

Ben Goodwin, an old California miner who had wandered from Oregon into Idaho and then Washington territory discovered the Swauk diggings in Central Washington in 1864 and 1874.

The rock of the country, granite, porphyry and slate with dykes of serpentine and the mineral ledges cut in a general northwest and southeast direction with cross ledges running east and west.

The Kittitas discoveries led to development of claims on Mammoth mountain and the erection of stamps and concentrators there.

Another mine was the King Solomon at the head of one of the forks of the Icicle reached by a trail branching off for three miles from the Cle Elum road.

To the east of the mineral zone was Mount Stuart and to the west the Goat Mountains. Among mines in the area were The Dutch Miller, Queen of the Hills, Ruby King, Mary, Gambler's Dream,

Silver Dump, Ide Elmore, Sure Thing, Grand View, Huckleberry and Snow Camp.

Through creation of Chelan county Kittitas lost several mining districts including the Peshastin on the Wenatchee slope, a producer since the early days, first of placer gold, then quartz and then the base metals.

The Kittitas noted gold camp, the Swauk, lies on the foothills of the cascade range, 25 miles northwest of Ellensburg and in the mining heydey hey-dey was open to road from Cle Elum and by road or by a 16-mile wagon road from Liberty.

Gold was discovered on the Swauk creek in the fall of 1865 and 1867 by Denton Goodwin, a deaf mute but its full importance was not realized until he located the Discovery bar in 1873.

The rejuvenation of the district resulted from the discovery in 1884 of the old channel of Williams creek and nuggets in the old bed, one of them weighing 17 1-2 ounces.

One of the discoverers was Thomas F. Meagher and he established Meaghersville on the Fraction claim at the mouth of Lyons gulch in 1892. It was later abandoned.

The miners traced the gold of the Swauk to Table mountain on the east and the Teanaway range on the west. They found it in bars which covered the old creek channels along the banks of Williams, Boulder and Baker creek and Swauk creek between Baker and first creeks, a country of rock sandstone, slate and dikes of basalt and porphyry.

The first important step toward the consolidation of the placers and their workings on a systematic plan was in 1898 when the Cascade Mining company, a syndicate of Wisconsin capitalists inquired properties.

~~Some of the earliest miners~~

Only the Indians knew of some of the earliest mining in the Northwest, that carried on by the Chinese who gained experience in the golden days of the California 49ers and were driven to fresh fields by the whites there.

They scattered up and down the Columbia, stacking rocks up in long piles where they dug under them looking and washing for gold.

They worked in the Wanapums country at China bar, White Bluffs and Hanford, anywhere along the Columbia and Snake rivers where there was a bar.

In 1879 there were 1,000 of them working along the Columbia from the mouth of the Wenatchee as high as the Spokane and when the Indians grew intolerant of them, many were slaughtered in massacres that became legends among the river tribes.

One of their ditches, a 12-mile length affair built near Trinidad was



used later by the West Bar ranch as an irrigation ditch. It carried water from Tikison creek to where the Chinese washed gold from an old Columbiariver deposit. Forty men built the ditch and a dam, 300

feet long which which they got a head of water to carry on sluicing work. ~~None the~~ They bought their supplies at Ellensburg, paying their bills in gold dust and when the Indian wars came, some were killed and the fate of others was never known. The same fate befell other Orientals ~~in~~ higher on the river and down in the ~~Idaho~~ Idaho country. Road workers there dug out skulls of dozens of Chinese who had been massacred and of whom no record was left.

When ~~the peace~~ peace was restored the Chinese came back to patiently work the river bars, content with \$1 or \$2 a day they took in their small rockers. Hundreds of them were ~~at~~ at work. They carried the pay dirt in baskets to the ~~rockers~~ cradles, equipped with rockers. ~~It~~ was thrown into the cradle onto a piece of sheet iron punched full of holes and water rocked with one hand while the miner dipped ladles full of water into it with the other hand. The dirt and gravel ran off with the overflowing water and the minute particle of gold adhered to a piece of blanket at the bottom of the rocker.

During the winter ~~they moved to the coast~~ cold winters they moved ~~to the coast~~ out of the interior to Portland or in smaller groups to cities in Idaho and Eastern ~~Oregon~~ Washington

Their presence in the ~~Idaho country~~ ~~caused the Indians to lose~~ ~~the~~ ~~revenue~~ ~~which they had formerly secured by grubbing land~~ ~~for homesteaders, making rails and harvesting and picking hops for the~~ ~~white settlers, work the Indians had a chance to make their first~~ ~~living in the new civilization.~~ Oregon country caused the Indians at the Grand Ronde agency to lose revenue which they had formerly ~~had~~ secured by ~~the~~ grubbing land for homesteaders, making rails and harvesting and picking hops for the white settlers., work the Indians had a chance to make their first living in the new civilization.

" decision in Idaho in 1890, holding that Chinese had no rights on mineral lands and that the least of minin claims was the equivalent to the Chinese to their abandonment had a far reaching effect and resulted in the release of much valuable ground in Idaho, Minn ana, Oregon and Washington.

In earlier ~~Idaho territorial days~~ Idaho territorial days there was a mining tax on Chinese ~~and~~ of \$5 a month per head and 800 men to be collected from. The collector received 20 per cent and when the Chinese could not pay they were taken to a store keeper at Pierce City who advanced them the money

Gold mining of the burly days died a lingering death with the advent of the heavy machinery but not until ~~10000~~ all the isolated regions had been explored.

One of the later day fevers, after the turn of the century hit the Kennewick people and the headed out to Hover to stake claims ~~6000~~ on the hill back of the town where Bert Wilhelm found a tract of gold.

The hill, the tail end of the ~~Horse~~ Horse Heaven ridge was pocketed with little holes in which ~~with~~ with a tomato can in each, ~~containing~~ containing the filing of the claimant.

And further up the ~~ridge~~ <sup>valley</sup> there was mysterious goings on..a light that ~~sparkled~~ twinkled east of Kiona every Saturday night.

Curious townspeople investigated, because it was too isolated a region to go unnoticed.

They found a lantern left as a beacon to guide a miner back to camp each Saturday night when he went to town for a few drinks and ~~needed~~ needed a guiding star to point his way home, when his capacity was reached.



Less than a century of foraging gold miners, leather-faced cattlemen and perspiring sod breakers was fatal to the River People, their neighbors, the Palouse and all their other brothers of the bronzed skin.

The magic cry of "gold" was the same in the Northwest as California, the cattle range was wider here and the soil rich and deep.

Where men migrated the probing fingers of commerce followed, carried into the wilderness by the ferryboat, ~~launch~~ <sup>puffing and wood smoke</sup> paddle wheeler and the railroad. The ~~Patrons~~ <sup>Patrons</sup> Titians, irrigation, reclamation, ~~hydroelectric~~ hydroelectric development and atomic energy walked across the ~~Northwest~~ partially civilized country, almost stepping on the heels of the homesteader and the old-timers. Because here was water to irrigate the deep soil, sunshine ~~and~~ that ~~clouded~~ <sup>clouded</sup> warmed it and here was untilled land, studded with gray clumps of sagebrush.

The ~~placers~~ <sup>placers</sup> diggings were placers from their discovery, in 1852 until the stream beds had been ravaged from ~~mouth to source~~ mouth to source. Then the fortune hunters turned to the ~~earth-tearing~~ <sup>earth-tearing</sup> hydraulic stamp methods and the power of heavy ~~machinery~~ <sup>machinery</sup> mills crushing down on quartz to wring wealth from the Indians' mother earth.

The ~~wilderness~~ <sup>wilderness</sup> wilds east of the Cascades belonged to the Indians and they were welcome to it as far as the earliest settlers ~~were~~ <sup>were</sup> cared but the ~~meat~~ <sup>meat</sup> fever that spread into the ~~United States~~ <sup>United States</sup> and the ~~Washington, Idaho, and Oregon~~ <sup>Washington, Idaho, and Oregon</sup> ~~Washington, Idaho, and Oregon~~ <sup>Washington, Idaho, and Oregon</sup> country and what is now Idaho, Montana and Canada, drew thousands, like a magnet to Eastern Washington.

Settlers were barred from the interior in 1856 by Brevet Maj. Gen. John E. Wool, commander of the department of the Pacific. Issuing orders from Benicia in California to Col. George Wright at Vancouver, he decreed that only the Hudson's Bay company or persons having ceded rights from the Indians were excepted. The ~~old~~ <sup>old</sup> miners in the

Colville were also excepted but were warned that they should not interfere with the Indians or their squaws under penalty of ~~expulsion~~ expulsion.

The re-curring cry swept away all barriers and brought the flow of immigration to a flood tide.

When the Barlow road was opened across the Cascades in ~~1845~~ 1845-46 it foreshadowed an easier way than the Big River down which wagons were floated on rafts or were hauled along a rugged route down the north side.

Gold was discovered in the Malheur country three years before it glittered and beckoned in California but drew ~~little~~ no attention. Other finds in the Pand Oreille, Coeur d'Alene, Burnt River and Yakima countries also ~~did not~~ lacked response.

The spring of '58 brought scattered reports of placer discoveries along the Fraser in the North and the news almost depopulated California of 49ers who headed north by boat and overland, 30,000 strong. ~~Hostilities~~ Hostilities of the Forgotten people that had blocked exploration of the interior faded and died and the miners in their hob-nailed boots clattered up and down the flinty trails along the Chia-wana that had previously known only the soft scuffling tread of moccasined feet.

The miners invaded the country where the trappers were jealously and grimly holding on to a domain they knew was tottering. They exchanged dust with the skeptical factors who allowed them \$9 an ounce and realized \$16 when the gold was sent to San Francisco.

The skeptics called the first rush into the ~~bordered~~ north the Fraser river humbug but the fever and the miners spread and pushed outward, eventually opening up the Cariboo trail. It followed <sup>and</sup> Indian paths, spanned chasms on wicker and pole constructed bridges

The edged northward, hunting the rich bearing lodes. A piece of float, a hunk of gravel with bits of gold in it might be a clue that had



rolled down from some hillside where the real treasure was hidden. Bars on the river were panned and if a trace of color showed the miner built a cradle, rocker and reaped his harvest.

When gold was indicated in abundance the miners built sluice boxes and cleaned out the hidden wealth in larger quantities.

The men, who spelled Caribou ~~Wahutuc~~ <sup>Found</sup> Caribou in the letters they wrote home and gave the country its name, ~~knew~~ that whisky and Indians meant trouble so they formed a vigilance committee at Yale, set up their own laws, closed down the saloons which ushered the civilization into the wilds and kept a standing committee on duty to enforce the law until law should be established.

The precaution came too late and hostilities flared up that resulted in the routing of the Indians and the pillaging of their camps by volunteers. It ended when Sir James Douglas, the governor, went into the country with a military force and within a few days restored peace.

Fine, free gold was found in the bars along the Fraser where the miners took up claims and worked them during low water in the summer and fall.

When the Oregon Steam Navigation company penetrated the White Bluffs  
in 1863  
country of the River People it helped establish a route with Montana.  
The White Bluffs road took off from the e across the Indian lands,  
running northeast to ~~Cottonwood~~ the Crab creek lower crossing,  
another 10 miles to the upper crossing and then to Black Rock  
lake, Duck lake draw, Boote springs and Mosquito springs.  
From there it was 15 miles to Cottonwood springs, a Wanapum camping  
place during the spring root digging season and the way led  
east through Deep creek and Spokane falls to the Pend Oreille lake  
and the steamboat landing there.

The boilers and machinery for the Mary Moody, the first steamboat  
on Pend Oreille lake were hauled over the White Bluffs road  
in 1864 by David Counce



steamers



The steamboats ran up the Columbia only to Wallula, Smo-wha-La's birthplace until the disvoeies in the Clearwater country ~~stdnddstdnddstdnddstdnddstdndd~~ gave a tremendous impetus to navigation in the Columbia.

Wood yards, to stock the ~~stdndd~~ steamboats, were operated at ~~stdndd~~ Columbus which later became Maryhill and at Chamberlan Flats, 13 miles upstream. The steamship companies contracted for wood at \$10 a cord, delivered at the landing. The wood had to be hauled from Swale, near where Goldendale now stands and six yoke of oxen were used to haul each wagon, making the trip for the wood one day and returning the next, a ~~stdnddstdndd~~ 24 mile roundtrip, hauling five cords at a time.

Small sailing craft were plying from the mouth of the Des Chutes in Oregon to old Fort Walla Walla before 1860 and from the Des Chutes ~~one~~ navigation stabbed upstream to the foot of Priest Rapids, 80 miles upstream from old Walla Walla.

<sup>120</sup>  
The ~~1000~~ mile stretch of water from Des Chutes to the mouth of Fort Walla Walla the small sailing boats, 25 to 60 tons had the advantage of winds that blew upstream almost daily ~~from March to November~~ from March to November. They had little difficulty in coming downstream with the current and made especially good time from November to March when the prevailing winds blew downstream. When the wind gave out at time they sat by the foot of the rapids waiting more favorable time.

Steam navigation was tested in October, 1858 when a small sidewheeler, the ~~Solo~~ ~~Colonel~~ ~~right~~, was launched at Des Chute to run to old Walla Walla with Captain Thomas Jordan of the U.S. army and R.R. Thompson, a businessman, determined to supply the ~~ways~~ wants of the military post at Walla Walla, more efficiently.

The major ~~rapids~~ rapids on the trip were Five Mile, five miles from Des Chutes, the John Day, just below the mouth of the John Day river, Indian rapids, three miles above the mouth of the John Day, Squally, eight miles from the John Day and Rock rapids, below the mouth of Rock creek. Canoe encampment rapids were six miles above Castle rock and the Umatilla rapids were at the mouth of the Umatilla river.

The forerunners of steam navigation on the Mid-Columbia led to the noble era of shipping and ships like the Hassalo, Dalles City and Harvest ~~Queen~~ Queen.

Capt. J.C. ~~W~~ Winsworth was president and manager of the Oregon Steam ~~Navigation~~ Navigation company that built the Hassalo and Harvest ~~Queen~~ Queen which were later ~~up~~ ~~swallowed~~ up and swallowed up by Henry Villard, ~~who~~ who built the railroad from Portland to ~~Huntington~~ Huntington and founded the Oregon Railroad and Navigation company



white people

The Hassalo --few knew or cared it was named for the Star of the Snake and the Dreamer and Drummer religion--was built at The Dalles in 1880 and operated downstream to the Upper Cascades, a mile below Stevenson . Six or seven years later Capt. James Troup guided her over the Cascade rapids and the Hassalo went into service between the Lower Cascades, and Portland on the Washington side of the Columbia opposite Bonneville, and Portland. The feat was heralded in advance and the whole town of The Dalles turned out to see the daring captain take the boat through the rapids, many of them going downriver on the Harvest Queen.

The Harvest Queen was built at Celilo in 1878, operating between there and Lewiston with a railway portage connection to The Dalles.

"Whereas the Hassalo was a freight carrier in its earlier years, the Harvest Queen was a passenger craft, handsomely furnished.

The same daring Capt. Tramp took the Harvest Queen over Celilo falls in 1881 and the boat operated between the Dalles and the Upper Cascades Later he took the 200 foot long boat over the Cascades to a new career Portland to Astoria run.

The Dalles City was built in 1891. Before the Cascade Locks were finished it operated between Portland and the Cascades and after the locks were built it operated between the Dalles with another famous ship, The Regulator. The fare was \$2.

The Dalles City and Regulator were built because of a feeling that railroad freight rates were excessive. Businessmen of The Dalles organized the Dalles, Portland and Astoria Navigation company in 1891 and put the boats under construction at the same time, the Regulator at The Dalles and the Dalles City in Portland. Until the Cascade locks were provided, the Regulator ran from The Dalles to the upper end of the Cascades and the Dalles City served the lower end to Portland. After the locks were finished in 1896 both made the Dalles-Portland run on alternate days. fare \$2.

Army g~~ne~~ engineers started dredging the Columbia in the 60s (1866) and the first shipment of wheat by boat went down the river in 1868. ~~The same year the steamer Lewiston went up the Clearwater to Kamiah.~~ Before the turn of the century (1896) the steamer Lewiston went up the Clearwater to Kamiah. ~~and~~ The history -making ship and a sister sternwheeler, the Spokane, built to carry grain on the Snake, were ~~burned~~ burned at their docks at Lewiston in 1922.

The Celilo canal at The Dalles was opened in 1915 and ~~opened~~ <sup>Presaged</sup> a cycle of river freighting by barge, ~~for a dozen port districts and~~ <sup>with</sup> ~~formation of~~ a dozen port districts above the ~~the~~ docks at Bonneville dam.

The Celilo canal at The Dalles, opened in 1915, provided 44,000 tons of traffic within ~~eight decades~~ 20 years and by 1949 climbed to 875,000 tons. Completion of McNary is expected to boost the tonnage well above 1,500,000 tons. With the greater increase when the projected four dams on the lower Snake, equipped with locks, carry slackwater navigation to line point, 30 miles above Lewiston, farm, mineral and industrial products, logs lumber and petroleum is expected to ~~grow~~ grow into a business reaching ~~6,000,000~~ 6,000,000 tons a year, with at least half of the traffic originating on the Snake river from the Columbia Basin.

Up-river steamboating started with the excitement in the gold mines of the upper-Columbia and Fraser river at the Little Dalles, above old Kettle Falls, and not far below the Canadian line. ~~A steamer built there~~ <sup>A</sup> little steamer built there, the 49, ran from the Little Dalles 225 miles into the wilderness, carrying miners and supplies and at occasional times of low water it was taken ~~down to Kettle Falls~~ through ~~the deep, narrow limestone~~ narrow limestone anyone bluffs and ~~to Kettle Falls~~ to Kettle Falls, being lined



back upstream by making a tow line fast to a tree on the limestone bluff.

There was a good portage wagon road around Little Dalles. The road came from Fort Colville, followed the ~~Colville~~ Mill Creek valley to its junction with Echo valley, passed up to Bruce's ~~landed~~ ranch and bore westerly through a gap in the hills to the Columbia. A town sprang up there along the river and was later devastated by fire

~~The-Random~~

~~On the Snake river, the main road to the Columbia was from the mouth of the Snake river and 40 miles of road the boundary added 10 miles above Wallula~~

White Bluffs and Priest Rapids, the ~~old~~ main old home villages of the Wanapums where ~~40 miles apart on the~~ 40 miles apart on the Chia-Wana and the rapids were a major bar to navigation of the big river. The network of ~~roads~~ trails spread out from them and from old Wallula, 80 miles downstream.

Later the Northern Pacific railroad crossed the Columbia at Ainsworth where the Snake river flows into the big stream. A wagon road led from White Bluffs to old Camp Chelan and to ~~1000~~ Spokane Falls on the east side of the river and to the Yakima country on the west, the latter ~~coming~~ swinging downstream from Priest Rapids, one way leading into the Kittitas valley and the other to the Yakima. Priest Rapids ~~was~~ ~~located~~ sitting squarely in the mighty river with its series of seven rapids, was 409 miles from the sea by the inland water way with only the Cascades and ~~the~~ The Dalles in the ~~lower~~ Mid-Columbia blocking ~~any~~ unrestricted travel by boat. ~~The Snake River~~ From the ~~the~~ Grande Ronde, 30 miles above Lewiston and down the Snake into the Columbia, it was ~~510 miles~~ 589 miles.

The development of steamboating was gradual from the mid-50s to until the mid-80s. The first small stern-wheelers from Portland to the Cascades discharged their passengers and freight and these were transported by wooden tramway to other steamboats that carried them to The Dalles, there another portage was necessary.

Later the old tramway was replaced by a railroad and later by a railway from The Dalles to Walla Walla.

The magnate of the river trade traffic was the Oregon Railway and Navigation company which was rivaled at shore line by the Pacific Steam-ship Company operating between Portland and San Francisco which eventually fell under the control of Henry Villard who

consolidated the sea and river traffic and the detached railways of the Oregon Railway and Navigation Company and the rights of the Northern Pacific company on the coast in the west, making a continuous <sup>Trail of Steel</sup> railway from Minnesota westward to Portland, a line south from the Columbia to Baker city where it met the road coming west from Granger, Wyoming and several

short feeder lines extending into the agricultural Columbia Basin.

Portland and San Francisco were connected by the Oregon and California Railway which spanned the coast range and the Sierra Nevada.

Under the protection of the army post at Walla Walla, the farming settlement that cradled agriculture and irrigated irrigation on the lower end of the basin spread irregularly along the river, south to Pendleton and east along the foot of the Blue Mountain Mountains to Lewiston in Idaho, . A railway tapped the western part of the region, connecting with the railway from at Walla Walla leading to Portland and with branches running to Pomeroy, Trixie and Riparia, across the Snake river at Riparia from where steamboats moved upstream to Lewiston. Remote settlements were reached by stages and freight wagons.



The railway from Walla Walla reached the Snake 90 miles above its mouth at Ainsworth. The station there was called Ripaira but the old-timers knew it as Texas ferry. It was a station as well as a steamboat landing and in 1900 consisted of a large wharf-boat or scow moored to the shore. A railway track ran down a long incline to the lowest water mark so that when the river rose or fell, the boat followed.

New York Bar which a ~~sinking~~ placer company abandoned to the Chinese was one of the landings along the Snake and the flat-bottomed nose of the steamer pushed up to there, her stern was drifted inshore by the current and passengers and freight moved over a gang plank.

Higher up was Penewawa where the stage road crossed from Colfax to Dayton and Walla Walla, along the ~~long~~ dry bed of Dead Man's Hollow. The ferry here, like others on the Snake, was a victim of the Northern Pacific.

Almota, another stopping place for ~~up~~ up-river traffic was a village with <sup>Shops</sup> ~~shops~~, hotels and a wharf which handled the produce from the farming district of Moscow and west of it. Here too

the persevering Chinese washed gold out of the gravelly shores of the river in the 80s, living in little holes dug in the bank and roofed with poles and brush.

After passing Granite Point and reaching Lewiston, the traveler could go in several directions. One, Cheney, was on the Northern Pacific Railway in the Palouse country. Buckboards carried passengers there, leaving at daybreak and going to the shore of the Clearwater, the rig and travelers were carried across by a ferryman who if interrupted at breakfast finished eating, quitted a score of dogs and steered across the stream on a cable guided flat boat.

The road from Lewiston climbed onto the plateau, passed through Moscow, a ~~good~~ little city thriving on agriculture, reached

the Palouse river 45 miles from Lewiston and reached Palouse City, a night -stopping place and <sup>village</sup> ~~city~~ of 100 people ~~located two seasons~~ set on the rough sides of a ravine. Here two sawmills turned out lumber from logs rafted down the river, a small swift stream plunging through pine groves. Later the village, because of its location was picked up and moved downstream to a level place

Colfax, not far distant, was ~~relocated and founded~~ ~~destroyed and~~ ravaged ~~and then reestablished~~ by a disastrous fire in the mid-eighties and the survivors were debating whether to come to Colfax or go to Endicott. The early villages were hardly homes, few people had been born, ~~and no one~~ ~~married or died there.~~

Between Palouse City and the railway at Cheney and the big expanse of rolling hills was Hangman's Creek, ~~downstream and~~ and downstream was where General Wright carried out summary execution in his whirlwind campaign

Spangle and Harrington were two small villages north of Palouse, straggly little affairs with a dozen stores and workshops in them and a big warehouse full of farm implements for the surrounding farms and sold on credit for a ~~mortgage~~ mortgage on the farm and 2 per cent interest monthly.

Cattle herds of the earlier days gave way to flax growing because it could be transported over the long haul to market more economically than grain and then wheat and oats and some barley came along as travel developed. ~~Sandwiches on horseback~~ Bands of horses were part of the farming operation, They were sold to drovers who ~~also~~ moved them to Colorado and Wyoming where they spent two ~~ya~~ hard years chasing cattle before they were worn out. The Nez Perce, to the south, competed with the farmers, selling ~~of~~ their ponies not only to cattlemen but to the Indians on the north and east.



The Northern Pacific railway stretched across the long expanse of desolation in the Columbia Basin from Spokane to the Columbia to help develop the West. And there were hardly more than switchstations or telegraph offices in the expanse of bunch grass ~~plains~~ and sage brush ~~plains~~ growing out of fertile soil, --waiting. The rich lands in the valleys of the Yakima and other drainage slopes of the Cascade were being settled rapidly, ~~and~~ creeping eastward toward the Chia-Wana and the ~~Snake~~ River People.

The ~~North~~ Northern Pacific division shops were at Sprague where a town ~~sprung~~ grew up, fed with agricultural potentiality as well as the mechanics of the shops. It was the largest village in Eastern Washington in 1884.

Cheney was the end of the overland road from the Palouse stage run.

One traveler there in the mid-80s was served by waiters of three nationalities, ~~using~~ who sat at the table entertaining their guests with conversation during slack moments. The bill of fair was adorned with Egyptian scenery and embellished by French ~~terms~~.

Lodging was in a house down the street from the dining room and the overnight ~~quarters~~ room was a small upstairs cell built of new lumber from which resin oozed in large drops. The bedstead was covered with an inch of hay in ~~to~~ sacking covered by two old army blankets and the light was from a candle in a tin holder. The charge was \$1 a night and the rooms were in demand.

A beer saloon near by provided music for the sleeper, such songs as "Patrick Mind the Baby," following "Rock of Ages", "Annie" and "Biddy McGee" and Annie Laurie.

Within two years Cheney had grown from ~~nothingness~~ nothingness to a busy village of several hundred and the main ~~place~~ town in

area excepting Spokane Falls. Brick stores were going up, churches, a hotel and a large academy and town lots were selling at fancy prices. A new hotel was under way to compete with Liberty Hall at Spokane Falls, where guests were shown to neatly furnished rooms, and told to help themselves to trifles in the cupboard for luncheon, stored in a cupboard in a darkened dining room. Beer and claret were stored in the refrigerator, the evening meal was at 5 o'clock and no spike-tailed coat or clerical tie was required.

Spokane Falls was growing, confident in the richness of the plains and valleys to the south and north, the big rich basin to the south and east and west and the Spokane river with its industrial potentialities.

Rivalry was running strong between ~~Spokane and Davenport~~ between ~~Spokane and Davenport~~ over county seat honors in 1884.

Spokane won and the county records, held at Davenport, were

moved out of town by a sheriff's posse and a selected committee of men from Spokane who armed themselves with guns they kept close by just in case the Indians "acted up."