

Sickler, May

Supplementary to Sickler history:

When Mrs. Conrad came west to join her husband she made up beds for herself and ~~that~~ four children every night on the train and cooked their meals on the little stove in their car. At San Francisco they boarded a little steamer for Portland, then took a Columbia river boat to The Dalles.

At Wallula they found that high water had washed away the ferry so they crossed in an Indian dugout. From there they journeyed by stage to Yakima City and spent their first night in the Guillard hotel.

Mr. Conrad had traveled over California and Oregon and Washington and finally located in the Yakima valley to raise stock. He began with hogs which he herded on the reservation. He homesteaded in Tampico, sold the filing and homesteaded in the Moxee and proved up. In 1887 he brought back the Tampico farm and raised hogs hogs 10 years, then went back to Moxee and farmed.

One of the daughters, now Mrs. Sickler, recalling those yesteryears said: "We had such good times, better than people have nowadays."

"We had horseback riding, had picnics often and on the Fourth of July had a huge picnic. One year there was to be a big parade. Each state was to be represented by a girl. We bought material and made white dresses and looked forward eagerly to a marvelous day. But before the parade was formed, the valley was swept by snow and hail. Disappointed we sought shelter in Centennial hall and held the exercises there. We had socials, Christmas trees, great revival meetings. Father Wilbur was a man of charming personality. Of the men I remember best, he was the most impressive; a kind old man so full of purpose.

"Our house was two log houses set together and a board room on one end. This room had a fireplace. There was another log house

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in front of this where we ate our meals. "I rode horseback to school in the schoolhouse erected on the "horpe (copy) place in the Moxee."

"The trading post was at the Dalles; there no bridges at first. I remember the first bridge. One of the old piers is still standing. My sister and I were the first women to cross it.

"Roundups were exciting events. How I wish someone who had talent for writing could have written an account of a round-up. My brother used to ride home after the round-up singing "Home on the Range," "Dying Cowboy," the "Wild Cowboy" and other cowboy songs. We tried to persuade him that those songs were not high class music. "Turn on the radio today and listen to them-no songs are more popular. We should have written them all down.

"Father was a great favorite with the Indians, but we had our annual scares. One night after my sister and I were in bed a man came galloping up shouting, "Indians are coming." We sprang up and began to dress. I was about seven or eight and frightened half to death. We grabbed our clothes and rushed around in a frenzy. It turned out to be a false alarm, and when we settled down again it was discovered that my sister and I had on three dresses apiece.

"Mother had a sewing machine and kept it hidden in the corn patch, bringing it in and using it and then hiding it again. Some way it didn't occur to us that if the machine did get burned it wouldn't matter since we would all lose our scalps anyway.

"Father was in the party when the Perkins' bodies were found and he went over to White Bluffs and brought back their stock.

"There was no doctor nearer than Ft Simcoe and that was a long trip in those years.

"Every year there was a big flood. Our homestead near the river so we kept a row boat tied near the house and traveled around in it. Now there are reservoirs to hold back the water.

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"In 1891 when I taught at Kennewick there was only the station and section-house and the tiny board school with one aisle and benches along the wall. "hen I taught school in the Moxee I remember seeing an irrigation experiment which was not a success. Dikes were built around the field of alfalfa which was flooded at intervals.

"There was sage and sandbrush and the majestic Columbia in the Kennewick country. The wind blew hard. Sometimes the sand was piled to the door sill, the next day it might be all gone and I would need a box to step on to get inside."

Interview: I was born January, 1870 in Champagne county, Illinois. I came to Washington territory in 1876 from Illinois. I came with mother and brothers and sisters. Father had gone on ahead to look up a location. He looked over California and Oregon before deciding on Yakima because the country looked like stock county and he wanted to raise stock.

Augusta Eastland, Yakima, March 26, 1936.

Smith, Clareta and Leta May

The Misses Smith live on the place homesteaded in 1873 by their grandfather, Samuel Medient Olmstead.

He came first to Puget Sound, whose climate aggravated an illness caused by a wound received in the civil war and in September, 1873 homesteaded and settled on a 160-acre homestead, still the home of Clareta and Leta. He bought another 160 acres and went into the cattle business.

The Circle S brand is still in the log cabin and the brand still registered. The

#### Railroad land

There was a great deal of dissatisfaction among the homesteaders. The Northern Pacific railroad had been granted every other section of land. No one knew which section was which. When it was surveyed some of the railroad property had been fenced and houses had been built. The settlers had to buy it back at improved property prices. The unimproved land was sold for \$2.50 per acre.

...his grandfathers had fought in the pre-revolutionary Indian wars. He was immune to Indian fright. He took Indians even as measles, for granted.

#### Ferry Toll bridge

As the county settled there was demand for some way to cross the Yakima. J.D. Olmstead organized the Olmstead ferry and toll bridge. The articles of incorporation, written on heavy foolscap in script bear on the title page: Articles of incorporation of the Olmstead Ferry and Toll bridge, incorporated for \$3,000 for sixty shares, \$50 each. Dated Dec. 15, 1883.

The box that held these was full of treasures, among them Grandfather Olmstead's diary account books of the ferry company and the letter from J.W. Martin, county auditor of Yakima, dated

June 24, 1879 in which ninety needle guns were to be issued to the settlers upon receipt of a \$50 bond from each man. The guns to be returned to the government, the bonds were not put up nor the guns returned.. ~~The~~ ~~Month~~ 1936.

Benton county

Smith, Frances

Walla Walla, Kennewick

I came to Washington territory in 1876 from Pulaski county, Mo. I was nine years old when I crossed the plains with my parents in a "jolt" wagon or prairie schooner--ox team.

We had friends here and my father said: "Walla Walla or bust."

We lived a year in Walla Walla then went to the Palouse country where I grew up and married. My father, brothers, sister and husband all proved up in the Palouse. I had a nursing home in Kennewick 10 years.

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There was a prosperous farming settlement around Walla Walla when we came. The good land had all been taken and there were good houses, orchards and big wheat ranches. They shipped out great quantities of wheat. I have seen sacks piled as high as men could reach and extending a mile along the tracks, waiting for shipment. One rainy fall the wheat in the sacks sprouted and grew several inches. They fed the stock all that could not be shipped. Cattle and hogs were shipped out in great numbers.

The early settlers retired after abandoning good homes. My parents developed land in the Palouse. My mother had looked ahead and the year before we crossed the plains her spinning wheel whirled the livelong day. In her loom she wove yards and yards of cloth. She carded and spun wool for socks and stockings, literally providing clothing needed for years to come. The spinning wheel was left behind but after I married my husband, who was handy with tools, made a spinning wheel for me. Like my mother I carded and spun having washed and dried the wool from the backs of our own sheep. I taught all my daughters to knit just as my mother taught hers. I still make wood bats for quilts.

"hen we came to Kennewick the second ditch was just starting. Ranchers, who had stayed had kept their alfalfa and trees alive for 10 years by dry farming methods. Our farm was all in sagebrush but now in a high state of ~~color~~ cultivation.

1936

Benton

Smith, William

Kennewick

I came to Washington territory in 1866 1877 from Boise, Idaho.  
My father crossed the plains to California in 1849 and I was born  
there. Then we went back to Missouri. Started out again and wintered  
near Salt Lake  
1874. My brother and I gathered up a wagon load of salt from  
the flats around the lake in little depressions there and  
peddled it to the ranchers.

We heard of the Palouse country and started for it but I  
stopped in Boise and worked until 1877 when I rode over horseback  
When I reached my brothers place he was living in a dugout  
(Whitman county)

I was an artist, made and repaired violins.. Developed a ranch.  
Born 1857 in El Dorado county.

Augusta Eastland , April 25, 1936.

Klickitat

Snider, George  
Lyle

Came to Washington territory, 1879 from Atchison, Kansas.

Mr. Lyle lived at Klickitat landing. It is now called Lyle.

Bought land and homesteaded at Timber valley, later called Liberty Pond Postoffice there. It was discontinued.

Had 3,500 acres at one time. Developed an orchard.

The O.W. R and N was built in 1881-82. The S.P. & S in 1906-7-8

In 1880 J.O. Lyle platted a few blocks and named it Lyle. In 1911 Bok ????(undecipherable) platted the second addition to Lyle which is now the town of Lyle. Malcolm Bennett started the first sawmill in 1880. There were only three families in a radius of five miles in 1879.

Part of the Lyle house is standing (1936) there were no roads, only trails. I walked to The Dalles once. Steamers were the best means of transportation from here. I helped build the first bridge across the Big Klickitat in 1880. It was donation work.

We drove our cattle over the Hills to The Dalles and ferried them across and sold them at The Dalles.

Mr. Snider and Frederick Balch were first cousins. Mr. Snider's sister married George Lyle, son of the man who founded the town of Lyle, J.O. Lyle. ..April 15, 1936.

Snipes, Ed

Back in Iowa in the 50's one of our neighbors decided to take his family and move to Oregon. My brother George was in love with his daughter but her father was opposed to the match and took her away without even a goodbye.

This interview is published in Told by the Pioneers Vol 2

Benton

Sonderman , Effie

Kennewick Benton

I came to Washington territory in 1884 from Cook county, Ill.  
Came with my mother when I was seven years old. Father was a  
lineman on the NP.

Father homesteaded along the river three miles below the  
bridge. . We took a farm right out of the sagebrush. It was a  
desolate region but winds, sand dust .but we came through.

There were just box houses. Many very little furniture.

I came on the train. We had everything they have now except  
airplanes. There were no roads just cattle trails.

We rode horseback, everywhere.

There was a big corral at Kennewick before the bridge was built.  
The stock was loaded then the cars ferried across.

We women and children used to sit on the corral fence and  
watch the men rope and ride the wild bucking horses. Had no  
church and not much amusement. August 25, 1936.

( Willis) Benton.

In the summer of 1883 Mr. H.S Huson, civil engineer and in the employ of the NP railway company was sent out to this part of the United States and arrived at the town of Winsworth on the banks of the Snake river about one mile above the mouth with orders to make or find a foundation for a bridge across the Columbia to connect with the projected "road" to the Pacific coast, the Yakima valley being chosen for the route.

In accordance with orders, Mr. Huson and party chartered a boat and started their journey up the Columbia river, going as far as navigation permitted. Finding nothing in the upper regions <sup>for</sup> of the bridge sites the party returned and made a landing on a small island covered with green grass and wild shrubbery (There is no doubt that the island referred to is the small remaining islet now in evidence adjacent to the Clarence Duffy ranch) and used by the Indians as a favorite camping ground. The island was called by the ~~Pigada~~ Indians "Kin-i-wakk." This word means : a grassy spot of land surrounded by water and is of distinct Indian origin.

During the period of locating foundation for the bridge Mr. Huson found himself writing the word "Kennewick" The writer made several inquiries of early settlers regarding the real author and godfather of the name. Therefore I am clearly of the opinion that Mr. Huson is the rightful author by the evolution route. However, there remains a period in the annals of the earlier white settlers when the post office at this point operated under the name "Te-He" as we have evidence to that fact in the community to date.

The original location of the first town of Kennewick was upon that portion of land west of and on the Clarence Duffy ranch as seen at the present time. The town consisted of the regulation type of a railroad construction camp on the one side of the tract,

and a six-stall round-house turntables, coal bunkers, cattle or stockyards and other buildings required by the railroad company .

The original railroad bridge across the Columbia was completed in 1889 (prior to the bridge construction all trains and traffic were transferred across the river by the steam ferry, "Frederick K. Billings. " After completion of the bridge, the old townsite dissolved; people moved away; some remained. It is of this period of bridge construction days I wish to write, as it offers some very interesting data and should form the foundation for all time in the making of history for Kennewick, namely:

The first merchant to open a general store was Mr. A.B. Leeper. The first postmaster was Mr. Knowlton, succeeded by A.R. Leeper as the second postmaster. The first town marshal was Charles P. Aune.

The first organization for a school district and building of the schoolhouse was made on May 26, 1885 with the following citizens appointed as school directors, C.J. Beach, director and chairman, A. R. Leeper and J. Damond. An old building was secured and repaired and used for school purposes. The first school teacher employed was Mrs. Mary Haak, May 28, 1885, to teach a three-month term of school at the beneficent sum of \$40. per month with 12 to 15 pupils in attendance. Besides the teacher was compelled to take a discount from the money sharks of that time and day, in order to get the cash on her warrants.

Captain W.P. Gray, now dead, built the first hotel in Kennewick with C.E. Lum as host to the public.

In those days the chief industry was cattle and horses in the wild state of their lives. The country carried the quota of the real cowboy and his environment. Homesteaders located the "Horse Heaven" formerly "Horse Haven," altogether making up a happy conglomeration and good time party.

To realize how patriotic they felt, let me relate a story told some 35 years ago as follows: Great preparations had been made to celebrate the Fourth of July with horse racing, dancing and all the usual accessories. A log of some length was secured and fashioned into a flag mast, erected and the colors hoisted. During the height of the day's frolic, one of the male celebrants did not like the looks of our flag as it floated out with the breeze. Apparently, it was an irritant to him and he said it should come down. Well, the flag never touched mother earth but the man did. Before the boys finished with him he kissed the emblem and became a good citizen.

On January 17, 1892 the Yakima Irrigation and Improvement Company began to construct the Kennewick canal, commencing at the head gates and proceeding toward Kennewick. A townsite was platted on the north side of the NP tracks. Streets were graded, lots began to sell and residences were erected. Times were good and people came from far and wide to make their homes. A fine three-story frame hotel was erected in 1893, modern in every detail for that age and costing \$17,000.

The first newspaper in Kennewick was a weekly called the Columbian owned and edited by Winifred Harper. This was in 1893.

The national panic of 1894-95 caused the second demise. A large break in the canal put on the finishing touch. Farms were deserted people moved away, but some remained to meet the new revival which was sure to come.

It was in 1902 when the Northwest Improvement company began to operate, that the town was platted on its present site and began to develop. The town was incorporated in 1903. The first mayor was O.L. Hanson.

Trees, planted that year, stand as a mighty asset to the city's appearance and a monument to the men who were looking to the future

memory of these hardy and courageous pioneers whose vision into the future never failed. Their efforts to build and operate canals coupled with all adverse and panicky times, should not be passed by nor viewed too lightly by the builders of today. Kennewick has risen from a barren waste of sand and sagebrush.

Many years ago the great Chinaman Le-Hang-Chung passed through Kennewick in his special train. He had heard many glowing stories of the mighty Columbia river and its gold-bearing sands and the possibilities of developing the adjacent lands. He ordered his train stopped on the bridge, midstream, gazed up and down the river and at the vast expanse of arid lands bordering it and said through his interpreter: I see a million people living on the lands bordering this great river in the near future.

This was the vision of an old and experienced man, noted for his wisdom and insight into the world's great problems of his time.

Our construction camp was near the Baxter ranch and my first introduction to the expert horsemanship of the western cowboy was when they roped a vicious animal which pursued anyone on sight, sometimes coming a quarter of a mile roaring and charging.

Five cowboys mounted their horses and began circling. Around and around eight or ten times they rode, each time narrowing the circles a little. A young man named Code Jackson rode standing in his stirrups, his rope ready and away it flew at just the right second catching the enraged animal and throwing him head foremost.

No stunts were intended by the cowboys of those days. They were earning their bread and butter and performing ordinary tasks but no rodeo of today offers the entertainment of those colorful yesterdays when 30 or 40 men, their horses bucking and bolting rode out to the round up whooping like Indians.

Came to Washington state in 1890. From Dakota county, Minn.

Came over the NP in old fashioned emigrant train where travelers cooked their meals in the car and carried their bedding.

Kennewick was open. There was a station house, warehouse, store and PO.

I came to Eastern Washington January 17, 1892, associated with the company that built the original Kennewick canal, The Yakima Irrigation Improvement Co. King and Dickinson had the contract and I was their disbursing officer.

I was superintendent of the Columbia Irrigation Co and when the Highlands was developed in 1909-1910 that was thrown into my department for superintendency when the Y.I.I. Co. sold all interests to Delhanen, treasurer and trustee for the Highland Water Users association.

1896-97 covered the "lean years" when there was no water and nearly everybody moved away. In 1902 the NPRR Co under title of Northwestern Improvement Co. which is a subsidiary of the NPRR purchased all the right and interests of the Delhaven and Y I I Co. I was the warehouse foreman when the new company took possession until I was associated with John J. Russell, supt. of construction.

Charles Meade, John J. Rudkin, O.A. Fechter, all of Yakima and David E. Gould of Boston purchased all the irrigation property, canals, flumes, right of way from the NP. I Co. retaining the title NP IC I operated the canal and was superintendent operating from the beginning but was made state supt. in 1909 That year the said co. developed the Kennewick Highlands and I had the Highland project under my superintendency until 1918 when I resigned from my position as Supt of the N.P. I Co. system but continued ~~as manager~~ as manager Sect Pres and Trustee of the Highlands project until Feb 1932. Having completed services in connection with irrigation in Kennewick valley during a period of 40 years I retired and commenced farming. 1936.

## Charles O. Splawn

Charles O. Splawn, who is engaged in farming and stock raising three miles west of Thorp, Washington, was born in Missouri, September 13, 1831. He is a pioneer and the son of a pioneer. His father, John Splawn, was born in Kentucky in 1810 and was a farmer and school teacher. He was a pioneer of Missouri and was in the Black Hawk war and died in 1848. Mr. Splawn's mother, Nancy McHaney Splawn, was born in Virginia and was married when 15 years old.

Charles ran a pack train from Winchester, Oregon, during 1852 and 1853 and for 30 days served under Captain Martin in the war against the Rogue River Indians. Later he was a Coos Bay, Williams Creek and Grace Creek, mining. He struck a good property but Indians drove him away. He ran a pack train for a time for himself and later for the government and at times had fights with Indians. Then he engaged in logging and cattle selling. In February, 1861 he located in Yakima county and ran cattle until 1867 when he moved to Kittitas valley and engaged in stock raising and mining which he has since continued. His brothers, George, Moses, Williams and Andrew J. Splawn were all born in Missouri and live in Central Washington.

Mr. Splawn was married at Fort Simcoe in 1863 to Dylcina H. Thorp who was born in Missouri in 1844 and started across the plains with her parents when she was only nine days old. She was 18 years old when married and died in 1869. Mary now dead. Alvin Thorp lived on the Henry Schnebly ranch in Kittitas. Milford was married to Ella Russell in 1877; she died in 1878. Zala was born February 3, 1887.

(Three pages of memoirs, prepared by Nora Guillard, field representative, published in Vol. 3 of Told by the Pioneers.) The above preceded the memoirs and was not published.

Splawn, Mary Ann:

I came to Washington territory in 1866 from Wasco county, Ore. My parents crossed the plains in 1852. I was born that fall out in the woods at the mill father built on Eagle creek. In 1866 father decided on the Yakima valley. He bought cattle, chickens, pigs, bees and ~~also~~ our cats and found that the bees and cats were the first in the valley. The Indians had dogs but no cats.

I remember that Charles Carpenter sent to Ezra Meeker for the first hops. It took six days to make the trip to the Dalles to get them. My father homesteaded. His place is part of the old homestead.

My father was a carpenter. He built his own house and a saw-mill where they whipsawed lumber.

I was born in Wasco county, Ore., August 11, 1852.

Personal recollections: Log house and home made furniture. Log cabin built by Charles Carpenter is still standing in his son's back yard. Our house was the fort. Many a night neighbors came in terror and stayed till danger was over.

I taught the first school. It was in my father's granary in 1870.

The little Bible given to James A. Allen by his mother in 1844 is one of the treasured possessions of Mrs. Mary A. Splawn who resides in the Antanum valley on part of the old Allen homestead.

My father was starting on his first whaling voyage out of New Bedford, she said. He was only a lad of 16. When he was 22 he met and married Nancy J. Miller, who was born just 100 years ago.

In 1852 the Allens crossed the plains. No serious dangers were encountered. Perhaps the worst was the stampeding of their cattle by the buffalo herds. They located near Oregon City where Mrs. Allen built a saw mill. There in a little cabin in the old Oregon Woods Mary Ann was born that same year (August)

Splawn, Mary Ann--2

In 1865 when every man who wanted to raise stock was crossing the Columbia and taking up land in the Yakima valley Mr. Allen joined the rush and built a cabin and put up some hay, then went back to load up the old prairie schooner again. They brought all their possessions which included bees and cats, being the first to come into the valley.

A flood drove them from their first location. Then Mr. Allen bought a squatter's right for \$20. Being a carpenter he built a log house commodious for those days and where neighborhood dances were held. Later on the log house was the fort where all the neighbors found safety during Indian scares. The bullets they used were made by melting lead and pouring it into molds.

The Allens had a loom and Mary's mother wove ~~carpets~~ carpets. They also had a spinning wheel which the neighbors used. Mrs. Allen was the first school director of District No. 3 and Mary taught the first school in their granary. Later Mr. Allen was county commissioner.

About a year after the Allens built their house a young man by the name of Benton came riding into the valley. In his baggage he carried several small apple trees. These were planted on the Allen place and are still there. Young Benton and Mary Ann Allen were married and lived in a little log cabin near her father's house. It burned down not long ago.

Mr. Benton joined the Alaska gold rush. Homeward bound his ship went down with all on board. Later Mary Ann Benton married a man named Splawn.

Yakima, March 30, 1936.

Stevens, Mrs. Rosa

Mrs. Stevens father, John B. Rego came from France where he was born at the age of 22 years. He settled first in Indiana and then in Bethany county. Mo. where Rosa was born in 1859...

When she was 15 her father ventured west in search of home and homesteaded. He was comfortably well off and drove to the railroad at Omaha.

Their luggage included dishes, pillows, bedding and silver treasures.

In Omaha they sold their team and wagon and took a train to San Francisco. Accommodations were of one class. They made their beds by pulling down the cushions of the seats and used their own pillows and blankets.

The car was heated by a cook stove. They bought food at the stations and cooked on the train. In nine days they were in San Francisco and Mrs. Stevens reckoned they had been so uncomfortable as though they had crossed the plains by wagon train.

From San Francisco they sailed on a steamship to Portland. The boat was stranded at the mouth of the Columbia River and it was six days before they reached Portland, Oregon. From there they went by boat to the Cascades. They boarded a dinky little train which carried them around the Cascades to Hood River. There was no locks at the time. Later locks were built at a big cost but the river traffic fell off, trains came in and Mrs. Stevens said the locks were not used more than a dozen times. Then they took another boat to The Dalles and from there by train to get around the falls at The Dalles and yet another to get to Umatilla, Ore and all the time they had their boxes and bags. The snow was so deep over the Fort Simcoe road that her brother-in-law James H. Stevens had gotten word to Mrs. Stevens family he would meet them at Umatilla, Ore.

Shopping

Shopping was done at The Dalles once a year. The four horse team starting off was the biggest event as all the family went on the party. Food and spices and grain, candy, tools, seeds, muslins and calicoes for every day and cashmere for the better dressed.

1936.