

RELEASE WEEK OF JULY 13 - 19, 1958:

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\*\* THIS WEEK IN \*  
\* WASHINGTON HISTORY \*  
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\* Compiled by \*  
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\* Washington State \*  
\* Historical Society \*  
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The ship "Boston" arrived at Nootka early in 1803 to trade with the Indians, during which time the captain angered Chief Maquina, who in revenge planned and executed the killing of the entire crew, with the exception of John R. Jewett, the armorer, whom Maquina had observed making axes and knives and wished to own as a slave. John Thompson, the sail-maker, was spared when Jewett claimed him to be his father. The brig "Lydia" visited the harbor July 19, 1805, and alarmed the natives who thought it had come to take vengeance for the destruction of the "Boston" nearly three years before. Jewett was denied going out to the vessel, but persuaded Chief Maquina, through a ruse, to carry a message written on a board to the captain. The chief was seized as a hostage until the two captives were safely on the ship. Four months later after sailing northward, the brig entered the Columbia river for masts to replace those lost in a gale. Ten miles up the river they found a small Indian village where they learned that Captains Lewis and Clark had been there about a fortnight before on their journey over-land, leaving several medals which were shown them by the inhabitants.

#125  
6/19/58  
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RELEASE WEEK OF JULY 20 - 26, 1958:

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Alexander MacKenzie was the first white man to cross the continent north of Mexico. He had traced the MacKenzie River to its mouth in the Arctic Ocean in 1789; and in 1793 crossed the Rocky Mountains, and made his way to the Pacific, reaching his destination at what is now Cascade Inlet. He "mixed some vermilion and grease, and inscribed in large characters, on the southeast side of the rock on which we had slept that night, this brief memorial, 'Alexander MacKenzie from Canada by land, the 22d day of July 1793' ". These two trips determined the character of the American continent, giving Great Britain a strong prior claim by right of exploration to that part of the country lying south of the Russian possessions. MacKenzie, of the Northwest Company, proposed that this company and the Hudson's Bay Company combine and control the fur trade of North America north of the 45th parallel.

#126  
6/19/58  
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\* THIS WEEK IN \*  
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\* Historical Society \*  
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The Cascade Road was the subject nearest the hearts of the citizens in Olympia and vicinity. Early in July, 1853, they had met to hear the report of the committee which had been appointed at a previous meeting to confer with Captain McClellan in reference to the opening of a road across the Cascade Mountains. They were informed that the captain had not arrived and consequently had no report to make. On motion it was resolved - "That we, the citizens of Washington Territory proceed at once to open a wagon road across the Cascade Mountains in time for the present immigration". On July 30th, it was reported that Captain Lafayette Balch, the enterprising proprietor of Steilacoom, had contributed \$100 in money toward the road to Walla Walla. To each man who started from that neighborhood to work on the road, he gave a lot in the town of Steilacoom. He was security to the U. S. government for a number of mules, pack saddles and other articles needed by the men. Twelve men had left Olympia for the Yakima to begin work at that end and E. J. Allen and twelve or fifteen others had left Steilacoom to commence at the westward extremity to work east. They were in hopes that King, Island, Jefferson, Lewis and Pacific counties would contribute as liberally as Thurston and Pierce had done.



RELEASE WEEK OF AUGUST 3 - 9, 1958:

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Apparently the first ship built on Puget Sound was the schooner Mary Dunn for a regular packet on the Sound. She was built at the Steilacoom shipyards of Bolton & Wilson, established by William Bolton who had deserted the English ship Albion in 1850, and located a claim two miles north of Steilacoom. The Mary Dunn in command of her owner, Captain Hiram H. McNear, arrived at Port Townsend August 5, 1853, on her maiden trip around the Sound. Three days later she left for Port Gamble and Port Ludlow; returning to Port Townsend, she sailed for Victoria the latter part of the month. The first call had been at Olympia, the Columbian noting: "She will undoubtedly sail fast, and we hope, make money for her owner. . . . All agree her appearance does credit to her constructors".

#128  
6/24/58  
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RELEASE WEEK OF AUGUST 10 - 16, 1958:

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The ship Columbia, commanded by Captain Robert Gray, arrived in Boston August 10, 1790, having carried the United States Flag around the world for the first time. He was accompanied by the crown prince of the Sandwich Islands, who had been permitted to visit Boston by his hospitable father, the king. The beplumed-costumed prince took the arm of the captain as they proceeded to the governor's mansion, amidst loud acclaim and artillery salutes. From this visit sprung all the friendly intercourse between the Islanders and the United States. The Columbia had exchanged her cargo of furs, which were procured in trade at Nootka, for that of tea in Canton, via the Sandwich Islands. Captains John Kendrick and Gray had left Boston the fall of 1787, arriving on the northwest coast a year later, Kendrick remaining for a time with the sloop Washington, while Gray proceeded to return. On Captain Gray's second voyage in the Columbia to the northwest he discovered and entered the river to which he gave the name of his ship, the Columbia.

#129  
6/24/58  
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RELEASE WEEK OF AUGUST 17 - 23, 1958:

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James Gleed was the first to introduce the culture of alfalfa in Yakima County. He arrived in the Naches Valley August 20, 1878, from Pueblo, Colorado, and located near the center of the valley. On his large tract of land he prepared a model farm with hard work and perserverance. He shipped a quantity of alfalfa to Seattle for inspection. Its use was unknown and considered worthless. He requested a number of hay consumers to give it a fair trial, with the result that it proved satisfactory and its merits were brought to light. Gleed was one of the most extensive cattle and hay producers in Yakima county. Alfalfa is the leading hay crop of the Pacific Northwest. It produces the highest yields per acre and has the highest quality in terms of feed value.

#130  
6/24/58  
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RELEASE WEEK OF AUGUST 24 - 30, 1958:

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The surveying party attached to the U. S. S. Active, commanded by Captain James M. Alden, left Astoria for Puget Sound August 24, 1853. They were to resume their triangulation and hydrographical operations commenced the previous summer. As the ship was about to proceed up the Columbia River to St. Helens for coal, the captain was informed that coal could be procured on Puget Sound at Bellingham Bay. Here coal had been discovered the year before. The mines had been leased to a firm in San Francisco and were under the superintendence of Captain William A. Howard. Captain Alden decided to take advantage of "so favorable an opportunity of exhibiting the resources of our Territory, while at the same time he would save a considerable amount of money to the government".

#131  
6/24/58  
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RELEASE WEEK OF AUGUST 31 - SEPTEMBER 6, 1958:

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The first outbreak against the Chinese occurred at Swauk Valley in King county on the night of September 5, 1885. A number of white men and Indians went to a ranch where 37 Chinese were employed as hop pickers. The owner protested, but was warned against further such employment. Two days later a party of 30 Chinese were intercepted, while on their way to the ranch, and intimidated to the extent that they turned back and left the valley. There were over 3000 Chinese in the territory employed in the mines and on the railroad construction. Much prejudice against these cheap laborers was evidenced by the white laborers who were forced to face the competition. Meetings were held to advocate ridding the country of the Chinamen. The agitators declared they should go, because the federal law prohibiting them coming into the country was still in effect.

#132  
6/24/58  
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RELEASE WEEK OF NOVEMBER 2 - 8, 1958:

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The third conference of the International Boundary Commission was held at Harney Depot, Washington Territory, November 6 - 8, 1860. The commissioners agreed that the portion of the boundary extending from the western terminus at Point Roberts to the western slope of the Cascade Mountains be marked by iron monuments at suitable intervals; the portion extending from the crossing of the boundary at the Similkameen river eastward towards the Columbia river be marked by stone beacons . . . subject to the future mutual examinations of the astronomical observations and of their results, and the final completion of field operations. The United States field work seems to have been completed during the season of 1861, and the British section early in 1862. The fourth and final joint conference was held in Washington (D.C.) in May, 1869.

#141  
7/24/58 ~  
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RELEASE WEEK OF NOVEMBER 9 - 15, 1958:

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Commemorating the 69th anniversary of our State of Washington on November 11th, should be an outstanding event to every person residing within its area. The following message was greeted with loud acclamation by the legislature then in session: "Executive Department, Washington, D.C., Nov. 11 (1889). To Honorable Miles C. Moore, Governor, Olympia, Washington. The president signed the proclamation declaring Washington to be a state in the Union at 5 o'clock and 20 minutes this afternoon. James G. Blaine" (Sec. of State). One source says President Harrison and the Secretary of State signed the proclamation with a pen made of Washington gold in a holder of ebonized laurel, made within the state for this special purpose; and another source says that the President used a quill pen, fashioned from a feather taken from the wing of an American eagle. Who can say? Either one is worth cherishing.

#142  
7/24/58  
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RELEASE WEEK OF NOVEMBER 16 - 22, 1958:

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Capt. Leonard White had made himself famous in marine annals as commander of the first steamer which ran the Columbia river above The Dalles. He again distinguished himself by building and running a steamboat several hundred miles above the mouth of the river, and farther inland than any steamer had yet ventured. She was constructed on the upper Columbia at Little Dalles near the 49th parallel, and in accordance therewith christened Forty-nine. She had no successor for nearly 20 years. Launched November 18, 1865, at United States Fort Colville, her length was 114 feet and 20 feet wide. Early in December she left the Landing on her trial trip, gathering up wood for fuel as she went along. The first day she made 8 miles, the second day she went up the rapids, and on the third day, ran to Fort Shepherd, a Hudson's Bay Company post on the Columbia a mile above the international boundary line.

#143  
7/24/58  
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RELEASE WEEK OF NOVEMBER 23 - 29, 1958:

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Washington Irving brought to the public the adventurous expeditions of the fur traders and especially so in his Astoria. He was personally acquainted with John Jacob Astor and all the papers relative to the Pacific Fur Trading Company were submitted to him for this purpose. With due acknowledgment, he availed himself of the published journals of Lewis and Clark, Franchere, Ross Cox and others, uniting the whole into this historic classic, which was published in 1836. Born in New York city April, 1783, he died at Symnyside in Tarrytown, November 28, 1859. Washington Irving was called "The Father of American Literature" - the Pacific Northwest, too, gratefully gives him recognition.

#144  
7/24/58  
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RELEASE WEEK OF NOVEMBER 30, - DECEMBER 6, 1958:

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On December 5, 1861, the Walla Walla Statesman announced the arrival of Philip Ritz with a supply of fruit trees from his nursery at Glendale, near Corvallis, Oregon, which were for sale. During the following months the paper did not fail to exhort the citizens to prepare for the demand which was sure to come, expressing surprise that the farmers were so slow about setting out trees. In another year Mr. Ritz announced his Columbia Valley nursery with the value of the stock at \$10,000, extraordinary at that time. This industry became a great factor in the development of the fruit business. Walla Walla was to become known as the "Garden City."

#145  
8/2/58  
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RELEASE WEEK OF DECEMBER 7 - 13, 1958:

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Grand Duke Constantine Nickolaevich, head of the Russian Admiralty and brother of the Emperor, recommended the sale of Alaska to the United States in a note to the Russian Minister of Foreign Affairs on December 7, 1856. He gave three reasons: Russia's need of money, the small value of Alaska to Russia, and its advantages to the United States. The Ministry of Foreign Affairs shared the Duke's idea-but great secrecy was to be in order for the negotiations. Ten years later the value of the Russian American Company shares had fallen from 500 rubles to 75 and facing bankruptcy. Selling Alaska to the United States would go far towards liquidating the company and free Russia of this financial burden. By the treaty of 1867, finally passed by Congress the following year, the sum of \$7,200,000 was paid by the United States to the Emperor of Russia in the purchase of Alaska.

#146  
8/2/58  
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RELEASE WEEK OF DECEMBER 14 - 20, 1958:

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The unpopular United States special treasury agent, Victor Smith, succeeded in having the port of entry changed from Port Townsend to Port Angeles. Here he had built commodious buildings which were leased to the government. They were located at the mouth of Valley creek. The creek became a raging torrent, due to storms, the evening of December 16, 1863. Its crest brought down debris which crushed and swept the custom house into the bay. Two deputies lost their lives; and all records swept away. Most of these records were later recovered. Smith lost his life two years later on his return home from the national capital when the ship Brother Johathan was wrecked off the coast of California. During his absence aggressive leaders of Port Townsend succeeded in having the Washington Territory Legislature memorialize congress in their behalf. A congressional act in 1866, abolished the port of entry at Port Angeles, restoring it to Port Townsend.

#147  
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RELEASE WEEK OF DECEMBER 21 - 27, 1958:

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The first Christmas day was celebrated in the Pacific Northwest by Americans in 1791. Sixteen-year old John Boit, mate, wrote in his log book of the Columbia while at anchor in Cloyoquot Sound December 25, 1791: "This day was kept in mirth and festivity by all the Columbia's crew, and the principal Cheifs of the sound by invitation din'd on board ship. The Natives took a walk around the work shops on shore, they was suppriz'd at seeing three tier of wild fowl roasting at one of the houses - indeed we was a little surprized at the novelty of the sight ourselves, for at least there was 20 Geese roasting at one immense fire, and the Ships Crew appear'd very happy, most of them being on shore, The Indians could not understand why the Ship and houses was decorated with spruce bows. At 12 Clock fir'd a federal Salute, and ended the day toasting eur sweethearts and wifes." (Note: A salute of thirteen cannon shots - the reason for not giving more shots each time was since there were thirteen of the American states and thirteen stars in the canton of their flag, they had orders from their Congress to fire these salvos with a like number of shots.

#148  
8/2/58  
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RELEASE WEEK OF DECEMBER 28, 1958 - JANUARY 3, 1959:

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The weather was the topic in December, 1852, with heavy snows followed by rain and high water. Mills were suspended and there was no mail. Weeks later there were reports of a number of shipwrecks on the coast. The bark Sarah Warren, commanded by Capt. A. B. Gove, arrived at Olympia January 1, 1853, having left San Francisco 23 days before with a large quantity of merchandise, valued at \$15,000, for its owner, the Kendall Company. Two passengers were on board. The ship encountered strong head winds up the coast with six day's of a heavy snow storm off Cape Flattery.

#149  
8/2/58  
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RELEASE WEEK OF FEBRUARY 1 - 7, 1959:

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Okanogan County was created February 2, 1888, from the western part of Stevens County. The name is an Indian word meaning rendezvous. Rich in early history, the county can boast the site of the first American trading post in what is now the state of Washington, established in 1811 by Astor's Pacific Fur Company at the confluence of the Okanogan River with that of the mighty Columbia. That same year David Thompson, the English geographer who had discovered the Columbia's source four years before, descended it to the Pacific Ocean, noting the Okanogan in passing and placing it upon his map of 1812 which covered the region from the Great Lakes to the Pacific. The county's first fruit crops on irrigated acres, ranks third in the state; livestock, the same; with grain, hay and forage crops; and also dairying. Two-thirds the area is forest and includes parts of the Colville and the Chelan National Forests. Its metallic mineral output value is topped by only two other counties. The county seat is the town, Okanogan.

RELEASE WEEK OF FEBRUARY 8 - 14, 1959:

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Congress created the collection district of Puget Sound by an act approved February 14, 1851, and fixed the headquarters at Olympia. Simpson P. Moses was commissioned as collector of customs and W. W. Miller as surveyor of the port of Nisqually, arriving late that year, accompanied by Elwood Evans as deputy collector. Moses adopted an anti-Hudson's Bay Company attitude and brought the government into debt many thousand dollars by seizures of British vessels after the removal of the port of entry to Olympia. This resulted in a special term of court held there the following January. At this term of court there were admitted to practice Quincy A. Brooks, I. N. Ebey, S. P. Moses and Elwood Evans.

#155  
12/14/58  
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RELEASE WEEK OF FEBRUARY 15 - 21, 1959:

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The scheme for the development of a new territory was first voiced by J. B. Chapman, a lawyer, the founder of Chehalis City, a trading politician and promoter of factions. He had lived in Oregon City and in the winter of 1850-51 explored north of the Columbia for a proper field. On the 17th of February, 1851, he wrote a letter to a man living on the Willamette, that he found "the fairest and best portion of Oregon north of the Columbia", and that no doubt it must and would be a separate territory and state from that of the south. "The north", he said, "must be Columbia Territory and the south the state of Oregon. How poetical! - from Maine to Columbia; and how meaning of space!" The letter was signed 'Carman, and Chapman', but no one ever heard of Carman, and Elwood Evans, who made special inquiry, thinks he was a myth. Chehalis City being too remote, and wanting in population for the center of Chapman's designs, he removed soon after to the Sound.

#156  
12/14/58  
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