

III

The Yakima country was so new in the days it was first becoming known to the outside world --- the days of the cattlemen --- a kind of white dust, silvered and glowing with magic, had not yet been brushed from the tall sage.

The cattlemen weren't interested in the fertility of the soil. Forage and water were sufficient. Shorter, darker sage was a sign to them/^{of sterile}soil and poor browsing.

They fancied bunchgrass, ^{and} land, open winters ^xand long grazing seasons. They yearned for wide vistas, ~~many miles of land~~ so they could look out and away with sun squinted eyes, across distances to basalt ribbed hills. They wanted to look until their weary and tired eyes stumbled to the rim of the Valley to be soothed by the blue haze cooler colors of snow layered mountains bulwarked by fingering foothills.

On the bowl of the Valley some days, clouds wavered uneasily, trembling like frothy clumps of stiff beaten egg whites until they fell back at a breath.

[#]Somedays the bowl was covered by a thin blue gauze of a veil.

^{AT}Sometimes when the upturned bowl of the Valley lay hot like a bake oven dish, bottomed with sand, rocks and ^{clumped}~~spikes~~ of sagebrush in the dead heat of the day, sullen billows of dust ~~and sand~~ wandered angrily about. There were seasons when days were gloomy and shortest ^{that} and snow came in an unending assault until the floor of the cooled bowl was beaten into numbed helplessness. But for the greater part of the year the bowl was filled with clean, light air ^{which} ~~that~~ walked with gentle feet, and the covering was a deep quietness of sky.

The Valley was semi-arid and unconquered, ideal for grazing.

For nine months cattle and horses found forage. True, there were infrequent winters known for cruelty. So long and cold were those winters ~~that~~ herds and fortunes were wiped away and cattle kings were humbled.

Stock killing winters, however, were as unusual as devastating floods and earthquakes. The Valley being no different than regions where the elements sometimes rebel to show their dominance.

Ben E. Snipes outwitted the winters.

He came through the Valley in 1859, the year the Army turned Fort Simcoe over to ^{the} government to become the Yakima Indian Agency. Snipes came from The Dalles trail herding cattle to beef hungry miners in British Columbia. Five years later he returned and established a camp six miles from present Toppenish at a place the Indians called Shuster.

Snipes' brother-in-law, H. H. Allen came out from Missouri and after a time became a partner.

Snipes and Allen bought the 900 head of cattle Andy and Elisha McDaniels had brought from The Dalles and operated later from a camp near present Granger.

The mountain, extending from there to Sunnyside became known as Snipes Mountain.

The Snipes & Allen Co., ranged 40,000 to 50,000 head of cattle in the Valley north into Kittitas Valley and east to White Bluffs, the home of Smowhalla, the Prophet and his Wanapum Indians, River people for whom Wanapum Dam, constructed as part of the \$400,000,000 Priest Rapids Project by the Grant County Public Utility District, is named.

The Snipes & Allen cattle operations extended south to Prineville, Oregon. Eventually, it crumbled. Allen became a senior partner in the Allen & Chapman drug store in Old Town and later in North Yakima.

Moving ahead of the wave of land seekers in 1870, even before the homestead law of Lincoln's time existed, came ~~Fielding~~ Fielding Mortimer Thorp. He arrived from Klickitat County in 1861, bringing his family. Later he went on to Kittitas County because the ^{Yakima} country was becoming too crowded.

Thorp's home was at the base of the long arm of the Yakima Ridge, east of the Yakima River at the mouth of the Moxee Valley, a few miles from Yakima City. A marker was placed by the Daughters of the Pioneers near the location.

Came also Charles A. Splawn, William Splawn, and others.

Albert Haines brought his wife, Letitia, who taught Thorp's children in the upstairs of the Thorp home, the first school in the region although a private one.

There were brothers named Doshea and Broshea with Indian wives; William Parker, for whom Parker Bottom, *sometimes in those days called Piety Flat*, was named, and John Allen who came in 1863 and lived in the upper Satus.

On the Ahtanum in 1864 was Andrew Gervais. The same year J. B. Nelson found a place to his liking at the mouth of the Yakima River before going to the Naches Valley and leaving his name at a place called Nelson's Bridge, and a lonely headstone up the Valley. Gilbert Pell, later sheriff, lived at the mouth of the Satus.

Captain Nathan Olney who settled at The Dalles in 1852 with his Wascopam wife and was an Indian fighter with the volunteers and Oregon sub-Indian agent, went to the Ahtanum close to the Reservation and his friend, the Rev. James H. Wilbur, agent at *FT. #* Fort Simcoe, who was a Methodist and was commonly called Father Wilbur.

Olney died in 1866, indirectly from a broken arrow *FLINT* head long imbedded in his head, and Agent Wilbur buried him in a clearing east of the agency. The isolated grave, protected by an iron picket fence, *OFFICERS' ROW IN Cg* stands east of Fort Simcoe State Park and *Officers Row*. The clearing has never reclaimed the shrubbery of small oaks and willows which prisoners, *headed with* with ball and chain, hacked out as punishment decreed by the agent for refusing to cut their long braids, ~~declining to~~ abandon their Indian custom religion or send their children to the agency school.

There were other early arrivals in the Valley, L. F. Mosier, Captain James Barnes, who went to the upper Valley; and Augustan Cleman. He brought a band of sheep up from Klickitat County, went to the Wenas, helped found one of the Valley's greatest industries of early years and left his name on a mountain near Naches.

Competed with cattle from the first.
Sheep were a late-come industry compared with cattle although as early as *IN*

1866 Hadley & Owens of Lane County, Oregon, sold 1,350 head to Walter Davis at Walla Walla for ~~\$7 a head~~. By that year bands of 10,000 were driven, *each spring* out of Walla

Walla ~~each spring~~ into Montana. *Joseph Watt, B. P. Boise and Lucien Heath*
OF OREGON RANGED 4,000 head OF SHEEP IN the Yakima country IN
the time OF THORP and Splawn. -16- *There was another, but small band at*

Ft. Simcoe, in 1858-59, to ~~graze~~ Keep grass down around the Officers' Quarters

Before the railroad, cross-country drives to big markets of 10,000 or more sheep required two and sometimes three years.

Stock for Northwest wool growers were Americana Merinos, from California and early Valley (the improved Spanish breed) a fine woolled breed and the coarse woolled Vermont; Southdowns, and ~~Leicesters~~. Leicesters and forelockd, wavy Cotswolds.

Small bands were driven to Seattle where L. N. Rice had the first slaughter house. By statehood year, 16,779 cars were shipped out of Yakima to Chicago and during the season Omaha, in two-deck cars holding 190 head.

In later years important operations continued, like those of the McGregors, the Coffins and the Bohoskeys or the Yakima Sheep Company; and Archie Prior, with bands of 10,000 or more.

At the mouth of Cowiche Creek was Dr. L. H. Goodwin. He received a medical degree from Louisville, Kentucky College in 1861, met Priscilla Goodwin at a dance and married her in 1862.

Dr. Goodwin and his wife came west with the Goodwin Wagon Train, arriving at Walla Walla September 15, 1865. Most of the train settled at Dixie, living in dugouts the first winter.

Dr. Goodwin and his family, the McDaniels, and Walter and John Lindsay came on to the Yakima Valley and settled here because snow prevented them from continuing to Puget Sound.

The Goodwin cabin was build first because a baby was expected.

Mrs. Goodwin died on December 18. She was buried on high land not far from the river while twelve saddened people looked on. Dr. Goodwin gave an acre of land for a burial place in days when burial places were called graveyards instead of cemeteries. It became the Pioneer Graveyard at Yakima City.

In the Valley's early days, John Roselle, his son-in-law, William Harrington and their families; James W. Allen and H. M. Benton lived in the Moxee or Ahtanum. George Taylor preferred the Selah Valley. William Hickenbottom and Thomas Connell liked Parker Bottom where Egbert French and his Indian wife carried on store trade.

The store was not far from where Catholic missionaries maintained a chapel on the north bank of the Yakima during the salmon runs--- close to later-built Sunnyside Dam --- in order to be near the Indians who had sent for the Black Robes to come ~~from~~ Walla Walla.

That was long before cattle driving days, when a more sturdily built mission was occupied on Ahtanum Creek. Kamiakin had a garden which he irrigated by a small ditch from ~~Ahtanum~~ ^{the} Creek. The Catholic fathers planted potatoes and set out fruit trees.

It was even before the time ^{Named metz} an ephemeral man ^{F7} built a cabin and farmed along Toppenish Creek near ~~Fort~~ Simcoe, a cabin that was old when the Army bought it ^{IN 1856 and} ^{built} and the military post and four blockhouses ^{were built in 1856}. Although he farmed with tools brought up from Oregon, for some reason he never was considered a settler by those who brought cattle and horses and dust stirring bands of sheep which ate the herbage down to the roots and swept the hillsides clean leading to controversies. ^{J.C. Greer Farmed in the Valley as early as 1854, and there were others.} There were ^(Permanent Settlers) names like P. J. Flint, Samuel Chappelle, Charles P. Cooke, Thomas Chambers, Joseph Bunting, Thomas Pierce, Hugh Wiley, ^(and) Daniel Lynch. ^{ff} Albert Miller, W. P. Crosno, Elisha ^I Fanner, James W. Beck, Charles and Joseph Schanno, and the La Chappelles ^{also} who came ^{and} later to the Ahtanum, ^{and} who also left their names in many ways ^{on later affairs of town and communities that were born.}

And there were many more ~~names~~ recorded in the few histories written about the Yakima country, but many significant names were never recorded although some ^{Crept} ~~creep~~ up here and there ^{in newspaper accounts}. They moved on to other places or vanished, leaving no families. But most often there was no one to write of the important little things they did.

^{here} However, the Yakima Story is no directory of pioneers, nor an account of who was the first to do this or that. History ^{is} more a result than the first doing.

The center of the Valley Settlement was at the mouth of Ahtanum Creek. It was here Yakima City was incorporated with 400 residents on December 1, 1883, although it was a community nearly fifteen years before the railroad came the next year and North Yakima was born in 1885.

There had been a half-hearted attempt to organize Ferguson County, January 23, 1863. The indefinite boundaries encompassed the region north of the Simcoe Mountains, west from the Cascades' crest and extending to Walla Walla and Spokane counties on the east and the Wenatchee River on the North. The organization was never completed by the Territorial Legislature and Ferguson County's existence was brief.

An Act of January 18, 1865, created Yakima County which included its present territory, now existing Kittitas County and the portion of Benton County not then separated from Klickitat County. William Parker, the Rev. James H. Wilbur and Charles A. Splawn were the commissioners.

Klickitat County was established December 20, 1859; Kittitas County was formed November 24, 1883 with Ellensburg, (the h was dropped later) geographic center of the state, the county seat.

Ellensburg was where William Wilson built a cabin which Jack Splawn bought and called Robber's Roost, ^{It was the town} and where John A. Shoudy and his wife, Mary Ellen, lived later.

Benton County was organized March 8, 1905 and named for Thomas H. Benton, U. S. Senator from Missouri. Franklin County was organized November 28, 1883.

Civil government was born and the Yakima County seat was located in the home of County Auditor William Wright in the Moxee. County business was transacted for a time in the Thorp home and then Cooke's home in Moxee Valley, became the incidental county seat.

In 1870, Yakima City, where George W. Goodwin platted the original townsite a year earlier, bid for relocation of the county seat. Yakima City won over Flint's Store, Selah, and Kittitas Valley.

Barker Brothers, (Summer, who built a store in 1869, and O. D. who arrived ~~in~~
~~the town~~ in 1870) platted Barkers' Addition. The ~~Schane~~^{Schanno} brothers, Charles and
Joseph, platted a townsite ~~and~~ Sebastian Lauber's townsite subsequently adjoined
the Schanno land. Goodwin, who filed the first townsite plat was a son of Priscilla
Goodwin, the first person buried in the Pioneer Graveyard. His uncle, George D.
Goodwin, was agent for the Oregon Steam Navigation Company and ran a store at
Wallula.

~~By then there was talk a railroad was coming and survey parties had been
drifting through.~~

Yakima City was well established when the Northern Pacific, already operating
from Lake Superior to Puget Sound via Portland, began building the Cascade Branch
through the Yakima Valley. It reached out eastward from there, too.

From Ainsworth, the railroad town at the meeting of the coffee colored Snake
River with the colder, glacial green ^{waters} of the Columbia, the railroad headed out to
Sandpoint, Idaho. Ainsworth was named for Captain J. C. Ainsworth, captain of the
first large steamer, the Lot Whitcomb, to operate on the Columbia and a man of
importance in early railroad affairs.

From Ainsworth, toward the east, there were no settlers along the railroad
line until Big Lake, 107 miles distant. The Ritz Hotel was the only building at
Ritzville. Sprague, where shops were located, was a village of tents and wooden
buildings. Twenty-Mile Well, watering, place for thirsty steam locomotives, was
Eltopia, a name devised from the original Hell-to-Pay which didn't look proper on
maps.

Wooden ties for the line east of Ainsworth were cut in the Upper Yakima country
and floated down the river where they were towed to the mill at Ainsworth by the
Annie Paxton.

One-hundred loggers and tie makers worked all winter cutting ties for 20 cents
each and making \$5 a day.

When construction started toward the West, Pasco's emergence as a railroad town stunned Ainsworth, alive one day with a dozen saloons, a few stores, and two hotels until suddenly deserted but for one family.

The line started edging up the Valley from Incline where Captain William Gray operated the transfer steamer, Frederick Billings, transporting trains across the Columbia. The cars were pulled up the river bank and onto the newly-laid tracks, hence the name, Incline.

Pasco was 1, 651 miles from the Northern Pacific's headquarters at St. Paul. It was three miles from Kennewick, eight from Vista and 24 from Kiona, once called Horseshoe Bend after a feature of the Yakima River.

Prosser, called Prosser Falls in early days and Lone Tree, where James Kinney had the first land and W. F. Prosser homesteaded in 1882, was next, 1,691 miles from St. Paul. It was five miles more to Byron and 12 to Mabton near the eastern boundary of the Yakima Indian Reservation.

In 1892 S. P. Flower built a store at Mabton which became a community of which Edward Flower was postmaster. The Gannon Wagon Museum, located now at Mabton, contains relics of an era, ^{which} ~~that~~ with the railroad, helped build the West and the Yakima Valley.

The roadbed across the Reservation, 32 miles distance, was no barrier, because the same Treaty providing a brush-shelter type of refuge for the Red Man required granting of rights of way for public use. This was done through an executive document transmitted December 21, 1885, by President Grover Cleveland at the request of J. D. C. Atkins, Commissioner of Indian Affairs.

The government agreed to pay the Yakima Nation \$5,309 or \$5 an acre for 1,061,80 acres of land, a right-of-way strip 259 feet wide with station sites at Satass (Satus); Toppenish and Simcoe, which name was changed to Wapato, October 24, 1902, to avoid further confusion with ^{E7.} ~~Post~~ Simcoe.

Toppenish was two miles from Big Spring, where Jonathan W. (Jack) Morgan, retired stage driver from California, built a log cabin in 1871 and operated a dairy ranch until moving to Mabton.

John Cown, small and dark eyed, was Northern Pacific station agent at Toppenish, ^{after} ~~a Yakima Indian word Thapanish, meaning sloping down~~, where the town was platted as a townsite in 1905 ^{on 80 acres} after Mrs. Josephine Lillie, acquired by Act of Congress, ~~a deed to 80 acres of land~~. She gave the name to the town where she settled with her husband in 1886, operated a store and became postmaster in 1887.

William McAuliff was an example of the manner the railroad spread settlers like broadcast grain along the seedbed of ~~migration~~ ^{emigration}.

He was chief packer for the Northern Pacific in Montana in 1881 and came on along to the Valley with his pack train which he sent ~~on over~~ to Seattle. In 1883 he built a home half a mile east of the Bill Edgar Dairy ranch which ^{Jock} Morgan had founded.

Individual Indians were compensated for damaged farm improvements by the railroad. The agreement was signed by Robert S. Gardner, U. S. Indian Inspector; Joe Stuire (Stwire), Enea^S, Chet-a-mau-mene, Weallept, George Locea, Joseph Eysnucksa, Cocea, Snetups, Colula, Wachauca, Thomas Pearn, (Pearne); Willi-pi-pi, Willie Schuester, (Shuster); William Wanato (Watermelon George); Thomas Simpson, Thomas Cree, George Waters, (an ordained minister); Tecumseh, Takotowit and We-hi-po.

The council was held in the Yakima Agency. Witnesses were Virgil C. Bogue, Henry D. Cock, Walter J. Milroy and Charley Olney. Andrew Riddle was interpreter. The name, Yakima, was spelled "Yakama", the same way it was spelled in early agency documents.

All was not peaceful on the Reservation while the laying progressed. Survey stakes, set out by day, were defiantly and mysteriously pulled up by night, but the road pushed ahead.

JUN 1906

Snow-threatening days of late November came in 1884 and track layers had reached Toppenish Creek, the 86th mile post from Ainsworth. Cars were running to within 18 miles of Yakima City. A hotel on wheels, operated by Isacc T. Keene who had the beef contract to feed the workers, trailed along.

Freight and mail began filtering into Yakima City by rail from Pasco Junction instead of by stage or wagon from The Dalles over two wagon routes. The shortest was the Military Road which Army Captain Frederick Dent, brother-in-law of General U. S. Grant, built from The Dalles to ^{Ft.} ~~Fort~~ Simcoe in Army occupation days. It was ⁷⁰ ~~60~~ miles long but was passable only a few summer months.

The longer road, generally following the route of Highway 97, ^{(a part of the Cariboo Trail,} today, meandered north from Goldendale. It was opened in 1875 by Yakima Valley and Klickitat County residents organized by John Golden, for whom Goldendale is named. When workers reached the summit of Satus Pass they celebrated. This was where Al Lillie, who came out from Minnesota built the Summit House, a tavern and stage station. He held the contract to bring mail from The Dalles into the Yakima country and his ^{brother,} ~~brother,~~ Nevada, drove the stage.

Soon regular freight hauls were being made from the end of the rail line to the Indian Agency, which required tons of supplies, and to Yakima City and on to Ellensburg. Until the railroad came, Indian Agency goods were landed on the north bank across from The Dalles, at ^(Appropriately Named) Rockland, now North Dalles.

From Yakima City the freight and stage routes continued to Ellensburg. There were two routes.

The Squaw Creek Trail was east of Selah and crossed later-day reaches of the Yakima Firing Center administered by Ft. Lewis. It dropped down into Kittitas Valley south of the present town of Kittitas and near the Pioneer Olmstead cabin which Clareta Olmstead Smith and Leta May Smith have preserved and furnished. The cabin is on the route of the proposed Interstate Highway from Snoqualmie Pass to Vantage.

Stages and wagons from Pendleton, Oregon, Umatilla Landing, ^{(Walla Walla,} and Walla Walla

reached the Squaw Creek Trail over Konewock Pass, ^(sometimes spelled Konnewock) and did not go to Yakima City normally. The pass overlooked Konewock Post Office in Parker Bottom where ~~the~~ ^{lived. He acquired} Rev. Isaac A. Flint ~~lived~~, a Christian church minister, ~~acquiring~~ the place from Egbert French. The minister who founded the Christian Church of Yakima City died March 27, 1892 when he was 76 ~~year old~~.

The westerly stage route came through the Simcoe Valley, swung through the Lower Naches into the Wenas Valley where A. M. Miller had a store at Qualchan Springs, ^(named for a yakima ~~Indian~~ warrior of Indian war days) and the Purdin family later settled. It left the hills at Manastash Creek Ford in the Kittitas Valley. From there roads continued to Colville, the Okanogan and the northern mines. To the west was Snoqualmie Pass, a poor, ^{log chocked} trail to Puget Sound. To the east ^{were} ~~was~~ Spokane and Montana. Later the Durr toll road was a part of the route through the Wenas ~~to Ellensburg~~.

Express reached Yakima City from San Francisco in four days in 1884 by using Northern Pacific lines ^(Pacific) and steamer connections, but ships sailed from California only once in five days.

The railroad's entry through The Gap and the decision to found North Yakima didn't break unexpectedly upon Old Town, as ^(sometimes) ~~frequently~~ related in Valley folk tales. Old Town leaders were well advised of railroad plans and ~~were~~ given every opportunity to capitalize on the new location.

Plans to ^{locate} ~~locate~~ a depot at a proposed townsite, more favorable to growth, were fully known by November.

The Yakima Signal, a newspaper published in Yakima City, tells of a meeting and of a committee being sent to Portland to acquaint railroad officials with inducements to abandon the new townsite plan.

The conference was held with Paul Schulze, company land agent. The ~~Yakima City~~ committee consisted of P. J. Flint, S. J. Lowe, G. W. Carey, A. B. Weed, Ben E. Snipes, P. R. Gervais, H. Spexarth, Matt Bartholet and W. H. Chapman.

The railroad was offered half the town's unimproved property. Schulze promised that he and Colonel Charles B. Lamborn, ~~Company Land Commissioner~~, would come to Yakima City. They did, and reaffirmed a previous decision that Yakima City was inadequate for the expansion ~~townsite~~ contemplated, and that water seepage and drainage were unfavorable. They offered in lieu sites, emphasizing ~~that~~ the railroad did not wish to cause any hardship and ~~that~~ everyone would benefit.

Tours were made of the 3,000 acre townsite, ^{were} trips taken to the bench on the west side overlooking a reserve of 60 acres for a state capital grounds; and 40 acres along the river where a park was planned and a campus to the north where a college could be built, were inspected.

Afterwards there were meetings at ~~Yakima City~~ in rooms over the Allen & Chapman Store. A dodger was issued, calling a citizens' meeting ⁱⁿ at Chappell's Hall. D. W. Stair presided.

Attorneys Edward Whitson and J. B. Reavis held out for one town, regardless of location. ~~The Rev.~~ ^{Isaac Flint} urged citizens to stand by Yakima City.

Railroad officials renewed the in lieu lot offer. They pointed to irrigation seepage and ^{confusion of the} several adjoining townsites. ^{As a final inducement} ~~When arguments failed~~ they agreed ~~that~~ the railroad would move buildings to the new town, free of charge.

Old town backers countered with property offers they valued at a million dollars, a new courthouse and a village and regional population of 1,000.

The decision became one for the individual.

Continue to live in a ready settled place cooled by shade trees, lawns and shubbery in summer and protected against buffering winds by The Gap in winter or move to a rocky sagebrush flat where there were only jack rabbits, rattlesnakes and whirling dervish dust storms for companions.

Snow covered the hardening ground and smoke from the railway work engine was visible through The Gap from Nelson Bennett's Store and the controversy increased between individuals in Yakima City.

Then on December 17, 1884, track layers worked into Yakima City.

On December 23, the first consignment of freight arrived in Old Town --- six barrels of wine and cider for Charles Adkins and J. W. Shull.

Time for decisions was nearing, move or stay put.

And the railroad followed where the surveyors had set stakes. Executives whose eyes could see across the flat land between The Gap and the Selah Gap, for^csaw the potential.

TRACK was laid to the townsite on the morning of January 10, 1885

The first plat of North Yakima was drawn in December and executed January 14, 1885, by Paul Schulze, who always dressed fashionably usually carried a cane and was vain and egotistical but possessor of gifted foresight. ~~Four days afterward,~~ track was laid to the townsite.

A guiding hand in the platting was M. V. B. (Martin Van Buren) Stacy of Seattle, a friend of Charles B. Wright, dominant in influence with the company. Officially the platting was the responsibility of Lamborn and Schulze.

Stacy, Lamborn and Schulze met at the townsite ~~when the~~ *(where building was starting)* and discussed naming the ~~new~~ town Yakima. The old town was platted as Yakima City, but the post office was *named* Yakima, which complicated things. Lamborn suggested the prefix, North Yakima.

It was 1917 before the Washington State Legislature, by consent of both *communities,* ~~committees,~~ changed the name of North Yakima to Yakima and Yakima City to Union Gap, a name give to the twin buttes below the town one Fourth of July day during Civil War times.

Yet for all the ~~early-day~~ *No Record was left* discussions, there was apparently none about the meaning of Yakima, a name applied to a city, county, river, valley, a pass, an Indian nation and Indian Reservation.

The "^aYakama" was one of the 14 tribes and bands confederated into a nation at the Treaty of Walla Walla. The people inhabiting the area between the gaps were ~~known~~ *called* *ps'ch wanapam,* *Rocky River* ~~as~~ *Waptailmin.* People of the Narrow River in pre-settlement days. Those below the gap were Mamachet, Runaway an interpretation given by some writers to Yakima.

Elliott Coues, a scholar and editor of the Lewis and Clark Journals makes reference to Eyakama and one writer said the word means Black Bear ^{FOR} which linguists can find no reason ~~for~~ except in the Umatilla language. Alexander Ross with the Astorians, 1811, uses the name Eyakema and the name was spelled Yakama in the Treaty ^{of} as was the name for the river.

^{glutterly} Older Yakima Indians use the pronunciation E-yach-ah-ma, emphasizing the "yach" ^h in their throat. They also ~~tell~~ ^{tell} of a legend concerning two daughters of a chief who lived here. They were stolen by Star Men from the sky and later escaped and returned with their children.

A general interpretation of e-yach is "to become" and "ma" is a locative for people loosely "to become peopled."

No one has had the time to compare post office and map records to determine exactly how and why the "i" was substituted for the "a" in Yakama, ~~making the name~~ ^{Yakima}.

Such matters did not concern residents of Old Town, where local upheaval was a strong undercurrent. ~~Even so, there was only one act of violence. The office of the Yakima Signal, a newspaper, was dynamited when the paper announced its determination to move to North Yakima.~~

Directors of the railroad met at New York on January 15 and authorized erection of one depot between the twin buttes and the mouth of the Naches River. Appropriations were made to build an irrigation canal leading from the Naches to the townsite, erect a school and help move churches.

President Robert Harris sent a message, January 19, 1885;

"...hope citizens of Yakima City will see their way clear to cooperate with the railroad company in building a town that will be equal in beauty to any in the Territory and one that may possibly become the Capital of the future state of Washington."

The construction boarding train moved on to Yakima one Sunday night and the agent and telegraph operator followed three days later to set up quarters in a box car, leaving nothing in the way of a station at Yakima City. ~~Construction started on stores and homes.~~ Court action was brought to compel location of a station at Yakima City but eventually failed. An ordinance establishing a \$25 fee for moving a building in Old Town was ignored, having as little effect as a later \$500 saloon license in North Yakima ^{did to curtail} ~~curtailing~~ the number of saloons.

And one of the strangest migrations America has known, began.