

RELEASE WEEK OF JANUARY 31 - FEBRUARY 6, 1960:

THIS WEEK IN  
WASHINGTON HISTORY

Compiled by

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Although \$30,000 was appropriated by Congress February 5, 1855, for the construction of a military wagon road from the falls of the Missouri to Fort Walla Walla, it was not until four years later when an additional \$100,000. was appropriated that actual work was commenced. Captain John Mullan, U. S. Army, a member of Governor Stevens' exploring party, was assigned to this engineering task. Until the Indian uprisings, the War Department gave little heed to the need of such a road, but after Gov. Stevens was in Congress he prepared the way for additional funds and the military escort of 100 men for Captain Mullan's engineering corps, by explaining the importance of easier transporting of military supplies between bases. In Mullan's final report of the military road from Fort Walla Walla on the Columbia river to Fort Benton on the Missouri river, he submitted eight illustrations by the now famous Schon, and detailed maps by Krolecki. The published report contains ten of the Schon sketches.

#206  
12/16/59  
MFMc

RELEASE WEEK OF FEBRUARY 7 - 13, 1960:

THIS WEEK IN  
WASHINGTON HISTORY

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Fifty-eight years ago, on February 7, 1902, a rancher wrote to the Washington Irrigation Company extolling the wonders of his ten-year old orchard. In 1892 he set out peach trees and then started a small nursery to raise his own trees of apples, pears, cherries, plums, prunes and apricots, probably 5000 in all. He paid \$25.00 an acre for the eight he owned and would not at the time he was writing have taken \$200.00 per acre. He said some years were more profitable than others, but that the average was high. The previous year had been the most profitable in the history of the Yakima valley and he, himself would consider the fruit business a profitable business if only expenses were to be met in four years. He claimed that he could do far better than that, that after all expenses he expected to clear for the year \$10,000. and stated that his fruit ranch was not for sale at any price.

#207  
12/16/59  
MFMc

RELEASE WEEK OF FEBRUARY 14 - 20, 1960:

THIS WEEK IN  
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When Jason Lee returned to the States in 1838, he preached and lectured to raise money for his mission in Oregon, also to arouse interest in the Oregon country. He carried the memorial signed by the settlers which was presented to congress by Representative Caleb Cushing. The memorialists declared themselves the germ of a great state, and congress must say by whom the Oregon country was to be populated. This was only one part of the very important document presented to congress by Mr. Cushing as chairman of the Committee on Foreign Affairs on February 16, 1839. Ten thousand copies were ordered printed which indicated a lively interest in the Territory of Oregon at that time. Accompanying the memorial was a map which measured 11x20 inches entitled: "Map of the United States Territory of Oregon West of the Rocky Mountains".

#208  
12/16/59  
MFMc

RELEASE WEEK OF FEBRUARY 21 - 27, 1960:

THIS WEEK IN  
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On February 24, 1856, the U. S. steamer Massachusetts arrived in Seattle harbor where the U. S. Sloop-of-war Decatur was anchored. The officers of the Decatur cheered as she came in view, as the local hostile Indians were seemingly anxious to muster in as their allies the fierce and dreaded Indians of the north. These Indians would come in their large war canoes, each manned by 50 warriors, to prowl around Puget Sound, seeking slaves and plunder. The captain of the Massachusetts tried to convince these dangerous bands that they must leave, offering to tow their canoes to Victoria. But they were defiant. An attack was ordered. The Indians fled to the forest, but their provisions and canoes were destroyed. The chief surrendered shortly, the survivors were placed on board the Massachusetts and taken to Victoria from where they could easily make their way home. But these revengeful Haida kept right on with their depredations. Fort Townsend and Fort Bellingham were built to guard against these attacks, but they continued. The tragic murder of Col. Ebey a year later was attributed to these same Indians.

RELEASE WEEK OF FEBRUARY 28 - MARCH 5, 1960:

THIS WEEK IN  
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Five lives were lost March 3, 1858, when the Puget Sound mail steamer Traveler sank while on her way from Port Townsend to Port Gamble. The wind was blowing hard as she approached Foulweather Bluff and Captain Slater thought it advisable to anchor and await its abatement. During the night the engineer awoke to find the boat was fast taking water. Every one on board commenced to bail and efforts were made to force the boat ashore. The engineer and two deck hands were the only survivors. Captain Slater was an old pioneer and the first to establish regular communication on the sound by sailing. The steamer Constitution took over carrying the mail and another steamer, the Sea Bird, was placed on a regular run. The Puget Sound Herald announced: "Our citizens will now have an opportunity of journeying on the Sound without incurring the risk of exposure attendant upon canoe traveling".

#210  
12/16/59  
MFMc

RELEASE WEEK OF MARCH 6 - 12, 1960:

THIS WEEK IN  
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Nathaniel J. Wyeth left Boston March 11, 1832, on his first overland expedition to establish a trading post near the mouth of the Columbia river. A ship was sent around Cape Horn with supplies and trading goods to be followed by other ships as required. If the business prospered, other stations were to be established, the supplies to be distributed by pack horses. He hoped to compete successfully with the Hudson's Bay Company monopoly. When his party reached Cape Disappointment late that year he learned that his ship with the cargo had been wrecked. Wyeth spent the winter at Fort Vancouver and set out in the early spring on his return to Boston. He had gained experience and knowledge of the country and early in 1834 dispatched another ship with a cargo of trading goods to the Columbia and organized a party of 70 for the overland trip. Among these were Rev. Jason Lee and his nephew Daniel Lee.

#211  
2/11/60  
MFMc



RELEASE WEEK OF MARCH 13 - 19, 1960:

THIS WEEK IN  
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Russell Farnham, Astorian and fur trader, did that which Ledyard had failed to do; he walked across Siberia from Kamchatka to St. Petersburg. When negotiations were completed to transfer the Astoria enterprise to that of the British, Astor's agent, Hunt, with Farnham and three other American clerks embarked on the brig Pedler March 18, 1814. They lay at anchor for two weeks until the brig could cross the bar and proceed to Sitka, where the company's brig Forester had arrived with fresh supplies for the Pedler. Since Farnham had been entrusted with the funds and dispatches to be forwarded to Astor in New York, he left Sitka on the Forester and was landed at Kamchatka to continue his journey on foot. He had a stock of provisions in a pack on his back as he started across the Russian dominion through its inhospitable country and its severe climate. For two years he endured incredible hardships of hunger and exposure, but by his indomitable will and determination performed a feat which has never been equalled. He sailed from Copenhagen for the United States in the fall of 1816. Russell Farnham continued in the employ of Astor and it was he who established the American Fur company in the valley of the Missouri. He died at St. Louis in 1832.

#212  
2/11/60  
MFMc

RELEASE WEEK OF MARCH 20 - 26, 1960:

THIS WEEK IN  
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The commission to establish Washington Soldiers Home was approved by an act of the State Legislature March 20, 1890. Ortting citizens donated 183 acres of land one mile from town which had easy access to Tacoma and Seattle on the main line of the Northern Pacific Railroad. \$30,000 was appropriated for the establishment of the buildings, clearing of land and the water works. The home was dedicated with appropriate ceremonies by the Grand Army of the Republic in June, 1891. Special trains carried delegations from Seattle, Tacoma and Puyallup. July 4th the first inmate was admitted and by the time of the first official report there were more than 100 housed in the home. Fruit trees and berries had been set out and the fertile land produced an abundant supply of vegetables. They raised their own poultry and livestock.

#213  
2/11/60  
MFMc



RELEASE WEEK OF MARCH 27- APRIL 2, 1960:

THIS WEEK IN  
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The Washington State Normal School, now Central Washington College of Education, located at Ellensburg, was established by an act of the first state legislature, approved by Gov. Elisha P. Ferry, March 28, 1890. The Ellensburg public school directors offered the use of part of their school building until the state building could be erected. The legislature then made a small appropriation for the normal school maintenance which opened September, 1891. After two years of success, the legislature was sufficiently impressed to justify not only the increase in the appropriation for maintenance of the school, but also appropriated \$60,000 for the erection of a building. The college is one of the three institutions in the state specializing in training teachers for elementary and junior high schools.

#214  
2/11/60  
MFMc

RELEASE WEEK OF APRIL 3 - 9, 1960:

THIS WEEK IN  
WASHINGTON HISTORY

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The cry of Fire! interrupted a Steilacoom performance of a theatrical troupe on the night of April 5, 1859 - the Pierce County county auditor's office was ablaze. The audience, including some thirty soldiers from Fort Steilacoom, abandoned the show to aid in fighting the flames which threatened an adjoining hotel and other buildings. The soldiers climbed to the roof of the hotel as the bucket brigade formed to provide the steady flow of water necessary to drench the roof. In this they succeeded, but the building which housed the auditor's records was a total loss. Origin of the fire was unknown, but as there had been \$400 in cash in the office at the time, speculation was that it had been the work of an incendiary. It appears that each of the county offices had been scattered around the town of Steilacoom, and not until Tacoma provided the land, was there any provision made for building a court house. Tacoma won the county seat in the election of November, 1880, and there the court house was subsequently built.

#215  
2/11/60  
MFMc

RELEASE WEEK OF APRIL 10 - 16, 1960:

THIS WEEK IN  
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Pacific county was left without representation during much of the first territorial legislature by a series of unfortunate circumstances. One of the candidates died just before the election; the one nominated in his place and who was elected, died before the legislature assembled; another who was chosen to fill the vacancy died the evening of the day he was sworn in office and another election ordered to be held. James C. Strong was elected and took the oath of office April 14, 1854. His brother, William Strong, had been appointed United States Judge for the territory of Oregon and James C. Strong accompanied him to Oregon in 1850. They settled on the north side of the Columbia river at what is now Cathlamet. When Washington territory was created, Judge Strong was appointed territorial judge. James C. Strong returned to the states expecting his stay to be temporary, but conditions were such that he remained until the 1890's, when he settled in Santa Clara county, California. He served throughout the Civil war and became a brigadier general.

#216  
2/11/60  
MEM:

RELEASE WEEK OF APRIL 17 - 23, 1960:

THIS WEEK IN  
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April 20, 1882, the town of Sprague celebrated the completion of the Northern Pacific Railroad shops with an elaborate ball. It was also a day to be rembered weather-wise - on that day the town was visited by a cold snap, the ground was covered with four inches of snow and the thermometer registered ten degrees below zero. In the extensive railroad shops repair work for the entire Idaho division was done; for a time all cars were constructed there; and old cars and engines overhauled and rebuilt; the average monthly payroll amounting to \$30,000. The town had been named for General John W. Sprague, who was in charge of the Northern Pacific company's interest on the Pacific coast as general superintendent, assistant treasurer, and land commissioner.

#217  
2/11/60  
MFMc

RELEASE WEEK OF APRIL 24 - 30, 1960:

THIS WEEK IN  
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Wahkiakum county, named after an Indian chief, was created by the Washington territorial legislature April 25, 1854, during the first session. It was organized from the extreme southwestern section of the territory that had been part of Lewis county. Cathlamet is the county seat. The Wahkiakum Indians were an offshoot of the Chinook who had separated from the main body under Chief Wahkiakum and were afterwards known by his name. They lived on the north bank of the Columbia river near its mouth and their territory extended upstream toward Oak Point. Their principal village seems to have been near Pillar rock. The first white settlers were James Birnie, his wife Charlotte and their ten children, who settled there in 1846. He had been a former employee of the Hudson's Bay Company, and called what is now Cathlamet, "Birnie's Retreat".

#218  
2/11/60  
MFMc

RELEASE WEEK OF MAY 1 - 7, 1960

THIS WEEK IN  
WASHINGTON HISTORY

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May 2, 1841, the Wilkes exploring expedition anchored in Port Discovery, well within the Strait of Juan de Fuca, and later in his report Captain Wilkes stated that the strait could be safely navigated. He dispatched an Indian messenger to the Hudson's Bay Company Fort Nisqually with a request for the Steamer Beaver to lead his vessels into their vicinity. The steamer was undergoing repairs, but obligingly sent her mate as guide. Not knowing the cause of the delay, Wilkes became impatient and started to sail without a guide and had proceeded to a few miles south of the present Port Townsend when he met the mate. In honor of the event he named the place Pilot Cove. A little farther on he saw dogwoods in bloom and mistaking them for apple blossoms named the place Appletree Cove. Fort Nisqually became headquarters for the squadron and from that point numerous expeditions were made in different directions.

#219  
4/16/60  
MFMc



RELEASE WEEK OF MAY 8 - 14, 1960:

THIS WEEK IN  
WASHINGTON HISTORY

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In the afternoon of May 9, 1892, an explosion in the Roslyn mines caused the death of forty-five men. Two boys coming from the mines with a donkey and a car of coal were forcibly expelled from its mouth and then came a cloud of smoke and gas. No expense had been spared by the company to prevent accidents, the mine was considered a model one. New fans and air courses had recently been put in and the fire boss had repeatedly warned the miners to be careful because of the heavy gases. The jury found that the explosion was caused by deficient ventilation and that the wall had been "shot" contrary to good judgment and repeated warnings and that this had caused the explosion. The jury was composed of four business men and two miners who sat for ten days. The company agreed upon a compromise with those who instituted suits for damages whereby the surviving relatives were paid varying sums and the suits dropped.

#220  
4/16/60  
MFMc

RELEASE WEEK OF MAY 15 - 21, 1960

THIS WEEK IN  
WASHINGTON HISTORY

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Upon the eve of their departure and eight days after entering the great river, Captain Robert Gray gave the river the name of his ship, Columbia. He traditionally landed near the mouth of the river and formally named it after his ship, raising the flag of the United States and planting coins under a large pine tree, thus taking possession in the name of the United States. From the official log of the ship is the following: "May 19 (1792)-- Fresh wind and clear weather. Early a number of canoes came alongside; seamen and tradesmen employed in their various departments. Captain Gray gave this river the name of 'Columbia's River', and the north side of the entrance 'Cape Hancock', (the prior name of Cape Disappointment now retained), the south, 'Adam's Point'".

#221

4/15/60

MFMc

THIS WEEK IN  
WASHINGTON HISTORY

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Bremerton city officials were brought to time on May 25, 1903, when the navy closed its yard because of the many saloons in the community. The city officials took heed as the Puget Sound Navy Yard was the ruling factor in the economic life of Kitsap county. The yard had opened twelve years before and soon the town was over-run with gamblers and saloons. It was reopened when the city council revoked all licenses and made it illegal to sell intoxicating beverages anywhere in the city. In less than a month there was no liquor nor gambling of any sort in Bremerton.

#222  
4/16/60  
MFMc

RELEASE WEEK OF MAY 29 - JUNE 4, 1960:

THIS WEEK IN  
WASHINGTON HISTORY

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May 30, 1888, the street car system was put in operation in Tacoma. The cars were drawn by a ten-ton motor, manufactured in Pittsburg, in a style that had been in use for fifteen years. It would not emit sparks or smoke as coke was used to generate steam and it could attain a speed of twelve miles. The machinery was enclosed in a car which resembled an ordinary street car, but carried no passengers upon it. The motor was able to pull four or five loaded cars up a steep grade. The cars were manufactured by a New York company who made the best cars in the country. Horses were attached to the cars running from the wharf to 17th street, while the steam motor plied its course along C streets (now Broadway) from 9th street to Division avenue. The receipts for Memorial Day were placed in the bank for the proposed Fannie Paddock and the Sisters' hospitals.

#223  
A/16/60  
EFMc

RELEASE WEEK OF JUNE 5 - 11, 1960:

THIS WEEK IN  
WASHINGTON HISTORY

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The night of June 11, 1862, the streets of Walla Walla echoed for the first time to the dread cry of fire. A bucket brigade had been organized the previous year, but proved inadequate on that night when the town's theatre was in flames and burned to the ground. The need for fire protection alerted the business men to action and they were able, by raised subscriptions, to purchase a hand engine from a San Francisco engine company that had received it second hand from Massachusetts. Through apathy and a false sense of security the engine company membership lapsed and it was not until a full ten years later that the then three-company fire department was placed in the authority of a chief engineer.

#224  
4/20/60  
MFM:3

RELEASE WEEK OF JUNE 12 - 18, 1960

THIS WEEK IN  
WASHINGTON HISTORY

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The Oregon Railway and Navigation Company was incorporated in the state of Oregon on June 13, 1879. It was a consolidation of the interests of the Oregon and California Railroad, the Oregon Steamship Co., and the Oregon Steam Navigation Co., all of which was brought about by negotiations between the Union Pacific Railroad and the Oregon Steam Navigation Co. These companies controlled the shipping between San Francisco and the Pacific Northwest. The new company built rapidly under a "traffic agreement" by which the Northern Pacific was to occupy and develop the country to the north of the Snake River and the Oregon Railway and Navigation Company to the south of the river.

#225  
4/20/60  
MFMc