

re. Fair section

Central Washington Fair Grange and other display booths will provide an opportunity to compare Yakima produce with "the good old days."

In 1890 Yakima agriculturists didn't confine their displays to local ~~fair~~ showings.

Spokane fair goers were rocked back on their heels by a display of products Yakima was famous for, watermelons. There was a double row of them, 120 in all and ~~de~~ and A.B. Ross in charge of the display weighed 1 one of the ~~melld~~ melons at 67 pounds.

Ross told onlookers that corn grew so high at Yakima stepladders were required to pick it. He showed, as proof, cornstalks 19 feet high. Then he pointed out a radish weighing 26 pounds.

A ~~Spokane~~ ~~newsman~~ and curious Spokane newsman did a little checking on the Yakima exhibit. He ~~de~~ he found:

Plums 2 inches in diameter; tobacco from production running 1,000 pounds to the acre; oats 7 1/2 feet high; timothy hay 50x 6 feet; alfalfa 12 feet; ~~corn~~ and ~~clover~~ clover 6 feet.

ad..fair history

By April, 1891, sentiment for an organized fair had reached the ~~the~~ ~~mass~~ "mass meeting at city hall stage."

Incorporation papers were signed to be sent to the ~~the~~ state auditor and an offer of Wilson to sell the 58 -acre race track, land , buildings, sprinkler and tools for \$5,000 was discussed. Capital stock at \$10,000 was placed on sale, 2,000 shares at \$5 each. H.B. Scudder, J.M. Baxter, George Dorfell, S.J. Lowe, Cock, William Splawn and John Bartholet were named directors .

By early 1893 House Bill, 147 was introduced by Rep. Webb of King County for organization of a state fair to be held at North Yakima beginning the last Monday ~~in~~ each September and continuing for five days. The bill provided a seven-commissioner managership, subject to appointment by the governor, authorized the purchase of 200 acres of ~~land~~ land and appropriated \$40,000 for 1893 and \$10,000 for 1894 to be used for fair buildings and ground. Before the end of the month King, Spokane and Thurston counties were bidding strongly for the state fair. A frequently amended bill, ~~providing~~ setting up the fair for North Yakima, was passed by March 9.

ad fair history.

Only \$10,000 was appropriated of which but \$5,000 was available for 1893.

The bill provided for "a speeding track of the most approved pattern." Attempts to strike out any part of the bill that would permit betting or selling pools at the races ~~was~~ were defeated.

Early that spring the Wayne Field tract and the Judge Lewis ranch ---the ~~taxxxxxxxxxxxxx~~ first near the Yakima River and the latter north of the city---were abandoned in favor of the Gilson tract. The entire Gilson acreage of 120 acres, valued at \$10,000, included a grove, ice house, 25 acres of alfalfa and the race tract.

Commented the Yakima Herald on March 2, 1893:

~~Now~~ "...once permanently located here we'll take care of its future and see that it becomes a credit to the state, a benefit to the people, means of building up a great stock breeding industry in Yakima and a source of revenue to this city and county..."

The paper mentioned a breeder named Patton with horses valued at \$198,000. "These horses are mainly from Iowa and will be retained here if a suitable track is built."

Top animal owned by Patton was a ~~6~~ 5 year-old stallion, Yendis, valued at \$25,000.

ad fair history

Other horses were B. Wagner, a Wilkes colt, valued at \$25,000; Chesterton, another \$25,000 stallion, and ~~and \$10,000~~ Lady Wilkes, a \$10,000 mare.

Sept. 24-29 were dates set for the ~~first state~~ fair.

The state fair commission made selection of race judges a main order of business, selecting F.L. Van Dusen, Seattle, a Mr. Small of Walla Walla; ~~Mr~~ Charles B. Pond, Ellensburg as first, second and third judges. By mid-December construction work was started on the grounds and preparations for exhibits were under way. Building of the track by March reached \$8,500 and 50,000 yards of dirt were moved. The track was patterned after the "celebrated speed track at Cleveland, Ohio, which is one of the fastest in the United States."

The Yakima Herald announced on March 29, 1894: "The fair commission will meet in this city Monday next to transact business and arrange preliminaries for holding the first state fair in the history of Washington..."

By July Yakima was engaged in arranging meetings at Mason's opera house to form a State Fair Aid Assn., for the purpose of financing building construction.

ad fair history

Then came the long-awaited last Monday in September.

Gov. McGraw was unable to formally open the fair but the Hon. James Hamilton Lewis came to speak. Came also trains with fair goers from throughout the state, a 10 a.m. parade starting from Mason's opera house led by the 26 piece Dayton Knights of Pythias band, uniformed Knights of Pythias of North Yakima, Co. E, 2nd Regiment, NW, Troop C, First Cavalry battalion, the Rev. J.T. Eshelman, President Fred Parker and Secretary John Reed of the fair commission, and a long line of "citizens in carriages" parading to the fairgrounds.

A barbecue and Indian races were postponed until October because the dates would interfere with hop picking.

"Taken altogether," reported the Yakima Herald, "the races have been perhaps the only feature of the fair completely up to the standard desired."

"The first object to attract one's attention in the main hall is the great case filled with steel shoes for fast steppers; this case is owned by Needles and Christie."

"M. Shorn, the Yakima carriage maker builder has vehicles on display constructed for I.H. Dills, H.H. Allen, Cap. C.M. Holton, F.M. Spain and F. Brooker."

ad fair history

"...Down the broad center aisle a pyramid rises from a hundred feet of tables...piled high and filled with jars of fruit, preserves, samples of ore., etc.

"...The art department is somewhat meagerly filled.

"...The WCTU have a booth in which is an autograph quilt composed of 140 pieces of crazy patchwork...

"Fisher and Mabry has a fine display of harness and saddles manufactured in this city...A.J. Splawn has three Hereford steers; Cameron Bros an exhibit of French Merino sheep; J.G. Lawrence a graded cow, Mr. Wright two Jersey cows; H.B. Scudder a Holstein bull; E.F. Benson short horns, J.P. Marks a Holstein bull; John G. Patton...several stalls filled with pickings from his herd of Shetland ponies...

"The grains and grasses are all from Yakima County...Yakima apples, peaches, plums, prunes, pears blush under the warm praise...

the agricultural college at Pullman has a booth devoted to the experiment department of the school of science...

"The concessions are filled with the usual fakes headed by that latest and most artistic fake of all, the girls who (do not) give you the

ad fair

the famous dance du ventre. After these are egg throwing devices, merry-go-rounds and lunch counters galore...

"...Watch us in 1895."

And in January, 1895 "the temporary structure erected at the fair grounds last year for use as an exhibition hall fell to the ground at 1 p.m. with a mighty crash. The accident was caused by the weight of snow upon the roof and the absence of supports or stringers beneath.

There was considerable delay and disappointment in awaiting legislative action to pay indebtedness of the initial fair.

But in October, 1895 "Every dollar of indebtedness, every penny of premium awards paid and \$850 in cash left in the hands of treasurer H.K. Sinclair---that is the record of the Yakima fair, Oct. 7-12, just closed. This was the fair centering on the Indian races and good programs.

In 1895 the state fair commission decided to hold no state fair because of small state appropriations and to "husband" the appropriations for a presentable fair in 1898.

re. stage rds.

w/art

By Click Relander

The north face of Top enish Ridge tilted sharply down into the haze-veiled Valley. It mds was little different from what it must have been 85 years ago when settlers saw for the first time ~~xxxxxthay~~ the place where they had come to make new homes.

Thexx changes since them ~~xx~~ are almost lost in the vastness, like far out, to the right are indistinct splotches---buildings---and the taller concrete stacks of the sugar beet refinery near Toppenish.

Even farther and more indistinct across the Valley rose the ~~mdxalalaxionxx~~ undulations of the upthrust Yakima Ridge.

Toward the left in the far ridge was a notch like a wedge cut from dried out a ~~highxxbrxxx~~ ~~xinxxxxxxake.x~~ cinnamon cake

"On a clear day you can easily see The Gap," said Ross Morris. The Lillah old-timer tugged down the rim of a gray felt hat..

Half a mile to the right in an ancient ~~xxxxxx~~ dry coulee winding laboriously into the hills two diesel trucks growled in low gear, moving slowly ~~xxx~~ uphill and southward on Highway 97, the Goldendale-Yakima Highway. From the distance, the white posts and cable guards along the blacktopped highway looked like hemstitching onx a ~~xxxxxidx~~ brown-skirted hil side.

(more)

first ad.

Morris pointed a steady arm ~~texx~~ ~~tex~~ to a long angling slash on the ~~W0x0tdd~~ hill slope, overgrown with sagebrush and cheat grass. ~~EdonOanahy~~ Nearby another depression looking like a long unused shallow ditch wandered down into the Valley.

Here, where the restless winds of the years beat hardest, swallowing up dust to cough it out over the lowlands, was the vantage ~~pdidd~~ place from where travellers could look out and see the Yakima country. Here, the South Gateway to the Yakima country on the ridgetop, the ~~anxxxxx~~ wanderlust stricken parents of the inland Northwest must have ~~x~~pulled up their heaving teams and looked below~~x~~ with misgivings. But they~~x~~ left no signs of ~~haxkxxxxxx~~ faintheartedness in the changes they wrought.

Freighters and stages, and ~~xxxxx~~ lighter horse rigs, had two roads ~~xx~~ on the north face of Topenish Ridge.

The longer way across the hill was the up road. It was used by the heavy loaded four-horse vehicles.

The short way was the down road.

Drivers stop ed their teams on the cap of the hill and chain locked the wheels---fastening logging gear to the rims, through the spokes to the wagon bed so the skidding wheels would brake the wagon.

Morris pointed below to a dark green strip uncoiled along the floor of the Valley.

second ad.

"That's Toppenish Creek. One of the stage stations was at the foot of the hill, a couple of miles west of Highway 97. "

He looked at the thin green line drawn along the ridge by the creek which carried ~~an~~ nourishment to thirsty willows, cattails, ~~an~~ tules and salt grass. He remembered how it ~~looked in midsummer~~ once looked in midsummer, shimmering in the heat which made the sagebrush flats look like they were dancing and kicking up dust. In the winter it was ~~an~~ immovable, a frozen corpse beneath a snow covering.

Southward across the backbone of the time flattened ridge were more still visible ruts, broadened now but once cut deep by wagon wheels coming out of what the old-timers called the Canyon Road, the path of the pioneers. They are shallow depressions now, eroded by spring melting snow or heavy rains. In some places the road tracks spread out in weavy patterns.

When the wheel rims had bit too deep, churning the roadbed into dust or thick mud, the next driver pulled his team to the right or left and broke another way until it too had to be abandoned for time to heal.

(more)

third ad

The top of the ridge, across which the wind sometimes moans with an insanity of loneliness is sterile volcanic ash soil dotted with sagebrush. There are surviving tufts of tall, nutritious rye grass and occasional patches of clusters of small bunchgrass. On some humps the scabrock is exposed like sharp vertebrae.

An occasional blue stomached native lizzard darts about, another survivor of the past. Nature has endowed these lizards with a way of survival. If they are caught by the tail, the tail breaks off to wriggle a few times while the lizard hides beneath a ~~sage~~ sage bush.

In the small clearings, fat, black beetle-like ~~bugs~~ stink bugs amble drunkenly, unperturbed and unfrightened.

A few miles to the south and the ridge spreads and veers westwardly. There the old road drops down into the Dry Creek country of Satus Valley after passing the Giant Women's Place. It was here, according to Indian legend, cannibalistic women giants stood guard. That was in the days when they and their kindred held the Yakima Country and made meals of Indians who ventured into their land from along the Columbia.

The old road crossed Satus Creek and meandered on southward toward the emigrant door to the old Oregon--50 miles from ~~the~~ ^{the} ~~on~~ ^{the} ~~enish~~ ^{the} to

5th ad

Walter J. Purdin, ~~xxx~~ museum president who appointed Morris, knows a lot about wagons, stages and old roads, especially in the Wenas, one of two routes from North Yakima to Ellensburg.

The road ^{mapping} ~~marking~~ project, directors of the museum concluded ~~was~~ should have been done long ago, before the museum was organized and before old teamsters and stage drivers pulled into their last station.

Purdin said that persons having maps showing the routes, photos of stages and drivers, freight wagons and accounts of freighter and stage drivers, may contact Morris at Ellensburg, or make the material available at the museum.

"Just think of the many people who came over Toppenish Ridge and into the valley to found families, cities, farms and homes," said Morris. "I try to visualize what it would be to see a procession coming from the south on the long pull out of the Status."

"Highway 97---the Cariboo Trail---follows closely along the old Canyon Road from Coldendale. Marks of the road, imperishable as memories, sometimes may be seen from the present highway.

"There wasn't any cheat grass here when the wagons rolled earliest," said Morris gathering a handful of straggly, wiry grass, ~~xxx~~ straw -dry after the sun-blistering summer.

6th ad.

The cheat was brought in by sheep and cattle . It is worthless except when tender and green with the juices of spring. In the land settlement days when the wind coarsed like hounds on a hot trail along the Columbia River it lifted clouds of dust and sand a mile high. Now the cheat grass plasters down the hillsides, and that is some good.

Morris was born in 1886 "down around "oldendale," a year after North Yakima was founded. His father, C.B. ~~Marx~~ Morris, died in 1912.

For a time the family lived along the Columbia where Sam Hill, a railroad builder, bought up land in later years, planning to develop an irrigation colony . But the dam he built in the Loops Road Canyon wouldn't hold water because of porous bed rock.

Hill, who had a habit of repeating phrases two or three times, built the ~~Marx~~ Maryhill Museum of Fine Arts on the upper end of the 11,000 acre ranch he had planned to subdivide and sell. He filled it with rare treasures of art and established a foundation to insure the perpetuation of the museum for the benefit of all.. He also built Stonehenge, a replica of mysterious ruins in England, and dedicated it as a memorial to Klickitat County's World War I dead and to the futility of war.

(more)

7th ad.

He was brilliant and farseeing, too and built a road to show what could be done for the automobile age, and devoted much time to the Good Roads movement.

Yes, he was farseeing. He designed a bridge to cross the Columbia at Biggs Rapids where years later an interstate bridge is to be constructed.

Morris recalls that before Hill's time a wagon road from Coldendale came as far as the Morris place.

The road route down to the Columbia was on the upstream side of the present Highway 97 where it forms a junction with the Evergreen or North Bank Highway. Here was Columbus, which later became Maryhill. It was a place for loading out wheat [freighters brought] and where the river steamers stocked up on wood by the cord.

The Columbia was also crossed by ferry near where the Maryhill ferry operates.

Around 1890 the ferry was towed by a 20 foot launch in calm weather. On windy days a sail was raised on the ferry.

"I was always afraid the boat would float downstream to Biggs Rapids if the wind died down," said Morris.

(more)

8th ad

The older and shorter way into the Yakima Valley was the old Military Road from the Dalles to Fort Simcoe, 65 miles long, but usable only in midsummer.

It took off from the river at Rockland, now Dallesport, ~~verred~~ climbed steadily along the hillside eastwardly, and then ~~xx~~ swung north and east to Blockhouse.

The blockhouse building which marked the place was later moved to Coldendale and then to Brooks Memorial ~~State~~ State Park, 10 miles from Coldendale and is there now preserved.

Morris' father ran cattle in the Klickitat, working with John Golden, Coldendale's namesake, at one time. For a long while, until they were destroyed by a shed fire, Morris had some bridles with the monogram, "J.G." on the rosettes.

Heavy vehicles using the later-built road from Coldendale to Yakima City ordinarily required two days.

There were two stage way stations in ~~the~~ declining years of the pioneer times, Summit House, ~~xxx~~ just outside the Yakima Indian Reservation boundary and ~~and the one on Toppenish Creek.~~ the one on Toppenish Creek.

But ~~xxxxxx~~ Lillie had a third stage house on Watus Creek in the early '80s.

(more)

9th ad.

He applied for a trader's license but was ordered by the Yakima Indian Agent, the Rev. James Harvey Milbur, to cease trading when Indians started buying an unusual amount of bottled lemon and vanilla extract, and not for pie or cake baking use, either.

In later years an Indian named Tanawash had corrals on the Satus where 00 wild ponies were impounded after they were rounded up.

The hospitable Jock Morgan place was several miles east of the Toppenish Creek stage station, at a place called Big Springs.

Morgan, called ~~ix~~ Jock for ~~H~~ Jonathan, retired from stage driving, the recognized champion between Portland and Oakland, Calif. He had cows and made butter~~xx~~ which he sold to travellers or freighted down to the Columbia and over to Albany, Ore.

It was a long, dry pull from Satus Creek across Toppenish Ridge and a steep drop to ~~xxx~~ Toppenish Creek. All freighters and travellers didn't stay over at the stage stations. Many of them went prepared for dry camps and stopped when they were tired or came across good browse for their ~~dd~~ msteams and herded stock.

Travel to Ft. Simcoe veered west, upstream along Toppenish Creek to the Indian Agency, located at the old military post.

(more)

10th ad

From Toppenish Creek the road headed across the salt grass and sagebrush toward Toppenish and continued northward to Wapato.

A ~~board~~ board sign between two posts, "Simcoe Siding," marked present Wapato in 1885 when the Northern Pacific Railway came through the valley.

From Wapato the wagon road bee-lined toward The Gap, passing ~~odd~~ within sight of some cottonwoods west of Parker and ~~Kotlakin's~~ the Indian religious leader, Kotiakin's tule mat long house. He was the grandfather of Alba Wahawaway.

In the days of Agent "Ilburx" at Fort Simcoe, Kotiakin dared defy the efforts of the agent to compel him to send the Indian children from that area to school and was imprisoned for a time at Simcoe. After passing the long ~~house~~ house the road reached The Gap and clung to the west side of the bluff cut, running between the Northern Pacific Railroad tracks and the river until its bed was relocated when the West Coast tracks--the Union Pacific---were laid half a century ago.

There was no road there when the first wagons arrived.

11th ad.

Kotiakin's people welcomed the travelers and saw them safely through The Gap. They helped dismantle the wagons and carried the wheels and parts along the trail passing through the gap, where the parts were reassembled.

A wooden bridge, which replaced the ferries operating below The Gap was downstream from the present bridge.

The road across this bridge led down the Yakima to Sunnyside, Prosser, Pasco and on to Walla Walla. It was the East door to the Yakima Valley. It was a part of the pioneer wagon road from Ft. Steilacoom ~~exert~~ to Walla Walla.

This later forgotten road, the Waches Pass in the Cascades, was cut through by emigrants in 1853, working through for its down the Green and White Rivers two to five miles a day.

In days when ties were tightly drawn between The Dalles and Yakima, because the Dalles was ^{an} the important trading city along the Columbia The Dalles helped build the Canyon Road over the Satus.

The Dalles Mountaineer, a newspaper, pointed out in 1868 that the few settlers in the Yaima had to pack supplies into the Valley by the Jimcoe Military Wagon Road, "which can only be travelled a few of the summer months."

(more)

12th ad.

Settlement was increasing and trade was diverging to the easier outlet down the Valley to Umatilla and Walla Walla.

Businessmen of The Dalles met on July 3, 1868, in the Wasco County Courthouse to "devise ways and means to improve the road leading into Yakima Valley." Money was subscribed for road work.

By 1877 the road was finished after Joe Bowzer of Yakima City, who legend says buried his gold beneath a large poplar tree at Old Town, went to The Dalles, raised more money at Yakima City too, and appealed for "every able bodied man to help or call out under the road law."

Stage connections were established to Coldendale from The Dalles that year.

By April, 1880, a stage ~~stages~~ were running on weekly trips to Yakima and on to Ellensburg. Mail service had much to do with establishing regular runs. Until the road was opened, the mail ~~was~~ packed came by boat to Umatilla and was packed to Yakima.