. A. A. Denny, which give in simple and direct language, without any affectation or egotism, some account of the early settlement of Seattle and the Puget Sound Country.

I wish to make the same statement in regard to the quotations from the "Reminiscences of Seattle and the U. S. Sloop-of-War Decatur," by Admiral T. S. Phelps, U. S. N., taken from the *United Service* for November, 1902. It has been a matter of pleasure to make use of this article not only because Admiral Phelps was largely and personally instrumental in saving Seattle from destruction by the Indians during the war of 1855-6, but because he was an unbiased and competent observer of what took place during the siege of that city, and his narrative is therefore all the more interesting.

Professor Henry Landes of the University of Washington is doing good work in his investigation of the geology of the state. His volumes already published contain a large amount of valuable information for the general reader, and I have made such use of it as my limited space would permit.

The Reports of the Smithsonian Institute also contain many useful articles in regard to the Indians and other subjects pertaining to the Puget Sound Country from which I have made quotations. Some of the original manuscripts which I have been permitted to make use of are, "The Four Nez Perces Indians of 1832," by Rev. M. Eells, D. D., and "Thirteen Years' Residence on the Northwest Coast, 1847 to 1860," by Samuel Hancock, of Whidby Island, and "The Journals of Abraham F. Bryant and Isaiah W. Bryant, 1852-55," for which I am indebted to the courtesy of Judge Orange Jacobs. From these manuscripts I have made liberal quotations. They contain much interesting and reliable matter in regard to the early history of this region and its first settlements. Dr. Eells is the son of Rev. Cushing Eells, who came as a missionary to the Indians of eastern Washington in 1838.

I am also indebted to Charles W. Smith, in charge of the Seattle Public Library, for many courtesies. This library has a very valuable collection of

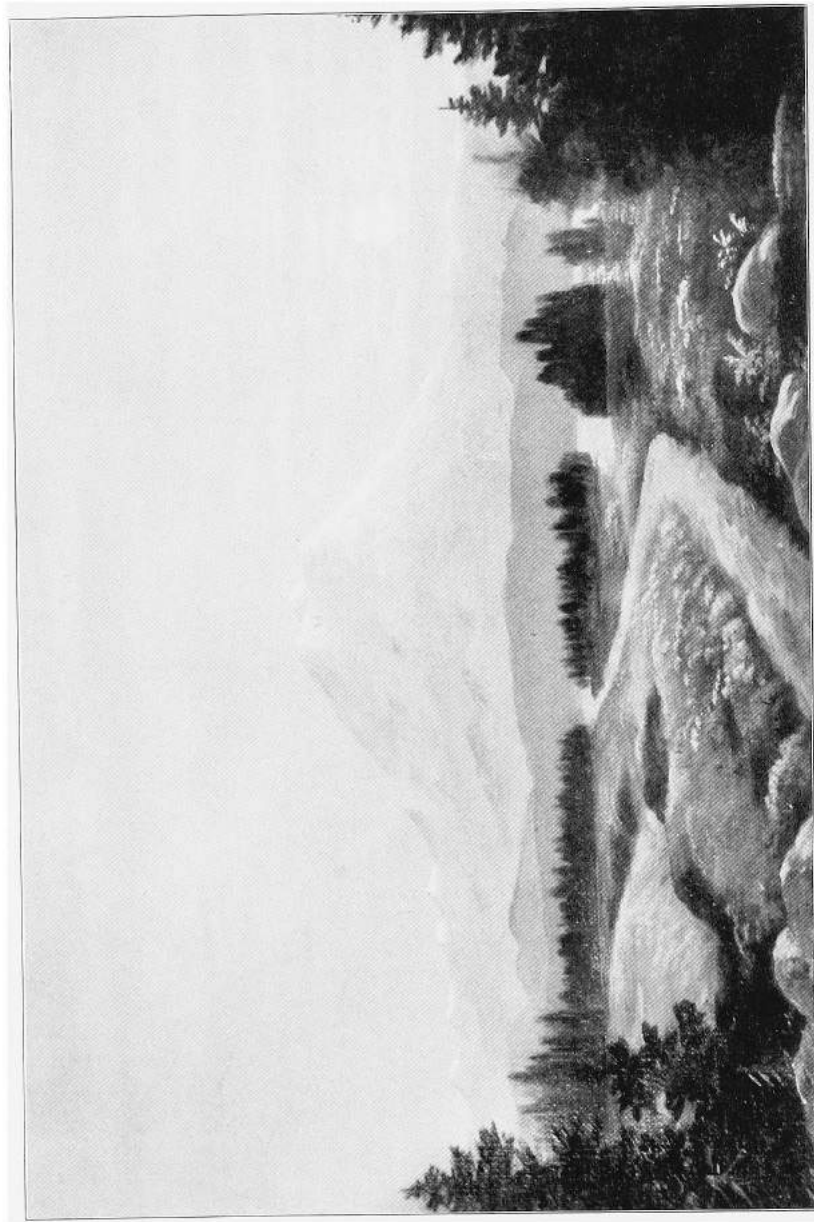
historical works, relating to the northwest coast and the discovery and early settlement of the Puget Sound Country, including Vancouver's Journals and other rare and costly works of great interest to the student of American history. I have been allowed the use of certain documents by Samuel F. Coombs, an old pioneer of Seattle, for which I desire to make suitable acknowledgments. I am under obligations also to J. C. Rathbun, who is the author of a history of Thurston county, to J. B. Meikle, the secretary of the Seattle chamber of commerce, to Ed. N. Fuller, secretary of the Washington State Historical Society, to J. S. Whitehouse and Lewis W. Pratt, of the Tacoma chamber of commerce, to the secretary of the chamber of commerce of Everett, to the secretary of the chamber of commerce of Port Townsend, to Allen Weir, of Olympia, Commercial Club of Whatcom, and to many other citizens of the Puget Sound Country for valuable assistance in the work of collecting information. To Sam H. Nichols and A. W. Frater, respectively commissioner and deputy commissioner of the Bureau of Statistics, Agriculture and Immigration, my thanks are also due for the use I have made of their publications.

But scant and tardy justice has been done to the Indian tribes around Puget Sound, who remained faithful and friendly to the white settlers, in spite of the hostile influences by which they were surrounded, during the Indian war of 1855-6. One of the most powerful and influential chiefs among the tribes were Sealth, or Seattle, as he was known to the white man of that day. He was a man of imposing presence, of unusual ability, and of noble and generous impulses, always true and steadfast in loyalty to his white neighbors, exercised a wide influence over his own and surrounding tribes in favor of friendly relations with the whites, but like many of his race before and since, when the danger was over and peace restored, his claims for recognition and compensation were overlooked and neglected. There is something pathetic in his speech to Colonel M. T. Simmons, then Indian agent, who met the Duwamish and other Indian tribes under Chief Seattle, at Alki Point, by appointment, on the 15th day of May, 1858, to the number of one thousand or more, for the purpose of presenting their grievances. He said, in the Chinook language, "I am not a bad man; I want you to understand what I say; I do not drink rum; neither does New. E. Chis (another chief present), and we continually advise our people not to do so. I am and always have been a friend to the whites. I listen to what Mr. Page (the resident agent) says to me, and I don't steal, nor do any of my people steal from the whites. O, Mr. Simmons, why do not our papers come back to us? You always say they will come back, but they do not come. I fear that we are forgotten or that we are to be cheated out of our land. I have been very poor and hungry all winter, and am very 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 have no property, no chief and no one to talk for them, Mr. Simmons, when I am gone. We are ashamed when we think of the Puyallups, as they have now got their papers. 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. It is the mean white men that are bad to them. If any person writes that we do not want our papers they tell lies. O, Mr. Simmons, you see I am sick. I want you to write quickly to the Great Chief what I say. I am done.”

On the evening of the same day Colonel Simmons and his party proceeded to Skagit Head, where he met some eight hundred Indians of the Skagit, Snohomish, Snoqualmie and other tribes. In reply to his speech to them, Hetty-Kanim, a sub-chief of the Snoqualmies, said, “I am but a sub-chief, but I am chosen by my people to speak for them to-day. I will speak what I think and I want any of the drinking Indians to contradict me if they can. Liquor is killing our people off fast. Our young men spend their money and their work for it. Then they get angry and kill each other and sometimes kill their wives and children. We old men do not drink and we beg our boys not to trade with cultus (bad) Boston men for liquor. We have all agreed to tell our agent when any liquor boats are about and help to arrest the man who sells it. I will now talk about our treaties. When is the Great Father who lives across the mountains going to send us our papers back? Four summers have passed since you and Governor Stevens told us we would get our pay for lands. We remember well what you said to us over there (pointing to Elliott Bay) and our hearts are very sick because you did not do as you promised. We saw the Puyallups and the Nesquallys get their annual pay, and our hearts were sick because we could get nothing. We never fought with the whites. We considered it good to have good white people among us. Our young women can gather berries and clams and our young men can fish and hunt and sell what they get to the whites. We are willing that the whites shall take the timber, but we want the game and the fish, and we want our homes, where there is plenty of game and fish and good lands for potatoes. We want our Great Father to know what our hearts are, and we want you to send our talk to him at once. I have done.” Speeches by other Indians were made to the same effect. After a meeting of the same character with Indians who had collected at Point-No-Point, Colonel Simmons and his party returned to Olympia.

In 1859 the treaties referred to were ratified by the senate, and subsequently the surviving Indians received their long expected and long delayed annuities. For further information in regard to these and other treaties with the Puget Sound Indians see the reports of the Indian bureau of Washington,



MOUNT RAINIER.

D. C. The life of Governor I. I. Stevens, written by his son, George Hazard Stevens, also recites many important facts in regard to these treaties, most of which were negotiated by Governor Stevens, as well as other matters of interest in connection with early Puget Sound history.

Mount Rainier, the highest peak of the Cascade range and next to the highest mountain in the United States, 14,526 feet, was named after a distinguished admiral of the English navy by Vancouver in 1792. A persistent effort has been made in certain quarters to change the name to Mount Tacoma, but as Rainier is the only name that has ever been recognized by the United States government, and is the only name which has ever appeared upon the government maps or the maps of the general land office, there does not appear to be any authority or justification for the attempted change in the designation of this grand and beautiful mountain. This towering monument of nature's skill, in its majestic proportions, its solemn, silent and symmetrical outline and superb surroundings, presents a brilliant illustration of the fact that "a thing of beauty is a joy forever."



COLONEL CLINTON PEYRE FERRY.

The French, as all students of colonial history well know, were the first explorers of the country bordering on the great lakes. Long before the English appeared, the heroic La Salle, the self-sacrificing Marquette, and the daring Hennepin had pushed their fragile pirogues or still lighter canoes in bayous, rivers and bays bordering Lakes Ontario, Erie and Michigan. The nomenclature all through this region still attests the presence of these early navigators, and many places settled as far back as the later decades of the seventeenth century still bear French names. Detroit and nearby localities in Ohio and Indiana were at an early period favorite scenes of operation for French traders, who had a method of conciliation and natural suavity of address that enabled them to keep on good terms with the Indians. Even after the French had lost their possessions in America, as the result of prolonged wars with England, French communities lingered here and there, and the musical voice of the voyageur or courier de bois still resounded along the rivers or through the depths of the forest. Emigrants from France, therefore, who sought asylum or settlement in the northern states of the west, naturally gravitated to those localities where French people, the French language, or French customs still prevailed, and it was the coming of a man of this class that marks the beginning of the pleasant biographical narrative here unfolded.

Peter Peyre Ferry, who was born at Marseilles, the famous seaport on the Mediterranean, rose to prominence during the Napoleonic wars as one of the young officers under Bonaparte. In 1814, just a year before the final fall of his hero at Waterloo, when "the meteor of conquest allured him too far," Colonel Ferry decided to leave his disturbed native land and seek a new home in North America. In that year he landed on Long Island, and some time later succeeded in securing an appointment as collector at the port of Sandusky, which at that period was the entry port for the entire western country. The young Frenchman was, however, eventually driven away from his post by the hostile Indians of the vicinity, and this led to his becoming one of the earliest settlers of Monroe, which afterward grew into one of the important lake towns of eastern Michigan. At this place were born his two sons, one of whom was the late Governor Ferry of the state of Washington, and the other Lucien Peyre Ferry.

A number of years before this period a French emigrant by the name of Louis Bourie had settled at Detroit, and later accumulated considerable wealth by his dealings with the natives. He carried on the first banking business between Fort Wayne and Detroit by fur and merchandise between his trading posts. Louis Bourie had a daughter named Caroline, born at Detroit in 1812, whose varied accomplishments and personal charms made her a popular belle in this frontier settlement of the western wilderness. Lucien Peyre Ferry, who had established himself in business at Fort Wayne and attracted attention as a lawyer and politician, and who served in the first Indiana legislature, proved the accepted lover of this beauty, and they were married at the pioneer residence of Colonel Bourie in Fort Wayne. They



lived together in marital harmony for some years, meantime becoming the parents of four promising children, until the happy family circle was broken by the death of the father in the thirty-second year of his age. Mrs. Ferry is still living at this writing (1902), and is a most interesting link between the pioneer past and the progressive present. She is vice president of the pioneer society of Fort Wayne, a position conferred upon her with entire propriety, inasmuch as she is the oldest surviving female settler of that town. Upon the arrival of her eighty-eighth birthday Mrs. Ferry invited twenty-eight young ladies of Fort Wayne to help her in the celebration of the event, and the rising generation had an opportunity of seeing a fine sample of the pioneer mother who fought the battles of civilization in "the brave days of old."

Clinton Peyre Ferry, who is one of the three living children of this noble mother, was born at Fort Wayne, Indiana, May 24, 1836, and attended school both at home and in Indianapolis. He worked some months in a printing office. He became proficient in the art of telegraphy shortly after that great invention was given to the world by Morse, and gained a reputation as being one of the most rapid operators in the world. In 1851-2 he had charge of the telegraph office at Fort Wayne, which was followed by a short experience as a clerk in a mercantile house, his aim all the time being to accumulate sufficient money to complete his education. He graduated from a commercial school at Indianapolis, which was one of the first of its kind established in the United States, after which he went to live with an uncle in Illinois. While there he devoted some time to the study of law, but, not liking this profession, he returned to Fort Wayne and became cashier in the office of the Toledo & Western Railroad.

About this time occurred what may be termed the crucial point in his career, that "tide in the affairs of men which," as the great Shakespeare tells us, "if taken at the flood, leads on to fortune." Colonel William G. Ewing, his uncle by marriage, one of the most prominent pioneers of the then northwest, was a firm believer in the destiny of the far away great northwest, and from this shrewd man of affairs young Ferry imbibed an enthusiasm on the subject which led him in 1858 to make a tour of inspection to distant Washington. He had in view a search for a site on which to build a city which would in time become the metropolis of the vast territory tributary to the Puget Sound country. His rosy anticipations were somewhat chilled when, upon arriving at Portland, he found it an insignificant hamlet surrounded by a primeval wilderness. Olympia, situated on the southern extremity of Puget Sound, about one hundred miles north, gave little better promise of becoming an emporium, as at that time its population consisted of a few straggling trappers and traders, with here and there an Indian tepee to add picturesqueness to the scene. Though somewhat disappointed, the adventurous pioneer from the east determined to tarry awhile at Portland, and this temporary location was extended to 1873 before he departed from the place. Meantime he was employed first in the wholesale store of Harry Corbet as bookkeeper, and later became a partner in the brokerage and banking business of Hummiston & Company. While thus engaged he was

elected treasurer of Portland, which by that time had begun to grow and take on something of the appearance of a city, and he had charge for four years of its financial affairs. After laying aside these official duties Colonel Ferry began to deal as well as invest in real estate, and also acted as general agent for a number of life, fire, marine and accident insurance companies. In 1868, ten years after his arrival on this coast, Colonel Ferry had bought two hundred acres of land on the east shore of Puget Sound about twenty-five miles northeast of Olympia, and this purchase was made with a prophetic belief that sometime or other it would be the site of a great city. At the time of this real estate transaction, however, only two cabins were in existence on the spot to give grounds for this confidence in future developments, and when Colonel Ferry arrived in 1873 to assume possession there was little in the prospect that could be regarded as assuring. Prophecies sometimes bring about their own fulfillment, and prophets may be potential factors in so directing events that what they predicted as a possibility, may, by their own agency, become an established fact. Colonel Ferry named the city of Tacoma after the grand mountain of that name.

Just at this juncture events were occurring which, if properly controlled, were sure to lead to something of importance. A great railroad was building from the shores of Lake Superior to tidewater on or near the Pacific ocean, and Colonel Ferry readily saw that if the company in charge could be induced to make its western terminus at the point on Puget Sound where his land lay, there would be a certainty not only of his hoped-for city, but a prospective fortune for himself. Largely through the efforts of himself and his father-in-law this effort succeeded, and the termination of the Northern Pacific Railroad at the point designated was undoubtedly the prime factor in the making of Tacoma. The disastrous panic of 1873 for a time dashed these hopes, and it seemed for awhile that all was over, not only with the embryonic city, but with the railroad enterprise itself. The company stopped work, discharged its employes, and left things in that overdone condition known as a "collapsed boom."

But Colonel Ferry was one of those who did not abandon hope, but still labored for the realization of his dream. For awhile he was practically the "whole thing" both in the land department of the Northern Pacific Railroad Company and the Tacoma Land Company, which owned the townsite, acting as cashier, salesman, bookkeeper and in other capacities, the duties all told requiring sixteen hours' work a day for fulfillment. After doing what he could to unravel the tangled web, Colonel Ferry concluded to retire to San Francisco for awhile and await the business revival which he felt sure would come in time, and which would put new life into things at the scene of his late labors. He remained in the California metropolis until 1888, by which time matters had righted themselves at Tacoma, and Colonel Ferry took advantage of the improved situation to make a tour of the world.

During his travels he made collections of many valuable works of art and curios of all kinds, which he intended as the nucleus of a museum which he contemplated presenting to the city on the Sound which he had done so much to found and develop. His dream of a museum was eventually fully realized, as, after his return from abroad, he continued his efforts until he

had a collection sufficiently numerous and varied to justify the inauguration of the enterprise. Accordingly, on the 25th of June, 1895, the Ferry Museum was dedicated and with all due ceremonies presented to the city of Tacoma, and this superb gift will ever remain an object of gratification to the recipients, while constituting a lasting monument in honor of the donor. Others, stimulated by his noble example, have contributed many collections and articles of value, with the result that in both quantity and quality of contents this beautiful museum on the Sound yields precedence to no other west of Chicago. Thus, in most practical form, has Colonel Ferry attested at once his love for his adopted city as well as his appreciation of the beautiful in art and science.

It is pleasing to be able to record that Colonel Ferry's enterprise and foresight have redounded to his own material advantage while yielding so much benefit to others. Long before any city was in sight he had become the owner of a large tract of land which, by the growth of the place in business and population, has greatly increased in value. Much of this was platted and sold in lots, which are now covered with fine buildings and constitute the handsomest part of the city's residential section. Colonel Ferry, however, still owns much valuable city real estate and other property, and a liberal share of the fortune of this generous-hearted man is always at the service of any cause which promises to benefit his beloved city of Tacoma.

In 1862 Colonel Ferry was united in marriage with Miss Mary Ann Buckalew, of Virginia, who died in 1874, leaving an only daughter, May. By a second marriage, with Mrs. Eveline Trafton, he has an only son, Clinton Trafton Peyre Ferry, who is engaged in business in the east.

In 1861, as a result of the rebellious conduct of the south, Colonel Ferry changed his politics from Democracy to Republicanism, and since then has been an earnest supporter of the party of Lincoln. He has, however, avoided office-seeking, and would under no circumstances accept office. For some years past he has been consular agent for France at Tacoma. Many years ago, when the fraternity was young, he became a member of the Independent Order of Odd Fellows, and he is also a Mason of high standing, having reached the thirty-second degree of Scottish Rite and is a Knight Templar and member of the Shrine. Colonel Ferry owes his title to the fact that during the administration of his uncle as governor of the state of Washington he served on his staff with the rank indicated.

It might be added in conclusion that if Colonel Ferry has a hobby it is to see Tacoma not only prosper, but become beautiful in every way. This desire has led him to take much interest in the laying off of the city and in the establishment of a system of parks in the residence portion. In this direction he has brought to bear some of the ideas acquired by studying the subject in the old world, and, as a kind of object lesson for imitation, has platted one park on his own account. By persistent effort with the city council he has obtained legislation permitting parking of all the residence streets in the city. The width of the streets permit this beautifying feature which can be found to the same extent in no other city in the United States. As president of the City Art Association, an honor wisely as well as deservedly bestowed, Colonel Ferry never ceases to inculcate that love of the

beautiful which, in combination with the useful, is the groundwork of the highest civilization.

COLONEL WILLIAM F. PROSSER.

Colonel William Farrand Prosser, of Seattle, in the state of Washington, was born March 16, 1834, in Lycoming county, Pennsylvania, though most of his early years were spent in Cambria county of the same state. His father, David Prosser, was a prominent citizen of the latter county for nearly half a century. He died in Johnstown, the chief city of that county, where he had been a resident for many years, in 1883. Colonel Prosser had the misfortune, when only eight years old, to lose his mother, Rachel Williams Prosser, a woman of great beauty, most exemplary piety and strong mental characteristics, her death occurring at Johnstown in 1842. This loss has ever since been deeply deplored.

He was educated in the common schools of Pennsylvania, including an attendance of three terms at the Johnstown Academy; engaged in teaching school, studying law, and surveying until twenty years of age, when he emigrated, in 1854, across the plains to California; the trip was made with ox-teams, requiring four months of constant traveling, much of the way through a hostile Indian country. He engaged in mining, chiefly in Trinity county; was second lieutenant of the Trinity Rangers, a volunteer company of the state, organized to assist the regular troops in the Indian war of 1858-59, then going on about Humboldt Bay; was mustered out at Big Bar of the Trinity river in April, 1859; was the first candidate of the Republican party in Trinity county in 1860 for the legislature of California. He went east at the breaking out of the Civil war in 1861; was tendered a commission in the regular army by President Lincoln, which he declined; enlisted as a private from Cambria county, Pennsylvania, in the Anderson Troop; later on served as quartermaster of the Fifteenth Pennsylvania Cavalry; shortly after the battle of Stone River was transferred to the Second Tennessee Cavalry, of which regiment he was commissioned major, in March, 1863, lieutenant colonel in March, 1864, and colonel in June, 1865; took part in the battles of Shiloh, Stone River, Chickamauga, siege of Knoxville, and numerous minor engagements; was in command of the cavalry in the district of North Alabama in the fall of 1864, and was mustered out of the service with his regiment at Nashville, Tennessee, July 6, 1865.

After the war he located on a farm seven miles from Nashville; was elected a member of the house of representatives of the Tennessee legislature from Davidson county, in 1867; was elected a member of the Forty-first Congress from the Nashville district in 1868; was appointed postmaster at Nashville in 1872, which place he filled for three years; was appointed by the governor of Tennessee, in 1872, as one of the commissioners from the state of Tennessee to the Centennial Exposition at Philadelphia, which was held in 1876; attended the meetings of that commission in Philadelphia in connection with its management, at stated times for seven years; was appointed one of a committee to visit the World's Fair at Vienna in 1873, to take notes of its

preparation, details, etc., with reference to the Centennial Exhibition, at which time he visited the principal European cities. He published a newspaper for several years at Nashville, Tennessee, called the *Nashville Republican*.

He was appointed special agent of the general land office at Washington, D. C., for the territories of Oregon, Washington and Idaho; served in that capacity for six years; was elected auditor of Yakima county for two years in 1886; was a member of the constitutional convention of the state of Washington which met at Olympia, July 4, 1889, elected thereto from the district composed of Yakima and Klickitat counties; served on some of its most important committees, and took a prominent and active part in its deliberations; accepted an appointment as a member of the harbor line commission of the state of Washington, made by Governor Elisha P. Ferry, and served as chairman of that board from the time of its organization in July, 1890, until January 15, 1893, when it expired by limitation of law; was elected mayor of the city of North Yakima, where he then resided, in May, 1893, for two years.

Colonel Prosser was married April 6, 1880, to Miss Flora L. Thornton, at Seattle, in the state of Washington. She is a daughter of Henry G. Thornton, a pioneer who came across the plains to Oregon in 1853, but who was for many years a well known resident of Seattle, where he held several official positions of trust and responsibility. Mr. Thornton died in Seattle in January, 1903. Colonel and Mrs. Prosser have three children, William Thornton, Margaret Helen and Mildred Cyrenia Prosser.

In 1882 he located a homestead in Yakima county, where a postoffice was established in 1883, and where he subsequently founded the town of Prosser, a growing place at the falls of the Yakima river and surrounded by a rich agricultural and grazing country. It was incorporated in 1890. In politics Colonel Prosser has been a life-long Republican. He has written numerous articles for current magazines, principally on historical and military topics, and a *History of the Puget Sound Country*. For four years, 1898 to 1902, he served as president of the Washington State Historical Society, and as editor of the *Washington Historian*, a quarterly publication devoted to the history of the state of Washington. For several years he has been engaged in the real estate business at Seattle; has taken a life-long interest in educational matters, and has served a number of terms as school director in the state of Tennessee and in the territory of Washington.

PROFESSOR THOMAS P. WESTENDORF.

Nothing is more remarkable in the development of modern social institutions than the change that has come over the conduct of the various reformatory and criminal institutions. The efforts of many of our wealthy and educated citizens are being directed to methods by which good citizenship may be instilled in the inmates, and the youth may go back to the world willing to work and perform their part as public-spirited men and women. The office of the superintendent of the Washington State Reform School has been who is not only a trained educator, but thoroughly understands the care and

development of his charges. The school is located in Chehalis and was first opened on June 10, 1891. Within its walls are now (1902) one hundred and thirty-two boys and forty-three girls, the latter being under the supervision of Mrs. Westendorf, who was a teacher of ability before her marriage. The boys make their own shoes and clothing, and also supply these articles to the other state institutions; on the one hundred and thirty-two acres of land belonging to the school the boys raise all the fruit, vegetables and grain for their own sustenance, and they keep the grounds in perfect order. The Professor is a musician and has organized those of the boys who are musically inclined into a band, and there is also daily military drill, in which the boys officer themselves. The text-books in use are the same as those used by the public schools. As one considers the well-trained boys and girls, the orderly grounds and the general air of neatness and thrift which pervades the whole institution, it is easy to see that the Professor and his wife are in their right spheres and are thoroughly capable of managing the school which is such a credit to the state.

Thomas P. Westendorf is of German stock, his father was born and educated in Germany and when a young man settled in Caroline county, Virginia, where he married Margaret Parham, a native of that state and a member of the noted Allen family, who were among the Virginia pioneers. He followed merchandising most of his life, was a member of the Universalist church, and died in the fifty-fourth year of his life, in 1870; his wife, who holds to the faith of the Baptist church, still survives and resides in Chicago, aged seventy-one years. Of the eight children, four are living.

Thomas, who is the only member of the family in Washington, was born in Caroline county, Virginia, November 23, 1848, and was educated in Chicago. He early evinced much talent for music, and he became a teacher of that art, and to him belongs the credit of organizing the first juvenile band in Chicago and the first in the west. He has always been interested in the young and has shown remarkable qualities as an educator. He was superintendent of a reform school in Kentucky and later in Illinois, and from that state was called to take his present position, which he has held for eleven years, having taken charge two months after the school was opened. On May 21, 1873, Professor Westendorf was married to Miss Jane Morrow, a native of Ogdensburg, New York; only one of their two children is living, Jennie M., who is now the wife of Joseph A. Gabel, state librarian of Washington.

WILLIAM H. MITCHELL.

The full history will never be written of the trials and sufferings of those early pioneers who braved the dangers of death by starvation in crossing the great western plains before the day of railroads. And the country can never honor too highly the men who thus opened up the great region of the west for cultivation.

Among these pioneers is William Henry Mitchell, who came to Olympia in 1853. His father, Henry Mitchell, was a native of Aberdeen, Scotland, where he learned the trade of wagon-maker. He emigrated to Chicago and became the manufacturer of the celebrated Mitchell wagon, known and made

in every state of the Union; it has derived its reputation from the high quality of workmanship and material, and reflects credit upon its original maker.

From Chicago Mr. Mitchell went to South Port, Wisconsin, then to Racine, Wisconsin, where he built his huge wagon works. He was married in Scotland, before coming to America, to Miss Margaret Mitchell, a distant relative of his family, and eight children were born to them, six of whom are yet living. He died in 1884, aged eighty-three years, and his wife in 1895, when she was eighty-six years old. They were communicants of the Baptist church, and enjoyed a very high reputation for reliability and true worth.

William Henry Mitchell was born November 13, 1834, in Chicago, when that now great city was in its infancy. The public schools and Beloit (Wisconsin) College afforded him his education. Then in 1853, in his eighteenth year, he joined an emigrant band and crossed the plains. He paid Mr. Samuel Holmes for his passage, but drove the oxen nearly all the way, Mr. Holmes afterwards saying that he could not have got along without him; with his gun he also supplied the train with most of the buffalo meat which it consumed on the way. The journey was begun on the 9th of April, and Olympia was reached in November.

William's first employment was in a blacksmith shop, and later he drove a team. During the Indian war, 1855-56, he was a member of a company of rangers, and took part in the skirmish at White river; in this fight John Edgar was killed, but the whites finally forced the Indians to retire and brought the body of Edgar back for burial. They then built a stockade at Olympia, and into this the women and children were brought from the surrounding country. After the war Mr. Mitchell, with John Stewart as partner, engaged in the bakery and butcher business at Olympia, with a branch house at Seattle. This firm they carried on jointly for eleven years, when the partnership was dissolved, Mr. Stewart taking the Seattle branch and Mr. Mitchell retaining the other. In 1867 Mr. Mitchell sold out his business and opened a grocery store. In connection with Ira Ward and S. M. Cooper, in 1868 he invested twenty thousand dollars in a sawmill, making use of the Tumwater falls for this purpose; Mr. Mitchell retained his interest until 1881, when, disposing of it, he went east to accept the agency for the Pacific coast of the Mitchell-Lewis Wagon Manufactory. On his return he established a branch firm in Portland, Oregon, and was elected president of the company on the coast, which place he still holds. The business grew so rapidly that another house was established at Seattle, and both branches now carry on an immense trade.

In 1859 Mr. Mitchell married Martha Johns, of Olympia; she had crossed the plains in the same train that he did, with her father, B. L. Johns. Five children were born to them, four of whom are living. Frank W. is vice-president and manager of the Seattle house; Harry W. is manager of the branch at Portland; and A. B. is also connected with the business, but is unfortunately afflicted with blindness. The daughter, Cora, is now Mrs. MacCognadale, and is the mother of two children, Hellen and Lasse; her husband is in the service of the O. R. & W. Railroad at Portland. Mr. Mitchell's wife died in 1896, and he has never again married.

Mr. Mitchell has never lost his interest in Olympia, the town of his first settlement, and the scene of a large part of his successful career, and he has bought one hundred acres of land near by, upon which he has erected a nice residence, and now enjoys himself in his fruit-raising and farming. And here, with his housekeeper and granddaughter, Hellen, who is his constant comfort, he is passing the declining years of his successful life, still retaining his great vitality, and revered and loved by all on account of his genial hospitality and worthy life.

FRANK EVERETT.

One of the largest hardware firms in southwestern Washington is that of Frank Everett & Company, located in the thriving city of Chehalis, Lewis county, Washington. And the subject of this brief biography is also the president of the Chehalis Furniture & Manufacturing Company, one of the prominent enterprises of that city. The fact that these firms have attained such a degree of success is ample proof of Mr. Everett's status in the business world.

The ancestors of Mr. Everett were English, belonging to the society of Quakers, and are known to have settled in New England early in the history of the country. John Everett, the father, was born in Peru, Clinton county, New York, in 1821, and throughout the greater portion of his life followed the occupation of a merchant. He came to Allegan, Michigan, in 1856, and was in business there until 1871, in which year he moved to Lyons, Kansas, where he was successfully engaged in farming for a number of years. In 1882, joining the ever-moving tide of westward civilization, he brought his family to Tacoma, Washington, where he remained till the following spring, and then came to Chehalis; here he opened a grocery store and continued it until near the time of his death, which occurred in his seventy-sixth year, January 3, 1897. For many years he was an official member of the Methodist church, he belonged to the Democratic party, and was a Mason. His wife was Miss Charlotte Root, a native of the state of Ohio, and she died when her only child, the subject of this sketch, was but an infant.

Frank Everett came into this world in Allegan county, Michigan, on the 28th of August, 1861, and was reared to manhood in the city of Allegan, where he enjoyed the advantages of the public schools. In 1873 he removed to Kansas and followed farming until 1883, when he followed his father to Chehalis. He there started his hardware business, but later sold to Deveresse & Maynard, and spent eighteen months in California; on his return he bought the store again, and the firm became Everett & Power; later he purchased his partner's interest and soon admitted Mr. Maynard as a partner, the firm being Maynard & Everett; this continued till January, 1900, when, at the election of Mr. Maynard to state treasurer, Mr. Everett again became the sole owner; afterward A. C. St. John, who is treasurer of Lewis county, purchased an interest, and the business is now known as Frank Everett & Company. With the exception of the time he spent in California, Mr. Everett has been at the head of the firm, and to him is due the larger share of the credit for its capable and successful management. The store is now by far

the largest in the county; the building is sixty by one hundred feet, and there is an annex and warehouse, fifty by one hundred and ten feet, in which is kept a large stock of wagons, carriages and farm machinery; they have a full stock of stoves, shelf and heavy hardware, and also do a plumbing business. The honorable and liberal methods have brought the house to such a degree of prosperity that it is a credit to the city and county.

The Chehalis Furniture & Manufacturing Company, of which Mr. Everett is a stockholder and president, manufactures bedroom suites, tables, and kitchen furniture; they have a large factory, drying houses and all the machinery and appliances for turning out the best work. The factory is a valuable addition to the business interests of Chehalis, employing about one hundred and seventy-five men at the present time in factory and at the mills.

In 1887 Mr. Everett was married to Miss Josephine Fesenfeld, who is of German and English ancestry, and was born in Melbourne, Australia, the daughter of W. Fesenfeld. They are worthy members of the Episcopal church, and he holds the position of vestryman. In politics he is a Republican, is a member of the Ancient Order of United Workmen, and the Knights of Pythias,—in all respects an honorable, energetic and upright citizen, and well deserving of mention in this history.

SAMUEL ALTSHULER.

Samuel Altshuler is a western man by birth and training and now by choice, and in Whatcom, where he makes his home, is regarded as one of the leading and valued representatives of business interests. "Success," said Napoleon, "depends upon three things—energy, system and perseverance," and it is upon these qualities that Mr. Altshuler has builded his prosperity.

Born in San Francisco, September 16, 1864, he is a son of Levi Altshuler, who was born in Germany and made the voyage across the Atlantic to New Orleans. From the Crescent City he started across the plains in 1852, joining the travelers who came to the Pacific coast for gold. He staked a claim, engaged in mining with a fair degree of success, and later turned his attention to merchandising. At one time he owned a part of the site of the famous Baldwin Hotel. Having made judicious investments in real estate, he added to the competency which he had otherwise acquired and which now enables him to live in retirement from further business cares. His home is in San Francisco. He married Henrietta Alpern, a native of Germany, who died in August, 1887. To them were born three sons and three daughters. Cass is associated with his brother Samuel in the Whatcom store, and Sol is a lithographer of San Francisco. The three sisters are Milie, the widow of Joseph Herspring, of San Francisco; Ida, the wife of Jacob Marcuse, a cigar dealer of Seattle, Washington; and Annette, who is residing with her father.

At the usual age Samuel Altshuler entered the public schools of his native city, and there continued his studies until 1879, when he put aside his text-books and entered upon his business career in a clothing store with his father. In 1889 he came to Whatcom and entered one hundred and twenty acres of land twelve miles from the city. He also opened a clothing store

here, and erected a fine brick building at the corner of Holly and Canal streets, three stories and basement. The first floor and basement are utilized by him for his large stock of goods. He has built up the largest clothing business north of Seattle, and carries a stock which would do credit to a city of twice the size of Whatcom. His business methods are commendable and awaken public confidence, and his earnest desire to please his customers has brought to him a large patronage.

In matters pertaining to public progress and improvement Mr. Altshuler is deeply interested and gives his hearty co-operation to such. He was a charter member of the first company of the National Guard organized in Whatcom. When it passed out of existence it was followed by Company M, which went to Manila. Mr. Altshuler was also one of the organizers of the Whatcom fire department, and was secretary of the board of fire delegates for five years, while in 1892 and 1893 he served as foreman of hose company No. 2. With firm faith in the principles of the Republican party, he does all in his power to promote its growth and insure its success, but has never consented to become a candidate for office, although many times solicited to do so. He is largely interested in industrial companies of the city, county and state and has been a helpful factor in many such which have proved of value in Washington. He has just finished the construction of the Irving block for business purposes. It is two stories in height, with a frontage of one hundred and ten feet, and cost twenty thousand dollars.

On the 21st of February, 1897, Mr. Altshuler was married to Miss Josephine Jacobs, of San Francisco, a daughter of Henry Jacobs, now deceased. He was engaged in merchandising and served as postmaster of Folsom, California, under President Lincoln. Mrs. Altshuler is a niece of Junius Jacobs, the United States sub-treasurer of San Francisco. By her marriage she has become the mother of two sons: Henry Irving and Samuel. In Whatcom Mr. Altshuler and his wife have gained many friends, and he is a valued member of the Independent Order of Odd Fellows, the Native Sons of the Golden West and the Fraternal Order of Eagles.

CHARLES F. AND WILLIAM F. ROEHL.

The rapid development and progress of Whatcom, Washington, rest, as a foundation, upon the labors and energy of such men as the Roehl Brothers, who have been prominently identified with the industrial growth and progress of Whatcom, where they are well known as leading business men. They now own considerable property here, and their success has followed, as a logical sequence, their well directed labors. These brothers have always been associated in business, the partnership being one of mutual pleasure and profit.

Charles F. Roehl was born in the province of Brandenburg, Germany. His father, John Casper Roehl, was a representative of an old family of that country. Coming to America, he spent his last days in Texas, where he died in 1896. His wife, who bore the maiden name of Elizabeth Kublanc, was also a member of an old family of the fatherland, and died in the Lone Star state in 1902. In addition to the sons whose names head this review,

their children are August, Lottie and Alvina. The son is now a stock-raiser of Texas. Lottie is the wife of Peter Winter, a contractor of Bryan, Texas, and Alvina is the wife of Max Kiesewetter, a barber of Beaumont, Texas.

In his native country Charles F. Roehl attended school until 1873, when he put aside his text-books and began learning the practical lessons of the school of experience. He remained at home until 1878, and then went to the western part of Texas and was there employed in a store until the fall of 1882, and in 1883 he came to the northwest, settling in Washington. He landed at Bellingham Bay on the 31st of December, with the intention of going to Tacoma, but was persuaded by Mayor Kalloch, of San Francisco, to go to Whatcom. He remained, however, on Bellingham Bay until 1886 and secured a tract of land from the government. Not relishing the prospect of isolation of this character, as soon as he could leave his farm Mr. Roehl telegraphed his people to send him some money that he had previously saved, and he then purchased a lot on Elk street in Whatcom and built a house in this city. He also sent for his brother, and they entered upon what has proved a very successful business career here.

The Roehl Brothers purchased a stock of goods in San Francisco, and in the summer of 1884 began business here. It was then promised that a railroad would be built through this place to Sumas, and for a period of six or seven months the new town enjoyed great growth, but at the end of that time word was received that the Canadian government would not allow the American line to connect with its road, and this was followed by business depression in Whatcom. The brothers then closed up their business and removed to San Diego, which was then enjoying much prosperity, but its growth was an unnatural one, and the brothers lost the money which they invested there. Returning to Whatcom in 1889, they again went into business here and continued as leading merchants of this place until 1902, when they retired. In the meantime they had made judicious investments in real estate, and they now own some of the best property in the town, and have also built some of the best brick business blocks, from the rental of which they derive a good annual income.

In December, 1889, Charles F. Roehl was united in marriage to Miss Emma Hull, a daughter of Nathan Hull, a fruit grower who lived in the suburbs of Los Angeles, California. He was one of the early settlers of eastern Oregon and died in the Golden state in December, 1894. To Mr. and Mrs. Roehl has been born a son, Willie F., who is now twelve years of age and is attending school.

The history of William F. Roehl differs but little from that of his brother Charles. When Charles came to Whatcom, William remained in Texas until his brother sent for him. In 1886 he went to Vancouver, British Columbia, where he worked for some time, and in 1887 he joined his brother in San Diego, California. In 1889 they began merchandising in Whatcom, and he has since given his attention to the supervision of his real estate investments. The brothers are men of keen foresight and undaunted energy, and although obstacles and difficulties have arisen in their path, they have made these to serve as an impetus for renewed effort, and have worked their way steadily upward to success.

ALFRED W. PETTIBONE.

Alfred W. Pettibone, one of the successful and esteemed business men of Whatcom, Washington, was born at Waldo, Ohio, March 14, 1835, and is a son of Hiram R. Pettibone, a native of Grand Bay, Connecticut. The Pettibone family came from Wales in 1635, to which country they had gone from France during the Huguenot troubles, and the great-great-grandfather of our subject was a colonel in the war of the Revolution, on the American side.

Hiram R. Pettibone was a lawyer, and practiced his profession in Hartford, Connecticut, and in Fremont, Ohio. His death occurred in 1884, when he was eighty-eight years of age. His wife was Jane (Curtis) Pettibone, a native of Grand Bay, Connecticut, who came of an old American family, and she died in 1848, aged forty-four years. Members of the family are still living on the old homestead in Connecticut. One daughter of Hiram R. Pettibone, Jennie A. Kramer, who is the wife of Dr. D. T. Kramer, of Chinook, Kansas, is still living.

The education of A. W. Pettibone was received in the public schools of Fremont, Ohio, and at Beloit College, Wisconsin, and, after a six years' course, in 1856 he went to Portage, Wisconsin, and after acting as a clerk for some time, he went into a mercantile business for himself. In 1858 he started for Whatcom, Washington, via steamer to the Isthmus of Panama. His steamer was the John L. Stevens from the Isthmus to San Francisco, and the Oregon from San Francisco to Whatcom. When he reached this latter point, he found from one thousand to fifteen hundred people making ready to go to the Frazer river district by land. Later the trail through Whatcom was abandoned, and all communication with the gold fields carried on by water. Realizing the golden opportunity offered, Mr. Pettibone immediately erected a building on the present site of the old Whatcom Hotel, and in five weeks sold forty-two thousand dollars worth of goods, which were disposed of before they could be hauled to the store after being lightered. His brother, W. C. Pettibone, who died in Wisconsin in 1898, was associated with him in this enterprise. They continued the store for five months, from May to December, when they were forced to take everything, including the building, to Victoria, as the city was under the government of the Hudson's Bay Company, with Governor Douglass in charge. After remaining in Victoria for a time, they started a branch at Langley on the Frazer river, and supplied those making the international surveys. This business was continued until 1860, when they closed out everything and returned to Wisconsin by the same route. Mr. Pettibone went into business at Lodi, Wisconsin, upon his return, and remained there during the Civil war, becoming one of the largest merchants of that locality. About 1864 he located at Ripon, Wisconsin, and until the fall of 1883 he continued his successful career as a merchant.

In the fall of 1883 he returned to Whatcom and went into the real estate business, in which he has since continued. He was one of the Peabody heirs. One of the interesting stories Mr. Pettibone tells of those early days is regarding some of the dangers of 1858. Captain Pickett, of Confederate

fame, was in charge of Fort Bellingham, adjoining the city, and had it garrisoned. People ran great danger of being killed by the Indians, and Lieutenant Hopkins of the vigilantes hanged two Indians who were guilty of many crimes. Ned McGowan was one of the most prominent anti-vigilantes, and he later became very wealthy on the Frazer river, and at one time Whatcom was in the hands of the anti-vigilantes, but they were finally conquered.

In June, 1861, Mr. Pettibone was married to Lucy B. Peabody, of Cleveland, Ohio, a daughter of Dr. Peabody of that city, and a sister of Russel P. Peabody, who located in Whatcom in 1852, and she died at Ripon, Wisconsin, in 1882. The following children were born to Mr. and Mrs. Pettibone: Alice, who married T. H. Bacon, a railroad contractor of St. Paul; Fred Curtis, of Whatcom; Will E., of Seattle; and Louis A., of St. Paul. Mr. Pettibone is a strong Republican, and takes an active interest in local affairs. He belongs to the Episcopal Lutheran church, of which he is a liberal supporter, and is connected with the Masonic fraternity, to Ripon Commandery No. 10, K. T., of Berlin, Wisconsin, and to the Hoo Hoos.

Fred Curtis Pettibone was born in Lodi, Wisconsin, March 5, 1863, and when he was three years of age he was taken by his parents to Ripon, Wisconsin. He was educated at private schools and at Ripon College, from which he was graduated in 1879, when he started to work for his father in his mercantile business. Later he went to Appleton, Wisconsin, where he was engaged in the mercantile establishment of his uncle, C. J. Pettibone, but in the spring of 1884 he went to Whatcom, and looked after his father's large real estate holdings until 1889, when he started an abstract office, and is now thus engaged. In 1893 he incorporated Pettibone Brothers Abstract Company, which firm is one of the largest realty holders in Whatcom, their possessions being principally tide lands. Like his father, he is a prominent Republican.

On March 21, 1890, he was married to Elizabeth E. Crockett, a daughter of John and Ann Crockett, who settled on Whidby Island in 1850, where there were only two or three white families, and engaged in farming. One son, Dwight C. Pettibone, was born March 18, 1891. Mr. Pettibone is a member of the Episcopal church, is connected with the Elks, Royal Arcanum, National Union, and the Cougar and Commercial Clubs, and he is very popular in both his business and social relations, while the name of Pettibone is highly honored throughout the entire country.

WILLIAM H. BONER.

William H. Boner, manager of the Simpson Lumber Company at South Bend, Washington, was born in 1863, at Milan, Sullivan county, Missouri, and is a son of Henry and Mary (Smith) Boner. Henry Boner was born in Indiana and emigrated to Milan in the early days. For a number of years he was postmaster of that village, where he died some years ago. The mother of our subject still resides at Milan, Missouri.

William H. Boner was born on a farm, but he was reared in town, and thus obtained good educational advantages. He served as his father's assistant in the postoffice, and later took a business course in a commercial college

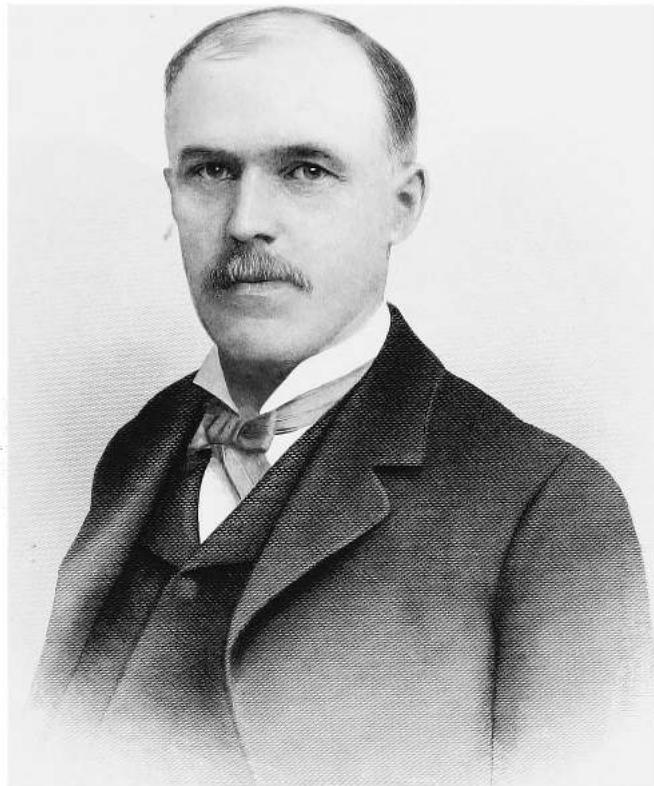
at Burlington, Iowa. Upon his return home he engaged in a lumber business, and has continued in this line ever since. Starting in as a bookkeeper, he became manager of branch yards at different places in Nebraska and neighboring states, mainly in the employ of the Excelsior Lumber Company. In 1890 Mr. Boner came to Hoquiam, Washington, to take a position with the Northwestern Lumber Company at that place, owned by Captain A. M. Simpson and associates. After a few months at that point he was transferred to South Bend to take charge of the office of the company's large plant here. In 1900 the two plants, at Hoquiam and South Bend, were separated as to ownership and management, the former retaining the name of the Northwestern Lumber Company, and the latter became known as the Simpson Lumber Company. When this change took place our subject was made manager of the Simpson Lumber Company at South Bend. This is a very large mill, with an enormous outfit, and is one of the most widely known on the coast, and is also a pioneer mill.

In 1885 Mr. Boner was married at Milan, Missouri, to Miss Tennessee Winters, and they have one daughter, Beatrice. Mr. Boner is a man of great public spirit, and has become not only a representative business man, but also a leading Republican politician. During six years he faithfully served the municipality as councilman and was honored by an election and a re-election to the position of mayor. He is widely known through this section as an experienced lumberman.

JOHN JOSEPH DONOVAN.

Patrick Donovan and Julia O'Sullivan were both born in Ireland and came to America when young. They settled in New Hampshire, where they were married and spent their lives in useful activity. Mr. Donovan was foreman on a railroad in New Hampshire and lived to the age of seventy-three years, while his wife died when forty-two. Of their children, Daniel P. is with the Northwestern Life Insurance Company at Boston, while the daughters, Kate E., Margaret and Julia, are living in the New England states.

John Joseph Donovan was born to these parents at Rumney, New Hampshire, September 8, 1858. He enjoyed an elementary training in the common schools of the state and in 1877 graduated from the State Normal School, after which he taught in the public schools of New Hampshire and Massachusetts. But the latter occupation was only a means to an end, and we soon find him a student in the polytechnic school at Worcester, Massachusetts, where he graduated in the civil engineering department in 1882, valedictorian of a class of thirty-one. In July of the same year he came west and obtained employment with the Northern Pacific Railroad, construction work on which was then going on in Montana. His advancement was rapid; he began as a rodman, then leveler, and in six months was made assistant engineer. J. Q. Barlow, a classmate of Mr. Donovan, was assistant engineer in charge of adjacent work. In September, 1883, occurred the notable event of the connection of the main line of the Northern Pacific at Gold Creek, Montana, and in order to be present at the celebration of the driving



J. J. Donovan,

of the golden spike, Mr. Donovan rode nearly all night. Henry Villard, the president of the Northern Pacific, had gathered a number of prominent men to witness this event, among them being General Grant and William M. Evarts, besides a number of Indian chiefs and several companies of soldiers, altogether a party which filled five long Pullman trains. After the completion of the celebration the trains moved on to Puget Sound, crossing the Snake river on ferry boats at Ainsworth, thence to Portland and around to Tacoma on the line as it now exists. Two months later, having completed the construction work on a number of truss bridges, Mr. Donovan came to Washington and began work on the Cascade division of the Northern Pacific, at a point fifteen miles east of the town of Prosser, whose founder was Colonel Prosser, on the Yakima river. He was at work on this division as engineer of track and bridges, locating engineer and engineer-in-charge, until July, 1887. During this time he was also engineer on the Cascade tunnel, and was the engineer in charge of the Cascade division west when, on June 1, 1887, the final connection of the Northern Pacific switchback across the mountains was made, by which it was no longer necessary to send trains around by the way of Portland. The month following this important work he took the first vacation he had allowed himself since his graduation, making a trip to Alaska and then to New England. About this time the Northern Pacific was building a large number of branch lines to the various mining camps of Montana, and in September, 1887, he was given charge of these lines, which were completed in the spring of the following year.

Mr. Donovan then returned east to get his life-companion, and on his return to headquarters at Helena, Montana, was offered a position as chief engineer of several enterprises centering on Bellingham Bay in Washington, upon which he severed his connections with the Northern Pacific Railroad and has since been identified with Bellingham Bay. Up to this time he had his residence in Tacoma, but in December, 1888, he brought his wife to the incipient village of Fairhaven and built a house in what was then almost a wilderness. There was no store of any description or a graded street, and for the commonest necessity they had to take a rowboat for Whatcom, the connecting road through the forest, where Front street now runs, being almost impassable. The companies for which Mr. Donovan was engineer set to work with a vim to develop this new town, building a railroad, opening a coal mine on Skagit river, platting the townsite, constructing wharves and pushing forward other necessary enterprises. Fairhaven was organized as a city in 1890, Mr. Donovan being a member of the first and second city councils; as chairman of the sewerage committee he called in Benezette Williams, the sanitary expert of Chicago, to plan the sewer system. Mr. Donovan was the chief engineer for the Fairhaven Land Company, for the Skagit Coal & Transportation Company, and for the Fairhaven & Southern Railroad. In 1890 the Fairhaven & Southern Railroad made plans for a line from Vancouver, British Columbia, to Portland, Oregon, and east to Spokane, and when eighty miles were complete and in operation and the rest surveyed, J. J. Hill purchased the road for the Great Northern. Mr. Donovan then retired from this enterprise, and after a short trip to the Atlantic coast returned to act as engineer for the tide land appraisers and for

two new companies formed by Montana capital in 1891, the Blue Canyon Coal Mining Company and the Bellingham Bay & Eastern Railroad Company, the latter company gradually extending its lines until they reached from Fairhaven, through Whatcom, Lake Whatcom, and thence to Wickersham, where it connected with the Northern Pacific Railway, and in 1902 it was purchased by the last named company. In 1898 Mr. Donovan was made general superintendent and chief engineer of the Bellingham Bay & British Columbia Railroad, and immediately began surveys for the extension of the road eastward; it now has forty miles in operation, fifteen under construction, and nearly three hundred miles under survey. The district about Bellingham Bay is being rapidly developed, and companies under Mr. Donovan's direction are prospecting for coal and other minerals, and also developing a great water power. In addition to these varied and important interests, Mr. Donovan is vice president of the Lake Whatcom Logging Company and the Larson Lumber Company, and is an officer in the Fairhaven Water Company, the Copper River Oil & Mining Company, and the Bellingham Bay Transportation Company.

Mr. Donovan is not connected with any secret organizations, but is a member of the American Society of Engineers and the Montana Society of Engineers; also of the Cougar Club, the Fairhaven Commercial Club, and is president of the Whatcom Commercial Club. He has been actively interested in hospital work, and was on the building committee of the new St. Joseph's Hospital on Elk street. He has been a resident of Whatcom since 1900, and his home is on Garden street. In 1888 he was married to Miss Clara I. Nichols, of Melrose, Massachusetts, and a daughter of J. S. and Elizabeth Nichols, of Haverhill, New Hampshire. Their three children are Helen, aged thirteen; Jack, aged eleven, and Phil, aged nine. Mr. Donovan votes with the Republican party, and is a member of the Catholic church.

JOHN C. DENNEY.

John C. Denney, judge of the superior court of Snohomish county and a resident of Everett, has for a number of years been recognized as an eminent member of the bar of this part of the state, and is well qualified to administer impartially and judicially the important duties of the office to which life, property, right and liberty must look for protection. That popular suffrage has called him to the office for a second term is unmistakable evidence of his ability in office and the confidence reposed in him.

Judge Denney was born in Delaware county, Ohio, November 18, 1852. His great-grandfather, John Denney, came to America at the time of the Revolutionary war and served in the army for about three years. He later located in Pennsylvania, and for a short period followed the tailor's trade, which he had learned in his native land, but afterward he devoted his energies almost entirely to the tanning business and to the conduct of flouring mills. His fitness for leadership being recognized, he was called upon to represent Green county in the state legislature for eighteen years and took an active part in framing the laws and shaping the early policy of the state. His son, the grandfather of the Judge, also bore the name of John Denney and fol-

lowed farming and stock-raising. He married a Miss Richardson, whose brother was killed by McFarland, an incident of the early days well remembered in that state. Another brother had charge of a surgical department in the Civil war, and all were professional men. The third John Denney was the father of our subject. He was born in Green county, and engaged in general merchandising, in farming and the shipping of stock. When but a small boy he accompanied his parents on their removal to Ohio and acquired his education in Carroll county, that state. He became one of the pioneers of Delaware county, and, while carrying on mercantile pursuits, he was also largely engaged in the buying and shipping of stock, and during the war he furnished horses to the government. He owned several farms and in his business undertakings he prospered. He was a Whig in politics, and, though taking an active interest in public affairs, would never consent to hold office. He married Sarah Taylor, who was born in England, and when fourteen years of age became a resident of Troy, New York. In their family were twelve children, but only five are now living, the Judge; Mrs. Splindler, of Lowell, Indiana; Mrs. Mary Johnson, of Scott City, Kansas; Mrs. Banks, of Everett; Mrs. Leonard, of Valparaiso, Indiana. The father died at the age of seventy-seven years, and the mother passed away in September, 1901, at the age of eighty-six years.

In the public schools John C. Denney obtained his early education, and then spent three years in the Northern Indiana Normal School at Valparaiso, pursuing his studies with the idea of entering the legal profession. He read law with James Brown, of Newcastle, Indiana, and in 1878 was admitted to the bar. From there he went to Stockton, Kansas, where he practiced for ten years, and then came to Snohomish, in July, 1888. Snohomish was then the county seat. He formed a partnership with W. T. Bell, and they were together but two months, when he entered into partnership relations with F. M. Headley. In March, 1891, he was appointed judge of the superior court by Governor Ferry and continued on the bench until January, 1897. He then resumed the private practice of law in Everett, the county seat having in the meantime been removed to this place, and soon secured a large and distinctively representative clientage, which connected him with much of the important litigation tried in the courts of his district. In 1901, however, he was elected superior court judge, and again took his place upon that bench, where he is now serving with marked ability. The Judge has also to some extent been interested in the development of the mineral resources of the state.

On the 31st of December, 1879, Judge Denney was married to Harriet M. McNeely, and to them have been born three children: J. A., who is in his twenty-first year and is attending school in Chicago; Robert, twelve years of age; and Charles, a little lad of two summers. Both Mr. and Mrs. Denney are connected with the Masonic fraternity, the Judge having taken the degrees of the lodge and chapter, while both are connected with the Order of the Eastern Star. He is also connected with the Benevolent and Protective Order of Elks, and she belongs to the Ladies' Club, the Book Club and the Methodist church, while the Judge is identified with the Chamber of Commerce. Their residence was erected in 1892, and is one of the hospitable homes of Everett. Judge Denney's attention, however, is chiefly directed in

professional lines. His varied legal learning and wide experience in the courts, the patient care with which he ascertains all the facts bearing upon every case which comes before him, give his decisions a solidity and an exhaustiveness from which few exceptions are ever taken.

FRANCIS H. BROWNELL.

Francis H. Brownell was the first lawyer to locate in Everett. His residence in the state dates from 1890, in Everett from 1891. He is a native of Little Compton, Rhode Island, born April 21, 1867, and he traces his ancestry back to the year 1636. It was in that year that George Brownell, leaving his home in England, crossed the Atlantic to America, locating in Massachusetts. His great-grandson, Sylvester Brownell, was the great-grandfather of our subject, and served as a captain in the Eighth Massachusetts Regiment of continental troops in the Revolutionary war, taking part in the battle of Bunker Hill and fighting all through the Massachusetts and New York campaigns. His son, Bishop Brownell, was the founder of Trinity College, and his statue is now in the building of Hartford. His brother, Jonathan Brownell, the grandfather of our subject, was also a man of distinction and served in the Rhode Island legislature.

Frederick Brownell, the father of Francis H., is a native of Rhode Island, and for twenty-four years has served as town clerk. He also filled the position of town treasurer, and has been a member of the state legislature. Throughout his business career he has carried on agricultural pursuits, and his entire life has been in harmony with his professions as a member of the Congregational church. He married Annie Coggshall, a direct descendant of John Coggshall, who was the founder and the first governor of the Newport colony.

Francis H. Brownell is the eldest of the four children born to his parents, and the only one living on the Pacific coast. He pursued his education in the public schools until he had mastered the branches therein taught, after which he prepared for college in the Friends' School, in which he was graduated in 1884. He next entered Brown University, in which he was graduated with the class of 1888, with the degree of Bachelor of Arts. He next entered the Columbia Law School, and was admitted to the bar in New York city, in June, 1890. In August of the same year he came to Washington, believing that there were better business opportunities in the far west, where competition was not so great as in the older states of the east. He had made his own way through college. He first entered into partnership with George A. Brown, who has recently been nominated for a position on the supreme bench of Nevada.

When Everett was founded, believing that it would be a good field of labor, they removed to this city and continued to practice in partnership until 1895, when Mr. Brown removed to Nevada, after which Mr. Brownell was alone in business until the beginning of 1902, when he formed a partnership with J. A. Coleman, and the firm of Brownell & Coleman now has a distinctively representative clientage. Mr. Brownell has served as attorney for the leading business firms and companies of this place, including the Everett

Improvement Company, the successor of the Everett Land Company, the Everett Street Railway & Light Company, the Everett Pulp & Paper Company, the Puget Sound Reduction Company, the Monte Cristo Railroad Company, the Monte Cristo Mines, the First National Bank, the American National Bank and for several mining companies, so that his business has largely been in the line of commercial and corporation law.

In 1894 Mr. Brownell was married to Josephine Noble, a daughter of H. A. Noble, of Seattle, and they have one son, Francis H. In 1902 he erected his home on the southwest corner of Twenty-third and Rucker streets. They attend the Episcopalian church, of which Mrs. Brownell is a member, and in politics he is a stalwart Republican. He is a member of Peninsular Lodge No. 95, F. & A. M., the Knights of Pythias fraternity and the Benevolent and Protective Order of Elks. He was one of the organizers of the Snohomish County Agricultural Society, and is a member of the hospital board and a trustee of the city library.

FREDERICK H. COPENSPIRE.

Frederick H. Copenspire, cigar manufacturer at South Bend, Washington, was born in 1868, on a farm in Erie county, New York, within eighteen miles of Buffalo. He is a son of Frederick and Katherine (Rittman) Copenspire, both natives of Erie county, and the mother was born on the same farm which witnessed the birth of our subject. The grandparents on both sides came to America from Germany in 1835, and settled in Erie county, near Hamburg, which was founded by a number of German families, who settled there about that time. The paternal grandmother, Mrs. Michael Haas, is still living on the old homestead, which has remained in the family to this day. The farm adjoins the little village of East Eden, eighteen miles from Buffalo, and many of our subject's relatives are in that vicinity, occupying farms which the family has owned for seventy years.

Frederick Copenspire and wife grew up together in that neighborhood and married there. They now live at Titusville, Pennsylvania, the father having moved to northwestern Pennsylvania in our subject's childhood. Attracted by the great oil boom of 1869, he located in the oil regions as a prospector for about a year, and then settled permanently at Titusville in the center of the oil region.

Frederick H. Copenspire was reared amid the stirring scenes and times of the oil district in its prosperous days, although by the time he had become old enough to appreciate the situation the boom had partially died out. He received his education in the second ward school at Titusville, and was a student at the same time as was Miss Ida M. Tarbell, whose father was closely identified in the early history of that oil country. Miss Tarbell is well known from her writings in a leading magazine concerning the operations of the Standard Oil Company.

Frederick H., from an early age, had to depend upon his own resources. He accepted all kinds of work which did not interfere with his schooling, and, as he was naturally energetic and resourceful, he managed to acquire and also to provide for his material needs. After he became a little older

he started to learn the harness-making trade, and later went into a cigar store and learned the cigar-making trade. In the spring of 1890 he located at Tacoma, Washington, and engaged in work at his trade until December of that year, when he removed to South Bend. Here he started a cigar factory, and soon was doing a flourishing business. In 1893 his business suffered from the general stagnation, and it was during this time that he took the local agency for the American Oil Works, an independent refinery at Titusville, owned by parties whom he had known in his old home. He had an expert knowledge of petroleum oil through his early connection with the business, and was in a position to capably take this agency. By showing the local stores that the "Sunlight" oil was vastly superior to the oil at that time being furnished by the Standard, and selling it at the same price, he succeeded in getting it introduced at South Bend, and for several years enjoyed a profitable business. Finally, however, the Standard's "competition" made the handling of this very superior oil unprofitable, and Mr. Copenspire discontinued the agency and returned exclusively to the cigar business. Mr. Copenspire is now one of the representative men of this section, and owns valuable property. He is one of a syndicate of five members, with the firm of Leonard & Myers, which owns the most valuable portion of the South Bend water front, and continues his investments here, having an abiding faith in the future growth and prosperity of Willapa Harbor and South Bend.

In 1898 Mr. Copenspire ran for county assessor on the Democratic ticket, and was the only Democrat elected, and in 1900 was re-elected and served another two years' term. His popularity is indicated by the fact that Pacific county is so strongly Republican that it remained with that party even during the Populist upheaval of 1896, and our subject is one of the very few Democrats who have ever been elected to office. In December, 1901, he was elected mayor of South Bend, and served one year.

In 1900 Mr. Copenspire erected the fine two-story business block which is the home of the cigar factory. A large number of skilled employes are engaged, and his brands have gained a permanent hold in the commercial world, and by many consumers are much preferred to foreign products. Mr. Copenspire has fitted up the upper story of his commodious new building for the use of the order of Knights of Pythias, of which he is an active member. Mr. Copenspire is recognized as one of the active workers who have done much to promote the commercial prosperity of this town, and there are few more highly valued citizens. He is unmarried.

JOHN L. MYERS.

John L. Myers, druggist and successful business man of South Bend, Washington, was born at Montezuma, Iowa, in 1866, and is a son of John A. and Mary (Rookdeschell) Myers, both natives of Germany, but who now reside at Montezuma. They were married in Wisconsin, to which state their families had emigrated. In 1852 John A. Myers and his family removed to Montezuma, Iowa, where he embarked in a hardware business, and became a prominent and successful merchant. He is now retired, having been one of the leading merchants in his line for a number of years.

John L. Myers received a good education in the schools of Montezuma, and did not go into his father's business, he always having had an inclination toward the profession of a druggist. Having made up his mind, Mr. Myers first studied in a drug store at Montezuma, and later had a private tutor who was a graduate of the Chicago College of Pharmacy. He was registered as a pharmacist under the very stringent laws of Iowa, at Audubon, Iowa, January 3, 1889, although he had passed the necessary examinations at the age of eighteen years, but was only allowed to act as an assistant until he attained his majority. After registering, Mr. Myers had charge of a store in western Iowa for a couple of years, and his first business venture for himself was in 1891, when he came to South Bend, Washington, and established the Myers drug store. By constant industry, crowding as much into each day as possible, he succeeded in building up a fine business, and while he is now a wealthy man, he still works as hard as ever. Among other gifts within the power of the people to bestow, Mr. Myers has held the positions of city clerk, health officer and school clerk, and still retains the last named office, of which he has been incumbent for the past five years. He has also been volunteer weather observer here for the past ten years, furnishing regular reports to the weather department. Mr. Myers is also a member of the real estate firm of Myers & Leonard, which pays the largest taxes of any concern in Pacific county, it owning very valuable land at South Bend, Washington, the most valuable of which is along the water front. However, the firm also owns other city property and timber lands as well. The city property is constantly increasing in value.

Mr. Myers belongs to the local Knights of Pythias, the Masonic lodge at Audubon, Iowa, and is very popular in both organizations. Mr. Myers is one of the prominent men of the town, and his success is but the natural result of well directed effort along legitimate lines.

JOSEPH H. TURNER.

Joseph H. Turner, postmaster of South Bend, Washington, and one of the prominent men of that city, was born at Bowling Green, Clay county, Indiana, March 20, 1843, and is a son of John T. and Katharine (Shane) Turner. John T. Turner was born in New Jersey and settled in Clay county, Indiana, in the early days of that state. He was a blacksmith by trade, but always owned a farm, and was engaged in farming as well as blacksmithing the greater portion of his life. In 1854 he removed with his family to Cumberland county, Illinois, where he died in January, 1861. His mother was born in Pennsylvania, of Dutch stock, in 1800, and died in 1876.

Joseph H. Turner was reared upon a farm and received the greater portion of his education in Cumberland county, Illinois. When the war broke out, he went to Springfield, and enlisted in September, 1861, in Company H, Forty-eighth Illinois Volunteer Infantry, and was immediately sent south, and throughout the war he was with Grant and Sherman, re-enlisting after his first three years expired. His first important battle was Fort Henry, after which he was engaged at Fort Donaldson, Shiloh, siege of Vicksburg, and the taking of Lookout Mountain (Missionary Ridge). His next engage-

ments were with Sherman's campaign against Atlanta, and while he was thus occupied he was taken prisoner and confined in Andersonville prison four months, suffering all the privations and terrors that are matters of history. At the end of the four months he was exchanged and rejoined Sherman on his march to the sea. When that was accomplished, he went north through the Carolinas, and participated at the capture of Raleigh and the surrender of Johnston's army. He was also present when Lee surrendered. Finally he took part in the grand review at Washington. Later in the season he was sent with his regiment toward Mexico to subdue troubles there, but when the regiment reached Little Rock, Arkansas, news awaited them that there was no further necessity for troops, and Mr. Turner was mustered out in that city in September, 1865.

After the war Mr. Turner went home, and was there and in Indiana until 1871, when he decided to come to the northwest Pacific coast. That same year he arrived, and first located on Lewis river in Clark county, Washington, where he took up a homestead, and remained there until 1877, when he settled in Pacific county, at Bay Center. In that locality he went into the oyster business, also carried on dairying, and achieved success in both lines. He was thus engaged in 1884, when he was elected sheriff of Pacific county on the Republican ticket, to which office he was re-elected, and served four terms altogether, and when he was first elected Oysterville was the county seat. When he retired from the office of sheriff, Mr. Turner resumed his old occupations in a general way, but in June, 1902, he was appointed postmaster of South Bend, which office he now holds.

On February 3, 1864, Mr. Turner was married at Stilesville, Indiana, to Martha Brownfield, while on a veteran's furlough. The following children were born to Mr. and Mrs. Turner, namely: Mrs. W. A. Kennedy, of Index, Washington; Mrs. Rev. L. H. Peterson, of Silverton, Oregon; Charles H., of Index, Washington; Mrs. Dan G. Malarkey, Astoria, Oregon; William H., of Index, Oregon; Frank L., assistant postmaster; Robert; Cora, and Jessie. Mr. Turner is chaplain of Post No. 63, G. A. R., South Bend, and both he and his wife are consistent members of the Methodist church. Mr. Turner is one of the most highly respected residents of the city, and the success which has attended him through life is well merited.

ALBERT P. LEONARD.

Albert P. Leonard, county auditor and one of the leading men of Pacific county, Washington, now residing at South Bend, was born at New Lebanon, New York, July 24, 1870, and is a son of Philander E. and Mary Train (James) Leonard. P. E. Leonard was born at North Adams, Massachusetts, and after completing his education became a lawyer. He established himself at New Lebanon, and later in life, in the year 1877, he removed to Shell Lake, Wisconsin, which is still his home, he being a prominent man, a loyal Republican, and has served as county clerk of Washburn county, Wisconsin, since 1884. His ancestors served gallantly in the Revolutionary war. His wife was born at Stevenstown, Westchester county, New York, and is still living. Her great-grandfather, Amos James, was a soldier in the Revolu-

tionary war, while her maternal great-grandfather, Joseph Easton, was in the navy during that same year. Her mother, Lucy (Dunham) James is still living, at the age of eighty-eight years, and can recall personal recollections of the Revolution as told by the above named parties.

Our subject received an excellent education at Shell Lake, but in 1888, after leaving school, he removed to California and worked in a sawmill in Mendocino county for two years. In November, 1890, he settled in South Bend, Washington, and obtained employment tallying lumber at the mill of the Northwestern Lumber Company, now the Simpson Lumber Company. In March, 1891, he organized, with J. L. Myers, an abstract company under the firm name of Myers & Leonard, and they control the greater portion of the abstract business in the county. Although Mr. Leonard still retains his interest in the business his time is well occupied with the duties of the office of county auditor, to which he was elected in 1894; re-elected in 1896 for four years, and in 1902 he was again re-elected for another term of two years upon the Republican ticket, he always having been an ardent supporter of that party. Mr. Leonard is a member of the city council, and is a very active and enterprising man, public-spirited and devoted in his efforts to build up the city.

On February 1, 1897, he was married in South Bend to Miss Ida R. Dalton, a sister of C. C. Dalton, who is assistant attorney general of the state. In addition to other interests, Myers & Leonard own a large tract along the water front, in addition to other valuable city property, and do a large real estate business in connection with the abstract work.

ALONZO M. HADLEY.

Alonzo M. Hadley, one of the leading representatives of the legal fraternity in Whatcom, Washington, and an absolute authority upon all matters pertaining to his profession, was born October 4, 1867, at Sylvania, Indiana, a son of Jonathan and Martha (McCoy) Hadley, the former of whom was a farmer of Sylvania and died in 1892, and the latter was a native of southern Indiana, of Scotch-Irish descent, now residing at Bloomingdale, Indiana.

Alonzo M. Hadley has two brothers, Hiram E. Hadley, of the supreme bench of the state of Washington; Lin H. Hadley, member of the law firm of Dorr & Hadley, of Whatcom, the other members being C. W. Dorr and A. M. Hadley. The latter was educated in the public schools, the Bloomingdale Academy and Earlham College. Two years intervened between his completion of the public school course and his entering the academy, which he employed teaching in the public schools of Indiana. Leaving the academy in 1887, he again taught school for one year, when he entered college at Richmond, Indiana, remaining two years. For one year more he taught school, and then commenced his legal studies in the law office of Elwood Hunt of Rockville, Indiana, being admitted to the bar in 1891 at that place. In September of that same year Mr. Hadley formed a partnership with Elwood Hunt, and continued the connection until June, 1894, when he withdrew, and went to Indianapolis and practiced until October, 1898. In November, 1898, Mr. Hadley removed to Whatcom, and entered the firm of

Dorr & Hadley, which is one of the leading firms in the city, and is attorney for the largest corporation in the northwest of Washington.

Mr. Hadley has always been a Republican and has taken an active part in politics in Whatcom, as well as in other localities. In 1896 he was a candidate for the secretaryship of the state central committee of Indiana and was allied with the Harrison constituency, and was defeated by one vote. Upon numerous occasions he has been called upon to attend both county and state conventions in Indiana, and county conventions in Whatcom.

June 12, 1901, Mr. Hadley was married to Edna Beebe, a daughter of Almon M. Beebe, of Kankakee, Illinois, a retired farmer. She was born at Kankakee, and hers is an old American family of English descent. Mr. Hadley was born into membership in the Friends' Society, and has never withdrawn his name, while his wife is a Presbyterian. Fraternally Mr. Hadley is a blue lodge Mason. Mr. Hadley is one of the best posted men in his profession to be found in the entire state, and he is recognized as one of its most logical and successful attorneys.

HENRY HEWITT, JR.

Deeply engraved on the pages of history of Pierce county is the name of Henry Hewitt, Jr., and during his long residence in this section of the state he has borne an important part in the substantial development and material improvement of the county. A native of England, his birth there occurred in Lancashire, in 1840. He is a son of Henry and Mary (Proctor) Hewitt. In England the father was engaged in agricultural pursuits, but in 1841 he bade farewell to home and native land and came to the United States, taking up his abode in Racine, Wisconsin, where he turned his attention to contracting. From that city he made his way to Chicago and became one of the original contractors on the Illinois & Mississippi canal out of Chicago. Later, however, he removed to Milwaukee, and, becoming associated with the late Alexander Mitchell, then president of the Chicago, Milwaukee & St. Paul Railroad Company, engaged in contracting on that road, but after a time went to Kaukauna, Wisconsin, and for twenty years made that city his headquarters while engaged in large construction enterprises, among them being the dam and combined locks for the Fox & Wisconsin canal at Little Chute. In later life he removed to Menasha, Wisconsin, where he built the lock and dam, and where his life's labors were ended in death in 1899, being at that time a very wealthy man. His widow died many years ago.

Henry Hewitt, Jr., was but an infant when he was brought by his parents to the United States, and the educational privileges which he was permitted to enjoy in his youth were extremely limited, being confined to a short attendance at the schools of Kaukauna and Menasha, Wisconsin. In early boyhood he longed to get out into the woods and into the timber business, and as his father received, in payment for a great deal of his canal construction work in Wisconsin, large bodies of valuable timber land, and in the late fifties and the sixties engaged in the lumber milling business, the son was permitted to follow his bent in that direction and became interested



Henry Hewitt

with his father in those operations. At the age of sixteen years he began cruising timber lands, becoming an expert cruiser and timber estimator, and two years later, when but eighteen years old, he was the owner of a lumber camp, with thirty men in his employ. Following in the footsteps of his father, he, too, engaged in contracting and built a lock and dam for the Fox River Canal Company at Portage City, receiving most of his pay in timber lands, which were at that time not generally considered of great value, but Mr. Hewitt's keen foresight enabled him to see far into the future and he thus laid the foundation upon which he has erected the superstructure of his brilliant success in later life. Continuing in the lumber business and as a cruiser until 1866, he was at that time accidentally shot in the leg, which disabled him for further work of that character, and in company with his father he then organized the First National Bank of Menasha, of which he was made the cashier. For ten years he continued to fill the duties incumbent upon him in that position, while for twenty years he was one of its owners, and the bank is still in existence, but is now a state bank. During his business operations Mr. Hewitt accumulated a vast amount of mining and timber lands in Wisconsin, Michigan and Arizona, consisting of one hundred thousand acres in northern Michigan and forty thousand acres in Arkansas, while in Wisconsin he owned about one hundred and fifty million feet of timber, fifty million feet of which, costing him originally twenty-five cents per thousand feet he sold to the Weyerhaeuser Lumber Company for three dollars and eighty cents a thousand feet.

During the years of 1887 and 1888 Mr. Hewitt made an extensive tour of investigation throughout the western states, Arizona, California, Oregon, Washington and British Columbia, with a view to selecting the best location for lumbering operations on an extensive scale, and after six months of careful exploring and cruising he was so favorably impressed with the Puget Sound country that he decided to locate in Tacoma. He accordingly sold a part of his vast possessions in Wisconsin, and in 1889, with Charles Jones, Colonel C. W. Griggs and A. D. Foster, organized the St. Paul & Tacoma Lumber Company, securing a one-fourth interest and becoming treasurer of the corporation, which interest he still retains. The company purchased eighty thousand acres of timber land from the Northern Pacific Railroad Company and built a lumber mill on the tide flats in Tacoma, and this company is now distinguished for having the largest output of lumber of any sawmill in the world. Mr. Hewitt is also known as the father of the city of Everett, having practically built that town from a settlement of three or four white men to one of sixteen thousand inhabitants, and this was accomplished in the short space of ten years. His operations there began about 1890, when with his associates he established three lumber mills, five shingle mills and the large paper and pulp mill, as well as two national banks, besides investing large sums of money in city lots and in timber lands on the Snohomish river. The panic of 1893 was a time of great strain on the banking institutions, many of them being forced to the wall, but Mr. Hewitt brought all the resources of his wonderful ability to his command to stem the tide as far as his two banks at Everett were concerned, with the result that they successfully weathered the financial storm. Instead of letting go of every-

thing and selling at panic prices, as was the rule at that time, Mr. Hewitt reversed the order and bought all the city property and timber land he could pay for with long-time paper, knowing that a reaction in favor of prosperity was bound to ensue, and subsequent events have shown how wise was his judgment. He made his headquarters at Everett for about four years, and is still interested in the industries there to some extent, owning about twenty-five acres of land on the townsite and about two hundred million feet of timber on the Snohomish river. His lumber and industrial interests in the Puget Sound country are enormous, and it may be truthfully said that no other one man is or has been so largely interested and so active in the development of this section as he. He owns two billion and a half feet of timber scattered all the way from British Columbia to Oregon and five or six thousand acres of coal lands, mostly in Pierce county, while the following is a list of the principal companies in which he is an officer and stockholder: treasurer of the St. Paul & Tacoma Lumber Company; president of the Tacoma Steel Company, a steel corporation organized to develop iron lands and build iron and steel works, they having purchased seventeen hundred acres of land, and a large industrial plant will soon be in the course of construction at or near Tacoma; trustee of the Fidelity Trust company; president and largest individual stockholder of the Wilkeson Coal & Coke Company, which owns large mines at Wilkeson; principal stockholder of the Connellsville Coal & Coke Company; president and owner of the Climax Land Company; president of the Hewitt Land Company, which deals in coal and timber lands and town sites; director and one of the principal owners of the Chehalis & Pacific Land Company; director of the Tacoma Coal & Coke Company, which owns coal mines and lands at Fairfax, and director of the Pacific Coal & Lumber Company. He is president and controlling owner of a large lumbering and milling plant in Sumpter, Oregon, and contemplates building a large mill in California, near Mt. Shasta, where he controls two hundred million feet of pine and fir. He controls one hundred thousand acres for paper manufacture, and all arrangements have been made for building a paper and pulp mill, with business associates in Victoria, British Columbia, and China and Japan. He has even been an exceedingly enterprising and public-spirited citizen, and has contributed large sums of money to many of the enterprises intended to benefit his community. He is a fine organizer and promoter, and one of his most distinguished characteristics is that he has a world-wide view of the wonderful possibilities of the Puget Sound country, in which he has unbounded faith. A few years ago he made a trip to Honolulu, the South Sea Islands, Australia, the Philippines, China, Japan and Siberia, noted the great opportunities in those countries for the introduction of American products, and returned more than ever convinced that the industrial advantages of Tacoma and the Puget Sound country are almost unlimited and that there is no danger of over-production.

The marriage of Mr. Hewitt was celebrated in 1870, at Menasha, when Roceva L. Jones became his wife. Their union has been blessed with five children, namely: William, engaged in the lumber business at Everett; Mary; John, assistant treasurer of the St. Paul & Tacoma Lumber Com-

pany; Mrs. Clara Lee; and Henry, a student at Ann Arbor. The family reside in a beautiful home at 501 North Fourth street. Mr. Hewitt has long been prominent in Republican politics, exerting a wide influence in the election campaigns, but he has never been an aspirant for political honors. For many years he has been accorded a high place among the leading men of the Evergreen state, and his business career is an honor to the state of his adoption.

EMERY MCGINNIS.

When Whatcom was a little village containing only a permanent population of five hundred Emery McGinnis came to this section of the state, and through the past twenty years his efforts have been directed into channels through which flow the greatest good to the greatest number and at the same time have advanced his individual prosperity. He is now a real estate and insurance agent of Whatcom, and the recognized leader in the latter department of business in the city.

It was on the 23d of June, 1858, in Owen county, Indiana, that Emery McGinnis was born, a son of Elisha R. and Rhoda (Cummings) McGinnis, both of whom were natives of Indiana and represented old American families. The father was a farmer by occupation, and followed that pursuit in support of his family until called to his final rest in 1894. His widow still survives him and is yet living in her native state. In the family were two sons and five daughters who are yet living, the brother of our subject being Elisha, who carries on agricultural pursuits in the Hoosier state.

In the public schools near his boyhood home, Emery McGinnis mastered the branches of learning usually taught in such institutions, and later he entered the University of Michigan, in which he was graduated in the class of 1881, with the degree of Bachelor of Laws. He remained at home through the two succeeding years and then came to Whatcom, Washington, in 1883. This was but a small place at the time, containing not more than five hundred permanent inhabitants, and the country round about was but sparsely settled. Mr. McGinnis secured a homestead claim upon which he lived until the fall of 1889, devoting his energies to agricultural pursuits with fair success. He then went to Fairhaven, this state, where he turned his attention to the real estate and insurance business, continuing his operations there until February, 1893, when he took up his abode in Whatcom, where he has since made his home. Here he has conducted a similar business, and has handled considerable property. He has also written much insurance, in fact, is regarded as the leading representative of this business here, and is agent for a number of the old and reliable companies, including the New York Life, the North British Mercantile Company, the Royal of Liverpool, the St. Paul Fire & Marine and the Fidelity & Casualty of New York.

Mr. McGinnis exercises his right of franchise in support of the men and measures of the Republican party. He served as road supervisor in Whatcom county for six years, from 1884 until 1890, and assisted materially in opening up good roads. During the same time he was a member of the school board, and was instrumental in the building of the first schoolhouse

in the Rome precinct. He served as deputy United States marshal under President Cleveland during the second administration, and was chairman of the Democratic county central committee from 1886 until 1891 inclusive. He also attended many county and state conventions, and was the candidate for representative to the constitutional convention in 1889 on the Democratic ticket, but was defeated by eleven votes. In matters of citizenship, however, he is ever loyal and progressive and endorses every measure which he believes will contribute to the public good.

In Indiana, September 21, 1880, was celebrated the marriage of Mr. McGinnis and Miss Maggie Belle Smith, a native of that state and a daughter of Noah Smith, who was of German descent, although the family was established on American soil at an early day in the history of this country. Three sons have been born to our subject and his wife: Sanford Everett, nineteen years of age; John, aged twelve; and Frank, aged ten. There are also two daughters, Myrtle L. and Bessie. Mr. McGinnis is a popular and esteemed member of various social organizations, including the Knights of Pythias fraternity, the Woodmen and the Knights of the Golden Eagle. Coming to this section of the country in pioneer times, he has watched with interest its development and has proved a worthy citizen because he has labored effectively and unselfishly for the welfare of his adopted city and state.

WILLIAM L. MILLER.

William L. Miller, a successful real estate dealer and prominent citizen of Whatcom, Washington, was born June 6, 1847, in Berlin, Germany, and is a son of Gottlieb and Henrietta (Baker) Miller, natives of Germany and England respectively. The father came of an old German family, and he was burgomaster and collector of revenue for the district of Piritz in Pomerania, but resigned to come to America and engage in a flour mill business in Wisconsin, where he died in 1891. The mother came of excellent English stock, and she passed away in 1896, having borne her husband four children, namely: William L., who is our subject; Henry, who is a merchant of Gordon, Nebraska; John, who is a merchant of Wenatchee, Washington; Mina, the wife of Ernest Schlip, of Omaha.

The early education of William L. Miller was obtained in Germany, but when he was nine years of age he was brought by his parents to Wisconsin, and he continued his studies in the public schools of Dodge county, that state, being graduated from the high school of Mayville, Wisconsin, in 1861. When only fifteen years of age he enlisted in the Thirty-sixth Wisconsin Volunteer Infantry and served until the close of the war, being present at the surrender of Lee. Among other engagements he participated in the battle of the Wilderness, Cold Harbor, the siege and surrender of Petersburg, Ream's Station and many others. Upon returning from the war he settled on a farm in Wisconsin, but later removed to Iowa, where for four years he was a farmer and stock dealer, but then sold his interests and removed to Nebraska. In this state he had many interests, conducting a mercantile establishment, a grist mill and a flourishing lumber business. In February, 1883, having great confidence in the future of Whatcom, Washington, he

located in that city, when he was one of its twenty residents. Realizing that property was bound to advance in value, he purchased heavily, and embarked in a real estate business which prospered and which he still continues. At one time he also owned a sawmill in Whatcom, and operated it for six or seven years in connection with his real estate interests. Mr. Miller was one of the incorporators of the Seattle, Whatcom & New Westminster Railroad, better known as the Canfield line, in 1883. He was the first vice-president and superintendent of the company, acquired the right of way, cut the right of way forty miles, and finally sold part of it to J. B. Bennett, of Tacoma, who afterwards transferred it to the Great Northern Railroad, that company taking a portion of it as their right of way. Mr. Miller was also a promoter of the Nooksack River Boom & Logging Company in 1891, and was made its president, the company having a capital stock of fifty thousand dollars. This company was afterwards incorporated with the Bellingham Bay Boom Company. Another organization which owes its life to Mr. Miller is the Whatcom Lumber Company, of which he was incorporator and president, it having a capital stock of twenty-five thousand dollars, and this he sold. He also incorporated the Whatcom Cedar Lumber Company, capital stock of fifty thousand dollars, was its president, but this concern lost its plant by fire and never rebuilt. Mr. Miller started the Whatcom Land Company, which is now doing a flourishing business with him as its secretary.

In politics Mr. Miller is an intelligent, active and enthusiastic Democrat, and from 1878 until 1882 he was county treasurer of Madison county, Nebraska; in the fall of 1891 he was elected mayor of Whatcom and served most acceptably until 1893, and was again nominated, but was defeated by only nine votes, he running far ahead of his ticket owing to his personal popularity and the clean and satisfactory administration he had given the people. Upon many occasions he has been sent to county and state conventions, and served upon the county central committee. Fraternally he is a member of the Order of Elks and the Grand Army of the Republic, and takes an active part in both organizations, as he does in anything to which he directs his interest.

On March 29, 1866, he was married to Emilie Wolf, and she is a daughter of Frederick Wolf, of Waterloo, Iowa, a member of an old American family of German descent. Five children have been born to Mr. and Mrs. Miller, namely: William F., Gustave A. and Leonard, all in the real estate business at Whatcom; Nora is the wife of Samuel Thompson, a lumber merchant of Fairhaven; Albert Harrison, who is fourteen years of age, is attending the State Normal School.

JEROME W. ROMAINE.

Jerome W. Romaine, a leading attorney of Whatcom, Washington, and a prominent politician of Whatcom county, was born May 15, 1859, in Fond du Lac county, Wisconsin. He is a son of Garrett and Martha L. (Harbaugh) Romaine, the former of whom was of Dutch extraction, his ancestors emigrating from Holland, and the latter of German-English-French ancestry. The Romaine family was established in the state of New York in 1679. The father of Jerome W. Romaine was a farmer and stockman in

that state until his death, on October 22, 1899. All of his kindred lived in New York or New Jersey. The mother of our subject was a native of Ohio and now resides at Dayton, Washington. Our subject's brothers and sisters are: William B., who has been a farmer at Dayton, is now a resident of Portland, Oregon; John Henry is a farmer and stock-raiser at Dayton; Frantz S. is a rancher and stockman at Dayton; Freeman C. is engaged in the same business; Charity A. is the wife of Newton James, a farmer of Dayton; and Rachel J. is the wife of Henry James, who is also engaged in farming at Dayton.

Jerome W. Romaine was educated in the public schools of Dayton and graduated at the high school in 1881. His law reading was done with Judge R. F. Sturdevant, at Dayton, and he was admitted to the bar in 1887, before Judge Langford, judge of the United States district court. Prior to this, however, in 1882, he went to Big Timber, Montana, near the Yellowstone, and spent seven months on the range as a cowboy. Returning to Dayton, in the spring of 1883 he was appointed deputy assessor three years, and deputy sheriff for seven months, at the same time filling the position of clerk of the city schools. With this practical experience of men and affairs, Mr. Romaine commenced his law practice, and for six months in 1888 officiated as the editor and publisher of the *Okanogan Outlook*. He encountered many difficulties in this enterprise, but with wonderful ingenuity managed to issue his paper regularly, although at one time it had to be printed on wall paper, exhausting the town's supply of this article. His services on this paper were terminated by his election as county superintendent of schools, in which position he efficiently served for two years, until 1890.

Mr. Romaine then went to Olympia, where he was made assistant secretary in the state senate during the first state legislature, in 1889-90, when he returned to Okanogan, closed up his business affairs and removed to Whatcom, where, on July 1, 1890, he opened his law office, in 1891 forming a partnership with Major A. S. Cole. When he was appointed secretary of the Whatcom tide land appraisers, he gave his attention to the duties of that office during the existence of the board, which appraised all the tide lands in the county. After dissolving partnership with Major Cole, he became associated with Frank H. Richards, and later with Judge I. N. Maxwell. In the fall of 1896 he was elected prosecuting attorney of Whatcom county. In October, 1898, his health became impaired, and he made a trip to Honolulu, where he remained recuperating for seven months, during which time he was admitted to practice in the supreme court of Hawaii. Returning to the United States, he practiced law for nine months at Oakland, California. In the spring of 1900 he returned to Whatcom, and in August, 1901, he formed a partnership with Judge John R. Crites.

During the past ten years Mr. Romaine has been considerably interested in mining properties, and owns a one-third interest in the Whistler Group mines on Slate creek in Washington, and has other interests here and in the Mt. Baker district. He is one of the stockholders and a promoter of the Bellingham Oyster Company, and is serving as its secretary—an organization which has acquired seven hundred acres on Samish flats, in which have been found a choice variety of oyster. He is also one of the members

and an organizer of the Bellingham Lumber & Shingle Company of Fairhaven, which has a paid-in capital of fifty thousand dollars. The capacity of its plant is thirty-five thousand feet of lumber per day, and the company is engaged in building a box factory in connection with it.

Mr. Romaine has been an active and is a very influential member of the Republican party, and for two years was the secretary of the Republican county convention in Okanogan and its secretary in Whatcom county for four years. In 1902 he was nominated for the state senate in the forty-second district, but was defeated. He has been regular in his attendance at the different state and county conventions, and is regarded by his party as one of its leaders.

On July 21, 1897, Mr. Romaine was married at Whatcom to Marion Alma Cole, daughter of Converse G. Cole, formerly postmaster at Whatcom. Mr. Cole was of English descent, but was born in New Hampshire, his wife being a native of Summerside, Prince Edward Island. Mrs. Romaine died June 3, 1898, leaving an infant daughter, Lecil Alma, born June 1, 1898. Mr. Romaine belongs to the various branches of the Masonic fraternity, and is also a Modern Woodman. His religious connection is with the Episcopal church.

CALVIN T. LIKINS.

Calvin T. Likins, a successful real estate dealer and leading citizen of Whatcom, Washington, was born November 3, 1854, at Newton, Iowa, and is a son of Leonard E. and Elizabeth (Hammack) Likins. The father was a native of Virginia, and on the maternal side descended from the Carters, who located in America about 1650, from England. On the paternal side Leonard Likins came of Revolutionary stock, and his father was a soldier in the war of 1812. Leonard had two brothers who were killed in the Civil war, while he died in 1885, being murdered in the office of the Keystone Consolidated Mining Company, of Amador City, California, where he had been employed ten years. Although there was \$65,000 in currency in the safe at the time, it was not secured, but Mr. Likins saved it by giving up his life. The mother was a native of Tennessee, and traces her ancestry back to Revolutionary heroes. She is still living, making her home in Whatcom, Washington. Mrs. Likins had two brothers, both of whom were killed during the Civil war. There were five children in the family born to Mr. and Mrs. Leonard Likins, namely: John L., a contractor and deputy sheriff in Whatcom; William E., a contractor of the same city; Sarah A., wife of John Armstrong, a hotel man of Greenwood, British Columbia; May, widow of William Eaton of Spokane, Washington, who died in 1900, leaving her the Redpath Hotel in that city, which she still owns.

Calvin R. Likins was educated in the public schools of Iowa, and in 1870 he went to southeastern Kansas (Montgomery county) and completed his course, being graduated from the University of Kansas, at Lawrence, in 1876, with the degree of B. A. Later he took up the study of law in San Francisco and was admitted to practice in the territory of Washington in 1887, during the times that Jones was chief justice of the territory. During