

The original plat of North Yakima's tonwsite looked fine on paper, but like moving into a new home, it took time. *to straighten around.*

The streets wandered, ~~around~~, taking short cuts where wagons and riders crossed unoccupied lots ~~or headed out across country~~. They splashed mud when it thawed or rained, and rolled in shoe-tongue deep summer dust.

The depot (a box car) squatted squarely in the middle of Yakima Avenue and West Yakima Avenue was a ~~trail~~ *sagebrush trail* overgrown with sagebrush. Piles of lumber were stacked haphazardly. There were sagebrush clumps and rocks and no garbage cans for refuse. Rooms and eating places were insufficient. ~~The four mile trip to Old Town took time by horseback or rig.~~

Therush was to get choice locations, build and open for business, and get under shelter. ~~Then came the moving to meet a May deadline about which records are not too clear.~~

Payton Hatch of Portland was one of those who contracted ~~with the railroad to~~ *used* ~~to~~ move buildings ~~from Old Town~~. He had jack screws which hoisted the buildings onto stout little wagons. The wagons were similar to those used by loggers, with wheels, ~~two feet wide and drawn by 20-mule teams or horses. Some buildings were pulled along on rollers by capstans. It took a month or more to transplant the largest buildings. Houses were no big problem.~~

The home of J. C. Farrell started at 2 p.m. and arrived in North Yakima three hours later. Smaller buildings were hauled by ~~two~~ *one* horse wagons or on railroad cars.

There were other building outfits, all brought in by the railroad. A. Forbis operated one and a man named Jones another.

John Tymans ~~began operating an express between the two towns,~~ *opened* charging 50 cents or 75 cents for a round trip.

A copy of the original plat of North Yakima in the Northern Pacific archives, shows it was drawn in this manner:

One set of tracks was ~~east~~ *last* of the depot, facing Front Street which was 60 feet

wide. Two tracks on the west extended north to E Street and south to Walnut where the line became single track.

South of 100-foot wide Yakima Avenue the streets were 80-feet wide, laid out in the following order:

Chestnut, Walnut, Spruce, Pine, Maple, Beech and *Race*.

It wasn't until 1907 that street names on the west side were changed and numbering patterned after Salt Lake City. Selah became First Avenue.

West of ^{*Originally*} ~~the original~~ platted streets were Moxee, Rainier, Tacoma, Seattle, Spokane, Walla Walla and Reed or Eleventh Avenue, ~~the western most that year.~~

Northward, in alphabetical sequence, were, A, B, C, D, E, F, G, H, and I Streets, still so named.

The eastern ^{*most*} north and south street east of Front was First, Highway 97 now. Next in order came Second, Third, and Fourth, all 80 feet wide; Naches Avenue (it was spelled Natches) 140 feet wide, Sixth and then Seventh.

West of the tracks, the roundhouse, railroad warehouses and yards were streets which originally bore other names, Selah, Ahtanum, and Kittitas, marking the city ~~limits on the West.~~ *Western city boundary.*

West Pine bordered the ^{*southern*} city limits of the tracks and West D Street the northern. There were 137 blocks east of the tracks and 22 and a fraction on the west. All regular blocks were 300 by 400 feet.

Lots varied from 25 by 130 feet up to 50 by 180 feet. Those facing Yakima Avenue were 130 deep.

David Guiland, a far sighted ex-soldier who lost \$10,000 worth of cattle in the crippling winter of 1880-81, when it was said \$1,500,000 worth of stock were lost in the ^{*V*} ~~valley~~, built the first part of the Guiland House in 1875, ^{*H*} ~~having~~ facilities needed in the new town, a hotel. ~~He~~ ^{*He*} held an advantage over others in the race to ~~move.~~ *North Yakima.*

Hatch, the mover, put jack screws under the big structure that had an outside staircase, lined up a set of cross timbers 10 by 10 inches and placed 15 by 16 ~~inches~~ ^{*inches*} sills beneath. The sills rested on rollers designed to move on four-inch planks

placed in rotation on the ground. Only the largest part of the hotel was prepared for the cross-country roller trip.

Everything was ready by January 31, 1885, except some necessary pieces of equipment so moving didn't start for a week.

Hatch contracted to set the hotel on a stone foundation at the northeast corner of South First and Chestnut Streets for \$850. Because of the building's size the usual route nearer the river over which small buildings were taken was abandoned for the smoother "prairie" land to the West.

The old road from Yakima City ^{zig-zagged} ~~was a zig-zag way~~ following section lines. County commissioners opened up a road to North Yakima City limits in 1891 and cleared the way for extension south of First Street.

Two capstans and ten men were used to move the Guillard house. Only four horses were required because of the capstans. A smaller section of the hotel was hauled by one of the low wagons and another by freight car.

Hatch said that after a track over open ground had been cleared other large buildings could be moved more easily and at less cost. North Yakima residents ~~were more optimistic.~~ They talked about the route breaking ground for a highway improved to the standard of a super boulevard extending six miles from Yakima City through North Yakima to the Naches River. The roadway would be lined with double rows of shade trees and graveled with shell, like the roads for fine conveyances on the Atlantic seaboard.

Guillard's ^{was} holstery described by Francis. H. Cook, editor of Tacoma's first paper, as the best in the Northwest.

Guillard was a man who spoke with an accent and smoked a pipe. He would sit beneath a wooden awning across the board walk and greet his guests in courteous old-day custom. During the moving he boarded ^{his guests} ~~those staying in the hotel~~ and served meals. Hitching racks were attached to the big section of Guillard House which reached its location on February 27.

The First National Bank was the next big structure to be hauled ~~to Yakima~~ northward, while blanketed Indians who came to Yakima City to buy groceries or just hang around, watched and wondered. Its location was the southwest corner of the Avenue and South Second Street, where the Larson Building stands. To the east, in the block between Second and Third Streets, there was only one other building for a time, that of A. W. Engle and A. B. Weed. To the south, across from the present Chieftan Hotel, later was placed ~~Old Town's historic~~ Centennial Hall, the only building brought up from that place still existing in downtown Yakima.

A. J. Pratt's two story furniture store was started on two trucks but the ground was too soft. So the Bartholet house came next, ~~to help take care of housing and feeding.~~

Ice ^{jams on} ~~from~~ the Yakima River, 15 miles upstream, broke up early that year and 30,000 railway ties were lost in high water. The Thorp meadow overflowed and froze. Downstream, an ice gorge near Snipe's Mountain backed up and more railway ties floated down to the Columbia.

The Bartholet House, operated by John and Joseph Bartholet, Jr., reached its location at the southwest corner of Front and Chestnut Streets April 4. Then Hatch went to work raising the S. J. Lowe hardware buildings, two 50 by 82 structures, to move them together to the northwest corner of Yakima Avenue and First Street.

⁴ Legh Richmond Freeman, editor of Freeman's Farmer, who sold real estate for 10 per cent commission and gold mining stocks as a sideline (which might have accounted for some of the vivid mining stories of the day) rode to North Yakima along a road blazed by moving buildings. It was late January. North Yakima was established but unsettled and the big buildings had not yet reached donation lots.

Shulls' boarding tent was on Front Street, just north of the location waiting

for the Bartholet House and 90 men were eating there. The two-story Lamborn Hotel, built by Lillie and Scharer and named in honor of General Charles B. Lamborn of the railroad, was open. In it was located the general land commissioner of the railroad. ~~Fifty boarders and 25 to 50 transients were taking their meals daily in the Lamborn.~~ Joseph Butler was trimming beards and cutting hair in the hotel.

A. A. Newbury was in charge of the railroad land office which Freeman found crowded by train arrivals and carriage visitors. Everyone was studying maps of the "Capital City."

The Cummings & Tucker Livery Stable, with a corral in back for exercise and cooling off, was at the northwest corner of Front and A Streets. Work was under way on the Mitchell and Powell Restaurant and P. B. Shiflet had a tailor shop in operation.

In the general offices of the engineer, J. J. Donovan, profiles for the extension of the railway to Ellesburg were being prepared by W. A. Munly and J. J. Fairfowl. A house was being built for Harry Anderson, conductor. The post office for the construction department, telegraph office and Northern Pacific Express was located on Front Street. Contractor Nelson Bennett's store for railroad warehouse and supplies was a two-story building, 30 x 80 feet with basement. John Daver's saloon was a two-story frame. Lumber was on the ground and carpenters were at work on the Weed & Rowe hardware store, a 25 by 80 foot building. A house, begun for Sam Gregor of Walla Walla at the corner of B and Second Streets was almost finished. The railroad was hurrying an ice house so supplies could be cut and stored before a big thaw.

Water had been struck at 25 feet in the well for the railroad tank, half a block due south of the boxcar depot. ~~The well was down 34 feet, producing two buckets of water to every three of dirt.~~

In the same issue the Farmer announced that persons owning cattle or hogs within the town limits should keep them from running at large, because they were

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breaking down ditches and damaging young shade trees which Colonel Henry D. Cock was setting out.

The post office, second building from the southeast corner of First and A, with the Milroy borthers, attorneys in the same building was dispatching mail stamped North Yakima. A petition was made for daily mail service by train from Pasco.

On the corner adjoining the post office b/building was the Cross & Stanton Furniture Store and Undertaking establishment. On the same side of First Street, toward the south, were a butcher shop, Applegate's Saloon, another saloon and Ward Brothers, dealing in groceries and shoes. Across the street to the north, on the southwest corner facing Front, was the Great IXL Clothing Company's store. (It moved to a new brick store on the south side of Yakima Avenue by mid-September) .

Barth, Wheeler & Company's First Saloon was open on Front Street, the name indicating there had been competition to get into business.

Jim Jones, sign writer, had plenty of work to do filling orders and no time to paint buildings. M. D. Raum, was another painter and paper hanger. By February 14 Stacy's real estate office and Miller's Meat Market were the only buildings painted on the ~~outside~~ exterior.

The Gem Saloon was opened by Mitchell and Powell a door north of Cummings & Tucker's Livery stable and a location was being prepared at the southwest corner of Chestnut and Front for Schichtl & Schorn, blacksmiths, whose building was on rollers at Yakima City ready to move.

A. L. Churchill's two story Depot Billard Saloon was being rushed along. It was at the northwest corner of the Avenue and Front. When it opened a week later, free lunches of chicken and German sandwiches were served. The building contained two wing clubrooms and the walls were hung with "classic pictures" in the standard ^{was} of the day. Frank B. Shardlow/in charge of "the most popular resort of the boom town."

Across the Avenue, on the southwest corner, was the hurriedly erected saloon built by J. W. Farmer and Josh Clery, ^{one of the earliest} ~~the third~~ building erected ~~in North Yakima.~~ ^(later-day news accounts record) Clery called it the Capitol and served "the finest brands of wine, " and offered musical concerts daily, (Including Sunday). East of Clery's was the Shull Hotel, Fred Reed's Cigar Store, Dr. ^{C. J.} Taft's Drug Store, T. G. Redfield and McCrimmon and Bartholet, dealers in general merchandise.

Shardlow, at one time bartended at the Gem, purchased the property in 1890 and the place was operated as a saloon until it was removed in the spring of 1902 and replaced by the Shardlow brick building.

Thomas Constance operated the saloon and I. W. Dudley the restaurant of the Snug Saloon and Chop House on Front Street, opened for business in early spring. Keith's Saloon, near ^(is boarding) the Shull tent, with Joe Keith, the "mixologist," ^{dispensing} ~~dispensed~~ advertised "bachanal goods. "

George Goodwin was building a butcher shop for Chambers and Splawn.

G. T. Brown, artist, completed a 26 x 42 inch painting of Mount Tacoma for President Harris of the railroad, representing seven months work. Twelve cars of lumber and 47 cars ^e of steel rails were unloaded for construction of the Ellensburg line.

Allen & Chapman's Drug Store was under construction on Yakima Avenue on the site now occupied by Miller's Department Store and in two weeks Dr. B. T. Mouser was writing prescriptions. Directly across Second Street to the east was the site of the Chappell & Cox Grocery.

The grocery was nearly alone on that block until the ~~one-room~~ ^{Chapel} Presbyterian Church was put up on the corner of Third and A Streets. The First Christian Church location was ^(N) on the next block facing Third Street, and St. Elizabeth's Hospital was ~~between the Avenue and A Street and Fourth and Naches Avenue.~~

The railroad moved its roundhouse up from Ainsworth and rebuilt it and tent city continued growing on the west side. Railroad engineers were at work establishing a uniform grade for streets and sidewalks.

Sidewalk building began by March on Front Street. The two-inch thick planks were eight feet wide and were laid by 150 men employed at \$2 a day. Two miles of plank walk were down by June.

Captain W. D. Inverarity's real estate office, Second Street and the Avenue, was finished in March and he was offering 850 lots and U. S. patents and titles. His desert entry was a part of the Yakima townsite.

William H. Wollins was in business west of the railroad tracks, selling "native Yakima lumber." *Elijah Yates' Lumber yard was west of the tracks* J. C. Forbes, contractor, and builder and C. Hanson were on Front Street with a supply of doors, glass, sash and paint. John W. Shull's new lumber yard was also on Front.

Some of the lumber was freighted in from Hanson & O'Neal's Thief Canyon Sawmill on the Wenas or Chambers Mill, 25 miles distant in Ahtanum Valley where T. R. Bell operated a 25 horse power engine. Some of it came from Frank Spoon's sawmill in the Upper Ahtanum, a sash mill for Old Town's building, from Ephriam Cameron's circular saw mill on the upper Wenas, or other mills in the timber country.

Dan Scammon, with his red wagon, "the only three-seated rig on the road" was hauling passengers and packages between the two towns. Al Lillie offered 10,000 red fir fence posts at 10 cents each and fenced and picket yards blossomed out around town.

By March 7, L. W. Kribs had located a brick yard a quarter of a mile north of town and was preparing to kiln 100,000 bricks. ~~Work of clearing the streets was advancing and it was announced that sagebrush in the city limits would soon be a thing of the past.~~

Allen & Chapman, ~~in a hurry to get into business~~ and discovering more removals from Old Town than they had expected, began construction of a larger two-story building and moved the old one to the rear.

Shull's lodging tent was rearranged to sleep 100 persons. It contained private bed chambers along one side and rows of cots in the middle.

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purch* The ~~cots would be~~ ^{were} cleared out for town meetings and ^{the first} Presbyterian Church services. ^{The} Worshippers sat on wooden benches and wide-eyed children listened in awe to the thunderous voice of the song leader.

Druggists were also apothecaries in those days when children called parents "mama" and "papa," and when hand bags were satchels.

Everyone knew pitcher pumps were signs of cold water. Emptied whiskey and vinegar barrels were used for water storage at the box-shaped houses before wells were down, and retained a trace of their original flavor for months.

The slogan, "Ten Acres Are Enough" was heard in town talk when khaki clothed engineers, wearing broad-brimmed hats rode out early each day in the soft tinted light and returned at sundown. There was mysterious talk about irrigation ^{by} of high ditches and low ^{ditches,} ~~ditches,~~ and land. All the time and everywhere there was talk about land when men ate ~~their~~ beef and potato and mutton and wild game ^{meals} in the Lamborn House, the Accrington House which Phillip Hughes operated ^{the} on the north side of Yakima Avenue between Front and First, or at meals served by Mrs. M. D. Dows in her restaurant on Front Street.

They talked about farm land and moving and new locations while eating by kerosene lights in the Guiland House or Bartholet House or the Clarendon House which Mike Farrell ran on Upper First Street. More talk ^Followed when they sat after dark on benches or boxes on the board walks ~~in~~ in the saloons smoking cigars bought from Albarton's new cigar stand on the north side of the Avenue near Front, from Fred Reed or any of the general stores.

They talked of rumors ~~heard~~ and of rising prices for town property. Lots once \$200 now selling for \$400 or \$500. They sat silently sometimes thinking of a bit of land, ~~they had just heard about~~, possibly open to homestead filing or pre-emption wondering if their secret was safe until they could complete a filing, wondering if the land could be reached by irrigation ditch.

Their talk was also about how cool it would be when the shade trees grew also providing windbreaks in the winter; and ~~they talked about~~ how garden plantings were coming along. Because what they didn't grow or trade for they had to buy. ~~Money wasn't scarce but~~ a dollar was worth a dollar and would buy a lot of things. If you ate and slept you had to work.

They could sit out of doors at night when it was warm safe, from ^{whirling} insects drawn ~~dull lights shadow boxing out of doorways~~ to the ~~farms~~ and look in any direction seeing jabs of glowing flames in the sky like Indian campfires of ~~bygone~~ days ~~the~~ older ones had known; fires of burning piles of sagebrush grubbed slowly away as the land covering was driven back before the planters and sowers and home builders, foot by foot, rod by rod, acre by acre.

The Rev. J. R. Thompson of Olympia, Presbyterian synodical missionary in Washington territory, came to ~~North Yakima~~ and held services in Shull's Boarding tent on March 15, 1885.

~~Cots in the center of the tent were moved back and replaced by benches and boxes.~~

The next Sunday 24 persons organized the Presbyterian Church, ~~provided \$900 in funds~~ and made plans to build on two lots donated by the Northern Pacific and one by M. V. B. Stacy.

The first building, a chapel, was constructed by nine men in one week's time. Benches were made, ready to be placed in the structure when it was finished.

Paul Schulze, who had stood outside Shull's tent and struck a triangle dinner call iron with a railroad spike to announce services because there was no bell, R. B. Milroy, A. M. Engle, R. Ferguson and Hugh Sinclair were the building committee.