

I

There is no beginning to the Yakima story because the miracle of writing was unknown in the long ago.

There also is no ending, nor will it come in our time.

Only the recently dead years and still echoing footfalls of those passing westwardly across the land, or lingering a time, remain. And there is the present to hold on to tightly and the future to work for and dream about incessantly.

No single human was a hero. There were any, old folks, young and strong men and many, old folks, young and strong men and women, and their children. The story is of men and their mates and a way of life remaining in evidence of accomplished things.

The story's ingredients were mixed by people whose days have ended leaving a town with much time to live.

The seasoning was the mellowing of 75 swiftly passing years, a flick of time if scrutinized through dusty eyeglasses of history in the dimness of cobwebbed years.

Time has not obscured the departed years; the long-to-arrive days, the loitering months and the last hard-won years which passed too swiftly. All the heaped and discarded seasons contrived to give a luster of perspective and an intimacy of knowledge of the earth its streams and basalt columns, and the upheaved shoring of the Cascades, thrust out and forming what those who first came called the Valleys of Yakima.

The Yakima story is a few lines only, a fragment of the greater story of America.

Lack of any component would only have retarded the certain writing. Germination, in the ground-broken seedbed along the pathway of a railroad extending from St. Paul to Puget Sound, would only have been delayed for awhile.

The Yakima story was germinated from the seedbed dug out of unbroken earth by the Northern Pacific Railroad which cultivated and cared for Yakima through tender seeding years. In the same manner the Northern Pacific cared for the other broadcast seedlings until they became trees, although some matured into shrubs according to their individual taproots of enterprise.

The plot of the story is as old as the hope of all men for families and homes and land on which to build cities, cultivate grain or

plant orchards from which food can be harvested to appease one of the hungers.

The land settlers were possessed by the same desire parents everywhere hold, to leave their children a better heritage. How then can there be an ending to the Yakima story?

Were the chapters paginated there would be one about the geological ages, of earth upheavals when lava flowed from fissures, and volcanic dust settled, covering the land with valuable soil minerals.

Another chapter would be of the original inhabitants, the First People whose evidence of culture still lingers in the Valley.

These First People left arrowheads and food grinding stone mortars, broken bones sucked clean of marrow, signs they had known one of the hungers, that of the stomach.

They left a few bright beads and shell spangles, signs they were acquainted with the hunger of vanity.

They also left sons and daughters and generations of descendants.

And they left iron-hard basalt rocks marked with rock paintings, signs they too wished to be remembered. Yet no man, with all the accumulation of knowledge poured out onto the world by the years, can decipher the First People's writings.

A third chapter of the Yakima story would be written about the frontier Army Post, Fort Simcoe, which existed from 1856 to 1859 and which from that year until 1924 was the Fort Simcoe Yakima Indian Agency and School. In the earliest years, Fort Simcoe was the largest city in the Valley, but no railroad found its way there.

Another chapter would be about the cattlemen and owners of horse herds and bands of sheep.

Then would be the most significantly important of all, the coming of the railroad. It would tell more in details than is now possible, of the change of transportation from stage coaches, hacks and freight wagons, and the founding of North Yakima which in time became Yakima. It would tell of the expansion of post offices and mail routes. The sheer-grit era of homesteading, development of irrigation and planting of orchards would be narrated. The building of fruit packing and storage houses, of

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Through this chapter would run the story's skein, threads of which stronger cloth was woven. Growth of churches and schools, newspapers, hydroelectric power, telephones, women's and men's civic and professional organizations, parks and playgrounds, libraries, forest conservation and trade unions and at all times the story of families and homes would unfold in the telling.

Many other chapters would follow, covering almost any subject for such has grown the diversification of the Yakima Valley. And none of the chapters could be written to the end ~~for Yakima is still young.~~

Emigrants  
Immigrants who helped write the story were of many nationalities. It was, years, however, before their tendencies worked up and out from founding root stock, inherently a European born hungering for land.

The land policy of the country was liberal, there being an abundance of land and few people. The Ordinance of 1765 provided for disposal of public lands.

To obtain this great expanse of public land the government held councils with Indian tribes, beginning at the Treaty with the Delawares in 1778 and progressing westwardly across country until more than 200 had been negotiated.

Among those of later years was the June 9, 1855, Treaty with the Yakimas ratified March 8, 1859, and proclaimed by the President the following April 18.



When the Yakima war chief, Kamiakin and thirteen other chiefs of tribes and bands, confederated into the Yakima Indian Nation made their uncertain "X" on the treaty negotiated by Issac I. Stevens, Washington territorial governor (some by merely touching a finger tip to a pen held by another) they ceded 10,828,800 acres of land -- 16,920 square miles -- to the government. The place that was to become Yakima was near the northern boundary marked by The Gap, a sentinel witness of the Yakima Indian Reservation of 1,200,000 acres or 1,875 square miles, set aside exclusively for the 3,500 people.

The government and railroad were already aware of the potential of westward expansion. The practicability of building lines west of the Mississippi caused survey parties to be sent into the West. The survey made by the territorial governor covered this region.

The mystery of the west had fastened, hunger-like, upon imaginations because of reports of explorers and overland parties, ~~led by an Ohio attorney, Lansford Warren Hastings, and by the trips of the Rev. Samuel Parker and Dr. Marcus Whitman, the missionary, in 1835, as well as others.~~ *Stet*

Before long the Oregon Trail migration reached its peak in 1852. No one knows how many traversed the route from Independence, Missouri, to Oregon. Speculation was as high as 300,000. It is said 5,000 died on the journey in one year.

The first <sup>*emigrants*</sup> ~~immigrants~~ to reach the Yakima Valley, the Longmire wagon train of 1853, crossed the Columbia River at Wallula on rafts made of whip-sawn driftwood lumber. They entered the Yakima Valley cutting a way in places through sagebrush as high as the canvas wagon tops.

The train, 155 persons and 36 wagons required a month to reach the Cascades after fording the "Natchess" River 68 times. They crossed "Natchess" Pass, a route <sup>*surveyed*</sup> ~~inspected~~ <sup>*surveyors*</sup> ~~surveyed by the railroad but abandoned.~~

When the age of heroic exploration diminished, the way was open to scientific development, mapping, surveying, irrigation and reclamation.

Then came the railroad, westward, like Lewis and Clark, the explorer trail blazers.

The lure of land brought 75,000 persons to Washington Territory by 1880, and 360,000 by 1890. They came searching for security through opportunities of the Homestead Law inaugurated during Abraham Lincoln's presidency.

Besides there was the tantalizing inducement of evasive gold hidden and waiting in British Columbia, Montana, and Idaho, fanned freshly aflame from the smoldering coals left in the ashes of California's days of old, the days of gold, the days of '49.

When the fever played out like all burning desires men turned to the earth like home.

Agriculture and transportation established towns where fur posts of earlier days failed.

Only four of the thirty Hudson's Bay Company posts in the Northwest survived as settlements. Of these, only <sup>FT.</sup> ~~Fort~~ Walla Walla, later Wallula, not far from where the Northern Pacific entered the Lower Valley, was in the Inland Empire. Old Wallula is now beneath a man-created lake covered by waters of the Columbia River impounded behind McNary Dam. Wallula City was platted in 1862 on the site of the ~~Fur~~ Trading Fort by J. M. Vansyckle and S. W. Tatem, proprietors. They reserved the ruins of the ~~Fort~~ for historical purposes in the town of ~~Forty~~ blocks with main streets named Steptoe, Mullan, Ross, McKenley, Wright and Stevens after a few soon forgotten and a few long remembered people.

A long days <sup>✓</sup> horseback ride from Wallula was Walla Walla. It was the largest city in the territory and did not yield to Seattle until 1882, to Spokane until 1890, and to Yakima until benefits of a transcontinental railroad were experienced.

The transition from stumbling wilderness to early maturity rode along with the railroad. The Indian wars <sup>became</sup> ~~were~~ of the past, the open range was <sup>gave</sup> ~~giving~~ way to stock farms and grain fields. The movement of cattle on the hoof was ending.

Trains were practical, simply because engines could pull more than could be carried by hand, packed by horse or hauled by wagons.



This feature of transportation is still true. <sup>Although</sup> ~~Although~~, Yakima has seen the steam locomotive replaced by pilot-board Diesels. Yakima has witnessed the town's first watering tower hauled across the Cascades and the second at the C Street Crossing torn down. Yakima has heard air horns replace steam whistles. Bells <sup>are virtually</sup> ~~have become~~ relics.

The little stories about Indians, plodding covered wagons, cattlemen, nomadic, horse herds with something still wild in their blood, stage coach drivers, blacksmiths, the missionaries, frontier teachers, founding of cities and the coming of railroads are the stories which made America great.

The sweep and rush of "limiteds", passenger trains and fast-moving freights; the rumble of automobiles and the throbbing of planes move against a backdrop of gently-folded hills and broad watered valleys, where the whine of dry axles on slow-turning freight wagons and the dust --- always the dust --- march with the endless procession of recollections.

The little stories are still being gathered from Yakima <sup>which was called North Yakima</sup> and from Union Gap, which was called Yakima City.

## II

Drive wheels of the first locomotives entering the Yakima Valley and North Yakima were turning in the minds of men, before the Northern Pacific Railroad, which became the Northern Pacific Railway, existed.

<sup>Ri</sup>Aboriginal tribesmen were accustomed to contacts with fur traders through dealings with the Hudson's Bay Company. They accepted the weapons, goods and food of a softer way of life, but were disturbed at the prospects of strangers overrunning their lands. They were unsettled by vaguely understood stories filtering out of the east, following the highways of all peoples in all ages -- the watercourses of trade routes.

These were prophecies which preceded the traders like shadows with substance of reality following.

There were prophecies of the Delaware prophet and Pontiac in 1762; foreboding predictions of a Shawnee Prophet not long afterward, and the warning of Tecumseh, 1807-13.

In the Yakima Valley lived an often misunderstood religious leader, a hunchback called Smowhalla. He was born about 1815 near Wallula, fourteen miles downstream on the Columbia River from Ainsworth, located by the pioneering Northern Pacific in 1879. Ainsworth was the western terminus for the Idaho Division at the confluence of the Snake River with the Columbia which the Indians called Chiawana, The River.

From Wallula the Oregon Railway & Navigation Company branched to Walla Walla, thirty-one miles away, and from Wallula the Northern Pacific proceeded over Oregon Railroad & Navigation Company rails to Portland, 214 miles distant.

Dr. Dorsey S. Baker of Walla Walla organized the "Rawhide" Railroad in 1868, began construction in March 1872 at Wallula and completed the short line October 23, 1875. The little wood burning locomotive loafed along at its top speed on narrow wooden rails, covered with strap iron on the curves, from which the name originated. The rails were changed to broad gauge in 1879.



*An earlier Railroad, the*

~~It is claimed the Rawhide was the first railroad in the territory, but the~~  
Portage was built in 1862.

This was used to transport freight from Riverboats around the turbulent Cascades of the Columbia. It ~~too~~ was a wooden railed narrow gauge, built by the Cascades Railroad Company through Territorial Legislature Charter in January, 1859. The first annual report of the Railroad Commission of Washington state, in 1907, documents its existence.

Smowhalla, who lived before the time of these earliest railroads, was ~~also~~ a Prophet, the last of those gifted with the power of dream visions.

Smowhalla, <sup>(called)</sup> the Dreamer, possessed the power of self hypnosis from which he awakened with dream songs which he and six other drummers chanted to their followers.

Long before the first railroads were built in the territory or the wood burning side-wheeler river steamers came to the Columbia, Smowhalla forecast the coming of strange things. He told of great iron canoes that could race across the land faster than a horse. These strange monsters ran on bands of iron, "e-looks," (making fire) belching smoke. Smowhalla's forecasts were not taken lightly because he had told of earthquakes which rattled the country and other events of historic importance to his and neighboring people.

While Smowhalla was dreaming his dreams, the idea of a Pacific railway was proposed in a newspaper article by a Granville, Mass., physician, Dr. Samuel B. Barlow at an indefinite date around 1834, ten years after the first iron railroads and locomotives were made.

Asa Whitney took up the idea, pressed it without support and died, a poor man.

Suddenly the idea took hold. Congress, by act of March 3, 1853, authorized exploration of northern, central and southern routes west of the Mississippi. The

War Department of which Jefferson Davis, later president of the Southern Confederacy, <sup>Secretary,</sup> ~~was~~ controlled the surveys. Stevens, newly appointed territorial governor of Washington was placed in charge of the northernmost surveys, the 47th and 48th parallels.

The detailed reports, which filled thirteen volumes, were sent to Congress in 1855, the year of the Treaty with the Yakima Nation. From then, until 1861, the year <sup>permanent</sup> settlement of the ~~Yakima~~ Valley began and the same year of the outbreak of the Civil War, the railway issue was debated.

Stevens organized a Northern Pacific Railroad Company but the Civil War detracted from the enterprise. He was killed at the Battle of Chantilly in 1862.

The cause was taken up by Josiah Perham, a relative of later-day Ben A. Perham, Yakima Fruit grower and shipper.

Josiah Perham was a Boston wool merchant. He sought a charter from the Massachusetts Legislature. Failing he went to his native state of Maine and incorporated the People's Pacific Railroad Company to build a road to San Francisco ~~Bay~~.

Thaddeus Stevens championed Perham's efforts <sup>for a "roadway."</sup> The Act of May 31, 1864, incorporating and granting the right of way to the Northern Pacific Railroad Company was passed, and signed by President Lincoln on July 2. U. S. Grant was one of the incorporators.

While the Union and Central Pacific companies had been given both financial aid for construction and land grants, the Northern Pacific had not, <sup>so none fitted</sup> although land grants had long before been established to help construct wagon and military roads.

Instead of financial help, the Northern Pacific <sup>was</sup> ~~granted a railway grant~~ <sup>land</sup>. This ~~consisted of~~ ten alternate sections every mile on each side of the track in states and twenty alternate sections (odd numbered sections) in the territories. <sup>The grant was approximately eighty miles wide.</sup>

Capital could not be raised so Perham sold his franchise in 1865 to Boston capitalists. He was succeeded by J. Gregory Smith, <sup>as</sup> president.

Until 1867 and while the Valley was being occupied by livestock, financial difficulties prevailed.

Surveys for location were ordered and commenced under Chief Engineer Edwin F. Johnson. Construction began in 1870 <sup>after the banking firm of Jay Cooke & Company,</sup>



Philadelphia, which had carried out almost impossible financial matters during the war had become financial agents for the company.

The six states and territories in which the Northern Pacific was interested had a population of 600,000, of which 75 per cent lived in Minnesota. Washington and Oregon's combined population was 120,000.

*(copy changed for spacing)*

Construction began in Minnesota, the head of navigation on the Upper Mississippi, twenty miles west of Duluth in the summer of 1870.

A little saddleback wood-burning locomotive, the Minnetonka, was purchased July 18, 1870, for <sup>the first</sup> line work in Minnesota. ~~Later it was brought to the Northwest.~~

Grading was also carried on between Portland and Puget Sound. By early 1871, twenty-five miles of rails had been completed in Washington Territory.

At the time of the financial crash which struck ~~the entire country~~ in 1873, rails had been laid across the Dakota prairie to Bismarck on the Missouri; and between the Columbia River and Tacoma.

Work was handicapped until 1875 when a director, Frederick Billings, namesake of a city in Montana, proposed a plan, accepted by Charles B. Wright, Philadelphia, president, ~~who had succeeded G. W. Cass in 1874.~~ Billings became the fifth president.

By then 13,000 persons were stockholders in the company. The population within the land grant limits east of the Missouri was 30,000 compared with 4,500 five years previously.

~~The time was not right to advance the line so the company concentrated on proving the value of agriculture from land opened, when coupled with transportation.~~

Construction was advanced in 1879, westward into Montana ~~and at the same time in Eastern Washington from Ainsworth, eastward, to meet the line moving out from Lake Superior.~~

Work in Washington Territory began October 2, 1879, with grading the roadbed east from ~~the new townsite~~ of Ainsworth. No rails were actually laid until March or April of 1880.



From then until mid-summer, 1883, construction proceeded in Wisconsin, Minnesota, Dakota, Montana, Idaho, Washington and Oregon.

Besides the main line there were feeder lines, bridges, office buildings, shops, telegraph lines and big ferryboats to build. ~~The Bismarck Bridge across the Missouri,~~ <sup>1,400</sup> erected in three spans was ~~11,000~~ feet long and fifty feet above high water. ~~It and~~ cost one million dollars.

In 1881 a <sup>genius</sup> ~~major figure~~ in railroad circles, Henry Villard, entered the Northern Pacific administration with a strong hand, holding control of the Oregon Railway & Navigation Company. ~~From Villard to Villard.~~ He also organized the Oregon & Transcontinental Company.

The main line was completed in 1883 and the last spike --- the same iron spike first driven at start of construction --- was set at Gold Creek, Hellgate Canyon, Montana, completing the first Northern Transcontinental.

Benefits of a railroad and agriculture were being proven.

In 1881-82 passengers totaled 19,466. The total for 1883-84 was 716,000.

A total of 1,500,000 bushels of wheat was transported in 1876-77. In 1882-83 the figure was 5,100,000 bushels. Cattle shipments of 9,200 head in 1880-81 climbed toward 40,000 in 1883-34, and 40,000 head of young cattle were freighted into Montana.

Then came another nationwide financial crisis.

When affairs were settled in 1896 the Northern Pacific Railroad Company had become the Northern Pacific Railway Company, and E. W. Winter of St. Paul became president.

The one-hundred forty-five mile Portland-Tacoma line was built in two sections. One from Kalama on the Columbia to Tacoma, was completed in 1873 when Tacoma's population was 300. Construction from Tacoma to Seattle began in November, 1882, and train service commenced July 6, 1884. Through service, Portland to Seattle, began October 9, 1884.

A three-hundred twenty foot ferry boat, the Tacoma, costing \$342,000, was built for the Columbia crossing at Kalama to connect service between Portland and Puget



Sound. ~~Three tracks were laid on the boat's deck.~~ The ~~large~~ ferry could carry twenty-seven cars ~~or~~ the longest train of the time.

Tacoma, headquarters of the Western Division, had grown rapidly and the population approached 6,000 at the time of North Yakima's founding.

The Episcopal, Anna Wright Seminary for girls, was named in honor of the dead daughter of President Wright, who endowed it extensively. He also built the Episcopal Church of Tacoma in memory of his wife.

At Tenino, 106 miles from Portland, the Olympia & Chehalis Valley Railway, a 15-mile narrow gauge line connected with the Northern Pacific. Olympia, territorial state capital<sup>a</sup>, had a population of 2,000.

The second section of the Pacific Coast line ran from the ferry landing at Columbia City, or Goble on the Columbia's south bank opposite Kalama to Portland. Construction on it began in May 1883, and was completed that September although service did not begin until 1884. Travel between Kalama and Portland, 38 miles <sup>distant</sup> distance until then was by steamboat.

~~Trackage of the Oregon Railroad & Navigation Company was used between Portland and Wallula.~~

North Yakima was yet unborn.

The Cascade branch, from Pasco through the Yakima Valley, up the Yakima River Canyon and across the Cascades, the shortest route from Lake Superior to Puget Sound was yet to be built.

Within less than seven years from the time the last spike was driven in Montana and within three years of the time the line was completed across the Cascades, the entire tier of Northwest territories had populations sufficient to become states.

North Dakota entered the Union on November 2, 1889; South Dakota the same day; on November 8, 1889, Montana became a state and three days later Washington was admitted. Idaho became a state on July 3, 1890.

At awakening of a new century, the railway company had 570 locomotives, in use, 482 passenger cars, 20,583 freight and 2,531 miscellaneous cars such as logging, livestock, burning furniture and ballast.

Through its construction program the company had earned 47,000,000 acres of railway grant land. On June 30, 1899, there was still unsold 23, 500,000 acres.

Upon completion of the through line, steps turned toward development of trade with the orient. The Northern Pacific Steamship Company was organized in 1892, the third on the Pacific Coast and the first operating out of Puget Sound to ~~the~~ China and Japan.

But in the final days of ~~the old year~~ of 1884, no person lived at the place now called Yakima; and the population of Yakima City, four miles to the south near the Gap, was between 500 and 600 persons.