

PART III  
SNOHOMISH COUNTY







MOUNTAIN AND STREAM

# PART III

## SNOHOMISH COUNTY

### CHAPTER I

#### SETTLEMENT AND ORGANIZATION

Away back in the early fifties, when the Indians still held by right of possession all the land on which are the cities of Seattle, Everett, La Conner, Bellingham and other prominent towns of the sound, the first permanent white settlement in Snohomish county was made. The site of this settlement was Tulalip bay, the settlers were John Gould, who died recently on Whidby island, a Frenchman named Peter Goutre and a few others; the purpose of these stout-hearted pioneers was to utilize the splendid water power in operating a saw-mill; the date of their settlement is believed to be 1853.

The saw-mill was built as planned. Nothing occurred to interfere seriously with its successful operation until January 22, 1855, when the celebrated Governor I. I. Stevens held a council with the D'Wamish and allied tribes of Indians. The result of this convention was the cession to the United States of a vast domain, from which, however, was reserved to the Indians a tract of land including the very spot on which this pioneer saw-mill stood. As a result the mill was condemned by the government, which bought it at an appraised valuation. It still stands on its original site, a monument to the enterprise of its pioneer builders, and a great curiosity. But it is more than a relic of the past; more than a curiosity, for in the hands of Indian operators, it is still doing good work for the agency.

The wide-spread Indian outbreak which followed the negotiation of Governor Stevens' several treaties with Oregon and Washington tribes, prevented settlements in Snohomish county during the years 1855-6, if any such were contemplated. The war, however, brought white men to the country, thereby extending a knowledge of its resources and

perhaps influencing settlement at a later date. For a general outline of operations against the Indian confederated tribes in this celebrated race struggle, the reader is referred to a previous chapter. The seat of war on the sound was King and Pierce counties, but it was thought best to send troops to the Snohomish river to confirm the neutrality of the Snoqualmies and other tribes who made their homes in this vicinity, and to circumscribe the hostile area as completely as possible. With this end in view, Colonel I. N. Ebey, of Whidby island, raised a company of volunteers at Port Townsend, and in November, 1855, came with them to the Snohomish country. Patkanim, a friendly Snoqualmie chief, piloted the company. It was transported to the Snohomish river by the schooner A. Y. Trask, Captain Horton, which was towed by the little iron steamer Traveler, Captain John E. Burns. The Traveler was probably the first steamer that ever entered the Snohomish. Ascending to the head of what has ever since been known as Ebey slough, they built there a primitive log fortification, named by them Fort Ebey, where they remained until the next spring. The fort was never compelled to engage in active hostilities, offensive or defensive, but after Patkanim's battle on White river, in which he surprised and routed the hostiles, the heads of fallen foes were brought to the Snoqualmie river, thence in canoes to Fort Ebey, where the victorious warriors came ashore with their horrid trophies on sticks. Setting these in the ground, they proceeded to execute a war dance in the presence of the volunteers.

In the spring of 1856, Fort Ebey was abandoned. Many of the men who had constituted its garrison,

enlisted in Captain Smalley's company, which was then being raised at Port Townsend and Dungeness, and which, with Captain Samuel Howe's Whidby island company and Captain Peabody's Whatcom county volunteers, constituted the Northern battalion. Colonel Ebey, the leader of the expedition, returned to his home on Whidby island, where on the night of the 11th of August, 1857, he was perfidiously murdered by the dread Northern Indians. The perpetrators of the horrible outrage were a party of Kakes, who dwell as far north as the fifty-eighth parallel. During the day they had received kind treatment from their intended victim, who, coming out of his house that night in response to their call, was treacherously shot and then beheaded. U. S. Marshal George W. Corliss and his wife were guests in the Ebey home at the time. They escaped while the Indians were parleying, only to fall victims to these or other Northern Indians at a later date.

Quite a number of the Fort Ebey soldiers were so favorably impressed with the Snohomish valley during their winter's stay, that they later returned and became pioneer citizens of the county. There was, however, no permanent settlement by white men until 1859, if we except Rev. E. C. Chirouse's Catholic mission. Harry Spithill was here in 1858, in what is now the Tualco settlement, but he was in no sense a settler at that time, though he has been in the county ever since and is now a resident of Marysville. Others were here even before that date, three white men being in Snohomish county in 1855.

Without violence to truth it may be said that the real settlement of the county began in 1859, and that its immediate cause was the inception of operations on the proposed military road from Fort Steilacoom to Fort Bellingham. A number of progressive men at the former point, watchful for an opportunity to improve their condition and at the same time build up the country, conceived a plan of building a ferry and a town at the point where the road would cross the Snohomish. Accordingly they formed a species of syndicate, consisting of Rogers & McCaw, Ferguson & Rabbeson and Colonel Wallace, all residents of Steilacoom. E. T. Cady was sent out as the representative of the first two; Hiel Barnes of Ferguson & Rabbeson and E. H. Tucker of Colonel Wallace; and all were instructed to acquire and hold for their principals squatters' rights to the land in the vicinity of the proposed ferry. Cady took what later became known as the Sinclair portion of the Snohomish town site; Barnes what is now the western part of Snohomish and Tucker the land now known as the Harvey place on the south side of the river.

The military road was extended northward to a point beyond the Stillaguamish in 1859, but the next congress, instead of voting an appropriation for its completion to Fort Bellingham, concluded to abol-

ish both that and the fort at Steilacoom. This action naturally put an end to road building by the government.

The consequent set-back to the plans of the Steilacoom syndicate caused all its members to withdraw except Rabbeson & Ferguson, the latter of whom came to the river about the first of March, 1860, and took the place Hiel Barnes had been holding for him and Rabbeson. A few others, mostly young men who had been engaged on the military road, settled on the river.

About simultaneous with the settlement of Cady, Barnes and Tucker at Snohomish City, was the founding of Mukilteo by Morris H. Frost, collector of customs at Port Townsend, who formed a partnership with J. D. Fowler, and sent him to that point with lumber and other materials for the purpose of building a store and hotel. For many years this was the only store on the sound between Seattle and Utsalady. The proprietors enjoyed a very large trade with Indians and settlers, and it was the hope of the friends of Mukilteo during the early days that, owing to its excellent location, it would develop into one of the leading commercial centers of the sound. But circumstances were against it; its trade was drawn to other points and eventually the store was closed, though the hotel continued to be a favorite winter resort for loggers.

At the time of its first settlement the territory now constituting Snohomish county was included in Island county. E. C. Ferguson hunted up for the writer a copy of the returns of an election held in Snohomish City, July 9, 1860, in which seventeen votes were polled, the names of the voters being as follows: Z. F. Wheat, John Cochrane, A. J. Bailey, Andrew Johnson, Jacob Summers, John C. Riley, T. P. Carter, Patrick Doyle, Salem Woods, Hiel Barnes, H. McClurg, Benjamin Young, George Allen, William Hawkins, Francis Dolan, Charles Short and E. C. Ferguson. It is believed that owing to the difficulty of reaching the island, the ballots of these men were never sent in to the county seat and never included in the official returns.

The pioneer settlers of the Snohomish and Skykomish valleys early determined to seek a remedy for the inconvenience of their situation at such a great distance from their county seat. In the fall of 1860, a petition was circulated and received the signatures of twenty-five persons, praying that all that portion of Island county situated on the mainland between King and Whatcom counties (there was no Skagit county then) should be organized into a separate county to be known as Snohomish. While the bearer of this petition was on his way to Olympia he learned that the prayer of the petitioners had already been granted. The facts were that potential political influences had been at work to secure a larger representation in the legislature for the northwestern part of the territory; therefore

an act creating Snohomish county was readily passed. The date of its approval by the governor is January 14, 1861. Its full text is as follows:

#### AN ACT

##### TO CREATE AND ORGANIZE SNOHOMISH COUNTY.

The Legislative Assembly of the Territory of Washington do Enact as Follows:

Section 1. The boundaries of the county of Snohomish shall be as follows: Beginning at the southwest corner of the county of King, being at the point where township line north of township No. 26 strikes Puget sound waters, thence running due east, by said north line to township 26, to the summit of the Cascade mountains, thence northerly, by the said summit, till it strikes the easterly continuation of the eighth standard parallel, thence due west, by the said parallel, till it strikes the channel of the waters near the mouth and southward of the Skagit river, thence by the channel, running eastward of Camano or McDonald's island, and through Port Susan bay, and leaving Gedeny's island to the east, thence southerly to the place of beginning.

Sec. 2. The county seat of said county shall be and remain at Muckeltoe (or Point Elliot), in said county; Provided, That a majority of the legal voters of said county may locate their county seat at any other point in said county at the next general election.

Sec. 3. The following named officers of said county are hereby authorized and empowered to fulfill the various duties authorized by law, after being duly qualified; to-wit: Sheriff, Jacob Summers; county commissioners, E. C. Ferguson, Henry McClurg, John Harvey; auditor, J. D. Fowler; judge of probate, Charles Short; treasurer, John Harvey; and they shall continue to fulfill the said duties until the next general election and their successors become qualified. Passed January 14, 1861.

LYMAN SHAFFER,

Speaker of the House of Representatives.

PAUL K. HUBBS,

President of the Council.

A census of legal voters in the county in 1861 is now in the possession of E. C. Ferguson, who kindly loaned it to the writer. As there were no white women and children in the county at this time, all the residents were legal voters, and a list of them, if complete, would constitute a list of the earliest pioneers of Snohomish. These men were: H. McClurg, a farmer; George Kelsey, farmer; George Rouse, farmer; Henry Beachman, farmer; James Hayes, blacksmith; Benjamin Young, farmer; J. Bott, farmer; George Allen, farmer; William Hawkins, farmer; George Walker, farmer; Francis Dolan, cabinet maker; F. Fisher, farmer; George Saunders, carpenter; John Richard, farmer; Jacob Wilson, farmer; Charles Short, farmer; William Pollard, sailor; Samuel Howe, farmer; John Harvey, farmer; J. P. Voisard, farmer; E. T. Cady, machinist; E. C. Ferguson, carpenter; John Alexander, carpenter; Charles Thompson, farmer; A. Davis, farmer, and James Long, farmer. Of these E. C. Ferguson, George Kelsey, James Hayes, George Saunders, George Walker, and William Hawkins are still in Snohomish county; H. McClurg is in British Columbia and John Alexander is a resident of King county. The whereabouts of some

of the others are unknown, but the majority have been gathered unto their fathers.

This list, although purporting to cover the county, seems not to include the residents of Mukilteo precinct, who, in the election of July 8, 1861, cast ten votes, the voters being Nicholas Nelson, Peter Landervale, H. D. Morgan, William King, Thomas Dickson, J. F. Guerin, J. D. Fowler, P. H. Ewell, Eugene Jasper and C. M. Stillwell.

As in most other parts of the Northwest so in the Puget sound country, the discoveries of the indomitable prospector had an important influence upon early history. Late in the fifties, gold had been found in the Fraser river country of British Columbia. A rush followed bringing Whatcom county, Washington, into immediate prominence and causing a town of ten thousand inhabitants to spring up in a few months. The boom proved very ephemeral, however and the town disappeared as quickly as it had arisen, but thousands of disappointed fortune hunters were cast adrift, and many of them became citizens of the various counties of Puget sound.

A little later came the Simikameen excitement, also in British Columbia, which received not a little attention from the Puget sound settlements, including those on the Snohomish river. Late in the fall of 1859, E. C. Ferguson and others sent E. T. Cady and a man named Parsons up the Snohomish and Skykomish to spy out a trail across the mountains toward the new Mecca of the gold-hunting pilgrims. When they reached the summit of the range they returned, it being very late in the season and the snow too deep for the further pursuit of their project. The pass they visited has ever since been known as Cady's pass.

From original documents, it appears that no little interest was manifested in this scheme of building a trail across the mountains. A subscription dated February 29, 1860, in which the signers agreed to pay E. C. Ferguson and S. McCraw the sums set opposite their names to be applied to the opening of this trans-Cascade road, was signed by the following persons: W. H. Wallace, A. B. Rabbeson, S. McCraw & Rogers, Egbert H. Tucker, E. C. Ferguson, D. V. Waldron, A. F. Byrd and John H. Scranton, and the sums subscribed ranged from fifty to two hundred and fifty dollars and aggregated eleven hundred dollars. Another subscription to the same project was circulated in Port Townsend and received twenty-nine signatures, the pledges aggregating over nine hundred and eighty dollars in cash and property of various kinds. A long list of men, including three Indians, worked on the road from three to sixty-eight days. In August, 1860, Ferguson and Cady started for the mines with pack animals. Going over the mountains by Cady pass, they descended the Wenatchee river to the Columbia, and went up that to the Okanogan river, which they ascended to the vicinity of Okanogan lake. They then crossed into the Kettle river

country of British Columbia, and surveyed the mining situation. Finding the prospects rather discouraging, they soon returned. That ended the trail proposition.

In 1862 another census of Snohomish county was taken by Salem A. Woods, the sheriff, which showed the status of the county's population to be as follows:

NAME	NATIVITY	AGE
Frank Dolan,	Albany, N. Y.	25
George Allen,	Mt. Rose, Scotland	35
Patrick McDoyle,	Norfolk, Va.	33
Andrew Johnson,	Sweden	33
William Hawkins,	Vermillion	33
George Kelsey,	L. I., N. Y.	24
George Rouse,	Ypsilanti, Mich.	25
Frank Boock,	Pennsylvania	27
Peter Voisard,	Stark county, Ohio	31
Charles Short,	St. Louis, Mo.	36
John Harvey,	Devonshire, England	30
George Walteer,	Cambridge Port, Mass.	33
E. F. Cady,*	Utica, N. Y.	34
D. W. Browning,	Holland	40
Jas. Hayes,	Liverpool, England	34
P. J. Fields,	Franklin county, Mass.	30
George Saunders,	England	30
George Fisher,	Utica, N. Y.	39
John Richards,	France	29
George Walker,	—	39
John Faust,	Holland	30
E. H. Thompson,	Wisconsin	32
Rev. E. C. Chirouse,	France	42
George Blanchard,	France	42
John Gould,	New Jersey	38
Thomas Dixon,	Iowa	28
P. G. Landerville,	Montreal, Canada	58
D. Brigham,	Waster county, Mass.	55
M. H. Frost,	New York	55
J. D. Fowler,	New York	24
Thos. Hare,	New York	33
Thos. Ermine,	New York	47
Jas. A. Gilliland,	Charleston, S. C.	25
P. H. Ewell,	Missouri	23
C. M. Stillwell,	Massachusetts	38
P. Golascher,	Massachusetts	40
A. Davis,	Franklin county, N. Y.	34
E. C. Ferguson,	New York City	29
Henry McClurg,	Pennsylvania	29
John Cochrane,	Westfield, N. Y.	31
Benj. Young,	South Carolina	36
William McDonald,	Scotland	49
S. A. Woods,	Fredonia, N. Y.	31
Jas. Long,	Baltimore, Md.	28
Charles Taylor,	Maine	30

\*Initials should be E. T.

It will be observed that the name of not one woman or child appears on the list. Family ties were unknown in Snohomish county at the time,

and there were no social organizations such as obtain in older and more civilized communities. The country was still practically in the hands of the aboriginal savages, and of the forty-four pioneers of civilization whose names appear on the census roll of 1862, quite a number had been constrained to adopt some of the customs and habits of their Indian neighbors. The great timber resources of the county had not yet begun to be developed; agriculture on any considerable scale was out of the question as the country was covered with a dense forest, and there was little to attract men and families. The single men who were here obtained a livelihood by clearing up small tracts of river bottom land and raising vegetables, chiefly potatoes thereon. Their products were transported by sail boats, scows and various kinds of primitive craft to Port Gamble, where the saw-mills afforded a market for them. The canoe was the great agent of short distance locomotion, and continued to be for many years afterward.

So far as known the first white woman who ever remained for any considerable length of time in Snohomish county was Mrs. Thompson, who with her husband and family abode for a while at the home of E. C. Ferguson. A little later J. L. Clark, with his wife and family, settled about a mile below Snohomish City, on what was afterward known as the Little place, but the first white woman to establish a permanent residence in the county was Mrs. W. B. Sinclair. She is still one of its esteemed citizens, her home having been in Snohomish City continually since the spring of 1863, when she and Mrs. Isaac Ellis came on the steamer Mary Woodruff from Port Madison. The husbands of these ladies had made their way to Snohomish in December, 1864, Mr. Ellis to give inception to the logging industry in the vicinity of Snohomish City, as superintendent for Amos Phinney & Company of Port Ludlow. The Sinclair family bought from a squatter the land upon which E. T. Cady had first located, and which is now a part of the Snohomish city town site.

Up to 1864, settlement in the county was limited to the valley of the Snohomish and Skykomish rivers and the vicinity of Mukilteo, but in the fall of this year, began the settlement and subjugation of lands contiguous to the other important waterway of the county, the Stillaguamish river. The honor of pioneership in this locality is thought to belong to Henry Marshall, but he was very soon followed by a number of others. Gardner Goodrich states that when he came in the fall of 1864 to cruise the country in search of a satisfactory logging site, he found on the river Henry Marshall, Captain Daniel Marvin, George Nevells, Willard Sly, a Portuguese known as John Silva, and on Hatt slough a man named Cummings. These men were all either single or married to Indian women, except Captain Marvin, to whose



wife, Mrs. Maria L. Marvin, belongs the honor of being the first white woman to settle permanently upon the Stillaguamish. She says that she and her husband and son, Frank, accompanied by Willard Sly, arrived from Port Madison about the first of November, 1864, having come in a scow which the captain had built for the purpose of transporting them. They made their home in the scow until a little shack could be erected for their accommodation. Fortunately, the Indians were friendly.

Captain Marvin and family settled about four miles above the mouth of the Stillaguamish. Owing to the captain's ill health, the burdens and privations of pioneer life rested still more heavily upon his courageous helpmeet than they otherwise would. Mrs. Marvin was compelled to remain at home constantly, and for three years she saw not the face of a single white woman. Late in the fall of 1867 her isolation from persons of her own color and sex was temporarily relieved by the arrival from Utsalady for a visit of Alexander Graham and his white wife. The next spring this family settled near the Marvins, and a few months later Daniel Thurston and family came, swelling the number of white women on the Stillaguamish to three. As long as they stayed Mrs. Marvin had congenial company of her own sex, but the Thurstons eventually moved away and the Grahams took up their residence on Hatt slough, leaving her again isolated. True there were by this time white women on the flats at the mouth of the river, but Mrs. Marvin seldom saw them, as her household duties and the additional responsibilities growing out of her husband's illness made it impossible to visit them often. For the honor of pioneership she paid most dearly in the sacrifice of almost all social pleasures, but she bore her privations heroically and is deserving the highest respect and commendation.

For a number of years after the first settlers arrived, the population of the Stillaguamish valley increased very slowly, but a settler or two arrived almost every year. With Mr. Goodrich in 1864 came James H. Perkins, who bought Henry Marshall's right to the first claim staked out in the Stillaguamish country. For a number of years he was engaged in logging and general trading. Eventually he embarked in a hotel and saloon business in Florence, and he is thus engaged at this date. In 1865 or '6, Robert Fulton settled about a mile up the river from the old Marshall place. Later he squatted on the island opposite Stanwood, putting up a small saloon there, which he soon sold to John Gould, who in turn was succeeded by George Kyle. When Centerville postoffice, the first in the valley, was established Kyle was appointed postmaster.

Other settlers of the middle and late sixties were James Cuthbert, who located just above the

Goodrich place; Thomas S. Adams, on the river above Martin's; P. A. Peterson, just above the present Florence, and John and Robert Robb, also above Florence. About 1870, Gardner Kellogg, a Seattle druggist, settled on Hatt slough, staking out his claim in the night to get ahead of some other would-be squatter. At this time railroads were first talked of, and as many thought the road from the east must pass through the Stillaguamish valley, a new interest was taken in that part of Snohomish county. In 1870, or thereabout, Peter Wilkinson, John McDonald, William Hunt, William B. Moore, Frank H. Hancock, \_\_\_\_\_ Bradley and Thomas Ovenell settled on the flats. These combined and gave inception to the diking industry by building a long fortification against the sea. The practicability and profit of oat raising on tide-marsh lands had been already demonstrated in what is now Skagit county, so all the settlers on the Stillaguamish flats began cultivating this crop as soon as their diked lands were in readiness.

Owing to a fortunate circumstance it is possible to enumerate practically all those who settled in the Stillaguamish country prior to 1873, thus preserving the names of those earliest pioneers. For the purpose of avoiding disputes among themselves over lines, boundaries of claims, etc., the settlers paid three dollars each to S. M. Morgan, C. E., to make a map of the country, which should be filed in the land office at Olympia. A copy of this map is still in the possession of Gardner Goodrich. It shows that claims were taken on the north side of the river by J. Hicks, A. L. Densmore, T. J. Moores, A. H. Moores, W. B. Moore, William Hunt, J. Gage Green, John McDonald, Thomas Ovenell, Peter Wilkinson, Robert Freeman, Henry Oliver, J. H. Irwin, James Calden, J. A. Palmer, N. Perfield, Charles Palmer, William Butler, John Silva, Peter Harvey, Captain Daniel Marvin, George Nevels, John Brady, John Gilchrist, C. Livingston, P. A. Peterson, Dr. Rhodes, C. J. Low, and one other whose name is illegible on the map, and whom nobody seems able to remember. On the south side were George Kyle, William Kyle, David Kellogg, Gardner Goodrich, J. Crebs, \_\_\_\_\_ Anderson, Gardner Kellogg, James Cuthbert, Willard Sly, E. Graham, J. H. Perkins, John Dymont and H. G. Dewey. South of Hatt's slough were William Douglass, James Hatt, James Long, Thomas Adam, George Belden, John Le Ballister, J. W. Fendlason, A. Grant, David Munson, Peter M. Smith, Ross P. Shoecraft, a surveyor, on Lake Howard, and Martin Woolsey, near Lake Shoecraft. This included every settler north of the reservation line.

The master industry of Snohomish county, namely the appropriation and elaboration of its timber, had its beginning at a very early date. The first saw mill within its borders, that now in use by the Tulalip agency, has already been men-

tioned. The nomadic hand logger also began his operations early, and sometime in 1862 Smith & Wilson started to log with oxen on Brown's bay, two miles north of Edmonds. To the best of Mr. Smith's knowledge and belief this was the first camp of any magnitude and the first in which oxen were employed on the Snohomish coast. This firm used ten oxen and about fifteen men.

In September, 1863, Smith & Wilson moved to the site of Lowell, where they found two squatters named Frederick Dunbar and Burlingham Brown, the former of whom had an Indian wife. These men had settled on their claims about 1861. They sold their rights to the loggers, who forthwith commenced operations, becoming the pioneers of the industry on the Snohomish river. In 1865, Mr. Smith bought out his partner, Wilson. He logged uninterruptedly on the sites of Lowell, Everett and Marysville, and on various parts of Ebey slough until 1891, when he sold his interests. From the shores of Ebey slough he took one hundred million feet of logs.

The next outfit on the lower river, to the best of Mr. Smith's recollection, was that of James Long and Alexander Spithill, who operated on Spithill's slough for a number of years. In 1864, also, George and Perrin Preston, brothers, commenced logging a mile below Snohomish City, and late the same year the Ellis camp, previously referred to, began operations. The Prestons took land at Blackman's point after Spithill left. Runnels & Duvall followed Long and Spithill on the slough, establishing their camp at a place known as Hog 'Em, three miles up from Marysville, where they remained from about 1864 to 1866, moving then to the Stillaguamish. Jerome Berry, Arthur, Steven and William McLean, M. T. White and others soon after established camps on the river, slough and reservation, and when the wealth of timber in the country became generally known, other camps came in fast. Ulmer Stinson, E. C. Ferguson, Isaac Cathcart, James Duvall, John Elwell and Ross Brothers were among the first on the river above Lowell, and camps were early established as high up as the Snoqualmie and Skykomish rivers. The price of logs in the early days ranged from five to ten dollars a thousand. Oxen were used exclusively for power, and camps having ten or twelve of them expected to put in about three millions a year. The average output of the county from 1863 to 1870 was probably thirty millions annually, though during the first two or three years it was probably between ten and fifteen millions.

Though Frost & Fowler's hotel and trading station was established at Mukilteo at a very early date, and though it soon became a popular resort for loggers, the lumbering industry seems not to have gained a foothold there as early as on Ebey slough, and the Snohomish and Stillaguamish rivers.

However, George Foster had a large camp there probably as early as 1867, and in the seventies Tamlin Elwell, Blackman Brothers, E. D. Smith, M. H. Frost and possibly others logged in that locality.

It should be noted that when E. D. Smith arrived in September, 1863, he found one Dennis Brigham in possession of a claim extending three-quarters of a mile along the water front of Everett harbor, where some of the most valuable property in the city now is. In 1864 a telegraph line was built to Bellingham and Edward Kromer, who came to act as operator, took a claim next to Brigham's. He sold forty acres about 1888 to an Englishman named Edmund Smith, and the rest at a later date to Rucker & Swalwell. Kromer and Brigham were the first permanent settlers on the site of Everett. Some time before the fall of 1863, also, the site of Ferry & Baker's saw mill was taken by a squaw man, and later James Entwistle and an old Frenchman took the site of East Everett. Nicholas Code was likewise one of the men who missed fortune by failing to stay with it.

Mr. Smith also recalls that in 1863 Charles Seebart was occupying a claim on the flats opposite Lowell. He will be remembered by all old pioneers as the man who, in 1871, was murdered with an ax and horribly mutilated in the middle of the night by his own son, a boy of about nineteen. The murderer was captured in Seattle and tried for the crime, but acquitted on the ground that he was not a responsible person.

Eldridge Morse, one of the counsel in the case, told the writer of the rather singular tactics pursued in this trial. He says the defense brought the boy's mother from California to testify that while the boy was yet in intra-uterine life, his father abused his mother shamefully. The theory of counsel was that the effect of this harsh treatment upon the mother's mind influenced the mind of the unborn child, causing an unconquerable aversion to and fear of the father; that the boy was so thoroughly frightened by some threats made just previous to the murder that he considered his own life in danger and knew of no avenue of escape but to kill his father. Undoubtedly the boy was of unsound mind.

An important incidental result of the establishment of Mr. Smith's first camp on the Snohomish was the removal of obstructions to navigation and the opening of the way for the coming of the steamboat. The first boom, in being driven down the river, encountered so many snags and other obstructions that it was almost lost. The logging firm therefore concluded to use Steamboat slough for driving purposes. Trees had fallen into this, inter-locking with each other where it was narrow and almost cutting off craft of any kind, but Smith sent men along each bank to saw off the trees and remove them, thus opening it to navigation. This

was in the spring of 1864. Not long afterward boats began to visit the river, the Zephyr, Captain Wright and the Nellie being the first to make regular trips upon it. Sailing vessels also came up the river at intervals during the early years, among them the schooner Minnehaha, of which Captain Clendenning was master.

Previous to September, 1863, the Atridge brothers, three in number, were engaged, on the slope just north of where Everett now is, in taking out spars for the French government. Their camp was a temporary one. Next year they spent some time on Nevels slough, in the Stillaguamish country, getting ready to log, but for some reason abandoned their project before even the preliminary work was completed. About two years later Thomas Runnels took hold of their abandoned claim in good earnest, becoming the pioneer logger of the Stillaguamish. Of the men employed by him in 1867,

several later became well known citizens of the county, among them being Gardner Goodrich, James Cuthbert, James de Valle, William Whitfield and James H. Perkins. Runnels sold to J. C. Record in 1868, or very early in 1869.

Logging operations on the Stillaguamish were not nearly so extensive during the early years as on the Snohomish and the sloughs. There were, however, a number of small camps there during the early seventies, among them those of Peter Harvey, near the Record claim, James Long on the river above Florence, and Olson & McFadden, two miles above Florence. James Hatt was the pioneer logger of Port Susan bay, starting probably in 1863, to take out timber for the Utsalady mill. William Douglass succeeded him, about 1866, and Hatt filed on a claim and engaged in farming and saloon keeping.

## CHAPTER II

### CURRENT EVENTS, 1870-89

Naturally the earliest years of Snohomish county's history were years of slow development, the devotees of each industry being held back by the feebleness of other related or complementary industries, and all by absence of speedy transportation. The extent of the logger's activity was limited by the lack of milling facilities, which could not come in a day, and the development of agriculture would have been measured by the limits of the local market, had not the extreme difficulty of preparing the soil for the seed most effectually established its bounds. But the pioneer days were very important ones, if they were necessarily days of small things. The early settlers for the most part displayed a goodly quantity of public spirit, evincing a willingness to encourage to the extent of their ability any proposed industry. Naturally attempts to start saw mills were early made. The first to be built in the county after the Tulalip mill was erected by David Livingston and his two brothers about 1863. It was situated between Mukilteo and the site of the present Everett, about a mile and a half from the former point. Several vessels were loaded with its products but it could not compete with the large mills on the west side of the sound in the general market and there was no local demand, so it soon ceased operations. As early as 1866, the settlers of Snohomish City and

vicinity made a bold attempt to secure a saw mill in their midst, well knowing that such would be valuable not alone in itself, but for the encouragement it would lend the logging industry, which in turn would have the double effect of furnishing a market to the farmer and assisting him in the laborious task of clearing the timber from the soil. The evidence of this praiseworthy attempt is furnished by an act in the territorial session laws of 1866, "to incorporate the Snohomish City Mill Company," the substance of which was as follows:

Section 1. Be it enacted by the Legislative Assembly of the Territory of Washington, That Clark Ferguson, W. B. Sinclair, M. L. King, John Harvey, E. C. Ferguson and Charles Short be and are hereby appointed, under the direction of a majority of whom subscription may be received to the capital stock of the Snohomish City Mill Company hereby incorporated, and they may cause books to be opened at such times and places as they shall direct, for the purpose of receiving subscriptions to the capital stock of said company, first giving thirty days' notice of the time and places of taking such subscriptions, by publishing the same in some newspaper in this territory, or by posting notices thereof in not less than three public places in Snohomish county.

Sec. 2. The capital stock of said company shall be thirty thousand dollars, in shares of twenty-five dollars each, and as soon as one hundred shares of the capital stock shall be subscribed, and ten per cent. of the amount thereof actually paid in or secured to the said company, the subscribers of said stock, with such other persons as

shall thereafter associate with them for that purpose, their successors and assigns, shall be and they are hereby created and declared a body corporate and politic by the name and style of the Snohomish City Mill Company, with perpetual succession, and by that means shall be capable in law of purchasing, holding, selling, bargaining and conveying estate real, personal and mixed; have a common seal which they may alter or renew at pleasure, and generally may do all and singular, the matters and things which an incorporated company may by law do.

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Sec. 8. The said company shall have power to locate and construct a mill at or near the mouth of a small creek on the north bank of the Snohomish river, and on the land claim now held by E. C. Ferguson, in Snohomish county, to be determined by vote of the stockholders holding a majority of the stock of said company, who shall be represented in person or by proxy at a special meeting called for the purpose of fixing the location of said mill.

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Sec. 12. This act shall take effect and be in force from and after its passage.

Passed the House of Representatives January 9, 1866.

EDWARD ELDRIDGE,

Speaker of the House of Representatives.

Passed the Council January 10, 1866.

HARVEY K. HINES,

President of the Council.

Approved January 18, 1866.

WILLIAM PICKERING,

Governor of the Territory of Washington.

For the first decade or more of settlement in Snohomish county, the assessed valuation of property was very slight. In 1862 it amounted to but little more than eleven thousand dollars divided among forty-four persons. In 1870 it was one hundred and thirty-eight thousand five hundred and seventy dollars, of which all but nineteen thousand six hundred and seventy dollars was on personal property. The reason for the slight valuation of realty was that practically all the land except a few quarter sections at Edmonds was still really the property of the United States government, and not subject to taxation, what was in control of settlers being held first by squatter's right and later under the homestead and preemption laws. About three townships in the vicinity of Mukilteo were early surveyed. Upon them grew some of the finest timber in the county, hence much of this land was a great temptation to the Puget Mill Company, which in the latter sixties and early seventies acquired title to it in the usual way. The first tract of land on the Snohomish river above its mouth for which a deed was procured was the preemption claim of E. C. Ferguson, who offered final proof in February, 1871. Between that date and 1875, quite a number of claims were patented, and about 1873 patents began to be secured by settlers on the Stillaguamish.

According to the ninth census, that of 1870, the population of Snohomish county was then 599 persons, of whom 529 were white, the remainder being: Indians, 65; Chinese, 3; free colored, 2. The local enumerator, Hon. Edward Eldridge, is

also quoted as authority for the statement that the county at this time was supporting one pauper at an expense of one hundred and thirty-eight dollars per annum, and that the industries of the county, aside from agriculture, were the Eagle Brewery at Mukilteo, one camp getting out ship knees, fourteen logging camps and five shingle factories. By the last mentioned are meant places where one or more men were engaged in splitting cedar shingles by hand. There were no shingle mills at this date.

During 1870, eleven persons died in Snohomish county, none of whom were women, nor did any woman succumb to the dread reaper until the next year, when Mrs. A. Peden was drowned near the head of Ebey slough, through an accident to a canoe in charge of Charles Low, who afterward commanded the well known steamer Nellie. The first woman to die of disease was Mrs. M. W. Packard, whose demise occurred December 13, 1875. The next was Mrs. Eldridge Morse, March 10, 1876. The simple reason for the apparently small mortality among women was the fact that there were very few women in the county during the first decade and a half of its existence. The seeds of the higher civilization, with its family ties, its schools and churches and other social organizations had been sown, to be sure, both on the Snohomish and the Stillaguamish, but a very large proportion of the population consisted of single men, who had no special abiding places, but went wheresoever the fortunes of the lumber camps might lead them.

When the county was first organized all its litigation above the jurisdiction of the justices and judge of probate was carried on in Port Townsend, but by an act approved January 25, 1868, the counties of King, Kitsap and Snohomish were made a sub-district of the third judicial district, and given a court at Seattle. By the legislature of 1875-6, litigation was still further cheapened and rendered convenient by the establishment of a district court of the county of Snohomish, of which court the first session was held in March, 1876. J. R. Lewis, chief justice of the territory, presiding.

The year 1874 is remembered by E. D. Smith as one of unusual severity. He states that the thermometer indicator began to descend about December 15th, and that by Christmas one could skate the entire length of the lower Snohomish river. He remembers this especially because a dance was given in his hotel about that time, which was attended by a number of Snohomish people who came down on the ice. When the break-up came, about six weeks after the beginning of the cold snap, ice a foot thick floated down the river, forming regular jams in places. This was the severest winter since the notable one of 1860-61, when the entire Northwest was imprisoned by the frost king for months.

While there was a general financial depression

throughout the country at large following the panic of 1873, its unwelcome influence was not felt in Snohomish county. At this time everything was in too primitive a state for a panic to have much effect. Nobody had great wealth; nobody was in debt; there were no deferred payments falling due to be paid in appreciated currency and there was no "confidence" to be lost, except confidence in the future of the country. Furthermore, there was no intimate dependence upon the outside world; hence little or no movement of local conditions in sympathy with general conditions. The years 1870 to 1876 inclusive were years of no little activity in the development of the lumber industry of Snohomish county and the sound generally, giving encouragement to primitive agriculture, which developed concomitantly.

As heretofore stated there were fourteen logging camps in the county in 1870. By 1876, the number of camps had nearly doubled, and it is safe to assume, that owing to improvements in method and increase in the average number of men and oxen employed, the output had increased in a much greater ratio.

According to statistics of the logging industry of Snohomish county compiled by Sheriff Benjamin Stretch and published in the Northern Star of June 24, 1876, the following camps were then in operation on the Snohomish river and its tributaries, namely, those of William Stockton, eight oxen, eight men; Charles Taylor, ten oxen, eight men; Bennett & Flattan, sixteen oxen, twenty men; Fred Foss, eight oxen, eight men; Blackman Brothers, eight oxen, four mules, ten men; J. B. Roberts, twenty-two oxen, nineteen men; Stephen Hogan, eight oxen, eight men; J. Ross & Company, twenty oxen, twenty men; H. Mills, eighteen oxen, seventeen men; W. S. Jamieson, fourteen oxen, eight men; Mowatt & Hinman, eight oxen, seven men; E. D. Smith, fourteen oxen, fourteen men; Warren Smith, ten oxen, twelve men; William Hawkins, eight oxen, six men; Ulmer Stinson, ten oxen, ten men; Tamlin Elwell, eight oxen, ten men. Besides these there were on the Snoqualmie river, in King county, the following loggers, who floated all their logs down the Snohomish, and made Snohomish City their business center, namely, Wilbur & Clark, twelve oxen, twelve men; Elwell & Son, twelve oxen, fourteen men; James Duvall, ten oxen, eight men; Frank Duvall, ten oxen, eight men.

Camps in the county off the Snohomish or its tributaries were: M. H. Frost, ten oxen, eight men, at Mukilteo; George Brackett, ten oxen, ten men, at Ten Mile Point, and the following on Port Susan bay or in the Stillaguamish region, namely, Thomas Rannels, twelve oxen, eight men; Finlason & Munson, ten oxen, eight men; Follansbee & Company, twelve oxen, eight men; James Long & Company, ten oxen, eight men; J. H. Record, twelve oxen, twelve men; W. B. Moore, twelve oxen, eight men.

Counting the four camps on the Snoqualmie river above the King county line we have a total of twenty-eight camps, three hundred and twenty-two oxen and three hundred and seven men. It was estimated that they would cut in 1876 more than fifty million feet of logs. The market was good that year and the loss in driving the logs down the river was much less than usual.

Of no little importance to the settlements on the Snohomish and its tributaries was the building of a saw mill in 1876 on the Pillchuck about a mile from Snohomish City. In July P. M. Bennett arrived with his family from Missouri, and very soon afterward a partnership was formed between him and his old friend, L. H. Witter, for the purpose of engaging in a general milling business. The firm of Bennett & Witter lost no time in getting to work, and by December the mill was in operation. The first board sawed by it was presented to the Snohomish Athenaeum for preservation as a souvenir. It was the intention of Messrs. Bennett & Witter to put in a feed and grist mill also, and so build up the grain-raising industry in the Snohomish valley, but this part of their plan was never carried into effect, as the development of agriculture at the time did not warrant it, nor have subsequent developments established the practicability of wheat production in this part of the county.

On the Stillaguamish flats, however, a splendid success was rewarding pioneer experimenters in the growing of cereals, and there was much activity there during the middle seventies in consequence. From the Star of October 7, 1876, we quote the following: "Farmers on the Stillaguamish flats are laying out a great deal of money in ditching and fencing, adding greatly to the beauty and value of their ranches. The county road across the flats is being constructed in a thorough manner. A ditch is dug each side of the road and the dirt is thrown into the center and leveled, forming a very solid, even and dry road bed. Fences are built most all the way of lumber, which adds greatly to the appearance of the country."

The paper just quoted has also preserved for us some statistics furnished by one of the prominent residents of the Stillaguamish country, which will convey a very good idea of the extent to which the agricultural development had progressed by the fall of 1876. He stated that Henry Oliver had about a hundred acres in cultivation, thirty of which were in grass, the rest in grain; that Peter Wilkinson had one hundred and eighteen acres, seventy-five of which were in barley and oats; Thomas Ovensell, one hundred and twenty acres, fifteen in grass, the rest in grain; J. McDonald, eighty acres, twenty in grass, the rest in grain; William Hunt, forty acres, nearly all grain; W. B. Moore, one hundred acres, half grass, half grain; F. Hancock, sixty-five acres, twenty grass, the rest grain; Mrs. J. Bradley, J. V. Cook and Peter Gunderson about

forty acres each, nearly all in grain; O. B. Iverson, thirty-five acres of grain on George F. Kyle's place. The farmers named were dwellers on the marsh and all this acreage had required diking before it could be cultivated. The same gentleman is authority for the statement that Oliver Thompson had about one hundred and forty head of hogs to sell and Peter Wilkinson sixty or seventy head; also that a thousand pounds of butter would be produced above that required for home consumption. He also stated that a large amount of additional land was being diked by Messrs. Haller, Hancock, Hunt, McDonald, Moore, Ovenell, Wilkinson and Iverson, and that the amount of arable land would be greater next year by some three hundred acres. The product of grain and hay on the marsh he estimated at thirty-five thousand bushels of the former and one hundred and twenty-five tons of the latter. He thought that the two hundred acres of land cultivated on Hall's slough and up-river would produce a hundred tons of hay in excess of that required for home consumption, besides a large quantity of vegetables and a little grain. The potato crop was reported as very poor both on the river and on the marsh at its mouth.

At this time the Stillaguamish settlement consisted of some twenty-five families, about a half dozen bachelors keeping house, and four logging camps.

The year under review was one of rapid improvement in the transportation facilities enjoyed by Snohomish county points. When the Snohomish river settlers first came they had to depend almost entirely upon their canoes and small boats for the transportation of themselves and their goods to and from places on the sound. Later sound boats of lighter draught began visiting them occasionally and eventually the time came when they could depend upon receiving a call from a steambot at least once a week on the average. As the commercial importance of the up-river settlements increased the interest of freight and passenger hunting craft increased also, until by 1876 Snohomish City was visited at frequent intervals by at least three different boats, the Fanny Lake, Captain J. S. Hill, the Zephyr and the Yakima, giving connection with Seattle three or four times, the Stillaguamish and Skagit rivers one to three times and Port Gamble and several other points at least once weekly.

No review of the events of the year 1876 in Snohomish county would be complete without mention of the first newspaper of the county, the Northern Star, which came into existence early in January. Its editor, Eldridge Morse, and his assistant, Dr. A. C. Folsom, were both men of unusual literary and scientific attainments, and the paper they issued was exceedingly ambitious in many ways, too much so, perhaps, for the patronage it could hope to secure in a new and struggling community. It attempted to keep its readers informed on the

progress of scientific knowledge, threw open its columns for a free discussion of all the problems of past and present, including religion, and labored in season and out for the spread of information regarding the resources and possibilities, not alone of Snohomish county, but of the whole sound country. Undoubtedly it did much during the two and a half years of its existence for the increase of population and encouragement of local enterprise.

The Star was not a month old when it became its sad duty to chronicle the most melancholy event in the history of the county up to that time. January 25th about six o'clock in the evening Horace Low, Clayton Packard, Arthur Batt and Charles Elwell, the first two of whom were employed in the Star office, started for a lake a mile from town for the purpose of indulging in an hour's skating. By the time they reached the lake the short winter day was drawing to its close, and the on-coming darkness made it impossible for them to discover a sheet of thin ice which skaters at an earlier hour had carefully avoided. The young men had no more than begun to enjoy the sport, when Low and Batt broke through. In an instant their companions came to the rescue, but though they made brave efforts, they were unable in the darkness to find a pole to extend to the struggling men, or to reach them on the ice. At one time Packard got within ten feet of Batt, by crawling on his abdomen, but the ice gave away under him, and he could go no further. When the survivors saw that all was over they lost no time in returning to town and giving the alarm. The people turned out *en masse*, with grappling hooks and lanterns, improvised a rude raft, and by midnight procured the bodies.

In the fall of 1877, a severe epidemic of diphtheria visited Snohomish county. The first to take down with the dread disease was George D. Smith then on the river a mile above Lowell, now a resident of Snohomish. Samuel Howe, on Ebey slough, lost five children; James Vance, two miles above Lowell, lost his entire family of three; and Mrs. Clark, near Snohomish, lost three little girls. It is said that all the children in the Lowell school district except two died of the disease; and there were fatalities also at other points along the river and in Snohomish City. In all seventeen succumbed to its ravages. It was what is known as black diphtheria, a particularly virulent type.

While the Snohomish county pioneers enjoyed a period of great prosperity and relative advancement notwithstanding the general depression ensuing upon the panic of 1873, the wheels of progress were most effectually blocked in 1877. In the four intervening years, the sound country had come into close touch, through the ocean, with the outside world. Its large milling companies had succeeded in creating a demand for their lumber in Mexico and some of the South American states, in Australia and the Orient, and even in the earliest days,

they had enjoyed a lucrative trade with California. Through a variety of causes, much of the demand from all these countries was cut off, except such as came from China and the Sandwich islands. The result was that in the early months of 1877 there was almost no sale for logs at any price, and the consequence was a paralysis of industry of all kinds. The physical difficulties encountered by loggers were fewer than usual, hardly any of the product being lost through floods and the like, but the market was so badly demoralized that in June many of the loggers were talking seriously of suspending operations. For several months not a dollar came onto the Snohomish river from the sale of logs; the farmers were in no better circumstances than the woodsmen, as they must wait for the price of products sold by them to logging camps until returns could be secured from the mill men. In the good times just past, all classes had forged ahead confidently, contracting debts *ad libitum*, and the outstanding obligations greatly increased the seriousness of the situation. Before the day dawned, practically the entire timber product of Snohomish river was involved in litigation and millions of feet of logs at Priest's Point were in the hands of the sheriff, with thousands of dollars of costs against them. Late in November there came a marked improvement in conditions. The price of logs rose to five dollars a thousand, and before the end of the year the great booms of logs at Priest's Point were disposed of for cash, the debts against them were paid and there was joy again for a brief season among the residents on the Snohomish. Times, however, continued dull for a few years afterward.

From the governor's message to the legislature in the fall of 1877, it would seem that conditions throughout the territory generally were not so bad as on the Snohomish. He said:

No event of an extraordinary character has transpired within our territory since the adjournment of the legislative assembly. Our people have enjoyed uninterrupted health. Our progress in wealth and population has been as rapid as could have been expected, and under the circumstances must be regarded as eminently satisfactory. Our isolated position and the great distance to be traveled, and the large expense incurred by immigrants, will necessarily operate to retard our advancement until a continuous line of railroad to the Eastern states is secured. Our agricultural, manufacturing and mining industries have been unusually prosperous, and when we contrast our financial condition and business prosperity with that of other localities, we can realize how highly we are favored. Here the laborer has received remunerative wages; capital has been profitably employed; manufactures have increased; the earth has yielded abundant harvests and all departments of business have been successfully prosecuted, while in other portions of our country wide-spread financial trouble, embarrassment and distress have prevailed. Manufacturers have ceased operations, capital has been withdrawn from usual avenues of investment and has lain idle; the laboring classes have been unemployed or engaged at diminished wages, and thousands have been reduced to destitution. Capital and labor which should be

joined in the closest bonds of union have been arrayed against each other in deadly hostility. A conflict which recently occurred between these forces, extending over many states, reaching almost to the proportions of a civil war, requiring the combined power of the national and state governments to suppress it, occasioned the loss of many valuable lives and the destruction of millions of dollars of property. From like calamities we have been happily exempted; for which we should be profoundly grateful to Him who governs and controls the destinies of nations and individuals.

It will be remembered that 1855 was the year of the celebrated Nez Perce war in Northern Idaho, when the disaffected Nez Perce and Salmon river Indians, with renegades from other tribes, went on the rampage, massacring a number of men, women and children on Salmon river and Camas prairie, defeating Colonel Perry at White Bird, and after suffering defeat at the hands of General O. O. Howard on the Clearwater, leading him a long and memorable chase through the Lolo pass into Montana and Wyoming and to Bear Paw mountain, where they were captured by General Miles. It was feared that the number of hostiles would be swelled by reinforcements from other tribes, until they would far out-number any force that Howard could muster, hence Governor Terry, of Washington territory, offered to raise, organize, clothe, subsist, arm, equip and transport to his assistance five hundred volunteers, whenever he should call for them.

Upon learning of this act of the governor, the following calls were at once issued by citizens of Snohomish county:

Whereas, Governor Terry has tendered the services of five hundred volunteer militia to General O. O. Howard, now in the field, to assist him, whenever he may require their services; In behalf of great numbers who have offered to volunteer for this war, we request all so disposed to meet at the lower Atheneum hall on Sunday evening, July 8, 1877, at six o'clock for the purpose of organizing a volunteer militia company, elect their officers, and be subject to the order of the governor for immediate service in the field, whenever called upon by him.

LOU BEACH,  
J. H. PLASKETT,

JAS. HOOD,  
JOHN D. MORGAN.

Whereas, an Indian outbreak is threatened by the Klickitat and other Indians near the Snoqualmie pass, and if such an event should take place, this valley would be defenseless. We call on our fellow citizens to meet at the lower hall of the Atheneum on Sunday, July 8th at six p. m. for the purpose of organizing a militia company, electing officers, etc., and take the necessary steps to secure arms, etc., for home protection.

A. C. FOLSON,  
HENRY JACKSON,  
H. A. GREGORY,  
W. M. TIRTLON,

E. C. FERGUSON,  
R. HASKELL,  
M. W. PACKARD,  
H. W. LIGHT,

WM. WHITFIELD.

Pursuant to the calls above quoted, a meeting was held, of which E. C. Ferguson was elected chairman and Dr. A. C. Folsom secretary. Two documents were drawn up, one for the signatures

of those wishing to volunteer for service in the Idaho Indian war and one for those willing to join, support and maintain a home organization of a permanent character. The former document received twenty-one signatures; the latter quite a number, and a committee was appointed to secure further signatures to each. It is stated that two strong companies were organized, but fortunately the active services of neither were demanded by the exigencies of the war.

While the logging industry was not very vigorous in the year 1878, and times were relatively dull, there was no cessation of activities on the farms of the county, which were slowly increasing in size, number and importance. On the Skykomish were a number of good farms, some of them including prairies of small size, the principal ones, perhaps, being the farm of Salem Woods, on Wood's prairie, and those of J. Cochran, S. Peterson and George Richardson. At Park Place a new town had recently been started by Salem A. Woods.

Though there was but one new settler added to the Pillchuck settlement between Snohomish and Dubuque's during the year (William White who purchased the improvements of Ed S. Gregory), considerable progress was made in the development of the farms already located. About this time or not many years afterward settlement began in the Granite Falls and Hartford regions. On the Snohomish, the farmers were also busy in extending their improvements, while the Stillaguamish pioneers continued earnestly the work of subdividing and turning to the uses of man the natural resources of their section. Perhaps one of the most important achievements in this section was the opening of the Stillaguamish jam, about six miles, by the river channel, from D. O. Pearson's store in Stanwood. Work was begun in removing this obstruction to navigation April 11, 1877, by Frank Ledger, J. H. Matthews and Jesse Jones. There were no saw logs in the jam, hence they had to depend for remuneration for their labor entirely upon the subscriptions of those interested, which aggregated only four hundred and twenty-two dollars. As the jam was a quarter of a mile in length and very deep, cedar and spruce trees being piled on top of each other in almost every conceivable way, it was the opinion of good engineers that the opening of the river would be the work of several years. However, by cutting and removing the logs from one side only, and allowing the rest a chance to work loose and float away, the task was accomplished in a few months. In November, 1877, the main jam went out and early in January following the work was completed so that it was thought there was no danger that another jam would form. Very soon after this obstruction was removed, there were about twenty-five settlers above its site.

For the purpose of comparison, as well as to preserve the facts themselves, an abstract of the

assessor's census for the year 1877, and that for the year 1878, may here be given. The former shows: Number of dwellings, 219; number of white males, 635; number of white females, 328; of colored males, 25; of colored females, 13; of males foreign born, 190; females, 37; number of persons married, 299; unmarried, 342; number born within the year, 18; married within the year, 12; attended school within the year, 150; illiterate, 30; total population, 1,001; number of male citizens of the United States, twenty-one years old and over, 414; total value of real estate belonging to residents, \$134,455; to non-residents, \$90,124; personal property, \$106,494.

The assessor's census for 1878 shows: Number of dwellings, 271; increase over the previous year, 52; number of families, 167; of white males, 677; gain in the year, 42; of white females, 341; gain, 13; number of Chinese, 17; of colored males, 3; of colored females, 4; of citizens, 448; of males foreign born, 210; of females foreign born, 57; total population, 1,042; gain in the year, 41. The total population of the county in 1880, according to the United States census was 1,387.

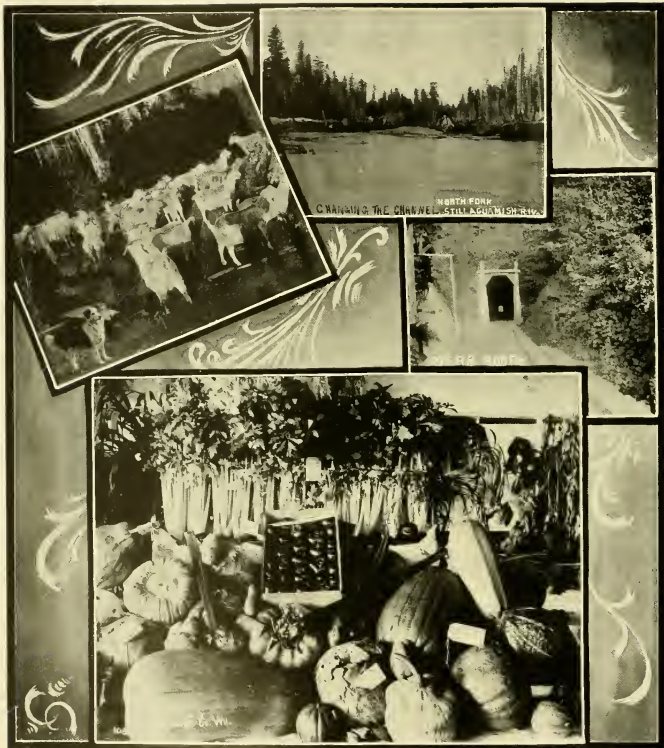
In May, 1879, the Northern Star suspended publication. This may be considered a great misfortune to Snohomish county, as the paper was tireless in its efforts to make the county's resources and those of the whole sound country widely known throughout the American union. To acquire a knowledge of the region for this purpose, its editor traveled thousands of miles in steamboats, canoes, sailboats and on foot, writing descriptions of whatever he saw for publication, and compiling statistics at first hand of the redeeming of tide marsh lands, the extension of agriculture, the results of experiments in farming, the productiveness of different soils, etc. He also noted everything which might shed light upon the geology of the region and made himself the possessor of such information as enabled him to contribute in 1883 an exhaustive article on the Puget sound region, to a government publication on the tide marshes of the United States. This report has been referred to heretofore in these pages in connection with Skagit county, but a few statistics from it touching the tide lands of Snohomish county are essential to the completeness of this narrative.

The report states that the tide marsh lands in Snohomish county south of the Snohomish river consist principally of a tract of nearly a hundred acres at Twelve Mile Point, near the King county line, a marsh of similar area at Ten Mile Point and one of fifty acres on Point Elliott, the aggregate amount diked being about fifty acres.

"On the Snohomish," continues the report, "is the greatest amount of unclaimed tide land to be found at any one place on Puget sound. The logging industry has carried settlements up the river, and hundreds of farms have been cleared out of







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heavy timber, while the tide marshes have been allowed to lie unimproved or to fall into the hands of speculators. The Snohomish, near its mouth, divides into crooked channels, forming islands in the delta. The main channels converge but do not meet, some flowing into Priest Point bay, which opens toward the south or southwest. Ebey slough, the first channel to branch off from the main river, is twenty-five miles long, while a straight line from its head to its outlet is only six miles. On the main river, one mile below the head of Ebey slough, is the town of Lowell. From Lowell, a fresh water marsh extends eight miles in a southeasterly direction. The main portion of this marsh is south of Snohomish City and on the opposite side of the river. In some places it approaches to within a few rods of the river, while at others it is a half mile or more back. This marsh contains ten thousand acres and is nearly all held by settlers. Some ten miles of ditches and canals have been dug, but none of it will be diked.

"On the south side of the main river are tide marshes amounting to one thousand acres, equally divided between open and spruce marsh. At Preston's Point, at the mouth of the river, a tract of fifty acres has been perfectly diked. The tide lands of the delta additional to the above are about five thousand two hundred acres open and one thousand seven hundred and seventy-five acres spruce. The timber on one thousand acres of this spruce marsh will not seriously increase the cost of reclaiming. We have a total, then, in round numbers, of eight thousand acres of open and spruce tide marsh in the delta of the Snohomish and on the south side of the main river.

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"Dr. H. A. Smith settled on Smith's island in the delta in 1864. In that year and the following he enclosed sixty-five acres by a dike of ten feet base, four feet high, two feet wide on top and about a mile and a half long. \* \* \* In the spring of 1865, he began cultivating the ground, set out an orchard, sowed grass seed, etc. The trees were free from moss and bore abundantly. Rutabagas, mangel wurzels, turnips, cabbage, cauliflowers, carrots, parsnips, rhubarb, asparagus, etc., all flourished. Potatoes planted in drills and covered only with straw and barnyard refuse yielded an excellent crop. Everything went forward successfully as long as Dr. Smith remained on the place, but in 1870 other engagements took him away and he never returned. The tide gates became choked and the land flooded. Grass and trees were soon ruined, and finally in 1877, the dike burst.

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"Between the main river and Union slough, above the cut-off which connects them, a tract of forty acres has been diked. The dike is three hundred and twenty rods long, seven feet wide at the

base and three feet high, and cost, including slough dams, two dollars and a half per rod. Within eighteen months nearly all the vacant land in that vicinity has been located by settlers.

"Between Union slough and Steamboat slough are two tracts of diked land, amounting to one hundred and thirty acres. In 1883 twenty acres on one of these tracts produced eighty tons of oat hay and eight acres gave thirty tons of timothy hay. The other tract, containing about seventy acres, was diked eight years ago. The dike is three and one-half feet high, eight feet at the base, a mile and a half in length, and cost one thousand five hundred dollars. For several years this place was well cared for and yielded abundant crops of oats, wheat and hay. Now no one lives on it, the tide gates and boxes are choked, and salt water has killed most of the tame grass.

"Between Steamboat slough and the main river two hundred and thirty-five acres, in different tracts, are enclosed by dikes five and one-half miles long, which cost four thousand seven hundred and fifty dollars. It would require two thousand five hundred dollars to put all these dikes in good condition. On Mr. McAllister's island most of the tide land contains peat, with more sand and less clay than the Stillaguamish flats. About two thousand five hundred acres of this island are open prairie, on which a red-top grass grows from three to seven feet high. \* \* \* \* \* On McAllister's island three lots amounting to thirty-one acres are protected by five hundred and thirty rods of dike, which cost one thousand eight hundred and forty dollars.

\* \* \* \* \*

"The Snohomish delta, between the main river channel and Ebey slough, contains about seven thousand acres of the tide marsh, of which all but one thousand acres is nearly free from timber. To reclaim two hundred and sixty-six acres of this delta, in small parcels, over seven miles of dikes have been constructed, at a cost of six thousand seven hundred dollars. An additional expenditure of two thousand dollars would be required to put all these dikes in good repair. The seven thousand acres of tide lands in the delta would require for their protection, under one management, forty miles of dikes, which would cost fifty thousand dollars. Without concerted action the length of dikes would be doubled, and their cost increased in a much greater ratio.

"Ebey slough is so crooked that tide lands on the right bank are found south, east and north of the slough. From its head to Priest's Point, on the right bank, is a total of about three thousand five hundred acres of tide marsh, of which two thousand acres are free from timber or nearly so. Out of this whole body fifty-two acres are enclosed by dikes one and a half miles long, which cost nine hundred and fifty dollars. The total area of tide marsh in

the Snohomish valley is about eleven thousand five hundred acres. Not over three thousand acres of this is encumbered with sufficient timber to increase materially the cost of reclaiming. To protect all this land seventy miles of dikes would be required.

"The tide marshes of the Snohomish, in comparison with others, have the following advantages: No part of them is more than two miles from navigable tide water, and steamboats can receive and discharge freight at every farm. Much of the land requires but little dike, and drainage would never be expensive. Nearly all of it is sheltered from the waves, so there is no surf to destroy the dikes. It is nearly all fresh water marsh and ready for cultivation as soon as diked.

\* \* \* \* \*

"The Stillaguamish marshes are next northward. Hatt's slough cuts across from the Stillaguamish, six miles above its mouth, to Port Susan bay, a distance of three miles. On the south side of this slough is a marsh of six hundred acres, bounded on the west of Port Susan bay, south and east by highland, and north by the slough, except when timber lands above tidal overflow intervene. \* \* \* \* \* The tract south of Hatt's slough is sedimentary clay, mixed with vegetable matter. There is no peat in it. The grass which grows wild here is like that north of the Nisqually and on the Samish flats; a hardy grass, which grows some eighteen inches high, seeds very thickly, and looks like blue grass. Each summer about one hundred cattle and as many sheep get most of their living from this tract.

"The highest storm tide during the last nineteen years was in January, 1868, when it rose from fourteen to twenty-six inches above Mr. Adam's marsh. The marsh along the shores of Port Susan bay is from six to twelve inches lower.

"Of the marsh land in the Stillaguamish delta, that is between Hatt's slough and the Stillaguamish river, that on the north bank of the slough will average from eight to twelve inches higher than that near the mouth of the main river and toward Stanwood. \* \* \* \* \* The Stillaguamish delta comprises all lands between the main river and Hatt's slough, amounting to two thousand and ninety-five and three-quarters acres by the United States land surveys. Of this over one thousand six hundred acres may be classed as tide marsh, including four hundred acres of brush and spruce marsh. There are three grades of land running across the delta—river bottom at the upper end, spruce marsh across the middle, and open tide marsh prairie on the front. The diking of the tide marsh prairie shuts off all salt water and leaves nothing but river overflow to contend with. This comes in from back of the tide marsh through the timber. It does not occur while crops are growing, and will not, for some time at least, be excluded; but, as will be seen, it has a

strong claim for recognition in all plans for the reclamation of delta marshes. The tide marsh prairie of the delta is divided into two nearly equal parts by a slough which at times of high freshets in the Stillaguamish discharges a volume of water into Port Susan bay nearly equal to that carried by the main channel. In 1879 and 1880 a dam was built across the slough, at a cost of one thousand four hundred dollars, which, in connection with a dike a mile and a half long, costing two dollars and seventy-five cents per rod, was intended to protect a large tract from salt water overflow. About three thousand dollars were invested in dike, dam and preparation for the first crop, when a freshet carried the dam out and the attempt was abandoned.

\* \* \* \* \*

"At Stanwood the Stillaguamish river divides, one channel flowing nearly due south into Port Susan bay, the other northwest into Skagit bay. These channels and Davis' slough constitute the boundaries of Leque's, sometimes called Iverson's island, which contains about four hundred acres, all of it open tide marsh prairie. Being situated at the mouth of the river it received so much drift on the lower portion that nearly one hundred acres are unfit to be diked. The drift is not only on the surface, but extends down indefinitely like a jam.

"The improved portion, one hundred and twenty-five acres, is enclosed by a dike six hundred rods long, eight feet wide at the base, three and a half feet high and three feet wide on top, which cost one thousand three hundred and forty dollars, besides about two hundred and eighty dollars for dams in eight sloughs. These sloughs were from three to eight feet deep below level of tide marsh and are from six to twenty feet wide. The total cost of dikes, dams and repairs has been about one thousand nine hundred dollars for one hundred and twenty-one acres. When most of this dike was built, in 1878 and 1879, average wages for diking were about one dollar and fifty cents per day and board.

\* \* \* \* \*

"The tide lands between the Stillaguamish and the Skagit in Snohomish and Skagit counties form one continuous tract. In two townships north of the Stillaguamish there are about three thousand five hundred and twenty-five acres of tide marsh, of which three thousand acres are free from timber and high enough to dike, and three hundred acres are covered with spruce or brush. The remainder is too low for profitable diking. East of the town of Stanwood is Record's slough, which extends to the highland, and into which many million feet of saw logs have been hauled. On each side of this slough is spruce tide marsh. None of the marsh between Record's slough and the main river is diked. West of Stanwood, Stillaguamish slough, about fifty feet wide, runs nearly due north towards the Skagit. Between it and the main river is an island contain-

ing six hundred acres, of which one hundred and fifty are diked and two hundred and fifty more are suitable for diking. The Stillaguamish flats include all the lands from Stanwood to the Skagit river, a distance of some five miles; but the lands north of the Snohomish county line will be separately described. It is about four miles from Stanwood north to the county line. The tract includes about two thousand five hundred acres of tide marsh, most of which is under dike and nearly all free from brush or timber. \* \* \* \* The southernmost channel of Skagit river is called 'Tom Moore's Steamboat slough.' From this a slough deepened and extended southward to the highland is called 'Tom Moore's Logging slough.' All tide lands south and west of Tom Moore's Logging slough are usually considered a part of the Stillaguamish flats. The greater part of this land has been but recently diked and much of it is still uncultivated."

The report gives a large number of statistics of crop yields secured by different individuals in different years, but only the general summaries are of special interest at this date. The total number of acres of tide marsh in Snohomish county is estimated at eighteen thousand, the number of miles of dike at thirty-seven and the cost at fifty thousand dollars. The following table of grain and hay raised on the Stillaguamish tide lands from 1878 to 1883 is of special interest:

Year.	GRAIN.		HAY.	
	Acres.	Bushels.	Acres.	Tons.
1878.....	670	37,000	250	650
1879.....	810	54,000	260	640
1880.....	880	40,200	275	660
1881.....	750	37,000	475	1,000
1882.....	710	35,000	700	1,450
1883.....	660	40,000	825	1,775

In 1880 the yield was largely decreased by freshets, which drowned out the grain, and in studying the table it is well to remember also that twice the stock was kept on the Stillaguamish tide lands that was kept in 1878.

From the foregoing it will be seen that there was no standstill among the Snohomish county pioneer agriculturists during the latter seventies or the early eighties. These were years of extremely hard times, however, the lumber market being demoralized so as to force a great curtailment in the logging industry, upon which everything else in the sound country was so completely dependent.

William Whitfield, who was then sheriff and assessor, says the times were quiet in 1882, but there must have been a considerable revival before the close of that year, for in July the Seattle Daily Herald made the statement: "There is work for fully five hundred men in the various logging camps of the sound and rivers. At present nearly all of the camps are running with short crews, which is

greatly to be regretted, for logs are in great demand at the mills, as high as seven dollars and fifty cents per thousand feet being offered. The mills being short of logs are not running to their full capacity, which makes lumber scarce and thus prevents the amount of building that would otherwise be done. In a word, business is cramped in every direction on account of the scarcity of labor."

Conditions throughout the territory were generally very good, as shown by an estimate of the probable exports from Washington published by the Seattle Post-Intelligencer, which placed them at over nine hundred cargoes of fifteen hundred tons each. The population of the territory was only about one hundred and twenty thousand. This prosperity, which, of course, included Snohomish, is further indicated by the Eye of March 27, 1883, which says: "The whole of Washington territory is infused with new life, and possessed of an activity, even during the winter, that is largely in excess of anything heretofore witnessed in any country. Its population is being rapidly augmented and its resources developed in a more than corresponding degree. The producer finds a ready and remunerative market for all that he can raise. These markets are growing larger every day, so that those who have soil to cultivate need have no fear of a profitable disposition of their crop. A careful reading of our exchanges from Washington territory shows a demand for all kinds of labor at good wages more than equal to the supply."

The healthy growth of Snohomish county in particular is shown by the tax returns, which placed the valuation of taxable property in the county for the year 1882 at \$436,126, which was an increase over the previous year of \$60,969.

The lumber industry was recovering very rapidly from its weak condition of a short time before. Since 1879 the price of logs had advanced from \$3.50 per thousand feet to \$7.00, with a much greater demand, and the number of men employed was three times as large. All the mills were running full swing and the ring of the ax and the buzz of the saw were heard throughout the county. There was one mill that cut 250,000 feet of lumber a day and several that exceeded 100,000 feet. The shipments of lumber from the county averaged about twenty million feet a month, while the production for the home market was about half a million.

There were a number of new enterprises undertaken in connection with the lumbering industry in the year 1883. One of them was the construction of a flood dam at the outlet of Lake Stevens, by which the water could be raised six feet, thus enabling the Pillechuck river to be raised so that logs could be driven during the low water of summer. There were millions of feet of lumber that could be moved in this way. The estimated cost of the dam was \$1,500.

The largest lumbering concern in the entire region was that of the Blackman Brothers, on the Snohomish river. This enterprising firm was the originator of many notable improvements. One of the most notable was a logging car truck, the patent for which was secured in March, 1882. Steam was applied to this and vastly more work was done than had been done before on the old skid roads with mules and oxen. These trucks immediately became very popular and were used extensively throughout the county and territory. About thirty were in use on the Snohomish and the neighboring streams.

Another enterprise, of a different nature but also very useful in the progress of the valley of the Snohomish, was a ferry built by W. M. Pattison across the Skykomish river not far from its mouth. Between this river and the Snoqualmie just above their junction a beautiful and productive settlement was rapidly springing up. They had had no communication with Snohomish except by boat, but after the completion of the ferry the two places were connected by wagon road, which was of great benefit to both.

In the meantime the county was rapidly growing in population. We learn from the Eye of April 11, 1883, that every steamer brought a crowd of strangers from abroad, who came to gain a knowledge of the resources of the country and to look for homes. A large percentage of these people were so pleased with the country that they remained and helped to develop it. A particularly earnest and progressive class of immigrants was a colony of Scandinavians who had settled some years previously on the Stillaguamish river at and near the town of Stanwood. They were all steady and industrious people and had already made themselves comfortable homes out of the forest. They had churches and schools and were altogether a very desirable class of citizens.

During the summer of 1883 a great deal of work was done on the marsh lands south of Snohomish City on the opposite side of the river. These marshes have already been described at some length. Unimproved they were entirely worthless, being covered with a foot or two of water and producing nothing but hardhack; but with this water drained off they immediately became very productive and very valuable. The settlers combined and ran parallel ditches across this marsh from the highlands to the river. There were three main ditches, the Stevenson-Larrimer ditch, the William-Dietman ditch, and one from Asa Davis' place on the highland to James Vance's on the river. These three ditches were of about equal length, aggregating something over six miles, and were about a mile apart. They were from four to eight feet wide and from four to seven feet deep, being large enough in some places to convey produce to market by means of a canoe. A number of smaller ditches

were built intersecting the large ones, by which means the water was effectually drained from the land. By this enterprise considerably over five thousand acres of excellent land were reclaimed and in the course of time put under productive cultivation.

There was also under course of construction a wagon road from the southern edge of the marsh south nine miles to Lake Washington through a region of new and rapidly growing settlement. This road was undertaken by private persons, the commissioners not being sufficiently persuaded of its value to give any assistance. It was also expected that a road would be built across the marsh to a point opposite Snohomish City, where a ferry would be established, and thus Snohomish would be distant from Seattle by land only twenty-three miles.

In October a work of great importance was done by the government under the direction of William F. Hedges, namely, blasting out the snags and obstructions from the Snohomish river. These snags had long been a great menace to shipping and a cause of much loss and misfortune to loggers. One snag alone had cost them several thousand dollars by breaking their booms and sending their logs out to sea. It was therefore cause of great rejoicing to them to see these agents of destruction removed.

On August 23d the town of Stanwood was the scene of a serious shooting affray. It appears that a number of men were engaged in playing poker in James Caldon's saloon, among them Lo Rogers and Tom Devlin. A friend of the latter named Tom McFarlane, who was not playing, asked him to quit, thus angering Rogers, who told the intruder to mind his own business and clear out. McFarlane replied that he was not talking to him, whereupon Rogers drew a revolver and shot McFarlane through the shoulder. He then flourished his revolver around his head and declared that he was ready for anyone else who wanted some of the same treatment. There was no sheriff at Stanwood or anyone who wished to assume that office, so Rogers succeeded in making his escape.

During February of that winter the Snohomish river was frozen up so solidly that navigation was impossible and for a period of nearly two weeks all communication by water with the outside world was cut off. No mail was received and no news except what was brought from the neighboring farms and villages by private conveyance. The first boat to reach Snohomish was the Merwin, with a long list of passengers and freight and a large amount of mail. She ran aground before reaching the city and was unable to get off before the next morning, but no serious mishaps occurred. She was heartily welcomed by the people of Snohomish, who were greatly rejoiced that the blockade had at last been broken.

The spring of 1884 witnessed some difficulties

between a number of Skykomish Indians and a family named Taylor, who were living on the Skykomish near the mouth of the Sultan. The cause of the trouble was that the Indians were accustomed to allow their dogs to range freely on the Taylor place, much to the disgust of the latter, who finally shot one of the dogs. The Indians, in a rage, at once put on their fighting costumes and went to seek satisfaction. They drew up at the Taylor place with a great flourish of bowie knives and huge threats of vengeance, but Mr. Taylor was not so scared as they expected. On the contrary, he went after his revolver and advised them to withdraw. This the Indians declined to do. At this juncture the mother of Mr. Taylor, who was a lady of nearly sixty, stepped between him and one of the Indians named Sultan John, who seemed to be a leader among the red skins. Just then a squaw tried to seize Mr. Taylor's revolver and it was discharged, the ball striking Mrs. Taylor on the arm and inflicting a very painful wound. Shortly after this the Indians withdrew but soon returned and posted themselves in convenient places near the house and commenced to take shots at anyone who might show his head. They kept this up for the rest of the day but fortunately no one was hit, though there were several narrow escapes. The fight was at length terminated when one of the Taylor brothers succeeded in hitting Sultan John, whose hiding place behind a pile of logs was revealed by the smoke from his gun.

The next day Sultan John, who was not seriously hurt, and his comrades went to town, where they represented that they had been cruelly injured and sought protection from their white oppressors. Taylor swore out warrants against the Indians on the charge of assault with deadly weapons, but before anything further was done it was decided that nothing would be gained by prosecuting them and accordingly a pow-wow was held, at which the Indians agreed to pay the costs already incurred, on condition that they be released. They were very glad to get off so easy.

We can hardly blame the Indians for being on unfriendly terms with the whites, who were so rapidly taking possession of their old homes. This region of the Skykomish in particular was rapidly changing from the haunts of the native Americans to the cultivated farms and the pleasant homes of white settlers. Up and down the banks of the river was farm after farm, highly cultivated and producing rich harvests, in some cases as much as four and five tons of hay to the acre and three hundred and more bushels of potatoes to the acre and other things in proportion. Seven miles from Snohomish City was the little town of Park Place on the Skykomish, opposite the rich and rapidly growing Tualco settlement in the forks of the Skykomish and Snoqualmie. With this settlement Park Place was connected by means of William Patti-

son's ferry. From Pattison's place to Fern Bluff a wagon road was built in 1883, which made it possible to traverse in an hour the distance that had previously required an entire day.

Between Snohomish City and Park Place were a number of fine farms, among them being those of J. H. Plaskett, Hiram Thomas, McNaught & Blanchard, Mrs. Mary Evans, Jacob Boyer, Mr. Holm, H. Frederickson, J. A. Cedergreen, Charles M. Cedergreen, William Hawkins and G. T. Sorenson. In the near vicinity of Park Place were the premises of Messrs. Taylor, Pierce, McDougall and McClurg, and also that of Mrs. George Allen. Between there and the mouth of the Sultan river were several other valuable farms, including those of Messrs. Peterson, Cochran, Richardson, Salem Woods and John Elvell. We see by the number and excellence of these ranches that agriculture was fast becoming one of the foremost industries in the county.

Other industries also were assuming proportions considerably larger than heretofore, notably that of stock raising. We note in the Eye of March 14, 1883, that twenty quarters of beef were shipped to Seattle by George W. Borst, of the Snoqualmie. This may not seem to be an important item until we remember that only a few years previous practically all the beef used in Snohomish county was imported from Seattle. Now there was not only enough for all local consumption, but some to export as well. There were grazing lands in the county, which, when utilized to their fullest capacity, would be capable of maintaining thousands of cattle and sheep.

The year 1884 was a dull one for the logging industry. The price of logs fell so low that as early as the first of June eight logging camps out of eighteen on the Snohomish and its tributaries ceased operations, and several others shortly after did the same. However, the depression in the lumber business had no such demoralizing effect upon the entire community as it had produced in the latter seventies, for lumbering was no longer the one grand industry upon which all other industries were dependent. While still of course the most extensive and important industry of the county, it no longer held absolute sway over the others. Agriculture had risen with tremendous strides to a position nearly equal to it. Consequently, when this depression came upon the lumber business and cries of "hard times" were issuing from the lips of the lumbermen, the rest of the community sustained itself in a way that was highly gratifying. Building and other activities continued much as usual. It was a sign of great progress and increasing stability that the county was no longer dependent entirely upon one industry.

There was considerable building going on in the city of Snohomish. The finest looking structure was the Cathcart opera house, the lower floor of which was fitted as a bar and billiard hall. There

were two principal hotels, kept respectively by Isaac Cathcart and J. W. Knapp. The principal business establishments were those of the Snohomish Trading Company, Blackman Brothers, Comegys & Vestal, H. F. Jackson, all with general merchandise, and John T. Stevenson, with dry goods. The finest residence in the city at that time was probably that of Charles Jackson, a wealthy logging man.

In the early part of June, 1884, the Pillchuck and Stillaguamish wagon road was completed. This had been begun on the 14th of March under the direction of B. C. Schloman. The county commissioners had appropriated four hundred dollars for the road, but this sum had covered less than half the cost. The rest was paid by private parties. The road was a very important one, traversing as it did a region of rich agricultural lands and opening up thousands of acres to settlement. Land hunters immediately flocked in and many valuable claims were taken up. The country at either end of this road, that is, the Stillaguamish and Pillchuck valleys, was already beginning to be quite extensively settled. While the farms were as yet only partially cleared, the prospects for developing one of the most productive agricultural districts in the Northwest were very bright. The work and privation involved in clearing and cultivating these heavily timbered lands was extreme, but the energetic settlers of Snohomish proved themselves equal to it.

Mining operations during the decade of the eighties were not very extensive. The old Silver City mines were practically abandoned. In fact the only mines that were worked to any extent were on the Sultan river. There was a good deal of placer digging on the bars of that stream, especially by Chinamen, who made from one dollar to two dollars a day. In the spring of 1884 considerable excitement was caused by the incorporation of the Sultan River Mining Company, which was composed principally of Seattle capitalists, among whom were Dr. Mondy, L. H. Griffith, J. W. George, E. M. Small, Dr. J. A. Beach and others. The holdings of this company consisted of one hundred and sixty acres of placer diggings on the Sultan river between five and six miles from the mouth. At this point the river made a sharp horseshoe bend, which had been caused by a large land slide some years before. It was the intention of the company to dig a ditch between the two ends of the horseshoe, a distance of only ninety rods, thus turning the river and exposing the river bed for a length of a mile and a half. It was thought that this river bed was very rich in gold and it was this that the company expected to work. These mines were not more than thirty miles by the traveled road from Snohomish City and were therefore very easy of access.

In the summer of 1884 occurred the first movements in Snohomish county in the direction of

railroads. The question of railroads was not such a vital one in Snohomish as in some other counties, several of which were held back many years because of the lack of them. Snohomish, unlike these counties, was provided with navigable rivers, by which commerce could be carried on with other parts of the sound. However, as the county developed, as its more remote sections were settled up and as its trade relations covered a wider territory, the need of better transportation facilities became evident and received early attention.

On August 5th of that year appeared the prospectus of a proposed railroad to be built and operated by a corporation known as the "Snake River, Priest Rapids and Puget Sound Railroad and Navigation Company." The offices of this company were at Snohomish City, and the officers were E. C. Ferguson, president; J. H. Plaskett, vice-president; Isaac Cathcart, treasurer; C. H. Packard, recording secretary; J. L. McDonald, corresponding secretary. The proposed route of the road was set forth in the prospectus as follows: "The recent surveys of Major Truax and others in the Lo-lo pass demonstrate it as the most available portal into Washington territory, connecting with the crossing of Snake river near its junction with the Clearwater, thence across the prairie to the Columbia river at Priest rapids, up the Kittitas valley via Thorp's cabin, along the Yakima river, skirting Lake Kichelas, thence along the Snoqualmie river and down the northeast bank of the Snohomish river to the harbor of Tulalip, on Puget sound." The advantages of such a route were depicted in glowing terms and for a time things looked very encouraging, but as is usually the case with any new enterprise, actual developments were slow in coming, and it was several years yet before a railroad was seen in Snohomish county.

The year 1884 was on the whole a very prosperous one. Governor Squire, in his annual report to the secretary of the interior, gave the products of the county for the year as follows: Wheat, 2,400 bushels; oats, 62,000; barley, 7,200; potatoes, 150,000; apples, 15,000; plums and other fruits, 5,000; hay, 8,000 tons; hops, 15 tons; live stock: horses and mules, 400; neat cattle, 4,500; swine, 1,500; sheep, 25,000; orchard trees in the county, 17,000; manufactured products, 2,800,000 feet of lumber; sash and doors, brick, boots and shoes, blacksmith's work and furniture, total value, \$64,500. Assessed value of property in the county, \$604,362; county tax levy, 19 mills; population, estimated, 2,150, number of school districts, 17; school houses, 13; number of school children, 668. As a matter of comparison it may be observed that the assessment valuation of the property had a great deal more than doubled since 1874, being at that time \$250,610.

In 1885 the lumber business, which had been under a cloud the year before, began to brighten. Many mills on the rivers and along the coast re-



sumed operations and by the middle of summer most of the mills in the county were running full blast. While the price of logs was not yet as high as it had been a few years before, expenses were less and profits about the same as they had been. There were several large logging camps near Snohomish City, the largest of which was that of the Blackman Brothers, who were putting into the water about forty thousand feet of logs per day. This camp was on the Snoqualmie, six miles above Snohomish. Six miles below the city, on Ebey slough, was the camp of E. D. Smith, who, with a crew of about thirty men, put in from twenty-five to thirty thousand feet per day. Hulbert's and Stinson's camps were also busy, putting in about twenty thousand feet each. These were only a few of the many camps scattered throughout the county, so it is easy to see that the logging industry was reviving quite rapidly.

In August, Blackman Brothers met with a serious disaster. This was no less than the burning out of their entire camp. The fire was started by I. Cathcart, on whose land they were working, for clearing purposes, but it got beyond his control and spread so fast that the men had great difficulty in saving themselves and the teams. The camp itself was completely burned with many of their tools; also the logging railroad, which had been completed only two months before at a cost of nearly six thousand dollars, was all destroyed except about two hundred yards near the landing. Besides these losses a great deal of timber was burned, but in spite of this disaster the energetic and dauntless Blackman Brothers immediately made preparations to open another camp.

About a month later another misfortune of a different kind happened to the loggers. The river rose suddenly and the Pillchuck boom broke, letting over a million and a half feet of logs go down the river. Quite a lot were turned into Ebey slough, but others were gathered in on the way down, including about a hundred thousand belonging to E. D. Smith, so that altogether about two million feet went out to sea, most of them drifting into Port Susan bay. The steamer Lone Fisherman was immediately put to work with a large crew of men picking up the logs. About three-fourths of them were finally recovered. The heaviest losers in this misfortune were E. Hagerty and Clark Brothers, both of whom lost several hundred thousand feet. In a short time a new sheer boom was put in operation at Deadwater by Messrs. Tompkins & Pearl, which was a great protection against any more such calamities.

The first sawed shingle ever made in the county was produced by Blackman Brothers' mill October 26th. This was the beginning of an industry which later became one of the largest in the entire section. Blackman Brothers and Mortimer Cook, of Sedro, Skagit county, were the men who introduced the red

cedar shingle of Puget sound in the markets of the east.

In the meantime agriculture was taking bigger strides than ever. While not strictly a grain country, such things as hay, hops and vegetables could be raised very successfully. The Tualco settlement in the forks of the Skykomish and Snoqualmie was rapidly developing and assuming the appearance of a rich agricultural community. Farms were being cleared or partially cleared at the rate of about ten acres a year for each farm. Considerable cattle were raised. Among the largest and best farms were those of Messrs. Johnson, Harriman, Foye, Spurrell, Phelps, Fitzmaurice, Taylor, Tester, Detering and Austin.

The marsh south of Snohomish was also progressing well. As an example of the fertility of the soil there the Eye gives a description of a piece of ground thirty-three yards long and thirty wide belonging to Peter Hovardson, who raised upon it, in 1885, 331 bushels of potatoes, a ton of turnips, 4 bushels of beets, 1½ bushels of parsnips, 4 bushels of corn, and about half a ton of squash, and besides all this, 18 bushels of apples and pears on the trees in that piece of land, less than half an acre. Most of the farmers on the marsh had from fifteen to fifty acres of improved land, which they were gradually increasing. There was about five hundred acres in cultivation that year, but it was expected that that amount would be doubled the following year. Most of the marsh trade went to Lowell, there being no direct communication with Snohomish. There were about fifteen miles of ditches, including side ditches, which very effectually drained the water from the land. The cost of the ditches had been about ten thousand dollars.

Among the principal farms on the marsh were those of Messrs. Drew, who had the finest dwelling in that part of the county, John Stecher, S. O. Woods, F. Fletcher, B. Walthers, A. Davis, W. W. Larrimer, W. J. Watkins, G. W. Stevenson, H. Gray and Peter Hovardson. The first complete threshing machine ever brought into the Snohomish valley was brought from Seattle in September, 1885, by W. J. Watkins, who owned one of the best farms on the marsh. This machine, which was a horse-power, was at once put to work on the farms of its owner and his neighbors.

In the governor's report for the year he gave an estimate of the products and we note a rise over the previous year in every particular. They were given as follows: Wheat, 5,000 bushels; oats, 80,000; barley, 10,000; potatoes, 20,000; hay, 9,000 tons; hops, 20 tons; live stock, horses and mules, 700; neat cattle, 6,000; swine, 2,000; sheep, 4,000. The estimated output of logs was 70,000,000 feet. We also learn that there was one steam saw mill, one water saw mill, and one sash and door factory, the value of whose products was \$95,000. The population of Snohomish City was 700, that of

the county, 2,475. The assessed valuation of real estate was \$101,962; of improvements, \$116,802, and of personal property, \$160,982, making a total of \$679,746. This was an increase over the previous year of \$75,384.

The middle eighties all over the sound were rendered lively by anti-Chinese agitations. As there were but few Chinamen in Snohomish county, the agitation against them was less bitter than elsewhere on the sound. September 19, 1885, however, a mass meeting of citizens was called, at which a number of speeches against the Chinamen and some few in their favor were made, but nothing definite was attempted. The next morning another meeting was held, even more informal and unsystematic than the first. At this it was voted unanimously that the Chinese must go and that a committee of three be appointed by the chairman so to inform the Chinamen of Snohomish. Those called upon to serve on the committee refused to act, however, and nothing was accomplished but discussion.

Early the next year matters were brought to a successful conclusion. On February 9th a committee of citizens visited the Chinese and requested them to make preparations for an early departure. The Chinamen made no resistance, most of them being willing to go. The following morning about twenty of them went on board the steamer Cascade and were seen no more in the vicinity of Snohomish. A few of the bosses remained a day or two longer to sell out their stock and settle their affairs.

An incident occurred on the 16th which indicated the rabid antipathy which had arisen against the Chinese on a part of a few of the more violent citizens. A quantity of gunpowder was set off under a corner of a wash house, in which three Chinamen still remained. Fortunately no damage was done except to scare the Celestials and arouse the indignation of the sober-minded citizens. The Chinese exodus from Snohomish was one of the most quiet and peaceful in the Northwest, they being too few in number to make any serious resistance, even had they been so disposed. Nearly every one in the county was glad when they were gone.

One of the first important things that attracts our attention in 1886 was the opening of the new road across the marsh and south to the King county line where it intersected the Seattle road. This afforded direct communication between Seattle and Snohomish. The road had first been petitioned for some two years before and had been under the consideration of the county commissioners for that length of time, hanging fire for a variety of reasons, most of them very poor ones. The cost to the petitioners, who bore nearly the whole expense, was over two thousand dollars in money and labor.

One of the most prosperous regions on the sound in 1886 was the Stillaguamish valley, which was being rapidly occupied. Settlements were scattered along the river for thirty miles or more. Wages in

the logging camps were nearly one-fourth better than in Snohomish, ranging from forty to one hundred dollars per month. Hard times were almost unknown. The two principal settlements in the valley were at Stanwood, at the mouth of the Stillaguamish, and at Florence, three miles above. The latter town, though nearly twenty years younger than its rival, was already pushing hard for the supremacy. It contained a large general merchandise store, which was run by Frank Norton, who was also the postmaster of the place; a good-sized hotel, managed by Frank Carrin, a large public hall, and about half a dozen other buildings, including residences.

There was a very different state of affairs at Granite Creek, concerning which an article appears in the Eye of April 24th. There were two thousand men there and two hundred houses, but half the houses were for sale at less than cost and half the men had mining claims for sale. The best claims did not average more than two dollars per day to the man and snow prevented prospecting. Provisions were very high, flour being \$5.00 a sack, bacon 30 cents a pound, beans 12 cents, tea \$1.00, beef 10 cents, tobacco \$1.00, and syrup \$3.00 a gallon. In short the report which the Eye gave was very discouraging.

The growth of the county, however, cannot be judged by one over-boomed, under-developed mining district. A good way to judge of growth is to study the land entries, and in this respect the section of country of which Snohomish was a part surpassed any other on the Pacific coast. The amount of land entered in the Puget sound districts from July, 1882, to June, 1886, was one million one hundred and forty thousand three hundred and sixty-four acres.

In July and August of this year there were a great many forest fires throughout the county. The weather had been dry for so long that a fire was a very dangerous thing. More than one logging camp and even farm was threatened and many crews had to stop work and fight the flames. The fires were finally checked, however, without much damage having been done.

An unfortunate accident occurred in January, 1887, on the Stillaguamish, between Stanwood and Florence. Robert Heney was living some distance back from the river on a plateau which had been formed by a landslide some years before. It was just at the foot of a large bluff. During the night a huge mass of earth and rock broke loose and started down the bluff. It would not have struck the house but for three immense stumps which turned the slide so that it caught the house and ground it to pieces, crushing the unfortunate man within and burying him beneath the debris. The body was recovered and buried at Stanwood by the Odd Fellows and Knights of Labor, of which organizations Heney had been a member.

In 1887 railroad matters again came to the

front and assumed much more definite shape. On the 13th of April the Seattle & West Coast Railway was incorporated, with a capital stock of one million dollars. The officers of the company were Henry Crawford, Jr., president; Henry Crawford, Sr., vice-president; W. J. Jennings, secretary and treasurer. The principal offices were at Seattle. The object of the company was to construct and operate a railroad and telegraph line from Seattle to the most convenient point on the Canadian border for a junction with the Canadian Pacific. The junction with the Seattle, Lake Shore & Eastern was to be at the mouth of Bear creek near Woodenville. The route as laid out entered the Snohomish valley just below Fiddler's bluff, crossing the river to Snohomish City and from there proceeding north past Lake Beecher to the Canadian boundary, which was eighty-five miles from Snohomish. Several hundred men were immediately put to work at various points along the line and work was carried on as rapidly as possible. Operations were continued all summer especially on the sections between Seattle and Snohomish and Snohomish and Lake Beecher.

In December the contract for completing the entire road was let to Sinclair & Company, of New York, contractors who built three hundred miles of the Canadian Pacific. By the terms of the agreement the unfinished portion was to be completed and the rest constructed as soon as possible. The northern terminus of the road, where connection would be made with the Canadian Pacific, was not yet determined more definitely than that it would be either New Westminster or Hope, both of which places were about twelve miles from the boundary. The contractors took hold of the work with an energy and zeal that promised its speedy completion. A cargo of rails was on its way from England and every preparation was being made to lay them as soon as they arrived. People of a sanguine disposition were confident that Snohomish would be connected with the east by a through train in the course of a year.

Another railroad enterprise had been started a short time before this one known as the Bellingham Bay Railroad. It was headed by Senator Canfield, D. B. Jackson and a number of San Francisco capitalists. A franchise was secured and other preparations made for the construction of the road, but it failed to materialize.

The year 1887 was a very profitable one for the lumber industry. That year marked the beginning of the immense trade with all parts of the world which has since grown to such huge proportions. Not only was the local demand for lumber greater than ever before but foreign contracts were made faster than they could be filled. The price of logs advanced to seven dollars per thousand and rough lumber to twelve. The wages of woodmen in the

camp were from forty to one hundred and twenty-five dollars per month with board.

Blackman Brothers' mill produced that year about ten million shingles, most of which were shipped east, and four million feet of lumber. Their success in shipping their products east induced others to follow their example and in a short time the eastern demand was greater than the supply.

The greatness of the demand for logs may be shown by the following incident. In 1879, E. McTaggart had been appointed government scaler for the Puget sound district. The mill men, however, would not accept his measurements, which, though their accuracy was not questioned, averaged about five per cent. higher than their own. The mill men had the logging men under their thumb so that the latter were compelled to submit, but in 1887 the demand for logs became so great that the loggers could dictate their terms, and one of their terms was that McTaggart's measurements be accepted. The Puget Mill Company was the first to accept them and was then followed perforce by the rest of the mills in the country.

In the fall another broken log boom was chronicled. It occurred on the Stillaguamish river, which rose suddenly on account of warm rains and brought down a drive of ten million feet of logs. The pressure against the boom at the mouth of the river caused it to give way and about two million feet went out to sea, though most of them fortunately, were picked up by the steamers Daisy, Susie and Seattle and a crew of drivers.

About the same time an important enterprise in connection with mining was undertaken, namely, the building of a road along the upper Skykomish and the north fork of the same river to Silver creek, about fifteen miles above the forks. The road was built by the Snohomish and Similkameen Trail and Wagon Company, of which Henry Stephens was president. It opened up a large section of good mining country and was for that reason very valuable.

Indians attract our attention again at this time. A bartender at Park Place named Oscar Drew was in the habit of selling whisky to some of the Indians near Tualco. During a drunken spree two of these Indians, Sam Patch and Harriman's Bill, murdered a squaw. The indignation of the law-abiding people was aroused and they secured the arrest of Oscar Drew as well as of the two murderers. Drew pleaded guilty and was given a stiff sentence while the Indians also received their deserts.

The population of Snohomish county in 1887 was 3,138, being nearly double what it was two years before. The agricultural productions were oats, 112,000 bushels; barley, 14,000; potatoes, 287,000; hay, 13,000 tons; hops, 42 tons; apples and small fruits, 280,000 bushels.

The value of all taxable property was \$1,052,323,

having increased \$316,762 since the year before. We give below a list of property holders who paid taxes on \$5,000 and over, and the amount of taxes which they paid. J. B. Ault, \$52.00; Edwin G. Ames, \$234.99; Blackman Bros., \$671.46; S. J. Burns, \$70.48; John A. Brawley, \$83.78; A. A. Brockway, \$158.74; John Brygger, \$89.94; Isaac Cathcart, \$404.19; W. S. Clay, \$69.36; J. P. Comford, \$105.20; Comegys & Vestal, \$109.74; Che-nook Boom Company, \$74.88; William Douglass, \$110.80; L. G. Ferguson, \$107.88; Yates Ferguson, \$218.27; R. M. Folsom, \$57.10; A. W. Foye, \$58.80; Henry Gable, \$50.00; John Gilchrist, \$54.40; Andrew Hagerty, \$162.80; Henrietta M. Haller, \$84.40; Edward N. Hamlin, \$54.90; F. H. Hancock, \$85.68; Chas. Harriman, \$54.00; John Harvey estate, \$52.99; J. B. Haynes, \$96.00; John Hilton, \$59.60; Augustus Hines, \$59.79; Mary L. Hughs, \$58.73; J. H. Irvine, \$180.00; C. F. Jackson, \$63.08; H. T. Jackson, \$66.00; Andrew Johnson, \$78.00; John Krischel, \$65.88; Lake Superior & Puget Sound Land Company, \$173.50; James Long, \$82.90; Charles H. Low estate, \$335.20; William McGee, \$69.68; T. D. Merrill, \$158.74; M. McCauley, \$60.12; William McPhee, \$56.88; Nicholson & Hanson, \$54.43; Henry Oliver, \$123.89; C. M. Ovenell, \$52.49; F. N. Ovenell, \$52.19; Mary L. Packard, \$81.28; Harriette Parkhurst, \$64.88; D. O. Pearson, \$95.30; F. E. Phelps, \$63.59; J. H. Plaskett, \$55.56; Port Blakely Mill Company, \$2,196.06; Puget Mill Company, \$3,306.10; Pacific Postal Telegraph Company, \$50.00; Sinclair estate, \$52.88; Jasper Sill, \$81.32; E. D. Smith, \$396.12; M. B. Smith, \$64.80; U. Stinson, \$143.70; William Tester, \$79.79; Cyrus Walker, \$109.04; William Whitfield, \$76.68; Henry S. Wilson, \$66.00; C. F. Yeaton, \$94.59.

The year 1888 opened up very brightly. A constant stream of immigrants and homeseekers came in on every boat. Everywhere could be seen men looking over the land and looking for suitable places to settle and bring their families and friends. We observe the following in the Eye of May 19th: "The rush of immigration to Snohomish county is unprecedented, and the woods along the proposed line of the West Coast railroad north from Snohomish are full of homeseekers. Eighteen claims between Pillchuck and the Stillaguamish are said to have been filed on in two days." These homeseekers scattered in all directions throughout the county, settling especially in the northern parts along the Stillaguamish river and its forks and on the Pillchuck and new lands east of the Pillchuck.

On the first of February Snohomish experienced an earthquake, which, while not at all serious, was violent enough to shake the windows and break a few ornaments in the houses. Even this was very unusual.

A sad accident occurred on the north fork of the Stillaguamish near the mouth of the upper Pill-

chuck on April 15th. O. B. Vancel was crossing the river in a canoe with three young ladies, Lillie Wheeler, Ella Aldridge and Annie Thompson. On the way over Mr. Vancel's hat was lost overboard and while he was trying to recover it, the canoe was drawn into a riffle and capsized, throwing the occupants into the water. There were a number of their friends on the shore but it was impossible to render them any assistance as there was no boat at hand. The struggling people were unable to reach the shore in the swift water and were carried down for some distance until they were drawn into an eddy and disappeared. Mr. Vancel had come from Kansas about a year before and was quite prominent in the community. The accident cast a gloom over the whole valley.

The lumber business had by this time arrived at that stage of development when combinations and trusts are formed. The mill men were the first to adopt this measure, hoping thereby to raise the price of lumber and lower the price of logs. They made an arrangement among themselves by which a logger could sell his logs only to one mill. This of course enabled the mill to fix the price. It was a scheme which did not altogether meet with the enthusiastic support of the loggers, who formed an organization of their own for mutual protection and to baffle the schemes of the mill men. Among the prominent loggers who met at Seattle for this purpose were S. Coulter of North Bay, J. R. McDonald of Satsop, Dudley Blanchard of Samish, Day Brothers of Skagit, I. C. Ellis of Olympia, T. O'Brien of Stuck, A. Currie of Lake Washington, E. D. Smith of Lowell, Blackman Brothers, I. Cathcart, U. Stinson, George Ladd and William Illman of Snohomish. The whole Puget sound region was well represented. The organization was perfected on March 29th, when the following officers were elected: Dudley Blanchard, of Samish, president; J. R. McDonald, of Satsop, vice-president; H. Clothier, of Skagit, secretary; Terrence O'Brien, of Stuck, treasurer. The executive board, which was to have charge of affairs for the first six months, was composed of the above officers and Isaac Cathcart, of Snohomish. It was not the purpose of the organization to fix the price of logs or to do anything to make a breach between themselves and the lumber manufacturers. They wished the relations between them to be of the most friendly nature, but they desired to retain the privilege of selling where and when they pleased. They also established in Seattle a loggers' headquarters, which they placed in charge of Mat. J. McElroy. It was his duty to collect information and statistics concerning the logging industry and present these in the form of a report at monthly meetings of the loggers. In this way everything of interest to them could be readily ascertained and they could regulate their business by it. This organization was not only of

great benefit to the loggers themselves but to the entire population as well.

The shingle industry was increasing rapidly. During the spring two new mills, each with a capacity of about thirty thousand a day, were built, one at Edmonds and the other near Stanwood.

In November the largest log drive ever seen on the Snohomish river up to that time was made. It contained over twenty-two million feet.

During the year 1888 great activity in railroad building was manifested. The Seattle & West Coast Company continued the construction of their line. The people of Snohomish put up twenty-seven hundred and thirty dollars for the right of way for this road in order to insure its construction through their city. On March 29th a deal was transacted by which the Seattle & West Coast road passed into the hands of the Seattle, Lake Shore & Eastern, and under the new management work was carried on as fast as possible. The big cut at Fiddler's Bluff was finished on April 29th. This was the heaviest piece of work on the entire line, containing thirty-five thousand yards, mostly of solid rock. With the completion of this cut the grading was practically completed between Seattle and Snohomish and ready for the laying of the track. Eighteen hundred tons of steel rails had already been ordered from the east, which would be enough to extend several miles beyond Snohomish. The bridge across the marsh was finished in May and the one across Snohomish river begun about the same time, the contractors for the latter being the San Francisco Bridge Company. It was to be three hundred and eighty feet long, including a draw of one hundred and sixty feet. This bridge was completed during the summer and trains were running from Seattle to Snohomish by October, but in the latter part of that month a misfortune occurred which delayed traffic for the rest of that year. It was the old tale of a rise in the river, the Pillchuck boom giving way and about three million feet of logs pressing down against the bridge, which, unable to withstand the strain, toppled over and was carried down the river in three sections, which were later recovered and taken back. The bridge was rebuilt as soon as possible, but was not finished until near the end of December.

In the meantime engineers were busy throughout the summer in laying out routes for the division north of Snohomish and hundreds of men were engaged in clearing and grading the routes that had already been chosen. A hundred men were employed on the four-mile section just north of Snohomish, and large numbers on other sections. It was decided to cross the Canadian line at Lander's Landing, to which point the Canadian Pacific would run an extension from Vancouver to connect with the West Coast line.

In August the Seattle, Lake Shore & Eastern Company experienced some difficulty at the hands

of ex-Senator Canfield, president of the Bellingham Bay Railroad and Navigation Company, which had projected a railroad to run parallel with the Seattle & West Coast line and several miles west of it. Senator Canfield secured an injunction against the West Coast road forbidding the construction of bridges across any of the rivers, claiming that this would be an infringement of his own rights and franchises. The West Coast road, however, held a territorial charter in accordance with the regular laws of the United States, and moreover their bridge plans had been approved by the secretary of war, so they were secure in their position and the injunction of Senator Canfield was not followed by any serious results.

The Seattle, Lake Shore & Eastern had also under process of survey at this time a route from Spokane by way of Cady pass. Extensive plans were made, but they failed to develop into anything more substantial. The actual railroad never appeared.

During 1889 the construction of the line between Snohomish and Canada was carried on vigorously at both ends. The cost of clearing and construction was about twenty-one thousand dollars a mile and the entire cost of the road and equipment was estimated at two million dollars. By October the track had arrived opposite Marysville and bids for ties to continue it to the Stillaguamish were advertised for. At the northern end the work was progressing equally well. In December contracts for clearing and grading thirty miles north of the Skagit river and fifteen south of it were awarded in five sections to Smith Brothers, A. W. Moore, Clements & Bradford, M. J. Heeney and McLeod & Earle. This work was to be done by July of the next year, and it was expected that connection with the Canadian Pacific would be made as early as the first of September, 1890.

We have had but few crimes to chronicle in these pages, because few were committed. However, there was one lapse in this year which may be mentioned. On the night of March 29th three men broke into the store of M. W. Packard & Son and blew open the safe with a charge of powder. They took from it about three hundred and sixty-five dollars in cash, as well as notes, deeds and other papers. They did not have long to enjoy their gains however, as they were promptly captured and put in a safe place.

The Stillaguamish valley was making itself prominent in several ways during 1889. It was growing rapidly. The town of Stanwood had about two hundred and fifty inhabitants, and Florence and other smaller villages along the river were in a flourishing condition. The valley of the north fork also, though not yet surveyed, was quite thickly settled. Six years before there had not been a settler in the valley. Now there were two postoffices, Glendale and Allen, and two school districts. Fruit

raising was one of the principal industries, being one for which the region was specially suited. Excellent specimens of iron ore were found in this valley. On the south fork also valuable mineral deposits were discovered, including silver and iron and an excellent grade of granite. A company was formed known as the Stillaguamish Mining Company to operate these mines. Considerable quantities of coal were also found. In speaking of the Stillaguamish valley W. J. Watkins, of Franklin, a gentleman of large experience, declared it to be the richest section in agricultural lands and timber in the county.

All this growing wealth Snohomish county was in danger of losing. There was a movement on foot in the fall and winter of that year, originating at Stanwood, to withdraw a strip of country across the entire northern end of the county and attach it to Skagit county. The reason for the disaffection among the Stillaguamish people was their distance from the county seat and the difficulty of reaching it. They had long been asking for a good county road but the commissioners had delayed so long to provide them with one that they lost patience and expressed their feelings by the secession movement. Matters were finally arranged in an amicable manner, however, and the valley of the

Stillaguamish remained within the limits of Snohomish county.

There was considerable mining excitement during that last year of the eighties. It was in 1889, that the famous Silver Creek mines first began to attract widespread attention. They had indeed been discovered nearly twenty years before, but had never been worked to any extent. They were found to be very valuable, assays averaging as high as from eighty dollars to one hundred and twenty dollars per ton of silver. During six months about eighty claims were taken up, a number of which were worked actively all summer. Several companies of eastern capitalists were formed for the purpose of operating Silver Creek mines.

The progress of Snohomish county had up to this time been quite remarkable. Her industries had grown so that one of them at least commanded the markets of the world. She was dependent not on one industry, but on several, of the most diversified kinds, and this rendered stability and prosperity much more certain, making it possible for Snohomish to continue progressing even in the midst of hard times in which so many counties were well-nigh overwhelmed. But this was only the beginning. With the opening of the new decade commenced a period of growth and development more active than at any previous time.

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## CHAPTER III

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### CURRENT EVENTS, 1889-97

Amid much else of deep interest and importance Snohomish county has had two events common to most of the counties of this state; to-wit, railroad development and a great struggle over the location of the county seat. In some degree the history of the county for the decade of the nineties is made up of the development of these.

The Seattle, Lake Shore & Eastern railroad was at the beginning of 1890 pushing forward with all speed an extension of their line from Snohomish to the Stillaguamish valley. This valley was one of the richest and most beautiful in the county and was being rapidly put under cultivation. The new railroad was of immense value both to it and to Snohomish, which drew a large part of its trade.

As we have seen in the preceding chapter, there was much growth in the mining industries of Sno-

homish county in the year 1889. Discoveries of iron, coal and granite were made in various parts of the county, but the great bonanza was struck at Silver creek, which is a branch of the north fork of the Skykomish river. Here both silver and gold were found in great quantities and of a high grade. The current newspaper discussions of that year denote a great confidence in the future of Snohomish as a result of mining enterprises.

In connection with these developments there came also into view the unfoldings of a great growth in manufacturing and agricultural pursuits. Rumblings of county division troubles were also in the air. The people of the Stillaguamish valley were desirous that a strip the entire length of the county should be taken from Snohomish county and attached to Skagit, the main cause of dissatisfaction

being their remoteness from the county seat. But in spite of these troubles Snohomish county entered the year 1890 with her pulses beating with hope and with prognostications of rapid growth in all lines of enterprise.

Reference to the papers of January, 1890, shows the progress of railroads. A struggle seemed then in progress between the Northern Pacific and the Union Pacific, both of which had had their eyes on the Puget sound country for a long time but had been afraid to commence operations. At length, however, the Northern Pacific announced their intention to survey the country between Seattle and the Canadian Pacific, and it was then discovered that the Union Pacific had already surveyed the same territory. Open hostility immediately broke out, and the conflict which ensued gave promise of being one of the most bitter and protracted in the railroad history of the United States. Great things for Snohomish and the regions adjoining were then anticipated from this rivalry between the two great railroad systems.

The Great Northern railroad, to whose subsequent operations so much of the industrial conditions of Snohomish county have been due, was at that time in embryo only, and the expected great developments of the Union Pacific were not fully realized. But the Seattle, Lake Shore & Eastern was actively engaged in tracklaying north of Snohomish City, from which point it was extending a branch to the Stillaguamish valley, one of the richest agricultural districts in western Washington. It was also preparing to strike out eastward from Machias, a new town six miles north of Snohomish. Machias received quite a boom from the fact that it was thought it would be the intersection of the Seattle, Lake Shore & Eastern and the Great Northern, which was extending its line to the Pacific coast.

In the meantime the progress of railroad construction in the Whatcom country was attracting the attention of Snohomish people in an almost equal degree with that of their own region. The Fairhaven & Southern railroad was in progress of construction from New Westminster to Seattle and from Sedro up the Skagit valley and into the Cascade range.

We find by reference to the papers of July 4th that the hand of the Great Northern railroad was beginning to appear in the persons of Vice-President Clough and Chief Engineer Beckler, who, in company with officials of the Seattle & Montana railroad, had at that time just returned from a journey on the shore of the sound, and as a result of their observations they decided to run the line of the Seattle & Montana railroad from Seattle via Marysville to crossings of the Stillaguamish and Skagit rivers, a distance of seventy-two miles. It was also determined to let contracts on July 10th for the construction of that amount of road together with bridges across the two rivers.

Work on the Seattle, Lake Shore & Eastern railroad, under the Seattle & Eastern Construction Company, was in the meantime being pressed. The line from Snohomish north to the Skagit was nearly completed except for a number of bridges, that over the Stillaguamish being delayed by high water. There were also bridges to be built across the Skagit and both forks of the Nooksack and the Pillchuck. Connection tracks were already laid to the Fairhaven & Southern railroad and also to the Seattle & Northern line.

While the public attention was centered largely upon the vitally important matter of railroad construction, it must not be supposed that other interests were neglected. Far to the contrary. The plucky, pushing type of people who have made our western communities do not sit down and wait for transportation facilities without getting something ready to transport. "Things were doing" in other directions as well as railroads in Snohomish in those days.

Eighteen hundred and ninety was a great year for immigration to the sound in general and Snohomish did not lack its share. The vast and varied resources of the region drew the attention of this incoming flood of settlers. Great tracts of fertile agricultural lands, vast forests of the best timber in the world, mountains supposed to be full of gold, silver, iron, lead and coal—these were attractions which brought such a multitude of settlers as had not been known before. They quickly cleared their land and brought forth magnificent crops of hay, fruit, vegetables and berries. The lack of good roads had long been a great hindrance to the growth of the county and had been the means of keeping away many prospective settlers. The important question of better roads was taken up and soon there was great improvement along this line.

Mineral resources must come in for their full share of attention. The largest quarry of granite in Washington was located on Granite falls on the south fork of the Stillaguamish, sixteen miles from Snohomish City. The quality of the granite taken from this quarry was inferior to none in the United States. It was owned and operated by the Stillaguamish Mining, Milling and Prospecting Company.

In regard to the gold and silver mines of the county, the Sun, of August 29, 1890, has the following quotation from Hon. L. W. Getchell, one of the most experienced mining men of the Pacific coast: "In my opinion Snohomish county has the richest mining district in the United States. I have been all through the mining districts of New Mexico, Nevada and California, and if I am not mistaken, Monte Cristo surpasses all of them." In the Seattle Journal of the same date appears the following, referring to the same mines: "California, Nevada, Colorado, Arizona and Montana can testify to the wonderful impetus given to them

by mining discoveries. The great excitement caused by the discovery of gold in Australia will be remembered. Compared with recent discoveries in this state, however, these finds are but pigmies. Experienced mining men have no hesitancy in saying that the new find is the largest and the richest that has ever been made and that one hundred dollars to one dollar will be taken out in comparison with the others." A company was organized with a capital of five million dollars to work some of these mines, numbering among its members many of the richest men of the large Eastern cities as well as some of the Western capitalists. A company of San Francisco men was also formed, with claims adjoining these.

The lumbering and agricultural resources, as well as possibilities of beautiful and attractive homes, were beginning to excite deep and widespread interest. A ride over the Seattle, Lake Shore & Eastern railroad from Snohomish to the Stillaguamish river in 1890 would have revealed many a possibility of attractive and profitable locations. Machias, six miles from Snohomish, was the center of a promising farming district. Hon. L. W. Getchell was the proprietor of the town site and under his energetic supervision many improvements were in progress, while the railroad company were engaged in erecting suitable depot buildings and warehouses.

Arlington, at the junction of the forks of the Stillaguamish river, and now a beautiful little town of nearly two thousand inhabitants, had at that time but fifty people, but was already carrying on an active business in connection with the railroading and other developments of the region. Thomas Moran was constructing a large hotel and J. W. McLeod was establishing a large store. A rival to Arlington then existed in the form of Haller City, but it has since been absorbed by the superior growth of Arlington. Anyone seeing the developments in milling, dairying and gardening now in progress in the vicinity of Arlington would find it hard to realize the wildness of the country in the year 1890.

An interesting picture of the condition of the lumbering business in 1890 is derived from an article by L. R. Freeman in the Washington Farmer of August 1, 1890. Among much other interesting matter there is a description of Cathcart's mill about six miles south of Snohomish. The mill at that time was supplied with logs from the timber lands immediately adjoining, in the logging of which thirty oxen and fourteen mules were being employed, while about seventy men were at work in the logging camps and at the mill. Besides the lumbering business Mr. Cathcart carried on at that time a mercantile business of from eighty thousand to one hundred thousand dollars per year, and he cut three hundred tons of hay upon his meadow skirting the Snohomish river.

Another great lumbering establishment of that period was that of Blackman Brothers. In consequence of the destruction of a former mill by fire in the previous year this firm built a very elaborate mill at a cost of one hundred and twenty-five thousand dollars, situated about a mile south of the town of Snohomish. This mill had a capacity of a hundred thousand feet of lumber, a hundred and twenty-five thousand shingles, and forty thousand laths per day, and their planer could handle forty thousand feet of lumber per day. Besides this, the same firm had a complete sash and door factory, and in all a hundred and seventy-five men were on its pay-roll.

The wages usually paid common laborers at that time in the lumber camps ranged from thirty dollars to thirty-five dollars per month for common labor, while skilled laborers received from two dollars to four dollars per day. In the logging camps the usual pay for skidders was forty dollars per month, while choppers received seventy-five dollars per month and teamsters from ninety dollars to one hundred dollars.

Among other enterprises of that time was the sash and door factory of Morgan Brothers, the sash and door factory of the Snohomish Manufacturing Company, the shingle mill of Mudgett & Sons, the brick yard of E. Bast, and the factory of Cyrus H. Knapp.

Meanwhile the cloud of the coming county-seat struggle was beginning to darken the sky of Snohomish City. We find the Sun of May 16th voicing the fears of the residents of the old town, and urging them to renewed exertion, saying: "Unless the people awaken to realize the condition in which we are now resting so quietly, it will be everlastingly too late to oppose the forces that will combine to accomplish the measure at the appointed time." The people in the northern part of the county were disappointed at having failed in their attempt at secession, and somewhat disaffected toward Snohomish City, claiming that they were discriminated against at every opportunity. There were a number of new towns springing up rapidly along the lines of the railroads, three of which were named by the Sun as possible aspirants for county-seat honors. One of them, Mukilteo, was a booming town on Port Gardner bay; another, Marysville, was at the mouth of Ebey slough. It is the only one of the three that has at the present time a population of more than five hundred. The last was the enterprising town of Machias, six miles north of Snohomish City. It is rather curious that amid the towns named and feared as rivals by the Sun the one which was destined to capture the county seat is not named; that is, Everett. The fact is that Everett was not in existence at that time. In spite of the agitation for relocation the contract for the construction of a new court-house at Snohomish was let in the middle of July, to Daniel Warner,







"THE PIONEERS"



SHIP MASTS AND BRIDGE TIMBERS

of Seattle, for twenty-three thousand nine hundred and forty dollars.

Turning again to the omnipresent question of railroads, we find this striding on with seven-league boots. The Sun of July 25th gives an interview with President Oakes, of the Northern Pacific, in which he says: "The Northern Pacific Company has purchased a little more than a majority of the capital stock of the Seattle, Lake Shore & Eastern Company, that is, about three million dollars out of the five million dollars, and has leased the property on the basis of a guaranty of six and three-fourths per cent. interest on the outstanding bonds, and a further issue of bonds necessary to complete the line to the international boundary, a total of about five million dollars. The annual rental will be eighty thousand dollars. The Northern Pacific will enter upon the above operation of the Seattle road on the 25th ult." On August 1st President A. S. Dunham, of the Seattle, Lake Shore & Eastern, was quoted as follows: "I received official information by telegram from New York this morning that the Oregon Transcontinental Company has bought a majority of the Seattle, Lake Shore & Eastern Railway Company, but neither the road nor the franchise has been purchased. The same policy will be carried out as heretofore, and no change will be made in the management. The parties interested in the road retain their interest, and this purchase of stock merely adds to the financial strength of the company by combining the strength of the two parties." A week later the purchase of the Seattle, Lake Shore & Eastern bonds by the Oregon Transcontinental Company was ratified by their directors; also the agreement to sell to the North American company the assets of the Oregon Transcontinental Company to the amount of forty million dollars.

While these transactions were being negotiated, construction work was uninterrupted. The bridge of the Seattle, Lake Shore & Eastern across the Stillaguamish was completed and the larger one across the Skagit was nearing completion. The Seattle & Montana road let a number of contracts for the construction of their line from Seattle north along the beach to the junction of the Fairhaven & Southern and the Canadian Pacific. An extension south to Portland was also under consideration.

The Great Northern people were very active at this time, pushing forward their transcontinental line as fast as possible. They had not yet chosen a pass through the Cascades, though they had had them all surveyed and had them under careful consideration. The Indian, Cady, and Wenatchee passes were the most important, and it was generally supposed at the time that the Cady pass would be chosen.

It became obvious that the question of the location of the railroad was going to have a great bearing on real estate investments. And it may be noted

here, as a general philosophical observation, that there is no great progress without some admixture of feverish speculation and grafts and schemes and booms of every sort. Puget sound experienced both the progress and the scheming in their most acute forms. The crop of imaginations and schemes and promoters' enterprises was sowed thick and far, the seasons and conditions of the next few years favored a luxuriant growth and the crop of "busted" booms and withered hopes during the years 1892-97 was vast and varied. But as we all know the solid resources of the wonderful region of Puget sound and of the whole state of Washington carried them through the "great depression" to a new era of boundless accomplishment without permanent loss.

There were exciting times in the summer and fall of 1890. Just exactly what the railroads were going to do was a mystery, and one that everybody was trying to solve. Real estate agents were eager to get in on the ground floor. Capitalists hurried to and fro looking over the land and holding private conferences with railroad officials. Everywhere was an air of momentous secrecy. Many thought that Mukilteo or some other point on Port Gardner bay would be the western terminus of the Great Northern railway and that in a few years there would be a great city there. Every foot of land around the bay was bought up at fabulous prices. Everyone was afraid of being too late. It looked as though transcontinental trains would be running through Snohomish county in another year and even the most conservative were of the opinion that a period of immense prosperity was in store for Snohomish.

The progress of Snohomish county during the decade of the eighties may be most clearly denoted by a brief summary of the wealth and population in 1890. The following is condensed from an abstract of the assessment published in the Sun of September 5th. The value of horses, mules and asses was \$65,982; cattle, \$89,632; sheep and hogs, \$6,530; the value of all personal property, including the live stock given above, was \$671,431. The value of the real estate was \$3,027,184; improvements, \$309,596. The grand total of all assessed property was thus \$4,008,211. As compared with previous years, this showed an immense growth. The assessment in 1888 was \$1,200,000; in 1889, \$1,610,922. The population in 1890 was 8,514, distributed pretty evenly throughout the county. Snohomish City was the largest town, with 1,993 inhabitants.

The new year of 1891 opened brightly in Snohomish. The new court-house was nearly ready for occupancy, and from the description in the Eye it seems to have been a "marvel of beauty and convenience." It was finely located on the highest spot in the city and commanded a magnificent view of the surrounding country. The building itself was an imposing structure, sixty-four by one hundred and four feet, with two stories and a base-

ment, built principally of brick but with some stone and costing about thirty-two thousand dollars. The inside accommodations were very elegant and commodious. While larger than was really needed at the time it was expected that the county would soon grow so as to require it. It was felt that the erection of this court-house precluded all possibility of changing the county-seat.

The lumber interests of Snohomish county were, as they still are, her greatest asset. The lumber trust, however, had such a grip upon it as seriously to impede its natural evolution. Those in control of the trust were men living in other parts of the country, whose only interest in the lumber districts of Puget sound was to gather in their immense wealth while doing nothing in return to build them up or develop their other resources. As long as Snohomish was in the grasp of this vampire trust its progress was retarded to an immeasurable degree. In 1891 a number of mills were shut down, as the trust believed they would lose money if operated. The lumber outlook for that year was rather unpromising.

Snohomish county was visited on March 12, 1891, by a remarkable storm, said to be the worst in seventeen years. It was very severe along the coast between Edmonds and Port Gardner bay. The Seattle & Montana railway track, which was built only a few feet above high water mark, was overflowed by four huge tidal waves, which followed each other at intervals of about twenty minutes. Four miles of track was completely demolished, the damage amounting to nearly twenty thousand dollars. At Edmonds and at Mukilteo the towns were partly flooded and considerable loss was sustained, while not a little damage was done to shipping in various parts of the sound. While not of long duration the storm was very severe. It lasted only from early morning to ten o'clock of the 12th.

Railroad building progressed steadily throughout the year. The Great Northern engineers completed the survey described in the Eye of March 21st as follows: "The Great Northern engineers have completed the line from Stevens pass to Snohomish. It crosses the Skykomish near Dean, runs a little north of Monroe and along the north side of La Grand marsh to Snohomish. The engineers are now engaged in running another line from the Skykomish crossing, through Monroe, along the south side of the marsh to a point near Fiddler's Bluff, where it is possible the road may cross the Snohomish two miles above this city; running thence to Mukilteo via Lowell."

By this time the line of their entire transcontinental road was practically located. The plans and recommendations of Engineer J. F. Stevens were adopted, and the route, as described in the Sun of May 22d, was as follows: "It ascends the Wenatchee twenty-five miles to the rapids, called the

Tumwater, and thence runs across country to the left fork of Mason creek, which carries it to the summit through Stevens pass at an elevation of three thousand three hundred feet, where is a tunnel two and three-fourths miles long through the mountain. Once upon the western slope it descends one of the forks of the Skykomish to the Snohomish and running down that river strikes the first salt water at Port Gardner on Puget sound, connecting with the Seattle & Montana."

On November 26th the contract for the construction of this portion of the road was let to Shepard, Henry & Company. It was to be under the general charge of Engineer J. F. Stevens. Employment would be given to between two thousand and three thousand men and the cost would be about one million five hundred thousand dollars.

With other railroad construction the then new way of electric railroading was receiving attention, and the Snohomish & Port Gardner Electric Motor Company was incorporated. The incorporators were E. C. Ferguson, Andrew Hagarty, Ulmer Stinson, J. J. Folstad, H. Blackman, F. M. Headlee and E. D. Smith. The capital stock was one million dollars, and the purpose of the company was to build and operate an electric railroad from Snohomish to Port Gardner, running through the town of Lowell, and also extending a branch northward to Lake Stevens.

Progress on the Seattle & Montana railroad may be chronicled by noting the driving of the last spike in October, two miles north of the Stillaguamish river. It was about two weeks later, however, before the road was actually completed and regular trains run.

The Snohomish, Skykomish & Spokane railroad, or as it was more commonly called, the Three S road, was the center of considerable interest in 1891. The road, as originally projected, was to extend from Snohomish east to Spokane, but when Everett started up it was proposed to extend the road to Port Gardner bay. July 16th work was commenced on the extension, which, according to program, was to be completed in one hundred and twenty days. By the 19th the contractors, King & Dickinson, had a force of two hundred men employed. Much of the capital stock of this company was held by the Everett Land Company, and eventually the road passed into the hands of Henry Hewitt, who made it a part of the Everett & Monte Cristo line.

That the citizens of Snohomish county were alive to their business interests and appreciated the necessity of keeping up with the procession is evinced by a public meeting held April 8th for the purpose of furthering the advancement of the place. The personnel of the meeting included many since and now prominent in the affairs of the county. The meeting was attended by men from the entire county, and in a very short time the organization

numbered nearly two hundred members. At this meeting the following officers were elected: President, M. S. Swinnerton, of Marysville; vice-president E. C. Ferguson, of Snohomish; secretary, M. J. Hartnett, of Snohomish; treasurer, W. P. King-ston, of Edmonds. The executive was to consist of one member from each county precinct, elected by the residents of that precinct. The members who were chosen at the first meeting were: L. V. Stewart of Edmonds, A. B. Palmer of Arlington, W. B. Shaw of Marysville, C. B. Hyson of Fernwood, J. W. Currie of Allen, J. F. Stretch of Wallace, A. H. Eddy of Hartford, Alexander Robertson of Florence, H. M. Shaw of Sultan, Robert Allen, H. C. Comegys and Councilman Spurrell of Snohomish. The objects of the organization, as stated in the constitution, were to acquire, preserve and disseminate valuable statistics and information concerning, and to foster and advance the commercial, manufacturing, agricultural and other public interests of the county of Snohomish.

Among other enterprises of the summer of 1891 was what may be called the formal opening of navigation on the rivers above Snohomish. This was celebrated by an excursion on May 27th from Snohomish to Sultan, given by the Sultan Improvement Company. A little after twelve o'clock the little steamer Minnie M., with her load of enthusiastic guests, swung into the river and seven hours later reached the town of Sultan, at the confluence of the Sultan and Skykomish rivers, where they were warmly welcomed. This event was not only interesting as a pleasure excursion, but important as commemorating another step in the progress of the county.

Mining occupied a great share of the attention of Snohomish people during the busy and important year of 1891. The most important mining districts were the Silver Creek and Monte Cristo, similar in formation and the nature of deposits, being separated only by a narrow mountain chain. This separation, however, necessitated the shipping out of products by different routes, that of the Monte Cristo to the north and that of the Silver Creek mines to the south. The two districts comprised nearly two hundred and fifty square miles. The entire region was filled with most promising silver and gold prospects and mines, the richest in the entire district, apparently, being the Vandalia, specimens of which assayed as high as two hundred and eighty dollars in silver and forty dollars in gold. The cost of opening the mines was comparatively slight, probably nowhere exceeding ten dollars a foot, and in many cases being considerable less. Facilities for development were plentiful and close at hand, such as timber, water power, etc., but the greatest difficulty was in reaching the mines. The trails were very bad and the mountains very rugged, so that they were practically inaccessible to any but the most sturdy mountaineers. The

county commissioners of Snohomish county agreed to make an appropriation of several thousand dollars for building new roads and improving the old ones, but they were very slow about doing so. Finally the Ewing-Williams Company built a road almost entirely at their own expense from Sauk City to the Monte Cristo district. When good roads were finally completed there was great activity in both the Monte Cristo and the Silver Creek mines, hundreds of miners and prospectors entering them every week from Seattle and other points.

The regions around Granite Falls and east of there on the south fork of the Stillaguamish were also beginning to attract considerable attention. At Granite Falls a new mining district was organized, comprising all the territory about that place. The excitement of the mining discoveries had transformed Granite Falls into an active and bustling town, and the general store there was doing a rushing business in fitting out miners and prospectors. A town site had been platted, a saw mill was in operation and an immense electric light and power plant was in process of construction.

At Silver Gulch, twenty-five miles east, appearances were very promising, for while there were no mines there, a number of prospects had been partially developed with excellent results. The Eye, of September 12th, in describing this region, said: "It is safe to assert—and this is the unanimous expression of old time Nevada, Colorado and California miners—that in no district yet discovered have there been found such surface indications, so much ore in sight." There were a number of claims on Mineral Hill, between the Stillaguamish and Sultan rivers, which were very promising. Ore from one of them, the Little Chief, in Boulder Cañon, assayed three hundred and thirty dollars in gold and fifty-five dollars in silver. This region was very easy of access, being only about forty-five miles from Marysville, with a good trail about to be put through. It is a region of great beauty and grandeur. The mountains are rugged and precipitous, and in the heart of them is Green lake, or Copper lake, as it was also named. Its color is a deep green, caused by copper ooze from the surrounding mountains.

In the latter part of July Snohomish county was visited by a party of Easterners, including Philip Armour, of Chicago, H. Armour, of New York, of the great Armour Packing Company, W. A. Armour, of Kansas City, of the same company, I. Kincaid, of New York, and a number of other capitalists, who were shown around by Henry Hewitt, Jr., of Tacoma, president of the Everett Land Company. They were very favorably impressed with the great possibilities of Snohomish county and announced their intention of establishing a number of manufactories on Port Gardner Bay. As a result of this visit and on the advice of the capitalists, the "Three S" railroad company decided to extend im-

mediately their line to Galena, so as to reach the Silver Creek mining district.

So much activity in railroading and mining could not be followed by similar energy in other directions, and we find a host of undertakings in progress during the summer of the year 1891. One of the most important of these was the paper mill at Lowell, a huge structure, 86x540 feet and three stories high. It was being erected by the New York & Pennsylvania Company, the largest paper company in the United States, and was to manufacture paper of all kinds and grades. When in full operation from one hundred and fifty to two hundred men would be employed. The capital stock was four hundred thousand dollars and the directors of the enterprise were H. Hewitt, L. D. Armstrong, Gardner Colby, C. W. Wetmore, H. H. Hewitt and Walter Oakes.

Of other manufacturing enterprises accomplished and projected, one of the largest was the Granite Falls Electric Power Company, which was incorporated on June 23d. It was the purpose of this company to build a large plant at Granite Falls on the Stillaguamish and furnish power by cables to Snohomish, Port Gardner and other surrounding towns for lighting and other purposes, and also to furnish power to run the Snohomish and Port Gardner Electric railway, as well as the manufacturing establishments along the Snohomish river.

The town on Port Gardner Bay was rapidly assuming large proportions, and it was confidently expected that it would become the metropolis of the Northwest. A number of weighty capitalists were interested in developing it and hundreds of thousands of dollars were being spent in clearing and other preparations for business operations. Huge docks also were built; indeed all operations there seemed to be on a vast scale. There were several large manufacturing enterprises projected at or near Port Gardner, besides the paper mill already mentioned, among them a huge saw-mill with a capacity of two hundred thousand feet per day and employing two hundred men in the mill alone. Nail and Steel works, which would employ from four hundred and fifty to seven hundred men, a beet-sugar factory, three large brick yards, a smelter, and the Whale-back Steel Barge works, whose purpose was to build a line of steel freighters, and operate them in the Oriental trade and Pacific Coast commerce generally. The works would employ, when ready for operation, about seven hundred men. Besides these enterprises there were many others of less magnitude, such as hotels, stores, boarding houses, etc.

Not only was private capital in process of investment and private promoters, speculators, investors and managers in every line hurrying with eager quest to seize the golden opportunities lying open on all sides, but the city and the county of Snohomish were acting in their social and official capac-

ities to promote the general interests. On September 5th an election was held in Snohomish City to consider the proposition of bonding the city for the purpose of raising money for new water works. The result was almost unanimous in the affirmative. The works were to be constructed on the Pillchuck creek, from which the water supply would be drawn. They would be large enough to supply about twenty-eight thousand five hundred people. The estimated cost was fifty-two thousand dollars.

Considering the general rush and activity of the year 1891 and the great influx of people of all kinds from all sorts of regions and with all sorts of aims, the volume of criminal records is remarkably small. We discover, however, some comment in the press of the time upon the case of David Montgomery, who, on the 4th of January, was accused of the murder of Oscar Trask. The two men had met on a road near Snohomish and the former had shot the latter a number of times, inflicting fatal wounds. The evidence in the case showed that Montgomery had previously had an excellent reputation while that of Trask was quite the reverse. Trask had held a grudge against Montgomery for some time on account of some petty grievances, and he had continually abused him and treated him to all manner of indignities, and had done his best to provoke a fight with him. The jury held that Montgomery was justified and on June 10th he was acquitted.

We also find that the unsavory case of Reverend Father F. X. Guay occurred at this time. He was the pastor of the Catholic church of Snohomish City and was guilty of "unspeakable indecencies." About sixty people, including many of his own church, captured him and decorated him with a coat of tar and feathers, and some hours later a large crowd saw him off on the train.

The progress of Snohomish county since early days is summarized in a special edition of the Sun as follows: In 1870 no real estate was owned in the county except a little near Mukilteo. The entire valuation of all property, real and personal, was not over one hundred thousand dollars. In 1880, it was about ten times that and in 1890 about forty times. In 1880 the number of acres of land assessed was 80,270, in 1890, 252,475. The amount of land assessed as town lots in 1891 was about ten times what it was ten years before. Practically all the real estate was held in the western part of the county, the eastern part being rocky and mountainous. In these mountains, however, was vast wealth in the nature of mines, which were very extensively developed in 1891 and the succeeding years.

The year 1891 was perhaps the most active in the history of Snohomish county prior to the breaking of the hard times and the consequent arresting of a good many of the great enterprises launched in the first era of railroad development. The "boom" which had raged with such energy, burst

in the next succeeding two years and the shores of Puget sound were strewn with the wreckage; yet in spite of financial disasters and disappointments the entire region went on to the logical evolution of its destiny. It was obvious that the superb resources of Snohomish county would not long lie idle.

It was very remarkable and indeed a great manifestation of the managing ability of James J. Hill that the Great Northern railroad went right on with its development. And this too without a cent of subsidy from the United States government, which the other transcontinental lines had had in great measure.

The year 1892 was a quiet one in most lines, but work on the Great Northern railroad continued through the summer of that year and in the autumn the gap between the eastern and western divisions was rapidly closing in at the summit of the Cascades. Though there was from one to three feet of snow in the mountains, the work of tracklaying was uninterrupted. Chief Engineer E. H. Beckler and his assistant, John W. Stevens, were in charge of the work. In November Vice-president Clough, of St. Paul, made a tour of inspection of the road.

The Everett & Monte Cristo road was also in active progress. Rails were laid from Hartford to Granite Falls and the bridge across the Stillaguamish at that point was rapidly nearing completion, but higher in the mountains floods had washed out a large part of the grading and had delayed construction for nearly three months. Above the snow line it was impossible to continue during the winter, but below that point work was pushed on without delay. The division between Everett and Snohomish was nearly completed and it was expected that a regular train service would soon be established.

Among the general enterprises of Snohomish county, mining made some advances in spite of the depression. One large corporation in particular was formed known as the Stillaguamish and Sultan Mining Company, with a capital stock of three million dollars, of which a large part was taken by English capitalists, represented by Richard Sykes, of Manchester. The president of the company was James Sheehan, of Seattle, and the secretary Alexander H. Morrison, of Snohomish. The mines which they controlled were the Hoodoo and the Little Chief group in the Stillaguamish district between the Silver Creek and Monte Cristo regions. They were supposed to be very valuable mines, there being, it was claimed, three million tons of ore in sight, according to the estimates. The plans of the company included the construction of branch railroads from the Great Northern and Monte Cristo lines to the mines, the establishment of a concentrator and other appliances by which they could be worked to their fullest extent.

Among the miscellaneous happenings of the year

1892 was one which exhibited the capacity of the people of Snohomish to apply the spirit of their own laws in dealing with some of the low dives which grew up along the shores of the sound during its period of most active growth. From the Tribune of September 6th we glean an account of such an occurrence just prior to that date. On the line of the Everett & Monte Cristo railroad, just north of Granite Falls, a man named Monnohan had been running a disreputable saloon and dance hall. The people of the neighborhood had lost all patience with him and his den and one day a large number of men, many of them armed, entered and forcibly ejected him from it and advised him to seek other climes. Then they proceeded to demolish the windows, furniture and everything breakable on the premises. After satisfying themselves in this way, they inserted a charge of dynamite and blew up the entire building, leaving not a wrack behind; then they went to another in the vicinity and notified the proprietor to leave inside of twenty-four hours or his place would also be blown up.

In the latter part of November there were extraordinary and disastrous freshets, extending throughout the county. The Snohomish river rose in some places over twenty feet. Old inhabitants claimed that it rose higher than at any time since 1872. The entire flat south and west of Snohomish City was flooded to a depth of several feet, the Great Northern track was completely submerged and the railroad bridge was in imminent danger of being swept away by several million feet of logs and other debris which pressed against it. Fortunately, however, it bore the strain. The bridge across the Stillaguamish at Granite Falls was less fortunate, being swept away by the flood, as was every bridge on the line of the Everett & Monte Cristo railroad between Granite Falls and Silverton. Besides that considerable damage was done to the road bed. At the town of Stanwood, near the mouth of the Stillaguamish, the water rose in the streets to a height of several feet. A number of houses near Snohomish were washed away and many had to be abandoned, being filled with water. Altogether the amount of damage throughout the county was very considerable, but the loss of human life was slight, only one man, George Meader, being drowned.

To add to the various troubles of the times an epidemic of smallpox invaded the region. The disease was specially prevalent in the railroad camps, but precautionary measures were taken to prevent its spread and it did not become very serious.

Almost with the coming in of the new year of 1893 the great event—great for the Pacific Coast and even for the world in general, but especially so for the state of Washington and most of all for the county of Snohomish—of completing the Great Northern railroad occurred. This road, under the extraordinary administration of "Jim" Hill, took such a place at once in the commercial world and

its various operations since have attracted so much attention in both politics and transportation that its completion and the inauguration of its transcontinental business may well be set down as marking one of those epochs of which we have many in the history of our state.

The last spike was driven on January 6th, thirteen miles west of Stevens pass, on the summit of the Cascades. There were no imposing ceremonies held on that occasion, and the only officials of the company present were General Superintendent Shields and Superintendent Farrell. Jim Hill and others had been expected but were unable to be present. Merely with the shrieks of the engines and the shouts of the two hundred workmen was the great work finished. It had been begun at Havre on October 20, 1890, and was finished in the Cascades on the 6th of January, 1893.

During the spring other enterprises connected in a general way with railroads were started, one of them being the Stillaguamish Construction Company, of which the incorporators were G. L. Manning, A. D. Schultz, J. B. Thurston, J. S. Houghton, Anna C. Schultz and E. J. Thurston. The objects of the company were numerous and varied; namely, to construct and operate railways in Snohomish and Skagit counties, to establish electric power plants, and to construct residences, water works and similar enterprises.

Turning from the industrial to the various miscellaneous happenings, we find that the small-pox season, which had opened quite brilliantly during the last months of the previous year, was still continuing and in its progress involved a steamboat man in a manner worth recording. This steamboat man was the captain of the steamer Cascade. He had brought a small-pox patient from Everett to Snohomish a few days before and consequently the authorities of the latter place instructed the officers to prevent his landing on his next trip. As soon as the Cascade hove in sight the captain was informed that he might as well not attempt to make a landing. He thought differently, however; but as often as his rope was thrown onto the wharf it was knocked off by the officers. This continued for some time with hard words on both sides until finally the captain gave up and backed down the river about a third of a mile, where he landed and went on shore. He was promptly arrested and was about to be placed in jail when he protested that his boat was not safe where it was and begged to be allowed to return, saying he would not attempt to land again. He was accordingly sent back and in a very short time made his departure for Everett and was not seen again.

Hard times and hard weather seem to have drawn a veil from the people of the sound in general, and we find those of Snohomish to have joined the general chorus. In February the ground was covered with two and a half feet of snow and the mercury dropped as low as twelve and fourteen be-

low zero. This, with the hard times, made things rather dreary. The Tribune of April 20th laments in the following terms: "Hard times! Hard times! There is scarcely a town on the Pacific coast but what is crowded with idle men, men of all trades willing and ready to take any kind of employment they can get and at almost any kind of wages. There are to-day in Snohomish almost two men for every job of work there is to do, and all other towns in this vicinity are crowded with idle men, and still there are advertising schemers all over the country who are continually getting men to come here from the East."

The criminal classes seem to have been quite active during this year. In the spring quite a ripple of excitement was caused by the escape of four prisoners from the county jail, when no one was around except a son of the janitor at the court house. One of the prisoners, Jack Mears, who was in for forgery, had escaped the previous summer but had been recaptured. He had been tried, but through an error of the court, was not yet sentenced. The others were still awaiting trial for various crimes; James Richardson for robbery, Charles Terry for grand larceny and John Handy for assault and robbery.

But the most notable court proceedings of this entire time were in connection with the celebrated case of John White and four other men for the murder of George Schultz and Frederick Smith. This is probably the most cold-blooded and dastardly crime in the annals of Snohomish county. Its story in brief is as follows:

A few years previous George Schultz and his sister, Helen Schultz, were living with their parents in Cleveland, Ohio. Here the girl married a well known musician of the city whose name was John Kuntz. In a short time they decided to come West, so the three, Mr. and Mrs. Kuntz and George Schultz, emigrated to Seattle. They soon became dissatisfied with the life of the city, however, and moved to a "home in the forest" on Woods' creek, about ten miles northeast of Snohomish. Some two years later Mr. Kuntz met a German friend in Seattle named Frederick Smith, who finally went to live with the Kuntzes.

About the time that Mr. Kuntz settled on Woods' creek there also settled in the vicinity an English sailor of the name of John White, also a family of the name of Robinson. All these people with others living near got together and decided to build a road from Mr. Kuntz's place, past White's place, to the main road to Snohomish, on which the Robinsons lived. After the road was completed White conceived the idea of exacting toll from those who traveled on his part of the road. Naturally everyone refused to submit to this, and White, with the assistance of the Robinsons, who took his part, commenced to obstruct the road by felling trees across it. The land in that neighborhood was unsurveyed and no one had any title to it.



It was the custom of Mr. Kuntz to pass over this road twice each week on his way to and from Machias, where he took the train for Seattle. After his departure John White and the Robinsons would obstruct the road so as to make it impassable, but just before his return Schultz and Smith would clear it again, so that he could get home. They kept this up without making any particular complaint, for two years. Finally White and the Robinsons became exasperated and resolved to end the matter.

On December 22, 1892, Schultz and Smith cleared the road as usual and in the afternoon returned to it to see that Kuntz got through all right. They had not been gone more than ten minutes when Mrs. Kuntz heard two shots. She immediately ran after them, following their tracks in the snow, and found them about half a mile from the house lying dead. The snow in which they lay gave no evidence of a struggle. They had evidently been shot from ambush. The presence of the snow was a very unfortunate circumstance for the murderers, as it contradicted their story of a struggle and the ultimate killing of the unfortunate men in self defense. It is probable that the murder of Kuntz was also planned but not carried out.

After the crime the murderers went to town and delivered themselves up. They depended on William Robinson, one of the family, who had been in the plot but had not taken part in the crime, to prepare the people to regard the killing as the result of a quarrel brought on by Kuntz and Smith, and to intimidate any witnesses who might offer to testify against them. But for the snow-fall and the skill of the prosecution this plan might have succeeded.

Those who were accused of the murder were John White, James Robinson, the father of the family, a man over sixty years old, William Robinson, George Robinson and John Livingston, an adopted son of the family.

John White, the first one tried, was arraigned on June 19th. He was defended by Junius Rochester and A. D. Warner of Seattle, W. H. R. McMartin and W. C. Morris of Snohomish, while the prosecution was in the hands of Prosecuting Attorney L. C. Whitney, and his deputy, A. D. Austin. The trial lasted twenty-two days, resulting at last in a verdict of murder in the first degree. White was sentenced to be hanged on December 22d. A gallows was erected and all preparations made, but a stay of proceedings was granted at the last moment and later another trial was held. The case was not finally concluded until March 1, 1895, when he pleaded guilty of manslaughter and was sentenced to ten years in the state penitentiary at Walla Walla.

The second trial, which occurred in September, 1893, was that of James Robinson, indicted for the murder of George Schultz. Prosecuting Attorney

Whitney was assisted in this trial by Colonel T. V. Eddy. The prisoner was defended by James Hamilton Lewis, who worked on the feelings of the jury so successfully that a verdict acquitting the defendant was rendered. Robinson was immediately rearrested, however, for the murder of Frederick Smith. He was tried again in the spring of 1894, being defended this time by Hon. G. A. Allen, and was found guilty of murder in the second degree.

On October 18, 1893, the trial of the two boys George Robinson and John Livingston, was begun. Judge Whitney was again assisted by Colonel T. V. Eddy, and A. D. Warner appeared for the defense. The result was a conviction of manslaughter and a sentence to eighteen years in the penitentiary. The last trial was that of William Robinson, who was also found guilty of manslaughter and sentenced to eighteen years in the penitentiary.

The interest manifested in these trials was intense, and day after day the court room was crowded to its fullest capacity. Accounts of the proceedings were published far and wide. The time occupied by the series of trials was seventy-eight days. The prosecution was conducted in a very able manner by Prosecuting Attorney Whitney and his assistants, and Judge Denney presided in a manner that was eminently just and highly satisfactory. The strain of these long trials was very severe and it was a great relief to have them concluded.

The subjoined statement of the results of the assessor's estimate will convey an accurate conception of the general condition of financial affairs in 1893, the panic year. The report, submitted August 14th, showed the total listed value of land to be \$5,028,145, and the improvements \$361,590, making the total of lands and improvements \$5,389,735. The value of all town lots was \$2,712,984 and the improvements on them \$672,524, making a total of \$3,385,508. The value of all personal property amounted to \$1,828,730, of railroad tracks and rights of way, \$731,238. Therefore the total value of all property in the county was \$11,435,211.

The value of incorporated towns was as follows: Everett had surpassed Snohomish and was now the largest in the county with a total taxable property of the value of \$3,031,920. Snohomish came next with \$1,138,197. Then followed Edmonds, with \$161,496, and Marysville, with \$105,242.

The total taxable property for 1893 was \$10,175,180, while that of the previous year was \$9,933,822, showing an increase, in spite of the hard times, of \$241,258. The increase since 1890 was very great, the valuation at that time being only a trifle over four million dollars.

In addition to the general disturbing conditions the Pacific Northwest suffered specifically from floods. That was the year in which the Columbia and its tributaries passed all previous records for high water and strewed their shores with wreckage of farms, towns and fortunes. The Columbia

floods were due to the melting snows of the high mountains and did not come till summer. The floods on Puget sound were earlier and we find that the winter of 1893-4 was marked with disasters from an overplus of water. The farmers on the low lands suffered especially, in many cases fences being carried away, debris scattered over the fields, fall seeding spoiled and other damage done. The marsh lands around Snohomish City were overflowed several times during that winter, causing loss each time.

With the opening of spring there was something of a revival in business in Snohomish county, the irrepressible American instinct of progress evidently struggling to assert itself. In February the great concentrator of the United Concentration Company of Monte Cristo and Everett was completed at the former place, and the superintendent of the mill, W. C. Nicholson, rapidly got things into shape so that work could be begun. This enterprise meant a great deal in the development of the great mines of the Monte Cristo district.

Public improvements also were in progress, among them work on the road across the marsh near Snohomish City, which had been begun before but had been delayed. Messrs. Morgan and Williams took the matter in hand and circulated a subscription paper, by which quite a sum was raised, the county also appropriating a generous amount. This road had long been a great necessity and its benefits were correspondingly great. Events like these produced a noticeable brightening in conditions, though the times continued dull enough.

The steamboat trade on the Snohomish, Skykomish and Snoqualmie rivers was quite brisk. There were seven steamboats that made regular trips, and though none of them were very large the aggregate business done by them amounted to considerable. The largest of the seven was the Mable, run by Captain E. A. Swift between Snohomish and Seattle, capacity something over one hundred tons. The Lilly was towing for the logging firm of Mosher & McDonald. The Clara Brown made three trips a week between Snohomish and Shelton, stopping at Seattle, Tacoma and other points. She was in charge of Captain Hansen. The up-river freight was handled by the Echo, Captain McMullan, and the Mame, Captain Pinkerton, the latter of which had once made a trip to within a mile and a half of the falls of the Snoqualmie, the farthest any steamboat had ever gone on that river. There were two boats plying between Snohomish and Everett, the Katherine, and the Mikado, the former being run by Captain J. C. O'Conner. A steamboat was operated by Great Northern contractors, carrying supplies from Snohomish to Sultan.

Trade was picking up in all directions and the business outlook was brightening very perceptibly. All the shingle mills of the county were starting up, the demand for labor was greater, money was not

so tight, and the prospect in general was very encouraging.

The year 1894 will go down in history as the year of the "Great Strike," for the entire United States was for months in the throes of the series of commotions radiating from the great earthquake centers of Chicago. The waves from the central area of disturbance began to shake the industries of Puget sound in the summer and we glean from the Tribune of July 7th that the local lodge of the American Railway Union, embracing the section men of Hartford, McMurray, Snoqualmie and Woodinville, went on a strike. They met in Snohomish, forty-two members being present. After much discussion, many of the men being reluctant to quit work, the question of striking was put to vote and it was decided to do so by only one majority. T. C. Shields, a bridge tender, immediately withdrew from the union, preferring to hold his job. The strikers were quiet and orderly, no attempt being made to prevent non-union men taking their places.

Among the miscellaneous events worthy of preservation during this time was a sad accident which occurred on the evening of July 11th. Miss Jennie Jordan, a teacher at the Lake Stevens school, and Miss Olive Illman, the daughter of W. H. Illman, ex-county commissioner, were bathing in Lake Stevens. Neither of them could swim. Suddenly Miss Illman found herself in deep water, and her companion, Miss Jordan, cried for help and went as fast as possible to assist her. The cry was heard by Professor Sinclair, out rowing with two ladies, who immediately went to the place and managed to seize Miss Jordan as she was going down for the third time. The ladies held her while he dove for Miss Illman. It was several minutes before her body was recovered. Miss Jordan finally regained consciousness, but all efforts to revive her unfortunate companion were unsuccessful.

At this period in its history, Snohomish county was in the throes of the county-seat removal struggle. Business had tended to center at Everett on account of the wealth of men interested there and its magnificent location—in many ways the finest on Puget sound, not excepting the Queen City and the City of Destiny. Ambitious for all they could get, the people of the new city naturally had aspirations to enjoy that priority which results, or is supposed to result, from the location of the county seat, hence the struggle. We shall endeavor to give as succinctly as possible, in what may be called the first chapter of it, that taking place in 1894, the events connected with this long struggle between Everett and Snohomish.

The question began to be discussed early in the spring of the year just mentioned. Many people in the county had in some way conceived the idea that Snohomish took no interest in anything beyond her own limits or in anything that did not advance

her own ends, and for this reason they became eager to have the county seat changed to the younger town of Everett. Everett also claimed the right to have the county seat because of its being the largest city in the county, and because of its fine location and prospects of becoming an important commercial center. The Snohomish people, on the other hand, raised many objections to the proposed removal, the most important of them being that Snohomish was situated in the center of population and was more easily accessible than Everett, also that the cost of removal would be a great expense to the county, and that the court house which had been built only a few years before and was valued at over fifty thousand dollars would be lost and another one would have to be built at a large cost. To meet this last objection the people of Everett voted by a large majority to bond the city for thirty thousand dollars which they proposed to apply to the building of a court-house.

In the county election held in November the principal issue was the question of removal. It occupied the minds and thoughts of the voters to a degree that no county question had ever done before, and every phase of it was discussed and rediscussed with the utmost thoroughness. The fight throughout was a very bitter one. Both sides did everything in their power to gain votes, and many means were employed which in a less bitter campaign would not have been resorted to.

After the election it was claimed that a large number of the votes cast in the Port Gardner precinct in favor of Everett were fraudulent, and D. S. Swerdfiger, the auditor and a member of the canvassing board, refused to deliver the returns for counting. He gave as his reason that he was convinced that the votes were fraudulent and that by allowing them to be counted he would become a party to the fraud, which he did not propose to do. The Everett lawyers appealed to the superior court for a writ of mandamus compelling the votes to be counted, and after the case had been argued very ably and fully on both sides for some time the writ was granted. The Snohomish lawyers immediately gave notice of appeal to the supreme court from that part of the writ applying to the votes on the county-seat question. They had no objection to other votes being counted.

On November 26th the canvassing board, composed of Judge Whitney and Quinton E. Friars of Everett and D. S. Swerdfiger of Snohomish, met for the vote counting. The votes on the county officers were read, but Swerdfiger refused to produce those on the county-seat question, saying that the matter had been appealed. He was overruled by the two other members, however, and the work of canvassing was begun, but Judge Sapp of Snohomish soon secured an injunction from the court prohibiting the canvassing of these votes, and the board adjourned.

Early in December the board again met to continue the work of canvassing. At this meeting the Everett lawyers made the same allegations against South Snohomish that had previously been made by the Snohomish lawyers against Port Gardner district. When the returns from South Snohomish were presented by Auditor Swerdfiger, Judge Whitney refused to count them, saying that they were manifestly fraudulent. Friars moved that they be thrown out altogether, but Swerdfiger would not produce any other returns until these should have been counted. The other members of the board refused to do this and Swerdfiger applied for a writ of mandamus requiring them to do so. A writ was issued commanding them to show cause for their refusal to count the returns of South Snohomish, to which Sullivan, for Everett, interposed a demurrer on various grounds but was over-ruled. The Everett lawyers applied for time in which to prepare their affidavits and were given two days, at the expiration of which the case came up for hearing. A number of witnesses were examined, one of whom, Robert Cairns, an election inspector, testified that the duplicate poll book of his precinct had been stolen from his house and also that he had been offered a sum of money to swear that the South Snohomish votes were fraudulent. This was flatly denied, however, by the man who was accused of offering the bribe. After considerable argument the writ of mandamus was granted by the court and the board was obliged to proceed with the canvass.

Judge J. G. McClinton, of the superior court of Clallam county, who presided over these cases, was much impressed by the legal talent displayed. He said to a representative of the Leader, "I believe there are no abler lawyers in the state than there were there." Everett was represented by ex-Governor L. K. Church, Judge A. K. Delaney, F. M. Brownell and N. D. Walling, all of Everett, and Judge Crowley and P. C. Sullivan of Tacoma. Snohomish was represented by Judge Sapp, Fred Lysons and S. H. Files, of Seattle.

At this point in the proceedings and after counting the returns from South Snohomish, which were unusually large, it seemed as though Snohomish would win, and the people of that town were overjoyed. But it soon developed that their joy was a little premature. Including the votes of South Snohomish, the number cast against removal was 2,151, while the vote for removal was 3,010, leaving Everett without the necessary three-fifths majority. But the county commissioners decided to throw out the returns from both South Snohomish and the Port Gardner district, in both of which there had been suspicion of fraud and in both of which the returns had been contested, those of the former by Everett, those of the latter by Snohomish. This gave Everett the necessary three-fifths, and consequently the county commissioners ordered

the county offices removed to that place on the 21st of January of the following year. It was now the turn of the Everett people to rejoice and they did so with a vim that certainly spoke well for their municipal patriotism, but which succeeded only in exciting the contempt of the people of Snohomish, who were confident that the commissioners would not be sustained by the court in their decision.

The question of the location of the county seat was by no means settled with the election of 1894, and we find that with the coming on of the year 1895 a new move was made by the party in favor of retaining the government of the county at Snohomish. This was an appeal filed by County Treasurer Lawry, in which he stated at great length all the objections to the order of the board of commissioners. The chief of these were that the commissioners had not canvassed the returns themselves but had simply taken the results of the canvassing done by the canvassing board, that they had not met with the canvassing board on November 16th as they claimed to have done. He charged also that they attempted to reject the South Snohomish returns on the ground that they were fraudulent after they had already been pronounced genuine by the superior court. This appeal was dismissed by Judge Ballinger. Immediately afterwards, however, Commissioner Krieschel filed a petition for an injunction restraining the county officers from removing their offices to Everett, which injunction was granted.

The legal decision of the issue was not reached till July 25, 1895. Everett appealed against the decision of Judge Ballinger and the case was carried to the supreme court. It was heard on May 11th and a decision rendered on the 25th of July, holding in substance as follows: That a county official or a private tax-payer may maintain suit for the removal of the county seat is determined by reference to the case of *Rickey vs. Williams*, which dealt with the removal of the county seat of Stevens county. But in the present case it was proved that the county commissioners did not canvass the returns nor did they receive the poll books, although most of them were present at the canvass by the canvassing board, of which their chairman was an ex-officio member, and they thus ascertained the results. Also the commissioners held no meeting while the canvassing board was in session. They had not directly ascertained the number of votes cast, which it was their duty to do; therefore the election was irregular and of no effect. With these conclusions the opinion of the court sustained the decision of the lower court granting an injunction restraining the county offices from being removed to Everett.

This was a decided victory for Snohomish and was heralded as such. Great celebrations and rejoicings were held, with parades and bands of music and speeches of congratulation and every-

thing that could add to the general jubilee. It ended up with a grand free ball, which was the most joyous event of the occasion.

But this was not the end. Another action was taken in the fall, which was largely a repetition of what had already been gone over. The commissioners again, on October 2d, ordered the county offices to be removed, and again suit was brought to restrain them. The case was heard on November 18th. This time Everett rather gained the advantage, and thence on it pressed that advantage to the utmost. The fight was still waged long and bitterly on both sides, and it was many months before the final result was reached, but at last Snohomish acknowledged herself beaten and in the beginning of 1897 the county offices and records were removed from that city to Everett.

Meanwhile during the year 1895, one of the results of the period of depression was the failure of the Puget Sound National Bank, of Everett, which had been doing a small business ever since the panic of 1893. In July the directors, Messrs. Taylor and Hayward, discontinued business. Some of the county funds were in this bank, but they were eventually recovered without serious loss, and the bank's accounts were settled with little loss to the depositors.

In the autumn of 1895 occurred another of those notorious murder cases which so frequently have their origin in saloons and gambling dens and for the proper trial of which the good people of our communities tax themselves more than for schools and churches. Two hours after midnight a man named William Kinney, but more commonly known as "Texas Jack," was in the Gold Leaf saloon imbibing very freely. Between him and the bartender, William Wroth, or "Omaha Bill," there was a feud of long standing. "Omaha Bill" had also been imbibing considerable and the result was that the feud broke into a hot fight. "Omaha Bill" threatened to shoot "Texas Jack" if he did not depart and he carried out his threat, shooting him three times, once in the heart. Wroth was immediately arrested and placed in the county jail. In December his trial came off. He was prosecuted by Prosecuting Attorney Heffner and Deputy A. W. Hawks, and defended by Messrs. Winstock and Allen. The trial resulted in a verdict of manslaughter.

The discovery of the body of Alex Beamish in December cleared up a mystery of nine years' standing. He had left his home one afternoon in 1886 and had not been seen since. Foul play was suspected, but no one was accused. The body or rather skeleton was found about two miles from his home near Getchell by a man who was clearing a trail, and was identified by the clothing, which was still preserved, and a number of small articles.

With the beginning of the year 1896 there be-

gan to be something of a revival of business. Though prices were still at bed-rock, the dullness and lack of hope which had characterized the two previous years began to pass in a measure and the awakening energies of the people began to manifest themselves in the long accustomed channels of mining, lumbering, clearing of land, railroading, steambotting and the other ways in which the entire sound country is so well adapted to lead. Nothing can be seen more typical of our great American democracy than the manner in which the people individually, after loss or disaster, set themselves to work to repair their broken fortunes and enterprises. The elasticity and resourcefulness of a genuine western community is certainly surprising.

As might be expected the mining industries of Snohomish county were about the first to show the tendency of recuperation. Early in February a meeting was held of all persons interested in mines and mining for the purpose of establishing an association whose object should be the advertisement and development of the mining industry of Snohomish county. Most of the mineral districts of the county were represented. The officers elected at the first meeting were: President, A. W. Hawks; vice-president, F. M. Headlee; secretary, C. L. Clemons; assistant secretary, George James; treasurer, A. M. Farrah. The various committees were as follows: Executive committee, Judge J. C. Denney, C. H. Packard, W. R. Booth, A. W. Frater, Oliver McClean; reception committee, A. W. Frater, Judge J. C. Denney, C. W. Graham; advertising committee, Hon. S. Vestal, C. H. Bakeman, U. B. Loose, Lot Wilbur, Peter Laque; finance committee, Hon. E. C. Ferguson, William Whitfield, A. D. Austin, E. E. Lenfest, William Kittell. It was hoped that similar organizations would be formed at other points in the county and that a general organization embracing the entire region would be formed.

By this time the mines were starting up very energetically. A large force of men were at work in the Stillaguamish district, and one Monte Cristo company was taking out over a hundred tons of ore daily, most of which was carried by ponies to the railroad and then taken to Everett or Tacoma, where smelters were located.

On July 2d a large mining transaction was carried through, which involved twelve claims in the Silverton copper district, owned by H. Kennedy, Thomas Johnson, Jack Johnson and Ludwig Lundelin. The property was purchased by parties from Trail creek and New York, who united and formed the Deer Creek Gold and Copper Mining Company. The price paid is supposed to have been one million dollars.

This was only one of many such transactions. Outside capitalists were becoming interested in the Snohomish mines; many investments were made, and the mining districts were enjoying an activity

greater than ever before. Another transaction in the Silverton district was the sale of a number of valuable claims by M. Montan and L. Lundelin to the Clear Creek Copper and Gold Mining Company, the incorporators of which were Dr. Lyons of Seattle, J. J. Smith of New York, L. Lundelin of Silverton and M. Montan.

With the coming on of summer and the opportunity of extensive prospecting some new discoveries were made. In the Monte Cristo mine a long tunnel was sunk which struck ore in a ledge several feet wide, which was a continuation of that struck by a tunnel a thousand feet above and also of the outcropping at the surface about two thousand feet above that. Thus it was proved conclusively that there was an immense amount of ore of excellent grade in the mine and all doubts about its great value were removed. Rich strikes were also reported from Martin creek. Some of the mines which were being developed in this region were the Deer Creek Company's claims, the Violet mine, the New York and the Bradford. At Index also and Miller river work was being done, and in some of these places roads, which were very necessary to the development of the properties, were being constructed.

A new interest in agriculture, which is, after all, in spite of all the fascinations of mining, the great essential, permanent dependence of a community, also began to manifest itself. Farmers and dairymen became interested in the new device known as a silo, by which grain and feed may be kept green all winter. It had been introduced into Snohomish county a few years previous, being first used by Mr. Alvord and others on White river. These were followed by David Sexton near Snohomish and C. B. Miller and H. J. Andrus of Machias and others in different parts of the county. All these silos were very successful and the introduction of them attracted considerable attention. Dairying too, for which the shores of Puget sound and especially the sheltered and fertile valleys of Snohomish county present such especial attractions, received a new impetus about this time, and many of the ranchers were increasing their herds to from forty to seventy head.

The ready revolver was not entirely in innocuous disuse during the year 1896, as may be seen by the following incident: A Jewish peddler named Nathan Phillips was walking along the railroad track near Monte Cristo depot, carrying a satchel filled with several hundred dollars' worth of jewelry, when he was suddenly attacked by a miner named Dave LeRoy. They struggled for a few minutes over the possession of the satchel, when LeRoy suddenly pulled a revolver and shot the peddler, inflicting two dangerous wounds. Then, seizing the satchel, he ran down the track. The deed was witnessed by several men and a pursuit was immediately organized, but the man was familiar with the

surrounding country and managed to make his escape.

The Snohomish river, too, felt the need of attracting a little special attention at this stage of development and "went on a rampage" as a result of the extraordinary fall rains. The floods were said to be the worst in the history of the county. The losses in the city itself were not very severe, but on the marshes and low lands along the edge of the river terrible damage was inflicted. Hundreds of head of live stock and poultry were lost, as well as many tons of hay, and in some cases entire farms were covered several feet deep with debris and drift, while many buildings were destroyed.

The railroads were all very heavy losers, the Great Northern especially suffering all along the line. Above Index a quarter mile of track was washed out as well as a number of bridges, and between Index and Sultan there were eight wash-outs. The Everett & Monte Cristo road also suffered heavily. In the mountains stretches of track were completely destroyed, as well as one tunnel. Trains were held up for nearly a month. In the mining districts it was impossible to get provisions and scores of miners came down to the towns to stay until the trains could get through again. The destruction along the Skagit river was even worse than that along the Snohomish.

## CHAPTER IV

### CURRENT EVENTS, 1897-1905

By the opening of 1897 a new era may be said to have commenced in the development of Snohomish county. The long period of hard times was fairly passed. The Cape Horn of storms had been doubled and the favoring breezes of a boundless Pacific of new achievements were beginning to waft on the enterprises of an opening era, the second era of growth to our state, one which has not yet been checked, and which all indications seem to show will not soon be checked.

There had come to Snohomish county during the decade previous a class of population of remarkably high grade and general intelligence, a class capable of great things in their various lines of endeavor. For instance, the legal ability centered there and drawn there by important cases was such as to excite comment. A great array of this legal talent was displayed in the case of Hart vs. Rucker, which was a very long and closely contested one. It began by the purchase by Rucker of some school land, on which Hart had a saw-mill and other improvements worth forty thousand dollars. It was claimed by the plaintiff that Rucker undertook to pay for these improvements, but when the value of the land declined that he changed his mind and refused to do so. Hart then sued him. The jury decided for the defendant, but the case was appealed and stretched out for a long period before it was finally settled. A number of brilliant lawyers appeared in this case. The plaintiff, Hart, was represented by Messrs. Stiles, Stevens &

Tillinghast, Seymour & Prichard of Tacoma and Coleman & Hart of Snohomish. Rucker was represented by P. C. Sullivan, B. S. Grosscup, A. F. Burlleigh, D. J. Crowley, Frank Brownell, A. D. Austin and W. P. Bell. Practically all these men were leading members of their profession in the county or even in the state.

We have already narrated the stages in the county-seat imbroglio. The last act was accomplished in the beginning of this year by removing the court records to Everett.

As usual the mining interest was a leading one and long strides were being taken in the development of that industry. A number of promising mines were being opened up in Silverton and the near vicinity. The Tribune of March 19th gives an interview with D. D. Besse, a mining man of that district, in which he describes some of those mines. The following account is condensed from that interview: The Bonanza Queen, according to surface assays, had five million dollars; the Double Eagle, about half as much, and the Bell and Crown, Helena and others about equal to the Double Eagle. In the White Horse district on the north fork of the Stillaguamish and the Buckeye gulch were also valuable properties. Across the hill was the St. Louis copper mine, which after all expenses left a net profit of fifteen dollars per ton. The Hoodoo was a mine in which English capital was largely interested and in 1897, eighty-five thousand dollars had been invested in tunnels and

crosscuts. The Forty-five was a mine whose ore assayed one hundred and seven dollars per ton. As a result of all these developments Silverton received quite a boom, and at this time twenty houses were being built besides two hotels and two stores.

In the fall the mining prospects were better than ever. The largest mine, the Monte Cristo, controlled by Colby, Hoyt, Rockefeller and other capitalists, was being very extensively developed and was becoming very productive. The Pennsylvania was perhaps second in size and a great deal of work was also being done on it at this time, especially in the digging of crosscuts. The "Forty-five" and the Independent were both ready to commence shipping ore. The railroads were progressing in a way very favorable to the development of the mines, although owing to the floods and the lowness of the roadbeds a great deal of damage and consequent delay occurred. The work of A. E. Haber of the Great Northern was of special benefit to the mining camps.

The development of the dairying business in the Snohomish river valley was indicated in a gratifying manner by the rapid enlargement of the Snohomish creamery and cheese factory, which institution was paying something like fifteen thousand dollars a month for milk and was proving of incalculable value not only to the ranchers and dairymen of the vicinity but to the entire business community.

The greatest question of this year in many respects was that of the forest reserve. On February 22d President Cleveland made an order creating a number of forest reserves, one of the largest of which was in Washington. It extended from the 48th to the 49th parallel and from the 120th to the 122d degree of longitude, an area of about seven thousand two hundred square miles, including more than half of Whatcom, Skagit and Okanogan counties and some of the northern part of Snohomish. The order forbade all trespassing on these lands.

The people of Washington were at once greatly excited about this reserve. In Snohomish, as well as in some of the other counties, it included large areas of mineral lands which might be made very productive. While the order would not affect such claims as were already made, provided all the requirements of law had been fulfilled, it would prevent the development of any further claims, and would of course hinder the progress of the counties affected and the state in general to an extent beyond calculation. Congress passed a bill modifying it, but the bill was pocket vetoed by the president. In May the Sundry Civil bill passed the senate with an amendment revoking President Cleveland's order. The amendment failed in the house however, but a substitute was passed by both houses, which was signed by President McKinley, who had now

taken office. It suspended Cleveland's order until March 1, 1898, until which time the land would be restored to public occupancy. After March 1st the order would again take effect but in a form greatly modified and improved, the principal improvement being that such lands as were more valuable for minerals and agriculture than for forests should not be included in the reserve. Also settlers and miners and prospectors should be allowed the liberty of the reserve and should be allowed to use timber and stone under certain regulations. The law, as thus modified, was no longer a menace to the development of the country and was entirely satisfactory to the people of Snohomish and the other counties affected.

The troubles of the Puget Sound National Bank, which, it will be remembered, failed the year previous, were adjusted at this time. The county had a claim against this bank of \$12,487.30. In settlement of this claim the county received \$5,031.30 in cash and the bank fixtures, valued at \$2,450.00, making a total of \$7,487.30.

The appealed trial of William Wroth also came off at about this time. Owing to a technicality and some crooked work he was found "not guilty," although at his previous trial he had been proven guilty and sentenced to ten years in the state penitentiary.

Snohomish was visited by a number of disasters in the fall, among them the usual flood, which was even more severe this time if possible than before. Warm winds melted many feet of snow in the mountains and the streams swelled to raging torrents, tearing out bridges, destroying roadbeds and doing great damage to property. The Everett and Monte Cristo road was a heavy sufferer, great stretches of its track being utterly demolished, and several bridges were torn out, including those over the Sauk and Stillaguamish rivers. The Great Northern road also suffered severely. As a result of these railroad disasters the mines were prevented from shipping out their ore and were obliged to shut down, thus entailing great loss upon them.

On November 25th a wreck occurred on the Seattle & International road near Cathcart. A freight train was running in two sections, and the engine of the second getting out of water, uncoupled from the cars and started for Woodenville Junction to obtain it. The brakes on the cars were set but something went wrong with them and the train started on the down grade at a speed that was soon beyond control. The brakemen all jumped off. The train broke into three pieces, the first of which jumped the track at Blackman's switch, throwing the cars off on both sides; the second went on for some distance and finally stopped, while the third was wrecked near Cathcart, eight or ten cars being smashed to pieces. No one was killed, but Foreman Fowler, who was

sleeping at Blackman's, where the first part of the train left the track, was injured by being cut rather badly about the face.

The Everett and Monte Cristo railroad, which had been partially destroyed, was not entirely rebuilt that year. This was very unfortunate for the mines but in the meantime various make-shifts were employed to provide transportation. A wagon was run from Granite Falls to Robe, and from there to Silverton a pack-train was run by McElroy & Lee of the latter place.

About this time the idea of establishing a power plant at the falls of the Stillaguamish was advanced. An experienced engineer visited them and pronounced them capable of fifteen thousand horse power, which would be sufficient to run the railroad to Monte Cristo, the Everett and Lowell street cars, and the various factories along the road, also to provide light for nearby cities.

Another year, 1898, dawned on Snohomish and the rest of the sound country under constantly brightening auspices. In every aspect the conditions of industry, transportation and immigration were improving. In the important field of railroad enterprise we find that the Seattle & International road was the object of a sharp fight between the Northern Pacific and Canadian Pacific. The Canadian Pacific had been quietly trying for some time to gain control of the Seattle & International and as soon as the Northern Pacific discovered this it hastened to forestall its competitor. The Northern Pacific had a number of important reasons for acquiring this road and early in this year it succeeded in doing so.

Bearing both upon the general fact of railroad-ing and also upon the mining enterprises of the region was the projected railroad to the famous Sultan district. This road was to be built by the Sultan Valley Railway Company, which was organized in Seattle on February 3d. The capital stock of the company was one million dollars and the incorporators were Nathan B. Jones, a Snohomish mining man, Fred Hinckley, Frank S. Griffith and W. F. Brown. The enterprise was backed by the Forty-five Consolidated Mining Company and supported by the Sultan and Stillaguamish Mining Company. It was the purpose of the new organization to build a road from Everett to the upper end of the Sultan basin, commencing first on the portion between the eastern end and Sultan City on the Great Northern. They expected to use the surveys already made by the Sultan and Stillaguamish Company a few years before. This railroad would be of immense value to the mines of the Sultan valley, which had long been retarded by the lack of proper transportation facilities. The Great Northern was twenty miles distant and a high ridge separated them from the Everett & Monte Cristo at Silverton. The Forty-five Company built a trail over this ridge, which, however, was

not very satisfactory. The mines were naturally immensely rich but such obstacles as these were a great detriment to their best development. With the proposed railroad they could ship out all their ore easily and quickly and the benefits would be almost inconceivable.

With the general revival of all things came also into the field the Canadian Pacific railroad, which secretly sent a party of engineers to find a suitable route through the western part of the county to Seattle. A little flurry was also caused by the report that a road was to be built from Portland to Snohomish by the Vanderbilts. This proved to be only a report, however.

Some court proceedings in connection with the Rockefeller interests in the Monte Cristo mining districts attracted attention in April, 1898. J. B. Crooker, representing the Rockefeller interests, filed suit in the superior court against the Pride of the Mountains and Mystery mining companies, petitioning also that William C. Butler, superintendent of the companies, be appointed receiver. This petition was granted. Bonds against the two companies aggregated two hundred and twenty-four thousand dollars.

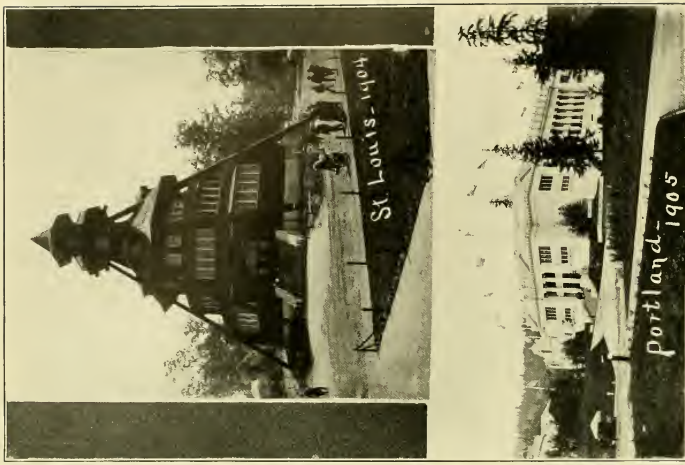
The important business of shingle making, one of the largest industries in the county, received a new impetus at this time. The market had been rather light but in February and March the price of shingles rose considerably, as well as the demand. The price of bolts increased to from two dollars and fifty cents to three dollars, and the price of labor rose proportionately. All the mills were running full tilt, and a number of large new mills were being started, one of them at Snohomish and two at Monroe, where also the mill of S. A. Buck was rebuilt. A new mill was also being built at Wallace by Frank D. Black of Seattle, and there was a like activity in the Stillaguamish valley and other parts of the county. All of these mills were large and important concerns.

The outbreak of war with Spain had its place in Snohomish county annals the same as in those of every other county in the United States, and a number of the young men of the county offered their services in the armies of the country. Drills were held regularly and every preparation made for going to the front when the time should come. The officers at the time were Gus. Moran, captain; Will Kikendall, first lieutenant; Wallace Canfield, second lieutenant. The Snohomish volunteers combined with those from Whatcom to form a company. On the 28th of June they took their departure for that place on their way to Tacoma to take the physical examination and if qualified to be enlisted. A large number of friends and citizens gathered to bid them farewell, and patriotic songs were sung and patriotic speeches made. Mayor Ferguson presided.

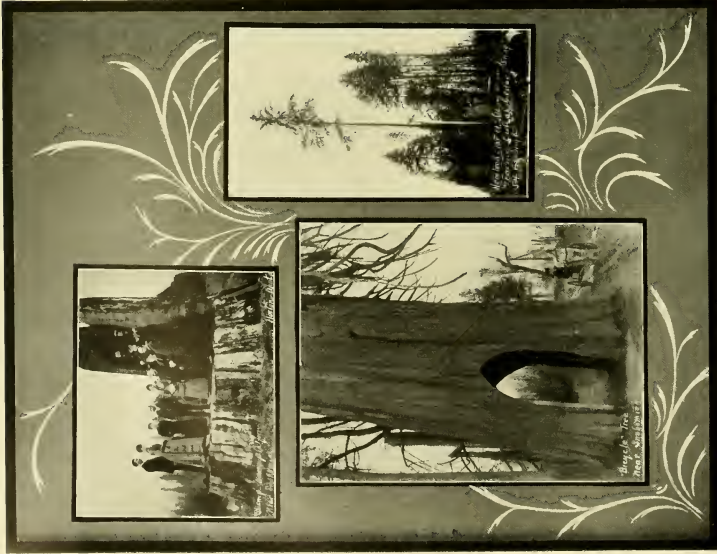
Those who went to Whatcom were Gus. Moran,







WASHINGTON STATE EXPOSITION BUILDINGS



PHENOMENAL TREES

Bert Moran, A. D. Colburn, Charles O'Conner, Frank Niles, Harvey Smith, Vay Stewart, Ernest Bleech, William Kikendall, L. A. Patric, Grant Wilson, Paul Langdon, H. V. Landwehr, W. H. Parcels and J. S. Howell. Some of these failed to pass the examination and were sent back, but most of them enlisted.

The court proceedings of the year 1898 were not especially notable, with the exception of those which arose out of the famous Connella-Nelson shooting affray, in which the latter was killed. Connella was the editor of the Everett News and Nelson was a wood and coal dealer. The quarrel between the two men had its inception at the Republican convention in Everett, when a picture of Congressman Lewis, which was hanging on the wall, was torn down. James Connella made some comments on the deed in his paper and cast some personal slurs on Ole Nelson, which the latter resented, hence the ill-feeling. The two men met on the night of October 10th on the sidewalk near Haferkorn's cigar store, and an altercation ensued, in which Connella was thrown to the ground. While in a prostrate position he drew his revolver and shot Nelson, inflicting a wound which a few hours later proved fatal.

Connella was immediately arrested and held over for the superior court. The trial occurred in King county, owing to a strong feeling against the prisoner in Snohomish. The prosecution was conducted by Prosecuting Attorney Naylor and Hon. J. T. Ronald of Seattle, and the defense by J. A. Coleman and Messrs. Cooley & Horan of Everett and J. E. Dore of Seattle. The result of the trial was very unexpected, being a verdict of acquittal, the jury evidently holding that the deed was done in self-defense.

The first event of the year 1899 was an indignation meeting of the citizens of Everett over the acquittal of James W. Connella of the murder of Ole Nelson. The whole proceeding was denounced as "corrupt and ignorant" and the verdict as "dangerous and pernicious in its results and effects upon society." They also called upon Judge F. T. Reid to make amends by resigning his office. Probably as a result of this Connella disappeared from Everett, after disposing of his interest in the News to James Logie.

The mines again attract a large share of our attention as a part of the general ongoing of progressive Snohomish during the year 1899. The first important event was a big deal, by which the Pride of the Mountains and the Monte Cristo mines passed into the hands of John D. Rockefeller and a few of his friends. The price of the first of the two mines was \$167,501.95 and that of the other \$160,569.99. Rockefeller also gained control of the United Concentration Company's holdings, and the three companies were consolidated into one large corporation. Holders of stock in the old companies

retained their interest in the new one by paying an assessment of about one hundred and one dollars and fifty cents on each thousand shares of old stock. As a result of this enterprise mining affairs throughout the county received a great impetus. Work which had been abandoned was once more resumed. The Everett & Monte Cristo railroad, being backed by the new company, started the work of rebuilding, and a general resumption was the order of the day.

About this time the mines of the Index district began to attract considerable attention. They had not yet been developed to any great extent, but what had been done gave promise of great things. Ore from the property of the Index Mining Company assayed ninety-eight dollars and fifty cents per ton, which was much higher than had been expected. New and promising finds were constantly being made.

The lumbering interests partook of the onward march and we find that in April an association was formed at Everett of the shingle men of the county, known as the Snohomish County Shingle Manufacturers' Association. Most of the shingle concerns in the county joined it, among them being the following: Lincoln Shingle Company, Michigan Shingle Company, M. J. Durgan, Northern Lumber Company, W. C. Sparks, Smith Manufacturing Company, Marysville Shingle Company, C. Rabel & Sons, August Holmquist, Eggert & Johnson, Caneby Brothers, John Anderson & Company, Buck Lumber & Shingle Company, Morgan Brothers, Neally & Day, McCulloch Shingle Company, Washita Lumber Company, J. P. Caithness, Rice Lumber Company, Linnett Brothers, Manley & Church, E. J. Anderson, Ira Joy, E. J. McNeley and Atlas Lumber Company. The officers of the association were George C. Benjamin, president; F. L. Meares, secretary, and A. J. Uphus, treasurer.

The shingle and lumbering industry was perhaps the most extensive in the county. The Pacific Lumber Trade Journal for June gave statistics concerning the mills of the state of Washington and it was shown that Snohomish county had sixty-four, which was more than one fourth of all the mills in the state and thirteen more than Whatcom, the next highest, had.

Snohomish agricultural interests received a severe blow in the excessive rains in August. A great deal of hay that was not yet under cover was destroyed and much of the standing grain, which was nearly ready to be harvested, was knocked down. Little more than half a crop was saved.

In spite of these misfortunes the enterprising people of Snohomish county launched the first autumnal fair since the early fairs in the seventies and it seems to have been a great success. It was opened on October 11th by a speech by Hon. Fran-

cis H. Brownell, and closed on the 11th. One of the particular attractions was a series of fine horse races.

The midsummer of 1899 witnessed another shooting affray at Everett. It appears that a man named Henry Monty had deserted his family and another man named Simon J. Fox had been living with them. Monty, on returning home from Seattle, found this out and went in search of Fox, whom he discovered at home and proceeded to knock down several times. Fox then went into the house and getting a gun, warned his assailant to leave, which Monty refused to do. Fox then fired into the ceiling but Monty still remained and Fox fired again inflicting a severe wound in the right breast. Monty died a short time afterward.

It is the human lot to meet with accidents, and we discover a peculiar instance during the spring of 1899 at Everett. The Great Northern freight was just pulling out when it was discovered that one of the rear cars was on fire. The car just behind it was filled with powder, so, as the fire was beyond control, they had to be uncoupled and left behind. Soon a tremendous explosion occurred, and one of the cars next the powder car was shattered and blown a hundred feet up the track. This car contained three tramps, one of whom was killed; while the others were badly hurt. The injury to the track was slight.

The closing year of the century, 1900, was characterized by a special activity in the lumber industry in Snohomish as well as in adjoining counties. There was great prosperity in the eastern part of the state and an unprecedented building era in the farming sections, as well as in all the towns and cities. This created a great local demand for lumber, while conditions abroad incident to development in the Orient produced a larger foreign market than ever before. All these things combined to produce the greatest activity of many years in all lumber enterprises and other lines of industry fell into the same general state of hopefulness. The Everett Land Company was reorganized. Timber was a very good price and large tracts of timber lands were sold. Agricultural lands also were in ever increasing demand and ranching continued to become steadily more profitable. Cattle and sheep raising also received more attention than ever before, and large areas of land which had been entirely unimproved were now devoted to stock, which made them more valuable for other purposes as well.

Mining also was in progress. An arrangement was made between the Forty-five Mining Company and the Puget Sound Reduction Company by which the railroad to Silverton was to be rebuilt and the Forty-five was to supply three thousand tons of ore a month.

Of the railroad changes chronicled by the current newspapers of the year, the most important

was the purchase by the Northern Pacific of the track and right of way of that part of the Everett and Monte Cristo road between Everett and Snohomish. The reason for the purchase, as given by President Mellen in a dispatch to the Seattle Post-Intelligencer was "to secure more terminals for its growing Pacific Coast business." It was expected that the Northern Pacific would do a great deal toward building up the county, and these expectations have been largely realized.

The criminal calendar had its customary entry during the period of 1900. One of the most cowardly crimes in the history of the county was committed on the night of May 19th of that year. Frank Whited, a laborer from Idaho, was waiting for the train at Monroe when he was accosted by three men, and he had talked to them a while when suddenly they ordered him to throw up his hands. He complied and they robbed him of all his valuables, then shot him in the back and left him in an empty box car to die. After a time Whited managed to crawl out and reached a nearby store, where his wound was taken care of. He was afterward taken to the Monroe hotel.

Sheriff Zimmerman immediately set out in pursuit of the highwaymen and in a few days succeeded in capturing them near Winlock. He took them to Monroe, where they were positively identified by their victim. The names of the men were W. F. Howard, Charles Stewart, and George Wilson. They were placed under five thousand dollar bonds, in default of which they were put in the county jail at Everett to await their trial, which came off on the 9th of July. The evidence was absolutely conclusive and the men were convicted of highway robbery and sentenced to twenty years at hard labor in the state penitentiary at Walla Walla.

Snohomish county at this time was growing rapidly in population, the United States census of that year giving it 23,950, which was exceeded by only five other counties namely, King, Spokane, Pierce, Whitman and Whatcom. The gratifying fact was heralded in the Tribune of February 22d that immigration was beginning in real earnest. This was the logical result of the preceding years of great activity and it in turn caused the waves of prosperity to roll on with added power. In one day the Northern Pacific and Great Northern brought over fifteen hundred homeseekers to Puget sound.

Our old friends, the miners, come in for a large share of attention at this period. The St. Louis mine, which had been suspended since the washout on the Everett & Monte Cristo railroad three years before, which road had only recently been rebuilt, was sold to a new company which incorporated under the name of the Conservative Mining Company. This mine was situated near the Silverton on Deer Creek. The president, Frank M. Evans, at once put

a force of men at work in charge of H. W. Horton, of Snohomish.

In the Mining Record of February, John Towers, a mining expert, had a long article descriptive of the Index district. He says in part, "The copper ores of the district, and held in these lodes or veins, are varied—chalcocite, chalcopyrite and horite, the three important ores of commerce predominating and being pretty evenly distributed. The gangue, more or less mineralized, is either quartz or an altered or metamorphosed granite. The rich sulphides are in the form of pay streaks. Chalcopyrite occurs in massive chutes, and as the gangue also carries values, concentration is necessary for economic reasons." He also says, "There are more properties of merit in this camp than in any other camp of similar size and equal age. Quite a number are being actively developed, the usual element of mining uncertainty being eliminated in some of them and entirely so in a few."

In the fall the Ethel mine built a concentrator with tram-ways and automatic filling and dumping cars, so that the cost of delivering a hundred tons a day to the concentrator was reduced to four cents a ton or less.

In October the famous Bonanza Queen copper mine was sold to D. F. Morgan, of Minneapolis, representing the Bell Telephone Company, for one hundred and fifty thousand dollars. The mine had been located some ten years before by J. F. Bender, Angus Sutherland and L. W. Lockwood, who received a large share of the purchase price. One of the conditions of the transaction was that a five-drill compressor plant be immediately installed and not less than forty men employed continuously.

The harvest of 1901 showed gratifying results of the industry of the rancher, the year having been a good one for the agriculturist as well as for the miner and the lumberman. The weather had been exceptionally fine and as a result the crops were above the average. Hay yielded from three to five tons per acre and was worth from eight to ten dollars per ton; oats averaged about a hundred bushels to the acre, some going over a hundred and fifty bushels, and it sold for about twenty-five dollars per ton; potatoes yielded from eight to twelve tons, in some cases going considerably higher, and they were worth something over twenty dollars a ton. Farm products, such as butter, eggs, etc., were in good demand and sold at a fair price, the demand for all kinds of produce being generally greater than the supply.

There was hardly as extensive work in railroad-ing as in some of the previous years, but we find, as one important event, that tracklaying on the Arlington-Darrington branch of the Northern Pacific was completed about the last of May. Trains began running on schedule time on June 10th.

Several peculiar accidents marked the year of 1901, one of which occurred at the Cascade lumber

and shingle mill on July 13th. The mill was running at full speed, when suddenly, with a tremendous explosion, the great ten-foot fly wheel burst and scattered wood and iron a distance of a hundred feet. There were forty men in the mill at the time but by a miracle no one was injured. The damage to the mill was about two thousand dollars.

In August an accident occurred on the Northern Pacific road at Snohomish. A freight train and a work train were standing on the bridge, when a number of loaded freight cars up the track broke loose and smashed into them. Two of the bridge crew, Walter Dense and Arthur Palmer, were on one of the standing cars, and when they were struck were thrown a distance of fifty feet, sustaining very severe injuries, each breaking both his legs and Palmer also crushing his elbow. The injured men, after having their hurts attended to, were taken to Seattle, where they were placed in the hospital.

One of the events which most occupied the minds of the people of Snohomish during the early part of 1902 was the famous Malvern murder case. The body of Mrs. Malvern was discovered in a building occupied by the Snohomish hand laundry, and her husband, Joe Malvern, otherwise known as Glessing Payne, was arrested on suspicion of being himself the criminal. The coroner's jury, consisting of Messrs. Whitfield, Wilbur, Spurrell, Andrus, W. D. Hartlan, and Lysons, brought in a verdict to the effect that the woman had come to her death by a bullet wound from the hand of Malvern himself. His own testimony had established the conviction in the minds of the jury which resulted in that verdict. According to Malvern's statement his wife was temporarily insane and, without cause or action on his part, had shot herself while standing beside the bed on which he himself was lying. The damaging part of his testimony was in trying to account for the fact that the pistol was found just where himself claimed to have been lying, for he asserted that his wife, after shooting herself, had thrown the weapon into that position. When the verdict of the coroner's jury was brought in Malvern was very much perturbed and upon a close examination afterward by Deputy Sheriff Brewer he endeavored to change his story. He was bound over for trial.

The trial began on May 2d and was opened by Prosecuting Attorney Cooley on the part of the state. Attorney Cooley admitted to the jury that his evidence would be entirely circumstantial, but declared that he was able to prove Malvern's guilt. The chief witnesses for the prosecution were Mr. and Mrs. J. W. Johnson, Willie Thierson, a thirteen-year-old boy, and Dr. McCready.

Additional testimony was educated to show that twice before Malvern had made attempts upon the woman's life. The defense brought a number of witnesses to try to show that there had been no difficulty between the husband and wife and that

there was no reason to suppose that Malvern was in possession of any kind of a deadly weapon immediately prior to the occurrence.

After voluminous testimony had been given and extended pleas made by both the prosecution and the defense, the jury deliberated for twelve hours upon the case, at the end of which time they brought in a verdict of murder in the second degree. It was stated that at first eight of the jurors favored a verdict of murder in the first degree and the result was finally secured as a compromise. Malvern's lawyers took an appeal to the supreme court, but the court affirmed the verdict and Malvern was sentenced to a term of twenty years in the state penitentiary at Walla Walla.

A very serious accident happened on the Snohomish Logging Company's road on the 8th of May, 1902. The engine, hauling a load of logs, broke through the trestle near Owen Williams' place. The engineer, M. J. Riley, was instantly killed; the head brakeman, A. L. Kittle, was so seriously injured that he died within two hours, and Frank Tomlinson, scaler for the Seattle Cedar Company, was also badly hurt.

As soon as the train had plunged into the gap of the broken bridge word was sent to the camp and an engine was despatched with several men to bear relief, but by a curious fatality the relief engine became uncontrollable on account of the slippery condition of the track and was piled up upon the ruins of the preceding train.

One of the most important events in railway circles in the autumn of 1903 was a transfer of the Everett & Monte Cristo railway to the Northern Pacific Railway Company.

A very extensive mining transaction took place in December of the same year, namely, the consolidation of the Helena and Bornite groups of thirty claims at the head of Clear creek near Silverton, and their transfer to the American Mining and Milling Company, which had been organized a short time previous by Seattle and English capitalists, among whom were J. W. Chise and John Pierce. These two gentlemen had had much experience in mining, and Mr. Chise, as the representative of an English syndicate, invested several million dollars in Washington mining property. The property covered by this transaction was a high grade copper proposition said by experts to be equal to the famous United Verd mine in Arizona.

The mining interests were active during the ensuing year and we find record in the Tribune of August 21st to the effect that Charles Sweeney of Spokane had purchased the Everett smelter and the Monte Cristo mines. It was stated that the company represented by Mr. Sweeney had a capital of thirty million dollars and was backed by the Goulds and Rockefellers. The company at the same time made extensive purchases in mining regions adjoining Spokane and in the Coeur d'Alene district of Idaho.

The value of the purchase in Snohomish county was estimated at more than two million dollars. Somewhat to the surprise of the people of Snohomish the smelter and Monte Cristo mines were sold by Mr. Sweeney in October following to the American Smelting and Refining Company.

The years 1903 and thence following were fruitful in all manner of trolley car rumors and enterprises. A public meeting was called in the early part of 1903 at Snohomish to discuss the formation of a company for building a people's trolley line from Snohomish to Cherry Valley. As a result of the plans and discussions there Messrs. Crippen, Snyder, Hall, Gorham, Foster and Clemens asked the city for a franchise through Snohomish. The plan of this company was that it should be under community control and carried out in the interests of the public.

The franchise was accordingly granted by the city of Snohomish and the county soon after granted a similar franchise over certain county roads and crossings. The city council of Monroe granted also a franchise through the streets of that place. Some trouble seems to have arisen from the fact that the city attorney of Monroe tried to introduce a provision that if any other company should begin laying rails inside the city limits of Monroe prior to the company just organized that the latter company would be compelled to purchase the rights of the other company or surrender its own franchise. The committee from Snohomish, however, presented the matter in such a light that the Monroe attorney failed of his efforts. Mr. Colburn was in charge of the survey of the line between Snohomish and Monroe. He found the farmers in the direction of Cherry Valley to be quite enthusiastically favorable to the creation of the proposed line.

While this enterprise was in progress the trolley between Snohomish and Everett had been completed and during the final days of November, 1903, the cars ran for the first time on the line. J. T. McChesney was one of the most active promoters of this enterprise. An arrangement was made with the Northern Pacific Company by which the trolley cars were run on the old Everett & Monte Cristo track, which had been acquired a short time previously by the Northern Pacific. The Northern Pacific also turned over all passenger and express traffic except the Monte Cristo to the trolley company.

During the spring of 1904 trolley enterprises continued unabated. Franchises were being secured for lines from Seattle to Everett, thence to Snohomish, Cherry Valley, Falls City, Issaquah, Renton, and around the south end of Lake Washington to Seattle again, thus forming a complete loop. The franchises were granted on condition that the work be completed in three years. The Snohomish-Cherry Valley Trolley Company, which was but a part of this extensive undertaking, was

incorporated in April with a capital of one million two hundred and fifty thousand dollars. Among the most active supporters of this line were Messrs. Colburn, Hall, Brown and Snyder. This year also saw the organization of companies for the construction of other parts of the same system, including the Everett-Seattle route and the Seattle, Renton & Tolt road. More recently a number of other schemes have been advanced, including the construction of a trolley line from Bellingham and also one from Snohomish to Monroe. While only a small proportion of the trolley enterprises of the last few years have materialized thus far the talk still continues and there is no doubt that in the near future much greater developments along those lines will be carried out.

Among the accidents recorded for the year 1903 was a wreck on the Great Northern trestle a mile east of Lowell, in which engineer Archie Connelly was killed and fireman A. M. Sparks wounded. The accident occurred in March. The trestle was being repaired and the train, which was a freight, was flagged, but was not stopped in time and the engine went through. Fireman Sparks escaped death by jumping, but Connelly was caught in some way and scalded to death. The train was moving at a slow rate and none of the cars left the track.

The annals of this year are blackened by a number of crimes, the most serious being the murder of Fred Alderson by Angus J. McPhail. These men were rival saloon keepers of Darrington. A renewal of McPhail's license was denied by the commissioners on the ground that his place was disorderly. McPhail held Alderson responsible for this and on the 11th of May walked into Alderson's saloon and while the latter was stooping down shot him in the head. Alderson fell, and after firing another shot into the body, McPhail fled to the woods but later returned and gave himself up. Alderson was known as a peaceful citizen, while McPhail had a bad record.

The trial occurred in the latter part of October and occupied nearly two weeks, the defense attempted to establish the insanity of the accused. The jury was out all night and on the seventh ballot agreed on a verdict of murder in the first degree. McPhail afterward made an attempt on his own life with a pair of shears, and succeeded in making a flesh wound in his neck which, however, did not prove fatal. An appeal to the Supreme court was taken by Colonel Hathaway, counsel for the defense, and the judgment of the lower court was affirmed, Judge Black pronounced the death sentence and subsequently, December 8, 1905, McPhail was executed.

Another serious crime was the murder of Henry Hots in December, 1903, near his home on Blackman's lake. Hots and a neighbor, P. L. Shubert, had been having trouble with chicken thieves, and

had made an agreement to keep a close lookout for them. On the night of December 22d August Shubert discovered one of the thieves just as he was taking flight, and immediately shouted out to Hots who rushed out of his house with his gun. In a few moments Shubert heard two revolver shots and shortly after Mrs. Hots crying out that her husband was shot. The thief had evidently run upon Hots and when ordered to stop had fired his revolver with the result that Hots was instantly killed. The victim of this crime was forty-five years old and had been a resident of Snohomish for three years, having come thither from Arkansas. He left a wife and four children. His murderer was never apprehended.

The rapid growth in material wealth at this time is shown by a glance at the assessor's books, which indicate an increase of taxable lands for 1903 over 1902 of over a quarter of a million dollars. Twenty thousand acres of land appeared on the books which were not there before.

One melancholy event occurred in 1903. On the 4th of April, Joe Boggio and Mike Gray, two miners, were attempting to make their way from the Bornite mine to Darrington, a distance of about twelve miles. They thought that the tramway had been completed for about six miles, but as a matter of fact there was nothing more than a blazed trail for nearly the whole distance. The snow was deep and after going about seven miles Boggio became so exhausted that he was unable to proceed; then they turned back, but Boggio was unable to go more than half a mile, so Gray left him, after giving him his coat, and started back to camp alone. When night overtook him, he could only keep from freezing to death by walking around a tree till daylight. The following day he reached camp, and at once sent a miner named Fred Peterson out after Boggio. The latter had wandered away, however, and his tracks being covered by snow Peterson could not find him. When the news reached Darrington a party consisting of B. Gallagher, Elmer Burns, T. Gibson, L. Barnett, Thomas Dorgan, E. Tamhill and two miners went in search of the unfortunate man, and after enduring hardships which prostrated most of the searchers they finally succeeded in finding the body of Boggio where he had perished in a pool of shallow water. It was with great difficulty that the body was taken to Darrington, where it was buried.

A railroad disaster occurred on the 2d of May about a mile and a half west of Index. A Great Northern freight train left the track on account of the rails being spread by the heat of the sun, and twelve cars, loaded with steel rails, were piled up, some of them being smashed to pieces. The engineer was seriously injured.

This seems to have been a period replete with railroad accidents in Snohomish county. On the

5th of February, 1905, a serious accident occurred to a work train on the Monte Cristo branch of the Northern Pacific. The train was derailed at a point about one and a half miles beyond Robe, and the engine whistle being broken, escaping steam scalded six men. The engineer, Robert E. Love, and the fireman, C. Carstensen, lived only a few hours after receiving the injury. The survivors, John Carhon, John Potts and Guy Bartlett, who were bridgemen, and William Hestor, who was the engine watchman, were taken to Seattle and placed in the hospital. William Hestor subsequently died, but the others, after much suffering, slowly recovered. Deputy Coroner Bakeman, in reporting upon this accident, avoids attributing fault to anyone and states that this was one of those mysterious accidents that can not be explained.

And still there were more to follow. Only fifteen days later a loaded logging train on the Cañon Lumber Company's new road near Robe ran away, jumped the track, and was speedily transformed into a mass of twisted iron and broken splinters. The cause of this seems to have been the clogging of the sand box and the consequent sliding of the train while descending a steep grade. The train passed successfully around several curves, but when near the foot of the hill upon a sharper curve than any yet passed the train jumped the track. The crew having been notified by signals from the engine that the train was beyond control began jumping off, the engineer being last to leave his post. No one of the crew was injured, although the speed of the train at the moment that it left the track was so great that the engine, striking a hemlock tree nearly three feet in diameter, broke it squarely off. The loss in this case fortunately was not of men but

of materials, the value of the equipment destroyed being not less than ten thousand dollars, and unfortunately for the company this was uninsured.

One more tragedy in this portion of the history remains to be recorded, one which occurred on the 17th of January, 1905. Pete Hansen, the fourteen-year-old son of Fritz Hansen, was out with another boy named Claude Johnston near the trolley turn table in Snohomish, engaged in hunting a knife. Johnston had in his possession a gun which Hansen asked to take, and in some way the gun was discharged while being passed from the one to the other and the ball passed through Hansen's neck. Dr. Munn of Marysville, the coroner of the county, came to hold an inquest, but the testimony of witnesses who were present so clearly proved that the shooting was accidental that an inquest was deemed unnecessary. The unfortunate boy, as well as the family to which he belonged, had borne an excellent reputation and the tragedy was a great shock to the community in which they lived.

We complete herewith the view which we have been endeavoring to give throughout the preceding pages of the magnificent county of Snohomish. From the superb islands of Whidby and Camano on its western border to the glistening crests of Glacier Peak, ten thousand, four hundred and thirty-six feet above sea level, it is one succession of sublime and beautiful scenes, of overflowing resources adapted to every species of human activity, and containing a population not easily matched for intelligence, enterprise and patriotism. With all of these advantages of location, of resources, and of the character of its fifty thousand people, Snohomish county enters upon the twentieth century with unbounded hopes and prospects for a great future.



## CHAPTER V

### POLITICAL

The political history of Snohomish county is replete with interest. There is enough of the personal element in it and enough of sensation to enchain the attention. Rarely has the game of local politics been played anywhere with greater earnestness or greater skill than have been exhibited at times in this county and rarely have personal contests been characterized by greater bitterness. The writer, however, feels constrained to touch some of the most sensational incidents but lightly, as this game, like war, is played in the dark, and it is well nigh impossible to come into possession of all the facts so completely as to make detailed narration safe. The conscientious writer will take no chances where a possible misunderstanding of facts might do some innocent person irreparable injury. For this reason little will be attempted here, further than to present, as fully as the state of the county records will permit, the results of the different elections.

By the creating act, heretofore quoted, the officers appointed until the election were as follows: Sheriff, Jacob Summers; county commissioners, E. C. Ferguson, Henry McClurg, John Harvey; auditor, J. D. Fowler; probate judge, Charles Short; treasurer, John Harvey.

It appears from the commissioners' record that all these gentlemen accepted the honors conferred upon them and entered upon the duties of their respective offices, though Summers resigned the shrievalty in May and Salem Woods was appointed in his stead.

No official returns of early elections are available at this date; none such are in existence; but from the commissioners' record it appears that the following persons qualified and discharged the duties of their respective offices during the first decade and a half of the county's existence, namely, auditors, J. D. Fowler, E. C. Ferguson, J. E. Clark, W. G. Bradley, M. W. Packard, David Sheridan, who left the county in the fall of 1874 and was succeeded by W. H. Ward; treasurers, John Harvey, George Walker, W. B. Sinclair, Robert Barrett, M. W. Packard, by appointment to succeed Barrett resigned, John Bait and Thomas F. Marks; sheriffs, Jacob Summers, Salem Woods, Samuel Howe (F. L. Dunbar was elected but failed to furnish a satisfactory bond), Charles Seybert and Benjamin Stretch; probate judges, Charles Short, W. B. Sinclair, George Greenwood, by appointment,

John Barrett, M. W. Packard and R. Haskell; commissioners, E. C. Ferguson, H. McClurg, J. D. Fowler, John Harvey, P. H. Ewell, F. M. Smith, Salem Woods, Franklin Buck, Charles Harriman, N. B. Fowler, P. J. Fields, P. C. Preston, E. D. Smith, by appointment, E. D. Smith by election, James Long, M. H. Reeves, M. T. Wight and George Kyle. Some of these held the same office more than once, and a few several times.

In 1876, the Republican territorial and county nominees were: Delegate to congress, Orange Jacobs; prosecuting-attorney, William A. Inman; joint councilman, E. C. Ferguson; representative, O. B. Iverson; sheriff, Benjamin Stretch; auditor, John Swett; probate judge, H. D. Morgan; treasurer, J. D. Morgan; county commissioners, J. D. Irvine, L. H. Witter, M. T. Wight; school superintendent, Hugh Ross; coroner, A. C. Folsom.

The Democratic ticket was: Delegate to congress, J. P. Judson; prosecuting attorney, W. H. White; joint councilman, M. H. Frost; representative, H. W. Light; sheriff, H. Blackman; auditor, J. Swett; probate judge, J. N. Low; treasurer, T. F. Marks; county commissioners, William Whitfield, Charles Harriman, F. H. Hancock; school superintendent, J. Town; county surveyor, J. T. Cotton; coroner, A. C. Folsom.

The election ensuing resulted as follows: Delegate to congress, Jacobs, Republican, 224, Judson, Democrat, 143; representative, Iverson, Republican, 196, H. W. Light, Democrat, 153; joint councilman, (with Whatcom and Kitsap counties) E. C. Ferguson, Republican, 237, M. H. Frost, Democrat, 113; prosecuting attorney, W. A. Inman, Republican, 182, W. H. White, Democrat, 181; for constitutional convention, 305, against 46; auditor, John Swett, on both tickets, 353; sheriff, Benjamin Stretch, Republican, 226, H. Blackman, Democrat, 137; county commissioners, Whitfield, Democrat, 218; Harriman, Democrat, 210; Irvine, Republican, 163; Witter, Republican, 159; Hancock, Democrat, 158; Wight, Republican, 154; treasurer, Morgan, Republican, 221, Marks, Democrat, 139. Low, 1; probate judge, Morgan, Republican, 239, Low, Democrat, 114; school superintendent, James Town, Democrat, 183, Hugh Ross, Republican, 169, scattering, 2; county surveyor, J. T. Cotton, Democrat, 158, no opposition; coroner, A. C. Folsom (on both tickets) 305, scattering 32. The precincts of the

county at this time were: Snohomish, Tualco, Lowell, Packwood, Mukilteo and Centreville.

H. D. Morgan, probate judge, soon resigned and Royal Haskell was appointed.

In 1878, the Democrats met at Snohomish City, August 31st, and nominated the following county ticket: Representative, H. Blackman; sheriff and assessor, William Whitfield; auditor, John H. Swett; treasurer, Lot Wilbur; probate judge, E. H. Nicoll; coroner, Dr. Taggart; superintendent of schools, Dr. T. W. McCoy.

The Republicans convened September 7th and nominated the following as their candidates: Representative, O. B. Iverson; county commissioners, J. H. Irvine, W. H. Ward and C. H. Stackpole; probate judge, R. Haskell; sheriff, J. H. Plaskett; auditor, H. A. Gregory; treasurer, E. C. Ferguson; school superintendent, T. W. McCoy; surveyor, W. T. Brown; coroner, — Oliver.

The official returns of this election we have not been able to find, but from the commissioners' books, it appears that the following qualified by furnishing a suitable bond, or otherwise, and entered upon the duties of their respective offices: Treasurer, Lot Wilbur; sheriff, William Whitfield; auditor, John Swett; surveyor, W. F. Brown; county superintendent, T. W. McCoy; probate judge, M. W. Packard (probably by appointment); commissioners, F. H. Hancock, John Davis, C. H. Stackpole.

Official records of the result of the election held in November, 1880, are also lacking, but from the official directory published by the Snohomish Eye in its initial issue, January 1, 1882, it would appear that the following either were elected in 1880, or appointed to fill the places of those who were elected, namely, sheriff, William Whitfield; auditor, H. A. Gregory; treasurer, Lot Wilbur; probate judge, A. Hulbert; surveyor, William F. Brown; school superintendent, C. A. Missimer; commissioners, H. D. Morgan, E. D. Smith, T. Ovenell.

Preparatory to the campaign of 1882, the Republicans held their convention at Snohomish City, September 9th. The territorial and district tickets and the county ticket there named were as follows: Delegate to congress, Thomas H. Brents; brigadier-general, M. A. McPherson; adjutant-general, R. G. O'Brien; quartermaster-general, J. H. Smith; commissary-general, C. B. Hopkins; prosecuting attorney, third judicial district, C. M. Bradshaw; joint councilman, James Power; joint representative, E. C. Ferguson; county commissioners, J. Rhoades, G. Austin, H. F. Jackson; auditor, J. H. Plaskett; sheriff, Benjamin Stretch; treasurer, I. Cathcart; school superintendent, A. H. Eddy; probate judge, J. G. Swafford; coroner, C. Tafterson; surveyor, J. P. Anderson.

The Democratic county ticket was: Sheriff, John Swett; treasurer, Lot Wilbur; auditor, William Whitfield; probate judge, H. Blackman; county

commissioner, Stillaguamish district, T. S. Adams; middle district, E. C. Ferguson; upper district, Isaac Peer; school superintendent, Mrs. L. W. Bell; surveyor, J. Van Bowen. Committee to confer with the counties of Inland, Whatcom and San Juan for selection of nominees for joint councilman and joint representative, H. Blackman, Clark Ferguson and William Romines. Mr. Blackman withdrew from the ticket.

There was also a third ticket in the field this year, the People's which was as follows: Auditor, J. H. Plaskett; sheriff, W. W. Howard; treasurer, Lot Wilbur; probate judge, J. Swafford; county surveyor, C. A. Missimer. W. W. Howard withdrew.

The election, which was held November 7th, resulted as follows: Delegate to congress, Thomas H. Brent, Republican, 320, Thomas Burke, Democrat, 180; brigadier-general, M. A. McPherson, Republican, 335, Samuel Vinson, Democrat, 166; adjutant-general, R. G. O'Brien, Republican, 334, L. DeBeau, Democrat, 164, Burke, 1; quartermaster-general, J. H. Smith, Republican, 335, J. W. Bomer, Democrat, 165; commissary-general, C. B. Hopkins, Republican, 335, W. A. Wash, Democrat, 165; prosecuting attorney, third judicial district, C. M. Bradshaw, Republican, 345, W. H. White, Independent, 5; joint councilman, James Power, Republican, 290, H. Blackman, Democrat, 207; joint representative, E. C. Ferguson, Republican, 301, Peter De Jorup, 189, H. Blackman, Democrat, 1; county commissioners, J. Rhoades, Republican, 349, A. Austin, Republican, 292, H. Jackson, Republican, 230, Clark Ferguson, Democrat, 252, Isaac Peer, Democrat, 189, T. S. Adams, Democrat, 137, William Whitfield, Democrat, 1; auditor, J. H. Plaskett, Republican, 290, William Whitfield, Democrat, 202; sheriff, Benjamin Stretch, Republican, 233, J. H. Swett, Democrat, 120, W. B. Stevens, Independent, 31; treasurer, I. Cathcart, Republican, 257, L. Wilbur, Democrat, 230; school superintendent, A. H. Eddy, Republican, 184, Mrs. L. W. Bell, Democrat, 301, C. A. Missimer, 3; probate judge, J. G. Swafford, Republican, 334, G. Walker, Democrat, 153; coroner, C. Tafterson, Republican, 341, G. Walker, Democrat, 1, T. R. Lytle, Democrat, 2, D. Marvin, Democrat, 1; surveyor, J. P. Anderson, Republican, 181, J. Van Bowen, Democrat, 135, C. A. Missimer, Independent, 140.

The Republican ticket in 1884 was as follows: Delegate to congress, J. M. Armstrong; adjutant-general, R. G. O'Brien; brigadier-general, William Peel; commissary-general, H. W. Livingston; quartermaster-general, D. B. Jackson; prosecuting attorney, Richard Osborn; joint councilman, E. C. Ferguson; joint representative, Charles Terry; probate judge, J. W. Halbert; county commissioners, H. W. Ilman, P. Peterson, D. F. Sexton; sheriff and assessor, W. W. Howard; auditor, J.

H. Plaskett; treasurer, Isaac Cathcart; surveyor, A. M. Hawkins; school superintendent, Mrs. E. C. Granger; coroner, S. J. Burns.

The Democratic nominees were: Delegate to congress, Charles S. Voorhees; brigadier-general, James McAniff; adjutant-general, W. E. Anderson; commissary-general, George Simon; quarter-master-general, Frank Hand; prosecuting attorney, J. T. Ronald; joint councilman, Walter Crockett; joint representative, T. B. Neely; sheriff and assessor, William Whitfield; auditor, R. M. Folsom; treasurer, John Swett; probate judge, E. Boesch; county commissioners, Charles Harriman, J. H. Condit, N. E. Preston; surveyor, John Nailor; school superintendent, D. W. Craddock; coroner, William Deering.

September 20th a "People's" convention was held at Stanwood, the object of which was set forth in the following resolutions adopted at a previous meeting:

"Whereas, the political parties controlling the political affairs of Snohomish county for the last few years having become corrupt in the eyes of the people, and are headed by rings and cliques which are considered dangerous to the interests of the people, and Whereas, a great deal of dissatisfaction is expressed against said rings and cliques, and their actions; therefore be it, Resolved that we the people of Snohomish county in mass convention here convened, hereby repudiate all and several of the nominations and actions of said rings and cliques, and nominate a ticket from the people."

The following county ticket was nominated: Auditor, Robert Folsom; treasurer, Isaac Cathcart; sheriff and assessor, Benjamin Stretch; probate judge, J. G. Swafford; school superintendent, Mrs. E. C. Granger; surveyor, H. H. Ames, county commissioners, P. A. Peterson, Charles Harriman, E. S. Murphin; coroner, William Deering.

The result of the election appears from the following official returns for the year: Delegate to congress, J. M. Armstrong, Republican, 429; C. S. Voorhees, Democrat, 587; adjutant-general, R. G. O'Brien, Republican, 612, W. G. Anderson, Democrat, 407; brigadier-general, William Peel, Republican, 618, James McAniff, Democrat, 404; quarter-master-general, D. B. Jackson, Republican, 518, Frank Hand, Democrat, 481; commissary-general, H. W. Livingston, Republican, 614, George Simon, Democrat, 310, Simon Burg, Independent, 96; prosecuting attorney, Richard Osborn, Republican, 496, J. T. Ronald, Democrat, 519; joint councilman, E. C. Ferguson, Republican, 506, Walter Crockett, Democrat, —; joint representative, Charles Terry, Republican, 529, T. B. Neely, Democrat, 486; probate judge, J. W. Halbert, Republican, 297, E. Boesch, Democrat, 254, J. G. Swafford, Independent, 462; county commissioners, H. W. Illman, Republican, 297, D. F. Sexton, Republican, 463, P. A. Peterson, Republican, 474, Charles

Harriman, Democrat, 574, J. H. Condit, Democrat, 399, N. E. Preston, Democrat, 293, S. S. Murphin, Independent, 257; sheriff and assessor, W. H. Howard, Republican, 287, William Whitfield, Democrat, 300, Benjamin Stretch, Independent, 430; auditor, J. H. Plaskett, Republican, 604, R. M. Folsom, Democrat, 414; treasurer, I. Cathcart, Republican, 748, J. H. Swett, Democrat, 256; surveyor, A. M. Hawkins, Republican, 582, John Nailor, Democrat, 227, H. H. Ames, Independent, 192; school superintendent, Mrs. E. C. Granger, Republican, 546, D. W. Craddock, Democrat, 465; coroner, S. J. Burns, Republican, 381, William Deering, Democrat, 601; church property tax, yes, 530, no, 238.

The question of having Snohomish county divided by the annexation to Skagit of two tiers of townships along the northern border of the county had been quietly but vigorously agitated in the precincts of the lower Stillaguamish and in parts of Skagit county for some time, and it was claimed that this was at the bottom of the formation of the Independent ticket. The movement was, of course, obnoxious to all other parts of Snohomish county, but the precincts which sought segregation. The position of Skagit county, and no doubt of many persons in the Stillaguamish county was thus set forth in December, 1884, by the Skagit News:

"The Stillaguamish valley has played but little part heretofore in the politics of Snohomish county. The richest part of the country, it is well settled by intelligent people, yet so complete is its separation from the other section that its voice has been little heeded in the Republican convention, but on election day it has exhibited what the Eye considers party virtue and supported the regular nominees. This last election is but a type of the usual division of offices, every one in the county being appropriated by men south of this river. The valley was given a wide berth and was expected to sleep until the next election. Its candidate for commissioner defeated, it is to pay the taxes as heretofore, and in return the county allows it to put on its own roads only that part of the taxes that cannot be collected in money. Paying more than its share of taxes, according to population, it can have neither office nor road. This district is not one whit better than if the county seat were located in the extremity of Patagonia.

"For six years or more this river has sought to be cut off from Snohomish county. Twice has this proposition appeared in the legislature. Yet the Eye thinks Snohomish county duped because this people, already determined on the independent movement, supported Walter Crockett for councilman, hoping to obtain justice from the next legislature.

"The case is admitted when the Eye says the people of the southern part of the county would not object to this division could they obtain a like

quantity from King county. For such a trade 'agreeable and beneficial to all concerned' the Eye, however, has no hopes. So it insists on the Stillaguamish remaining as a province of Snohomish county rather than to see it become a part of Skagit, which its location, its business and the unanimous wish of its people would declare it.

"If this southern belt of Snohomish county, four townships wide, cannot support itself, it has no right to withhold self government from this fertile region. The Stillaguamish would come to Skagit without one public work to show for its long subjection to Snohomish county."

The campaign of 1886 in Snohomish county was a fiercely fought one. For a year or more the Eye newspaper had been criticising Sheriff Benjamin Stretch with great vehemence, and accusing him of dereliction in not turning delinquent taxes collected by him into the county treasury. At the time of the election a suit was pending against Sheriff Stretch for more than two thousand dollars, claimed to be due the county from this source. The editor of the Eye claimed the Republican party was in the hands of a ring with Stretch and Isaac Cathcart at its head. Stretch nevertheless received the nomination of the Republicans, whose convention was held September 4th. The other nominees were: Delegate to congress, Charles M. Bradshaw, of Port Townsend; joint councilman, J. P. McGlenn, of La Conner; joint representative, J. H. Irvine, Stanwood; treasurer, Isaac Cathcart; auditor, J. H. Plaskett; assessor, C. J. Murphy; probate judge, J. G. Swafford; surveyor, George James; school superintendent, J. W. Heffner; commissioners, P. Leque, G. J. England, A. Austin; coroner, Dr. J. D. Morris.

The Democrats held their county convention September 25th and placed in nomination the following: Sheriff, L. H. Cyphers; treasurer, S. M. Knapp; auditor, D. M. Craddock; assessor, A. Leamer; probate judge, J. G. Swafford; surveyor, Charles Anderson; school superintendent, J. I. Griffith; commissioners, J. Sill, C. D. Lloyd, D. W. Evans. The territorial and district nominees of their party in this campaign were: Delegate to congress, Charles S. Voorhees, of Colfax; joint councilman, J. H. Lewis, of Seattle; joint representative, J. M. McElroy, of Samish; prosecuting attorney, J. T. Ronald, of Seattle.

The People's ticket was as follows: Delegate to congress, William A. Newall; joint representative, D. O. Pearson, of Stanwood; sheriff, L. H. Cyphers; treasurer, S. M. Knapp; auditor, D. W. Craddock; assessor, P. Larson; probate judge, A. M. Hawkins; surveyor, C. L. Anderson; school superintendent, J. I. Griffith; commissioners, N. P. Leque, S. D. Lloyd, J. H. Halbert.

The result of the election may be seen from the official returns, which follow. Stretch, as will be seen, was somewhat badly defeated. School super-

intendent, Griffith, Democrat, 574, Heffner, Republican, 642; surveyor, Anderson, Democrat, 715, James, Republican, 498; assessor, Larson, People's, 503, Murphy, Republican, 691; treasurer, Knapp, Democrat, 716, Cathcart, Republican, 460; auditor, Craddock, Democrat, 665, Plaskett, Republican, 558; sheriff, Cyphers, Democrat, 825, Stretch, Republican, 386; county commissioners, Evans, Democrat, 578, Sill, Democrat, 515, Lloyd, Democrat, 757, Austin, Republican, 437, England, Republican, 363, Leque, Republican, 776, Halbert, People's, 128; probate judge, Hawkins, People's, 507, Swafford, Republican, 523; representative, Pearson, People's, 265, McElroy, Democrat, 528, Irvine, Republican, 379; councilman, Lewis, Democrat, 495, McGlenn, Republican, 690; prosecuting attorney, Ronald, Democrat, 558, Newlin, Republican, 550; delegates, Newell, People's, 95, Voorhees, Democrat, 559, Bradshaw, Republican, 540.

The case of the county against Stretch was settled out of court late in December, 1886, by an agreement between Stretch and his attorney and the district attorney that Stretch should pay to the county all delinquent taxes shown on the roll of 1884, except such as were uncollectable at the time he received the roll. They found that of the two thousand four hundred and twenty dollars for which suit had been brought Stretch had collected and turned in about one thousand three hundred dollars with the lawful interest thereon; also from the returns of the different road supervisors that four hundred and forty-two dollars of the amount sued for had been worked out on roads. The total to Stretch's credit was \$1,742.60. The balance deemed collectable by the district attorney was \$445.61, for which the ex-sheriff gave his note, endorsed by two citizens as sureties, and payable in sixty days. The costs in the court were also taxed against Stretch.

The Republican nominees, territorial, district and county, in 1888, were: Delegate to congress, John B. Allen; brigadier-general, A. P. Curry; adjutant-general, R. G. O'Brien; prosecuting attorney, W. W. Newlin; joint councilman, John B. Ault; joint representative, J. J. Edens; auditor, F. H. Lyons; sheriff, R. V. Thompkins; treasurer, Charles Lawry; probate judge, J. G. Swafford; school superintendent, J. W. Heffner; surveyor, P. Leque; assessor, John Rhoades; commissioners, D. S. Baker, A. M. Pritchard, F. E. Phelps; coroner, U. Stinson.

The Democratic nominees were: Delegate to congress, C. S. Voorhees; brigadier-general, J. J. Hunt; adjutant-general, H. Butler; prosecuting attorney, E. F. Blaine; joint councilman, M. J. McElroy; joint representative, F. H. Hancock; auditor, D. W. Craddock; sheriff, L. H. Cyphers; probate judge, James Burton; superintendent of schools, J. R. Winn; surveyor, C. H. Anderson; assessor, Jasper Sill; coroner, William Deering;

commissioners, I. N. Mudgett, W. R. Stockbridge, James Roberts; treasurer, S. M. Knapp.

The vote was as follows: Delegate to congress, J. B. Allen, Republican, 805, C. S. Voorhees, Democrat, 473, R. S. Greene, Prohibition, 12; brigadier-general, A. P. Curry, Republican, 837, J. J. Hunt, Democrat, 469; adjutant-general, R. G. O'Brien, Republican, 818, H. Butler, Democrat, 471; prosecuting attorney, W. W. Newlin, 820, E. F. Blaine, Democrat, 486; joint councilman, J. B. Ault, Republican, 854, M. J. McElroy, Democrat, 447; joint representative, J. J. Edens, Republican, 841, F. H. Hancock, Democrat, 461; auditor, F. H. Lysons, Republican, 655, D. W. Craddock, Democrat, 645; sheriff, R. V. Thompkins, Republican, 838, L. H. Cyphers, Democrat, 472; treasurer, C. Lawry, Republican, 743, S. M. Knapp, Democrat, 562; probate judge, J. G. Swafford, Republican, 806; James Burton, Democrat, 505; superintendent of schools, J. W. Heffner, Republican, 806, J. R. Winn, Democrat, 491; assessor, J. Rhoades, Republican, 820, O. B. McFadden, Democrat, 487; commissioners, D. S. Baker, Republican, 778, A. M. Pritchard, Republican, 707, F. E. Phelps, Republican, 724, W. R. Stockbridge, Democrat, 466, I. N. Mudgett, Democrat, 524, J. B. Roberts, Democrat, 510; coroner, O. Stinson, Republican, 820, William Deering, Democrat, 460; surveyor, P. Leque, Republican, 836, C. H. Anderson, Democrat, 466.

The admission of the territory to the Federal sisterhood made it necessary to hold an election October 3, 1889. At this time the precincts of Snohomish county were: Mukilteo, Edmonds, Florence, Stanwood, Stillaguamish, Kent Prairie, Marysville, Lowell, Fernwood, Beecher Lake, Snohomish, Pilchuck, Portage, Park Place, Tualco, Sultan, Mountain, North Fork, Highland, Bear Creek, Lake and Gold Bar. The result of this election in this county was: Congressman, John L. Wilson, Republican, 882, Thomas Griffiths, Democrat, 652; governor, E. P. Ferry, Republican, 880, Eugene Semple, Democrat, 659; senator, Vestal, Republican, 852, Craddock, Democrat, 680; representatives, Eddy, Republican, 796, Robertson, Republican, 828, Whitfield, Democrat, 631, McPhee, Democrat, 746; clerk, Roscoe, Republican, 796, J. V. Bowen, Democrat, 736; judge, Weisenberger, Republican, 677, J. R. Winn, Democrat, 840; for state capital, Olympia, 982, Ellensburg, 335, North Yakima, 88; for prohibition 464, against prohibition 821; for woman suffrage, 399, against woman suffrage, 929; for the constitution, 1,202, against constitution, 130.

The Republican county convention of 1890 was held September 20th, and the following were declared the candidates of the party for the various offices: County clerk, C. T. Roscoe, Jr.; attorney, J. W. Heffner; county surveyor, Elmer Lenfest; school superintendent, H. B. Dixon; sheriff, C. C. Thornton; auditor, F. H. Lysons, treasurer, Charles

Lawry; assessor, John F. Rhodes; members legislature, D. O. Pearson and A. W. Frater; county commissioners, J. W. Armstrong, L. R. Hillery, J. L. Brown; coroner, Dr. Limerick.

The date of the Democratic county convention of 1890 was September 27th, and the nominees were: Sheriff, James Burton; treasurer, Samuel Knapp; auditor, George R. Ruff (a Republican); coroner, Dr. J. S. McIlhane; superintendent of schools, A. B. Rogers; representatives, H. B. Myers and J. W. Fraire; county clerk, W. M. Allen; prosecuting attorney, J. W. Miller; assessor, D. Evans; commissioners, Fred Anderson, M. F. Shea, J. L. Morgan; surveyor, C. H. Anderson.

The official returns of the election show the following as the results in this county: For state capital, Ellensburg, 94, North Yakima, 41, Olympia, 1,436. For congress, Abernathy, Republican, 85, Carroll, Democrat, 668, Wilson, Republican, 1,017; representatives, Fraire, Democrat, 799, Frater, Republican, 956, Myers, Democrat, 611, Pearson, Republican, 795; sheriff, Burton, Democrat, 1,042, Thornton, Republican, 811; clerk, Allen, Democrat, 595, Roscoe, Republican, 1,236; auditor, Lysons, Republican, 802, Ruff, Democratic nominee, 1020 (Ruff though Democratic nominee was a Republican); treasurer, Knapp, Democrat, 746, Lawry, Republican, 1,049; prosecuting attorney, Heffner, Republican, 1,049, Miller, Democrat, 765; assessor, Evans, Democrat, 742, Rhodes, Republican, 1,027; superintendent of schools, Dixon, Republican, 1,072, Rogers, Democrat, 676; surveyor, Anderson, Democrat, 782, Lenfest, Republican, 1,000; coroner, Limerick, Republican, 1,129, McIlhane, Democrat, 630; commissioners, Anderson, Democrat, 1,035, Armstrong, Republican, 728, Brown, Republican, 964, Shea, Democrat, 744, Hillery, Republican, 962, Morgan, Democrat, 770; On proposition of bonding the county for the construction of roads, yes, 987, no, 564.

In the election of 1892 the People's party appeared for the first time as a forceful organization in Snohomish county politics, though its principles had been advocated for some time before. The nominees of the county convention were: State senator, Jay Ewing; representatives, John Farrell, James Burton; auditor, J. A. Davis; clerk, John Jones; treasurer, H. G. York; sheriff, John McShane; superintendent of schools, J. N. Sinclair; assessor, T. B. McNeil; prosecuting attorney, T. J. Dooley.

The Democratic county convention made the following nominations: State senator, J. E. McManus; representatives, S. J. Marsh, Fred Anderson; sheriff, James Hagan; treasurer, M. F. Shea; auditor, D. S. Swerdfiger; prosecuting attorney, L. C. Whitney; clerk, Paul B. Hyner; school superintendent, Rev. G. H. Feese; assessor, W. J. Gillespie; coroner, Dr. O. V. Harris; surveyor, W. J. Crocken;

commissioners, Thomas Moran, Q. M. Friars and Don W. Evans.

The county ticket of the Republican party was: State senator, S. H. Nichols; representatives, J. W. Moliue, Cris. T. Roscoe; auditor, D. S. Baker; clerk, Robert Hulbert; treasurer, C. L. Lawry; sheriff, F. Gierin; prosecuting attorney, W. H. R. McMartin; superintendent of schools, B. H. Dixon; assessor, Peter Leque; surveyor, J. B. Carothers; coroner, Dr. S. B. Limerick; commissioners, C. J. Murphy, E. L. Hollenbeck, H. W. Illman.

The county Prohibitionists placed the following ticket in the field: Representatives, Rev. O. L. Fowler, Rev. John Kager; auditor, Gus Sorrensen; clerk, George W. Frame; treasurer, John Spencer; sheriff, Edward Duber; superintendent of schools, Rev. J. W. Dorrance; assessor, W. E. Collins; coroner, A. Folsom; commissioners, J. W. Myers, Guy Pearson, J. A. Davis.

An abstract of the official count follows: Governor, McGraw, Republican, 1,388, Snively, Democrat, 1,311, Young, Populist, 1,704, Greene, Prohibition, 118; lieutenant-governor, Luce, Republican, 1,412, Wilson, Democrat, 1,321, Twiss, Populist, 1,480, Strong, Prohibition, 106; secretary of state, Price, Republican, 1,456, McReavey, Democrat, 1,335, Wood, Populist, 1,462, Gilstrap, Prohibition, 90; state treasurer, Bowen, Republican, 1,455, Clothier, Democrat, 1,350, Adams, Populist, 1,437, Stewart, Prohibition, 89; state auditor, Grimes, Republican, 1,443, Baso, Democrat, 1,347, Rodolph, Populist, 1,429, Carlson, Prohibition, 93; attorney-general, Jones, Republican, 1,468, Starr, Democrat, 1,323, Teats, Populist, 1,443, Smith, Prohibition, 92; superintendent of public instruction, Bean, Republican, 1,466, Morgan, Democrat, 1,341, Smith, Populist, 1,406, Heiney, Prohibition, 91; commissioner of public lands, Forrest, Republican, 1,461, Lewis, Democrat, 1,326, Callaway, Populist, 1,429, Gibson, Prohibition, 89; state printer, White, Republican, 1,448, Borden, Democrat, 1,318, Murphy, Populist, 1,502; superior judge, Denny, Republican, 1,574, Coleman, Democrat, 1,368, Headlee, Populist, 1,386; state senator, Nichols, Republican, 1,312, McManus, Democrat, 1,525, Ewing, Populist, 1,399, Haggard, Prohibition, 90, Morris, Independent, 19; representatives, Roscoe, Republican, 1,512, Moliue, Republican, 1,281, Anderson, Democrat, 1,440, Marsh, Democrat, 1,182, Farrell, Populist, 1,280, Burton, Populist, 1,504, Fowler, Prohibition, 80, Kager, Prohibition, 80, Sinclair, Independent, 2; county auditor, Baker, Republican, 1,339, Swerdfiger, Democrat, 1,561, Davis, Populist, 1,358, Sorrensen, Prohibition, 77; county clerk, Hulbert, Republican, 1,588, Hyner, Democrat, 1,370, Jones, Populist, 1,310, Frame, Prohibition, 0; treasurer, Lawry, Republican, 1,496, Shea, Democrat, 1,307, York, Populist, 1,429; sheriff, Gierin, Republican, 1,357, Hagan, Democrat, 1,958, McShane, Populist, 1,117; prosecuting attorney, Mc-

Martin, Republican, 1,332, Whitney, Democrat, 1,438, Dooley, Populist, 1,481; superintendent of schools, Dixon, Republican, 1,332, Sinclair, Populist, 2,648, Dorrance, Prohibition, 104; assessor, Leque, Republican, 1,562, Gillespie, Democrat, 1,395, McNeil, Populist, 1,239, Collins, Prohibition, 63; surveyor, Carothers, Republican, 1,486, Crocken, Democrat, 1,398, Cooley, Populist, 1,357; coroner, Limerick, Republican, 1,377, Harris, Democrat, 1,365, Thompson, Populist, 1,370, Folsom, Prohibition, 76; commissioners, first district, Murphy, Republican, 1,346, Moran, Democrat, 1,568, Douglass, Populist, 1,106, Allen, Prohibition, 192; second district, Hollenbeck, Republican, 1,126, Friars, Democrat, 1,417, Fournier, Populist, 1,249, Pearson, Prohibition, 102; third district, Illman, Republican, 1,344, Evans, Democrat, 1,440, Smallman, Populist, 1,142, Davis, Prohibition, 88.

In December, 1893, a serious quarrel between Prosecuting Attorney Whitney and the county commissioners culminated in the former's bringing an action in the superior court for the removal of the latter from office. The complaint charged the board with malfeasance, misfeasance, corruption and misdemeanor in office. It contained five specifications, the substance of which was that the board had conspired with certain persons unknown to monopolize the retail liquor business in Monte Cristo and Silverton, had held unnecessary special sessions and unduly prolonged regular ones, contrary to law, for the purpose of getting as much county money into their own private purses as possible, and had procured the auditor to issue warrants illegally and corruptly in a number of instances.

The case came on for hearing before Judge Denny in February. The defendant commissioners demurred to the complaint on the ground that it did not state facts sufficient to constitute a cause of action, which demurrer the court sustained, dismissing the action. An appeal was taken to the supreme court, which, December 27, 1894, sustained the ruling of the lower court, settling the matter finally in favor of the commissioners.

The Democratic county convention of the year 1894 met at Everett, September 13th, and placed in nomination the following persons: Representatives, James Currie, William McPhee; prosecuting attorney, L. C. Whitney; auditor, Fred S. Anderson; sheriff, James Hagan; clerk, E. E. Johnson; treasurer, Jasper Sill; assessor, H. B. Myers; superintendent of schools, H. Turner; surveyor, J. Naylor; coroner, J. T. Rogers; commissioners, I. C. Carpenter, Q. E. Friars, William Whitfield.

The Populists held their convention next day and their candidates were: Treasurer, H. G. York; auditor, J. A. Davis; prosecuting attorney, F. M. Headlee; clerk, Alex. Ewing; assessor, Thomas Jensen; representatives, C. Joergenson, J. N. Sinclair; sheriff, J. C. Mitchell; county superintendent, James Brady; surveyor, J. J. Sheehan; coroner,

T. F. Thompson; commissioners, O. Tiedmen, H. H. Whittam and John Kreschell.

The Republican ticket was as follows: Clerk of the court, Robert A. Hulbert; auditor, Peter Leque; prosecuting attorney, J. W. Heffner; superintendent of schools, H. J. Langfitt; treasurer, W. W. Mish; surveyor, J. B. Carothers; coroner, Dr. T. Keefe; representatives, Colonel T. V. Eddy, Captain L. H. Coon.

The principal struggle in this campaign was over the proposed removal of the county seat from Snohomish to Everett. The details of the legal battle which followed the election have been set forth at sufficient length in former pages of this work. Everett eventually succeeded in winning the prize, though the official returns, given below, show a failure to obtain the required majority of votes.

This election resulted as follows: For constitutional amendment, 1,819; against, 447; for congress, Hyde, Republican, 1,145, Doolittle, Republican, 1,169, Heuston, Democrat, 442, Cayton, Democrat, 421, Adams, Populist, 1,145, Van Patten, Populist, 1,036; judges of supreme court, Gordon, Republican, 1,904, Dunbar, Republican, 1,801, Sharpstein, Democrat, 745, Allen, Democrat, 751, Forrest, Populist, 1,561, Ready, Populist, 1,517; representatives, Eddy, Republican, 1,953, Coon, Republican, 1,776, Currie, Democrat, 5,411, McPhee, Democrat, 1,008, Joergenson, Populist, 1,743, Sinclair, Populist, 1,732, Allen, Prohibition, —, Dorrance, Prohibition, —; auditor, Leque, Republican, 1,923, Anderson, Democrat, 963, Davis, Populist, 1,710, Kager, Prohibition, —; sheriff, Brown, Republican, 1,387, Hagan, Republican, 2,064, Mitchell, Populist, 1,422, Collins, Prohibition, —; clerk, Hulbert, Republican, 2,217, Johnson, Democrat, 1,260, Ewing, Populist, 1,218, Myers, Prohibition, —; treasurer, Mish, Republican, 2,138, Sill, Democrat, 592, York, Populist, 1,926, Williams, Prohibition, —; prosecuting attorney, Heffner, Republican, 1,758, Whitney, Democrat, 1,284, Headlee, Populist, 1,606; assessor, McEwan, Republican, 1,827, Myers, Democrat, 1,191, Jensen, Populist, 1,440, Williams, Prohibition, —.

The financial stringency which had obtained since the panic of 1893, caused especial interest in the national, state and county election of 1896. The money question was uppermost. For months before the election, almost everybody was discussing political issues with a fervor perhaps never before known in a campaign in the West. Men carried little books of statistics in their vest pockets, and plenty of arguments at their tongues' ends. The amount of knowledge and grasp of the subjects at issue which most men, even in the ordinary walks of life, possessed was truly astonishing.

The People's party was the first in the field with a ticket, holding its convention July 25th. Later, however, pressure was brought to bear upon the Populists to unite with the Democrats in one

tremendous effort to vanquish the common enemy, the Republicans. Fusion carried, the ticket upon which the two parties united being the following: Senator, J. A. Davis; commissioners, C. Joergenson, L. C. Whitney; representatives, A. D. Warner, John G. Fritz; sheriff, Daniel Currie; auditor, T. E. Headlee; treasurer, H. G. York; superintendent of schools, R. E. Friars; prosecuting attorney, J. H. Naylor; clerk, C. P. Clark; coroner, George Bakeman; assessor, Percy H. Palmer; surveyor, B. C. Majors.

For the struggle against the combined forces of these two parties, the Republicans chose the following as their standard bearers in the county: Sheriff, C. F. Knapp; clerk, J. S. Bartholomew; prosecuting attorney, L. H. Coon; auditor, Peter Leque; surveyor, A. G. Barney; assessor, John McEwan; superintendent of schools, H. J. Langfitt; treasurer, Jacob Hunsacker; state senator, T. B. Sumner, representatives, F. B. Stickney, F. H. Darling; coroner, Dr. J. E. Stauffer; commissioners, J. W. Furness, Charles Neimeyer, Jr.

Following is an abstract of the official returns of the elections: For constitutional amendment, 1,225, against constitutional amendment, 772; presidential electors, Andrews, Republican, 1,871, Smith, Republican, 1,837, Conna, Republican, 1,835, Kennedy, Republican, 1,833, Burke, Democrat, 83, Stapleton, Democrat, 69, Blalock, Democrat, 70, Yearsley, Democrat, 74, Caton, Fusionist, 2,775, Maxwell, Fusionist, 2,719, Hart, Fusionist, 2,713, Newman, Fusionist, 2,701, Denney, Prohibitionist, 43, Ashby, Prohibitionist, 38, Whittam, Prohibitionist, 42, Gist, Prohibitionist, 38, Goddard, Nationalist, 2, Teeter, Nationalist, 1, Redford, Nationalist, 1, Peter, Nationalist, 1; for congress, Hyde, Republican, 1,782, Doolittle, Republican, 1,813, Lewis, Fusionist, 2,842, Jones, Fusionist, 2,736, Salyer, Prohibitionist, 49, Olsen, Prohibitionist, 42, Mix, Nationalist, 5; judges supreme court, Hoyt, Republican, 1,824, Reavis, Fusionist, 2,752, Livermore, Prohibitionist, 48; governor, Sullivan, Republican, 1,846, Rogers, Fusionist, 2,707, Dunlap, Prohibitionist, 111; judge of superior court, Denny, Republican, 1,887, Reid, Fusionist, 2,739; state senator, Sumner, Republican, 1,895, Davis, Fusionist, 2,706; representatives, Phelps, Republican, 1,909, Bell, Republican, 1,793, Warner, Fusionist, 2,716, Fritz, 2,622; sheriff, Knapp, Republican, 1,821, Currie, Fusionist, 2,822; clerk, Bartholomew, Republican, 1,839, Clark, Fusionist, 2,783; auditor, Leque, Republican, 2,156, Headlee, Fusionist, 2,486; assessor, McEwan, Republican, 2,002, Palmer, Fusionist, 2,620; treasurer, Hunsacker, Republican, 1,820, York, Fusionist, 2,807; prosecuting attorney, Coon, Republican, 1,965, Naylor, Fusionist, 2,658; school superintendent, Langfitt, Republican, 1,836, Friars, Fusionist, 2,790; surveyor, Barney, Republican, 1,891, Majors, Fusionist, 2,706; coroner, Stauffer, Republican, 1,886,

Bakeman, Fusionist, 2,721; commissioners, first district, Furness, Republican, 1,925, Joergenson, Fusionist, 2,685; third district, Neimeyer, Republican, 1,891, Whitney, Fusionist, 2,699.

In 1898 the Republicans were once more compelled to give battle to the united forces of the Democrats and Populists, who again fused. The campaign was comparatively quiet, though the race between some of the rival candidates was close enough to sustain the interest. The vote of the county, for state and local officers was as follows: For tax amendment, 1,054; against tax amendment, 1,383; for suffrage amendment, 1,110; against suffrage amendment, 1,496; for congress, Francis W. Cushman, Republican, 1,873, Wesley L. Jones, Republican, 1,788, James H. Lewis, Fusionist, 2,071, William C. Jones, Fusionist, 1,879; judges supreme court, T. J. Anders, Republican, 1,873, Mark A. Fullerton, Republican, 1,848, Benjamin F. Heuston, Fusionist, 1,852, Melvin M. Godman, Fusionist, 1,828; state representatives, J. H. Langfitt, Republican, 1,918, C. A. Missimer, Republican, 1,839, Elmer E. Johnson, Fusionist, 1,920, C. L. Clemans, Fusionist, 1,879; sheriff, Peter Zimmerman, Republican, 1,949, Dan Currie, Fusionist, 1,876; clerk, U. L. Collins, Republican, 2,054, Percy H. Palmer, Fusionist, 1,728; auditor, T. W. Brokaw, Republican, 1,814, T. E. Headlee, Fusionist, 1,975; treasurer, J. Hunsacker, Republican, 1,885, H. G. York, Fusionist, 1,942; prosecuting attorney, W. P. Bell, Republican, 2,002, J. H. Naylor, Fusionist, 1,788; assessor, A. D. Stevenson, Republican, 2,126, C. P. Clark, Fusionist, 1,695; superintendent of schools, H. P. Niles, Republican, 1,780, R. E. Friars, Fusionist, 2,012; surveyor, J. F. Birney, Republican, 1,902, B. C. Majors, Fusionist, 1,904; coroner, E. A. Stafford, Republican, 1,922, George Bakeman, Fusionist, 1,866; commissioner second district, W. M. Ross, Republican, 1,908, James Brady, Fusionist, 1,867; commissioner first district, Iver Johnson, Republican, 1,969, W. A. Douglas, Fusionist, 1,813.

By 1900 the Populists seem to have lost their identity in Snohomish county as a separate party, and the battle was once more between the veteran bearers of opposing political standards, the Republicans and Democrats.

The vote for national, state and local officers in the county is found to have been as follows: President, William McKinley, Republican, 2,961, W. J. Bryan, Democrat, 2,480; representative in congress, Cushman, Republican, 2,889, Jones, Republican, 2,856, Robertson, Democrat, 2,519, Ronand, Democrat, 2,505; governor, Frink, Republican, 2,578, Rogers, Democrat, 2,875; secretary of state, Nichols, Republican, 2,824, Brady, Democrat, 2,578; state senator, Sumner, Republican, 2,963, Ferguson, Democrat, 2,440; state representatives, Gorham, Republican, 2,853, Ferguson, Republican, 2,791, Joergenson, Democrat, 2,416, Hiatt, Democrat, 2,464; judge of supreme court, Denny, Republican,

2,720, Padgett, Democrat, 2,798; sheriff, Zimmerman, Republican, 3,011, Kelly, Democrat, 2,430; clerk, Collins, Republican, 3,032, Hatfield, Democrat, 2,395; auditor, Ross, Republican, 2,877, Wingard, Democrat, 2,585; treasurer, Lawry, Republican, 2,940, Johnson, Democrat, 2,553; prosecuting attorney, Cooley, Republican, 3,000, Headlee, Democrat, 2,521; assessor, Stevenson, Republican, 3,047, Bouck, Democrat, 2,384; superintendent of schools, Campbell, Republican, 2,027, Small, Democrat, 2,186, Bailey, Independent, 1,346; surveyor, Birney, Republican, 2,930, Springer, Democrat, 2,570; coroner, Bakeman, Republican, 2,862, Andrus, Democrat, 2,505; commissioner, second district, Fleming, Republican, 2,877, Currie, Democrat, 2,541; commissioner, third district, Stretch, Republican, 2,850, Whitney, Democrat, 2,548; for constitutional amendment, 1,862; against constitutional amendment, 337.

The Republicans were first in the field in 1902, holding their county convention in the Central opera house at Everett, July 29th. The ticket nominated was as follows: state senator, S. T. Smith; representatives, 49th district, B. H. Morgan, Joseph Ferguson; sheriff, Frank P. Brewer; clerk, George W. Adamson; treasurer, Charles L. Lawry; auditor, W. M. Ross; prosecuting attorney, H. D. Cooley; assessor, E. M. Allen; superintendent of schools, T. A. Stiger; coroner, Charles H. Bakeman; surveyor, J. F. Birney; commissioner, first district, S. G. Buell; commissioner, third district, J. A. Stretch.

The Democratic county convention met at Everett, September 11th and chose as its standard bearers: Senator, nineteenth district, Fred S. Anderson, Snohomish; representatives, forty-eighth district, Charles G. Smythe, Everett, John F. Warner, Sultan; forty-ninth district, D. G. Benny, Stanwood, E. C. Bissell, Monroe; sheriff, Sandy Thompson; treasurer, H. G. York; prosecuting attorney, Howard Hathaway; auditor, Charles Slater; assessor, Harry Boyd; school superintendent, Mrs. R. A. Small; clerk, Joseph Bird; surveyor, Ed. Peterson; coroner, Dr. A. B. Marion; wreckmaster, Peter Meehan; commissioner, first district, John Hamilton; commissioner, third district, J. H. Smith.

The official vote is herewith presented: Representatives, J. R. Grayhill, Socialist, 135, C. W. Searight, Socialist, 144, William E. Moore, Democrat, 865, C. G. Smythe, Democrat, 1,005, N. G. Craigne, Republican, 1,841, H. Johnston, Republican, 1,711; representatives, forty-ninth district, Lewis Gotham, Socialist, 224, F. H. Vanderhoff, Socialist, 274, E. C. Bissell, Democrat, 831, A. Waterhouse, Democrat, 855, Joseph Ferguson, Republican, 1,917, B. H. Morgan, 1,897; auditor, R. Rossiger, Socialist, 325, Charles Slater, Democrat, 1,621, W. M. Ross, Republican, 3,975; sheriff, W. O. McLaughlin, Socialist, 315, Alexander Thompson, Democrat, 2,358, A. P. Brewer, Republican, 3,353; clerk,



August Stehr, Socialist, 344, J. Bird, Democrat, 1,673, G. M. Adamson, Republican, 3,861; treasurer, John Morris, Socialist, 309, H. G. York, Democrat, 1,988, C. L. Lawry, Republican, 3,862; prosecuting attorney, H. Hathaway, Democrat, 1,987, H. D. Cooley, Republican, 3,667; assessor, H. O. Boyd, Democrat, 1,878, E. M. Allen, Republican, 3,700; superintendent of schools, R. A. Small, Democrat, 2,777, T. A. Stiger, Republican, 3,000; surveyor, Edwin Peterson, Democrat, 1,916, J. F. Birney, Republican, 3,775; coroner, F. R. Hedges, Democrat, 1,652, C. H. Bakeman, Republican, 3,886; wreckmaster, Peter Meehan, Democrat, 1,773; commissioner, first district, Thomas Jensen, Socialist, 331, John Hamilton, Democrat, 2,059, S. G. Buell, Republican, 3,475; commissioner, third district, George Menzel, Socialist, 319, J. H. Smith, Democrat, 2,527, J. F. Stretch, Republican, 3,072.

So recent was the campaign of 1904 that its details are generally known, and a rehearsal of party platforms unnecessary. It has gone down in history as one of the hardest fought state contests ever held in Washington, in which the Republicans had an overwhelming lead. The struggle centered in railroad taxation and traffic regulation. In Snohomish county, the Republicans assembled at a spring convention, held at Everett, Thursday, April 28th and selected delegates to the Tacoma state convention and the county ticket. The Democratic convention was also held at Everett, July 23d. Both parties made full nominations. As will be seen from the following official returns, only one Democrat escaped defeat, W. W. Black, candidate for judge of the superior court in this district: Electors, John Oval, Prohibitionist, 252, De Forest Sanford, Socialist, 592, Fred Thiel, Democrat, 1,405, Samuel G. Cosgrove, Republican, 6,025; governor, A. H. Sherwood, Prohibitionist, 269, D. Burgess, Socialist, 435, George Turner, Democrat, 2,930, Albert E. Mead, Republican, 4,622; congressmen, Henry Brown, Prohibitionist, 247, Ferd. B. Hawes, Prohibitionist, 261, George Croston, Socialist, 521, H. D. Jory, Socialist, 523, T. C. Wiswell, Socialist, 529, W. T. Beck, Democrat, 1,846, James J. Anderson, Democrat, 1,865, Howard Hathaway, Democrat, 2,021, F. W. Cushman, Republican, 5,463, Wesley L. Jones, Republican, 5,425, William E. Humphrey, Republican, 5,299; judge of supreme court, D. W. Phipps, Socialist, 256, William McDevitt, Socialist, 524, Alfred Battle, Democrat, 1,989, M. A. Fullerton, Republican, 5,536, Frank H. Rudkin, Republican, 5,321; lieutenant-governor, William H. Shields, Prohibitionist, 257, Sigmund Roeder, Socialist, 464, Stephen Judson, Democrat, 2,410, Charles E. Coon, Republican, 4,911; secretary of state, James McDowell, Prohibitionist, 258, George E. Boomer, Socialist, 487, P. Hough, Democrat, 2,017, Samuel H. Nichols, Republican, 5,298; treasurer, Guy Possom, Prohibitionist, 261, Bernard

Goerkes, Socialist, 480, George Mudgett, Democrat, 2,062, George G. Mills, Republican, 5,229; auditor, Clint C. Gridley, Prohibitionist, 260, A. F. Payne, Socialist, 482, R. Lee Purdin, Democrat, 2,045, Charles W. Clausen, Republican, 5,238; attorney-general, O. C. Whitney, Socialist, 490, Charles H. Neal, Democrat, 2,143, J. D. Atkinson, Republican, 5,177; land commissioner, W. H. Lichty, Prohibitionist, 242, J. F. La Clerc, Socialist, 484, Van R. Peirson, Democrat, 2,027, E. W. Ross, Republican, 5,231; superintendent public instruction, A. B. L. Gellerman, Prohibitionist, 244, F. C. Silvester, Socialist, 479, Walter D. Gerard, Democrat, 2,165, R. B. Bryan, Republican, 5,090; superior court judge, W. W. Black, Democrat, 4,244, John S. Denney, Republican, 3,576; representatives, 48th district, B. A. Sand, Prohibitionist, 119, O. H. Gunhus, Prohibitionist, 122, J. K. Reece, Socialist, 194, L. T. Smith, Democrat, 1,353, E. W. Husted, Democrat, 1,387, H. L. Strobridge, Republican, 2,342, J. A. Falconer, Republican, 2,466; representatives, 49th district, George D. Smith, Prohibitionist, 135, E. H. Blair, Prohibitionist, 136, F. H. Vanderhoof, Socialist, 260, Arthur Morris, Democrat, 256, S. Shoultes, Democrat, 1,057, W. E. Smith, Democrat, 1,068, John A. Theurer, Republican, 2,513, B. H. Morgan, Republican, 2,561; senator, 38th district, M. M. Smith, Prohibitionist, 136, Adam Joergenson, Democrat, 1,457, Charles Voorhis, Socialist, 191, Thomas B. Sumner, Republican, 2,308; auditor, Dan Silcox, Prohibitionist, 263, R. Roesiger, Socialist, 488, Samuel Vestal, Republican, 5,594; sheriff, J. E. Dupree, Prohibitionist, 258, J. W. Morris, Socialist, 488, B. E. Hilen, Democrat, 2,540, Frank P. Brewer, Republican, 4,946; clerk, H. H. Manly, Prohibitionist, 290, C. W. Belknap, Socialist, 495, George W. Adamson, Republican, 5,629; treasurer, Benjamin R. Baker, Prohibitionist, 248, P. Donahue, Socialist, 457, C. Joergenson, Democrat, 2,101, William R. Booth, Republican, 5,267; prosecuting attorney, R. J. Faussett, Prohibitionist, 254, A. M. Yost, Socialist, 468, E. W. Bundy, Democrat, 2,086, James W. Hartnett, Republican, 5,217; assessor, A. M. Ferrell, Prohibitionist, 252, C. L. Whiting, Socialist, 479, J. M. Morgan, Democrat, 2,158, Edwin M. Allen, Republican, 5,147; superintendent of schools, Ulysses Jeans, Prohibitionist, 286, T. A. Stiger, Republican, 5,767; surveyor, August Stehr, Socialist, 462, James Flynn, Democrat, 2,180, Elmer E. Lenfest, Republican, 4,837; coroner, Johns Nuhs, Socialist, 439, John F. Jerread, Democrat, 3,244, Clarence E. Munn, Republican, 4,191; commissioners, 1st district, J. W. Blankley, Socialist, 440, Hugh Allen, Democrat, 2,398, Nils Sather, Republican, 4,869; commissioners, 2d district, R. C. Nichols, Independent, 436, John Spencer, Prohibitionist, 183, C. A. Rottluff, Socialist, 418, J. N. Scott, Democrat, 2,540, Alva H. B. Jordan, Republican, 4,528.

## CHAPTER VI

### CITIES AND TOWNS

#### EVERETT

The factors in the growth of a great city may be reduced to two, its local advantages of site and immediate surroundings, and its position with reference to the commercial world. When we have, as in the case of Corinth, Syracuse, Carthage, Tyre and Sidon of the ancient world, Venice, Genoa or Lisbon of the middle ages, or Antwerp, Liverpool, or New York of the modern era, a combination of the greatest local advantages with the greatest accessibility to the world of trade and enterprise, we find some one of the monumental cities of the world an inevitable result. It is the conviction of unbiased observers that Puget sound affords a greater number of sites adapted to great cities, with quick and easy communication with all the great central stations of the world's commerce, than does any other body of water in the United States, if not in the world.

Already the legitimate outgrowth of the conditions referred to have manifested themselves in the growth upon the shores of Puget sound of a number of cities which seem destined to attain large population and wealth. Of the relative advantages in local site and in commercial connections of these various cities this is not the place to speak. It may suffice to say that each of them has its peculiar conveniences, attractions, resources and commercial connections. Each has also its peculiar history. Whatever may be said of the others this may be said of Everett, that, while the baby of them all in point of age, it has had a rapidity and energy of growth which have caused the rest of them to rub their eyes and stare at the infant prodigy among cities as if it were expanding like the figures in some Eastern romance under the wand of a compelling genius.

In 1890 there was a beautiful bay, a slightly hill covered with timber, a magnificent view of distant mountains and winding streams,—no city. In 1905 the bay is there, the hill is also there, but the timber has vanished and in its stead from hundreds of pleasant homes and animated streets a population of twenty-two thousand people looks forth upon the same distant mountains and winding streams and sees the streams and shores, scenes of a restless activity which may perhaps be paralleled but cannot be surpassed at any point upon the western Mediterranean.

Between the two ends of this brief space of

fifteen years lies all the history of that epic of our world, the creation of a Western city. Everett has, like her sister cities of the sound, received various picturesque nicknames, but the one in most common vogue is perhaps "City of Smokestacks." While not the most picturesque name that could be devised this is an appropriate one, for Everett certainly has attained the most conspicuous place of any of the sound cities as the location of manufacturing interests. But lest it should be thought that its other interests are less it may be emphasized here that this city is also notable for transportation facilities both by rail and water or for the interests of shipping, fishing, horticulture, and agriculture.

Turning to the history of the founding of this young giant among our Washington cities, we find that the beautiful peninsula early attracted to its forested shores the pioneers of Puget sound, though the settlement was a small one. First of these men came Dennis Brigham, whose arrival, as near as can be ascertained, was but little less than half a century ago. He took as his claim a strip of land stretching three-quarters of a mile in length along what is now the Bayside district of the city. A little later came Erskine D., commonly known as Ned Kromer, who took a claim adjoining Brigham on the south. Kromer was in charge of the telegraph line at this point,—that Asiatic overland line so daringly conceived in the early sixties and so substantially begun. Neil Spithill, along the Snohomish river; John Davis, at Blackman's point; Ezra Hatch, near the site of the Great Northern viaduct on Hewitt avenue; John King, at the site of Robinson's mill; William Shears and a man named Clark were other early settlers on Everett's site. In 1883 came Edmond Smith, who bought 160 acres from Brigham and occupied the tract as a ranch until the progress of the city drove him out.

The year 1889 really marks the beginning of Everett's history, for in that year the idea of building a town upon the peninsula first took substantial form. In the fall Wyatt J. Rucker, his brother Bethel J., and their mother Mrs. J. M. Rucker arrived, she becoming the community's pioneer white woman. The Rucker brothers, formerly residents of Tacoma, had been strongly attracted by the harbor advantages presented by Port Gardner bay, and that year quietly made extensive soundings. A little later Wyatt J. Rucker purchased Edmond Smith's farm. Soon William G. Swalwell became associated in the acquisition of





land upon the peninsula and in 1890, Frank B. Friday joined the little group. Together they began an active campaign to secure land. W. J. Rucker took as his homestead forty acres lying at the foot of Hewitt avenue on the bay; Mr. Friday filed on 160 acres east of Rucker's claim, while Mr. Swalwell took forty acres at the eastern end of Hewitt avenue. A great deal of the land in the vicinity had been taken prior to that time by loggers and a considerable region had already been logged off. None to amount to anything, however, had been brought under cultivation. E. D. Smith was engaged at the time in logging in the vicinity of Lowell, while Messrs. Crow and McShane were operating near the site of the present smelter, which, it is said, was at that time a wild, stump-ridden spot. In order that the town builders might have sufficient land for their purposes, E. D. Smith afterward sold them one tract and donated another tract. In thus contributing substantially to the founding of the city of Everett he was actuated by the same public spirit which has characterized all his acts during his long residence in the county. In the course of the next few months the Rucker group had acquired title to something like eight hundred acres of land. Without losing any time they entered with an energy which characterized all their subsequent operations upon the improvement of their places.

As soon as the Ruckers had secured sufficient land, the town of Port Gardner, Everett's predecessor, was laid out by W. J. and B. J. Rucker, the papers being dated August 22, 1890. This little would-be city occupied fifty acres, embracing what is now the choicest property in the Bayside section of Everett. Its promoters were deeply in earnest. They even had their eye on the county seat and went so far as to reserve a block of the site for the court-house purposes, to be donated when the time arrived. Curiously enough, this court-house site lies only a short distance from the site now occupied by the county building. To promote substantial buildings, the Rucker brothers offered Englebert Bast, a subsidy of five lots if he would erect a two-story brick block at Port Gardner.

But alas for Port Gardner's aspirations! Before the project was well under way, before the plat was recorded at Snohomish (it had been held in abeyance at the request of the Ruckers), a new and mightier town-site enterprise appeared, backed by forces so powerful and so anxious to control the peninsula that the Port Gardner was abandoned, its promoters instead taking an interest in laying the foundations of Everett, and contributing freely of their land as subsidies.

Early in 1890, Henry Hewitt, Jr., of Tacoma, came to the Everett peninsula. He had excited to a degree the interest of Charles Colby of New York City in the founding of a city somewhere upon the

peninsula as a location for the steel barge enterprise and other extensive plants in which Mr. Colby and associates were interested. As a representative of Mr. Colby, John F. Plummer inspected the proposed site in company with Mr. Hewitt and, as a result of the visit and reports, the Colby-Hoyt syndicate, backed by Rockefeller money, decided to prosecute their plans and commissioned Mr. Hewitt and his agents to secure the land necessary for the building of a great city.

To hide the real object of acquiring so large an amount of land in a body, it was given out by the promoters that they intended erecting a saw-mill with a capacity of one hundred thousand feet daily, and that a branch to it would be built from some point on the Seattle, Lake Shore & Eastern then being constructed inland.

It is an interesting fact in the history of Everett that it was founded for the express purpose of maintaining industrial organizations on a great scale. It is said that the group of capitalists of whom Mr. Colby was the head had first intended locating their enterprise at Anacortes, but not finding property at such prices as they deemed satisfactory and fair, they looked further, with the result that the magnificent location at the mouth of the Snohomish river was eventually chosen.

In the fall of 1890 the agents of the New York syndicate completed a bargain with Messrs. Rucker, Swalwell and Friday by which they secured the half interest held by Messrs. Swalwell and Friday in the eight hundred acre tract previously described and besides this one half of the remainder from Mr. Rucker as a subsidy. A part of this tract was still in the condition of unpatented homestead, but at the earliest possible moment the claimants commuted their entries and thus with little delay the large area indicated passed into the entire possession of the syndicate.

In November, 1890, the Everett Land Company was incorporated, Henry Hewitt, Jr., being chosen president. During the winter of 1890-91 there were some transactions in real estate, but the majority of people in the vicinity did not have entire confidence that the great plans which had been hinted at in various ways would materialize and hence there was no special speculation. In the spring of 1891 the work of clearing, grading, surveying and plating the town site was begun with a large force of men and steadily pursued thenceforward. It became apparent to all that there was large capital behind the work and as a natural consequence the advance guard of the eager army of speculators and investors and settlers began to turn their attention to the stately site upon Everett peninsula. One very fortunate result of the extensive acquisition of land by the syndicate was that the entire city was laid off in accordance with a general plan which has been adhered to since, so that the misfitting streets and irregular additions which characterize

so many of our new towns have been avoided in Everett.

The land company, however seemed to take its time for platting and laying out the city site and there was great demand for some land that could be purchased and brought into immediate use. Therefore in September, 1891, Mr. Swalwell placed upon the market what was known as Swalwell's first addition. This addition was laid out at the river bank on the eastern end of Hewitt avenue and was composed mainly of land purchased from the Neil Spithill homestead. It was platted by the Swalwell Land, Loan & Trust Company, which practically represented the financial interests of Mr. and Mrs. Swalwell. At the time of placing this Swalwell addition upon the market the only residents upon the tract were the Swalwell and Spithill families. The house in which Mr. Swalwell lived at that time is still standing upon Maple street just south of Hewitt avenue directly at the rear of the Pioneer drug store building. Mr. Spithill and his family were living on a claim directly north of the other.

The books still in possession of Mr. Swalwell show that W. N. Webster was the first purchaser, his purchase consisting of two lots on Hewitt avenue near the river. The price paid was one thousand dollars. The customary terms of purchase of lots were fixed at one-third down and the remainder in one and two year payments. The business of the company was transacted in a little office which stood on Chestnut street just off Hewitt avenue.

Improvements began almost immediately on a large scale along the river side. The Swalwell company built a ten thousand dollar wharf at the foot of Hewitt avenue and up and down the avenue and along the river front tents, shacks, huts and rough frame structures seemed fairly to grow out of the ground, so rapidly did the process of building take place. Within ten days a thousand people were gathered and all the quaint and exciting features of a boom city were in progress. Unlike many of our boom towns, however, there was never a pause in the growth, for within a year five thousand were actively engaged in making permanent homes. In fact, beyond any city of the state of Washington, Everett seems to have been created out of hand with a definite purpose of city construction and organization; therefore, the frequent era of lawlessness and instability never was in this city. Few crimes are recorded of that foundation stage. Church services seem to have been inaugurated by various denominations almost at once and the usual meeting place was in the land company's office. A public school building also was erected on Broadway avenue.

In December, 1891, Mr. Swalwell laid out a second addition which included the larger part of

his homestead. Some conception of the real estate market of that time may be formed from the fact that on the first day of sale, December 4th, the transfers amounted to ninety-eight thousand dollars. Lots to the value of about two hundred thousand dollars were sold in these two additions within a few weeks.

The river side seems to have been the first point of rapid improvement, but in a short time two tracts bordering the bay were placed upon the market and the rush of buyers turned in that direction. The bay side settlement seemed soon to become somewhat of a rival of that of the river side, but in a short time the two parts became amalgamated and their common interests led to a common growth. It is recalled by some of the old settlers that for a short time the only communication between the bay side and the river side was a trail which passed across the chief location of the present Everett on fallen trees. There was at that time a postoffice at the bay side near the Rucker residence, which was on the right of way of the Great Northern railway between Hewitt and Pacific avenues near the present water tank.

It would be impossible to give a correct list of all the men who started into business in that earliest period of Everett's history. As one of the old timers expresses it, a score of men were transacting business almost before the ink on their purchase papers was dry. Among the earliest business establishments may be mentioned the Pioneer drug store, in charge of George Woodruff, E. M. Metzger's general merchandise store, a combination store and lodging house in charge of C. W. Miley, a store conducted by B. E. Aldrich, a furniture store belonging to J. H. Mitchell and a number of saloons. A number of steamboats at that time began making regular trips to Everett, among them the State of Washington, the Greyhound, the W. K. Merwin, the City of Quincy, the Washington, the Mable and the Anna M. Pence. They were said to have been loaded down to the guards every day.

Mrs. B. L. Mitchell, the lady who was appointed postmistress of the new town on Port Gardner bay, informs us that it was named Everett in honor of Everett Colby, a son of the head of the syndicate which founded the town. Upon repairing to her future home Mrs. Mitchell found no one living there except the Rucker family, Mrs. Emma Holland, Daniel Sinclair, John King, Richard Cleary, and Messrs. Miley and Henderson, who had just opened their store on the shore of the bay below the Rucker place. The store occupied a rough frame building made of unpainted and unplanned boards between which were wide open cracks. Mrs. Mitchell arranged to open the postoffice in that building and for a time lived there with the Miley family. The postoffice was opened for business in July of 1891. Mrs. Mitchell makes mention of the great activity of the Everett Land Company to-

gether with the Rucker Brothers in the clearing of the town site, laying out streets and otherwise inaugurating the city that was to be.

The postoffice remained in the Miley building until the winter of 1891-92, when, as it was becoming apparent that both the bay side and the river side settlements were sure ultimately to merge, it was agreed by both portions of the budding city that the postoffice should be established upon the crest of the hill at the point where Hewitt avenue passes over it. A two-story frame building, which still stands, was accordingly erected there upon a lot owned by Mr. Mitchell at the corner of Hewitt avenue and Lombard streets. The tremendous influx of population made the business of the postoffice very heavy and difficult to handle. Four persons were kept constantly busy and in a short time it was found that two delivery windows kept open nearly all the time could not accommodate the crowds. Inasmuch as the office was up to that time recognized only as a country office without allowance for clerk hire the Chamber of Commerce determined to provide an extra man at a cost of fifty dollars a month to assist, but even then the postoffice accommodations were entirely inadequate to the demand. After having thus inaugurated the postoffice business of Everett, Mrs. Mitchell lost her position by reason of political changes, and O. E. Ray was appointed postmaster.

In the Eye of November 16, 1891, mention was made of the great improvements in and about Everett, particularly in the vicinity of Lowell. It is stated that the paper mill then in process of erection was expected to be the largest in the United States. There was also an excellent hotel known as the Paper Mill hotel which was used as headquarters of the paper mill company.

The road from Lowell to Everett was in that paper declared to be the worst in the entire county. Immense quantities of lumber were hauled over this from Smith's mill to the new buildings in process of erection at the bay side and river side settlements, and many times the wheels of these heavily loaded wagons would sink to the hubs requiring six-horse teams to pull them out.

The correspondent of the Eye on that occasion says that the first thing which he recognized as part of Everett was the Sherman & Morris brickyard. At Swalwell's Landing, as he called it, he obtained a good view of the business buildings which then were going up on all sides. He thought that rents were very high in that part of Everett, inasmuch as a building twelve by sixteen feet used for a dry goods and clothing store rented for eight dollars per month, while an adjoining building which had attained the colossal proportions of ten by twelve, and had a tent roof, rented for six dollars per month for use as a boot and shoe store. These buildings were distinguishable from each other by numbers written over the doors. A number of neat

cottages had been erected at various places along Hewitt avenue. The attention of the correspondent was divided between the mud of his immediate surroundings and the beautiful distant scenery. He describes Hewitt avenue as a mile and a half long and a hundred feet wide. It certainly had the making of a magnificent street, as has been demonstrated since. The correspondent makes mention of a small store in possession of P. K. Lewis, from which there was a beautiful view of Hat island, with Camano and Whidby islands and part of Mukilteo in the distance.

At that time the nail factory was projected to be located midway between the western terminus of Hewitt avenue and the old Western Union telegraph office. The land was in process of being cleared at that time and as a result litter of every conceivable sort was lying on all sides waiting for fire to remove it. The correspondent thought there were about forty families at that time in Swalwell's addition besides several hundred laborers who were engaged in clearing and grading and who lived in shacks and tents in various parts of the town.

So rapidly had Everett progressed during the first year of its existence that in the Northwest magazine of February, 1892, E. V. Smalley speaks as follows: "A year ago nobody believed that it would be possible to create a new town on Puget sound. Tacoma was already a town of forty-five thousand, while only twenty-seven miles away by water was Seattle with about the same population, both important, established commercial centers. At the extreme lower or northern end of the sound were the twin cities, New Whatcom and Fairhaven, with probably ten thousand people, while on the western side of the sound was Port Townsend with about four thousand population and a superb harbor. Olympia, the handsome capital city, had experienced a remarkable growth from a village to a bustling town of six or seven thousand people. Many efforts to start new towns on real estate speculations had proven abortive, and indeed there were perhaps a dozen such still born cities to be seen by travelers on the sound. When, therefore, early in 1891 it was announced that an effort would be made to establish a city at the mouth of the Snohomish river, only thirty miles north of Seattle, people generally looked forward to chronicling a fresh failure. This would have been the case had the town's foundation been land speculation, but the founders of Everett started the town on a wholly different basis. They had plenty of money and were determined first to create great solid enterprises that would support a population. This was something new and unparalleled, a radical departure from the old method of clearing a site, building a wharf and hotel, and then calling for industries and population.

"The history of Everett on the high, handsome peninsula at the mouth of the Snohomish, as told

me on the spot, is about as follows: Two years ago the leading capitalists interested in the great steel barge whaleback shipyard at Superior, Wisconsin, sent Captain McDougall, the inventor of this novel style of vessel, to the Pacific coast to look into the matter of establishing a similar shipyard at some point on Puget sound. The captain returned and reported that profitable employment could be found for the whalebacks in the Pacific coast-carrying trade. A rumor of an intention to duplicate the famous Superior plant at some point on the sound set all the sound cities and towns at work to secure the prize. The company wanted plenty of level land with good water frontage, but this was very difficult to secure at any of the large towns except at a heavy price. The result of the first investigation was that it was almost settled at one time that the plant would go to Fidalgo near Anacortes, in favor of which strong influence had been brought to bear. The leading capitalists interested in the whaleback enterprise were Charles L. Colby and Colgate Hoyt, directors of the Northern Pacific, Charles W. Wetmore and John D. Rockefeller, of the Standard Oil Company. \* \* \* As the plants broadened and matured it was determined to secure manufacturing concerns of exceptional solidity, and until these different plants were ready for business to sell no lots. In this way the enterprise was placed on a much higher basis than that of land speculation. Nobody was invited to settle in the town till there was business to do which would support a population.

"Arrangements were made last summer by the Everett Land Company for the immediate establishment of the following manufacturing concerns: first, the Pacific Steel Barge Company, to build the McDougall model; second, a paper mill that would rank with the largest in the world, to manufacture a superior grade from the spruce and cottonwood on the river; third, a wire nail mill, to make nails from steel bars imported by the ship load from Belgium; fourth, a large saw-mill. Work was begun at once. The buildings of the ship yard are rapidly going up and I saw on the 24th of February a huge fir timber placed in position upon which the keel of the first Pacific whaleback was to be laid. The saw-mill has been temporarily held back because of so many small mills being erected."

The surveying and platting of the site of Everett was probably the most accurate and complete of that of any of the sound cities. On account of the harmony of the operations and plans of the founders of the city it was possible to give the survey a completeness and consequently to impart to the town site a symmetry of which the beauty and convenience of the present city are most gratifying results. Richard Nevins, Jr., of Seattle, was placed at the head of the topographical engineers who laid out the town site. He had had extensive experience in surveying tide lands and harbor lines, and had

surveyed the sites of Anacortes, Detroit, Mukilteo and Port Angeles. The chief additions made to the original plat of the city of Everett during its first year were Swalwell's first addition, East Everett, Everett Land Company's first addition and Friday's first addition. Many additions were subsequently made so that there now stand recorded ninety-five different plats.

In the Eye of December 26, 1891, mention is made of the arrival of the whaleback steamer, C. W. Wetmore, laden with iron to be used in the construction of another whaleback at Everett. There was in the cargo also a supply of machinery for the nail factory and paper mill. Great curiosity was felt by the people of the sound in this curious looking craft. The fact was recognized also that she was intimately associated with the very purpose for which Everett was founded, the whaleback yards being one of the vital enterprises of the new place.

Throughout the fall and winter of 1891, great numbers of men and quantities of material arrived, and the work of grading the city and equipping the great factories which were to be the foundations of the industries of the place went rapidly forward. The contractor in charge of the grading work was J. H. Morrison. The labor of grading seems to have been first directed toward Hewitt avenue, certainly to be regarded as one of the finest avenues in the West.

Mention is made in the Eye of October 3d of work upon the foundation of the Wire, Nail and Steel works and the immense warehouse of the land company four hundred feet in length. At right angles with the warehouse were the other company buildings which were to be used for various purposes in connection with the Steel and Iron works and factory. The contract provided for the completion of these immense buildings within a year. It is scarcely understood even at the present time how extensive were the plans and how minutely arranged were the details of the great enterprises inaugurated at Everett fourteen years ago. The company was also engaged at the same time in putting up a splendid hotel, three stories high, with basement, 118 by 122 feet in size, completely surrounded by verandahs and equipped in every respect as a thoroughly modern hotel.

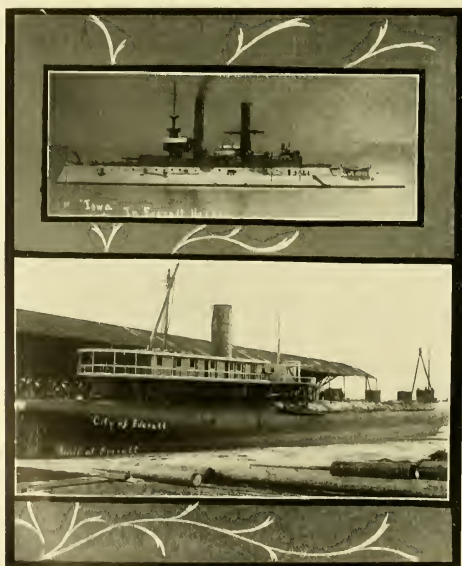
The Great Northern railroad was completed to Everett in the fall of 1891 and trains began making more or less regular trips in November. The exceedingly important part which the Great Northern railroad was to bear in the development of Everett and the entire sound country was beginning to become apparent in the fall of 1891. It became known at that time that J. J. Hill and the Englishmen, Lord Mount Stephens and Sir Donald A. Smith, were heavy owners in the stock of the land company. This company had acquired not only a thousand acres of town site but also about three thousand acres of tide lands adjoining. In most







FARM OF H. C. ANDERSON, STANWOOD



IN THE HARBOR, EVERETT

cases the company had been buying up these lands quietly at comparatively low prices.

We derive from J. H. Mitchell some data as to the earliest business men of the river side of Everett which are worthy of preservation. Among the pioneer grocers were B. E. Aldrich, W. A. Usher, D. F. Powers and E. W. Metzger. Arthur A. Bailey operated a fruit stand, E. Kirmes was the pioneer jeweler, A. A. Brodeck dealt in gents' furnishing goods, W. N. Webster was a leading dry goods merchant, while Henry Sahlinger was the first clothier. The pioneer hotel, known as the Everett, was built in 1891 and operated by August Johnson. It still stands on Everett avenue near the Snohomish bridge. George and John F. Hart, who were engaged in the saw-mill business on the river, built the Hart hotel and opera house upon the corner of Pacific avenue and Maple street. This building is still standing and is known as the Van Horn house. The public hall part of it was the main resource of Everett for many years for public gatherings. Among the noted resorts in pioneer Everett was a saloon with the sanguinary nick name, the "Bucket of Blood," built without doors, of which Fritz & Heeny were the proprietors. This was located at the corner of Hewitt avenue and Market street near the river and was among the early buildings of the river side. The name was given because of the large amount of blood shed there.

Not until about the fall of 1893 did the bay side settlement begin to equal that of the river side, and in fact the latter was the real center of the town until about 1900.

Among the various records of interest in the early history of Everett we find in the Everett Times of December 17, 1891, a story of the founding of Everett as related by Henry Hewitt, Jr. This gives so fully and furthermore, preserves so perfectly the spirit of the era to which it belonged that we give a liberal extract from it. Mr. Hewitt first mentions the numerous places in Washington and Oregon which he visited looking for a location for the great enterprises with which he was connected, and then continues as follows:

"I came along to the mouth of the Snohomish river and went by boat up the different channels a number of miles above Snohomish to the forks of the Skykomish, then back and landed in the harbor of Port Gardner. I there took private soundings of the harbor and found it to be the best on the sound in our opinion. After making these investigations we skirted the Puget sound shore back to Tacoma. We decided that the harbor of Port Gardner would be a splendid place for a city if railroads could be induced to run there, especially in view of the fact that no city was located at the mouth of such a large valley. At that time the Seattle, Lake Shore & Eastern railroad was just entering Snohomish and was the nearest railroad. Further explorations convinced me that the timber

country back of us was exceptionally rich and I immediately began buying on the Snohomish and its various tributaries. Then being convinced that the Skykomish pass would eventually be used by any railroad passing the mountains between the Canadian Pacific and the Northern Pacific I decided that Port Gardner had a future.

"When I found that the Great Northern was going to build a line from New Westminster to Portland I immediately began buying the land at the mouth of the Snohomish river. I interested a large number of New York capitalists, including Charles L. Colby, Colgate Hoyt, John D. Rockefeller, Barney Smith, and the American Steel Barge Company and many other Eastern capitalists of note and wealth. I was instructed to buy up all the land in and about that vicinity without limit as to price or quantity. We have purchased in the neighborhood of nine thousand acres. We feel confident that a large city is our future. We have fresh water navigation for ocean vessels for eleven miles above Port Gardner. \* \* \*

"Investigating the outer harbor of Port Gardner I find that we have splendid anchorage about one mile by five, not exceeding from forty-five to ninety feet of water, with a clay bottom, making anchorage as good as at any point on Puget sound. The largest vessel may come up and anchor and ride without the slightest danger. \* \* \*

"The present stock companies, including the Everett Land Company, which are now controlled by the promoters of the enterprise, have a subscribed capital of two million, three hundred thousand dollars, which includes four hundred thousand for the paper mill, three hundred thousand for the nail works and six hundred thousand for the steel barge works."

The pioneer bank, Bank of Everett, opened its doors for business in December of that same busy year of 1891. It had a capital stock of fifty thousand dollars and its officers were: president, John E. McManus; vice-president, A. C. Peters; cashier, C. B. Stackpole; trustees, R. M. Mitchell, M. Swartout, W. F. Brown, Englebert Bast, N. B. Dolson, A. C. Peters and John E. McManus.

During the third week of December, 1891, there were incorporated four companies, each with a capital of fifty thousand dollars, as follows: The Everett Water Company, Everett Street Railway Company, Everett Telegraph and Telephone Company, and Everett Light and Power Company. These corporations were organized to utilize the rights and privileges reserved by the owners of the city's site at the time of duplication.

The rapidity of growth of Everett during the first year of its existence is well indicated by some figures pertaining to the postoffice. In August, 1891, the business transacted amounted to \$5,28. In December of the same year, \$96.28; in January, 1892, \$159.00, and in May of 1892, \$402.16.

The Presbyterian denomination has the distinction of having erected the first church in Everett. This was begun in March, 1892, and carried forward to completion during the summer following. This church was placed upon a lot donated by Mr. Swalwell just north of Hewitt avenue.

The first months of 1892 were marked by the inauguration of several important enterprises. The Bayview hotel was opened on January 14th, under the management of James Casey. The building and furniture cost about forty thousand dollars. During the same month regular daily mail service began over the coast line of the Great Northern railroad, and in February the Sunset Telephone Company began installing the first telephone system. About that time, also, a large force of men were at work upon the Monte Cristo railroad to the newly opened mines. The Hewitt-Lombard bank was organized and opened its doors for business in February of the same year.

With the opening of the year 1892 Everett was becoming so much of a city and the hopes and expectations of its inhabitants were so boundless, that there was a general movement in the direction of organized municipal life. The building known as the "Wigwam," a rough, barn-like structure, erected in 1892 by Clark & Company at the corner of Hewitt and Wetmore streets, began to be used as a general public gathering place and as a center of the civic life of the town.

On March 19, 1892, this movement resulted in a general election of citizens to represent the different portions of the town, constituting a committee of twenty-one to act as an informal council until such time as incorporation should be effected. The members of this committee were as follows: From Lowell, E. D. Smith, E. H. Hallebeck, E. D. Ingersoll and A. S. Pruden; East Everett, W. O. Hayden, S. L. Gates, A. H. Gamel, James Hamby, C. W. Caddigan, D. E. Powers, C. D. Sweeney, W. G. Swalwell, E. L. Bogart, George Noyes and J. S. Borland; West Everett, J. H. Mitchell, J. J. Maney, P. K. Lewis and J. P. Murphy; Barge Works, W. M. Ross and G. L. Lazier. This committee chose as officers the following: president, C. D. Sweeney; vice-president, A. H. Gamel; treasurer, W. G. Swalwell; secretary, E. L. Hallenbeck; assistant secretary, E. T. Bogart.

A week later the volunteer fire service of Everett became established by the formation of three companies: The Everett Volunteer Fire Engine Company, No. 1, consisting of forty members with W. J. Gillespie as president; Fire Company A, with thirty-nine members, James Hamby being the president; and the Everett Volunteer Hook and Ladder Company, No. 1, of which Dr. O. N. Murdock was chosen president. These various companies have maintained their existence for many years and become important factors in the protection of the city.

In April, 1892, a movement took shape and culminated on the 27th of that month in the organization of a business men's association. A group of the prominent business men gathered in the office of the Swalwell Loan & Trust Company and proceeded to organize by the election of J. R. Hawley as president, and a board of directors consisting of James Hamby, N. M. Neeld, J. P. Murphy, George J. Sherry, W. M. Ross, George L. Hutchins, R. M. Mitchell, C. D. Sweeney, C. B. Stackpole and Captain Hayden.

At a meeting of the Business Men's Association on June 8th it was decided to reincorporate as the Chamber of Commerce of Everett. A hundred and twenty-three members subscribed their names and took up at once the question of incorporating and building a chamber of commerce building. The incorporators were J. R. Hawley, Schuyler Duryee, W. G. Swalwell, A. Gamel and Samuel H. Nichols. During the year a contract was awarded to R. C. Jordan for erecting a building, at a cost of \$11,800, on the corner of Oak and Wall streets.

Growing directly out of these various civic movements there was presented to the county commissioners on February 17, 1893, a petition asking for incorporation of the city of Everett. By reason of differences arising in respect to the boundary lines action was deferred until at a public meeting on February 22d the opposing factions compromised by agreeing to except from the city limits all the manufacturing district and tide lands and adopted boundaries drawn in such a manner as to carry out that agreement.

Upon the presentation of the amended petition to the board of commissioners they acted at once favorably and incorporated the city under those modified boundary lines. April 27th was designated as the date of election and as a preparation for this a number of tickets were placed in the field. There were two citizens' tickets, a people's party ticket, and a Republican-Democratic fusion ticket. Nearly nine hundred voters were registered, but over a hundred of these failed to vote. Incorporation was carried by a vote of six hundred and seventy to ninety-nine and the fusion ticket prevailed, though the mayor received but three majority. The following is the list of city officers chosen at that first city election in Everett: Mayor, Thomas Dwyer, Democrat; treasurer, James Hamby, Republican; attorney, H. D. Cooley, Republican; clerk, C. P. Clark, Republican; marshal, Dennis Crowe, People's party; health officer, Dr. O. V. Harris, Democrat; assessor, Charles Reed, Fusionist; councilmen, W. G. Swalwell, J. J. Maney, Samuel H. Nichols, O. N. Murdock, W. J. Gillespie, S. E. Thayer, C. A. Swineford.

The first meeting of this first city council of Everett was held in the "Wigwam" on May 8th. The following evening a meeting was held at which the mayor delivered an inaugural address and estab-

lished the office of the city engineer, the city police department and the department of street commissioner. By vote of the council L. A. Nicholson was appointed city engineer, F. C. Tubbs, street commissioner, Julian L. Shay police judge, and George A. Shea captain of the city police force. May 19th the council authorized the purchase of a suitable equipment of fire apparatus. At a meeting in October the city council contracted for a new building to be used as a city hall to be erected on the corner of Broadway, just east of Hewitt avenue. This building with some improvements is still employed for municipal purposes.

As is scarcely necessary to say to anyone who saw Everett during those years or to anyone who has read these pages, the years 1891 and 1892 were ones of tremendous activity. Yet it was not of a feverish or speculative sort. On the other hand the vast enterprises under way and the fact that a permanent population of laborers as well as of business and professional men were engaged in the erection of permanent and substantial buildings, as well as in the inauguration of every species of solid industrial activity, saved Everett from the collapse which beset many less substantial places during the hard times soon to come. Everett was indeed too solidly constructed to suffer serious backsets, although in common with all other Pacific coast cities the movement of her active life was checked for a time. During the two years prior to the panic enterprises were undertaken and events occurred of such amount and variety that it would transcend our limits to mention even a tittle of them. We can record here but a few of the business undertakings and events which were of the most important bearing upon the progress of the city.

Among these miscellaneous events of importance we find record of the contract made by the Everett Land Company with Hoge & Swift of Portland, agents of the American Tube & Iron Company of Youngstown, Ohio, to lay three and a half miles of water mains. The contract was completed on June 1, 1892. On the first of May the great steel barge works were finished. This immense manufactory was built on two thousand piles, upon which was planking a thousand feet long and two hundred feet wide. We find also an item in the Everett Times to the effect that the first brick building on the bay side division of Everett was begun on February 29th, the owner being Mathew P. Zindorf.

At about the same time the gigantic nail works were inaugurated and entered upon active life. April 21, 1892, witnessed the installation of the two mammoth engines, which were set in operation by a touch from the hands of two children, Agnes Duryce and Alec Campbell. Upon the arrival of the *Orbis* from Amsterdam with a cargo of steel wire all preparations were made for the actual production of nails and on May 11th, in the presence

of hundreds of interested spectators, the first nail was manufactured from a silver dollar furnished by Manager Whitney. The first keg of nails was shipped to the New York office of the company, after which an order for two carloads for Schwabacher Brothers of Seattle was entered upon and completed in two days.

The following brief enumeration of the manufacturing establishments at Everett in the summer of 1892 will give the reader some conception of the vast gathering of industrial interests at the place:—Pacific Steel Barge Company, Puget Sound Wire Nail & Steel Company, Puget Sound Paper & Pulp Company, Everett Chair Company, Smith Lumber Company, Dewey Lumber Company, Hart Lumber Company, Industrial Mill Company, Everett Tile works, Bast Brick works, Sherman & Wasson Brick works, Everett Mill Company, Parminter & Robinson, Darling & Allen, Everett Sand & Brick Company, Blackman Brothers Shingle factory. These works had a combined capital of \$1,753,000, employed 925 men, with a monthly pay roll of \$72,100, and a monthly product of the value of \$310,000.

From the issue of the Everett Times of December 8, 1892, we learn that about five million dollars was expended during the year in investments in the various manufacturing establishments, business blocks and residences, street improvements and public buildings. From the same paper we learn that the following banks, named in order of age, and having a combined capital of \$475,000, were then doing business in Everett: Bank of Everett, Hewitt-Lombard bank, Rucker, First National, Everett National, Fidelity Trust & Savings bank, and Puget Sound National.

During the summer of 1892 the first brick building on the river side, a splendid three story structure on the corner of Hewitt avenue and Pine street, was erected by W. G. Swallow, at a cost of thirty thousand dollars.

Three immense enterprises were taking shape during this same period, viz., the smelter plant of the Everett Reduction Company, the completion of the overland line of the Great Northern railroad, and the completion of the Everett & Monte Cristo railroad, which was itself the most important adjunct to the operations of the great smelter. One million, four hundred thousand brick were employed in building the smelter and were provided by the Everett Brick & Tile Company. The importance of this great metal refinery may be realized from the fact that Seattle offered a subsidy of three hundred thousand dollars for its establishment at that city. The offer of eighty acres of land, however, in East Everett, was considered more advantageous by the company. The capital stock of this company was nine hundred thousand dollars, held by New York capitalists, who also controlled the Three S road and its extension to the mines, the Everett & Monte Cristo road.

The Great Northern Railroad Company completed its through line and ran its first overland passenger train from St. Paul in June, 1893, and on the 25th of that month the first train passed through Everett. This was indeed an event of great moment to the new town and the entire state.

Another valuable industry was established in the closing months of 1892, namely the Everett tannery, owned by Bardeen, Perrin & Company, still in operation. It employs hemlock bark, being the only tannery in the state to make use of this kind of bark.

An important event of the same busy year was the official listing by the Everett Land Company of their lots in the bay side district. This region had been held back by the land company and Rucker Brothers until the great industrial enterprises of the place should be started. On March 1st they placed on the market two thousand, one hundred lots of the main site of Everett. These lots were sold under the restriction that each purchaser should erect a building of the value of at least one thousand dollars, but with this restriction the lots were sold on very easy terms. The amount of money paid for lots sold during the summer, together with the investments required to comply with the building restrictions, was \$2,584,400.

The growth of the schools of Everett during this same period kept pace with that of the industrial enterprises. In September, 1891, there was one school building and two teachers. In September, 1892, there were nine school houses with ten teachers and six hundred pupils.

One of the notable events of 1893 was a legal contest before a special jury of the Superior court of Snohomish county upon the question of the appraisal placed by the tide land commissioners upon the tide lands adjoining Everett. The proprietors of the town site desired to use a portion of the tide lands as a fresh water harbor, and while the case was pending in the courts action in that direction as well as the incorporation of the city was delayed. At the final trial the special jury decided that the act of the tide land commissioners in raising the appraisal by twelve thousand dollars was not justified and that therefore the lands must be sold at the former figure. The settlement of this question removed a great obstacle to the growth of the city. At about the same time the suit of Charles F. Jones to recover possession of three hundred and twenty acres of land, a part of the Everett Land Company's holdings, was decided in favor of the company and this at once removed another obstacle to the progress of the city.

The year 1893 was marked by the beginning of work on the Great Northern railroad tunnel under the city, by the completion of the street car system belonging to the Everett Electric Railway Company, which ran its first cars on July 3d, and by the inauguration of regular train service on the Everett

& Monte Cristo railroad. Another event of far different nature was the establishment of the Everett hospital. This was the work of a devoted company of Everett women, and their invaluable labors were recognized by the board of trustees in the appointment of a board of lady managers, at the head of which was Mrs. Augusta Plummer Foster. The association built a substantial home upon Broadway avenue, but by reason of the subsequent establishment of the Catholic hospital and still another by Mrs. Friday, the Everett hospital building was sold to the Norwegian school known as the Bethenia high school and the furniture to Mrs. Friday, who has retained the name of the Everett hospital to the present time.

The disastrous state of business throughout the country during the years 1893-4-5 produced a temporary suspension of operations in nearly all of the great manufacturing plants of Everett and several of the banks met the fate which came to so many banking institutions throughout the state, but in spite of these disasters the barge works launched the magnificent steamship, City of Everett, on October 24, 1894. It was a gala day for Everett, and it was estimated that not less than twelve thousand people witnessed the launching of this, the first whaleback built upon the Pacific coast. At twenty-eight minutes past two in the afternoon Superintendent Calderwood gave the signal and five axmen severed the ropes which held the ship in position upon the ways. As she started to glide into the water a young lady, Miss Matrice Lentz, broke the traditional bottle of champagne over the bow and said, "I christen thee City of Everett. God speed thee." The ship glided into the bay without the slightest mishap, eloquent speeches were delivered by Judge Delaney and Governor McGraw, and a general jubilee accompanied this notable event.

In spite of the retardation of industry through the hard times there was an immense amount of traffic at the port of Everett. During the year ending June 30, 1896, the total exports by water amounted to 22,326 tons, valued at \$1,538,582. There were exported by rail 94,856 tons, valued at \$610,000. The total imports by water and rail were 122,015 tons, valued at \$1,185,937.

A work of incalculable value to Everett is the harbor improvement in charge of the United States government, the primary object of which is to excavate a harbor at the mouth of the Snohomish river which may serve as a fresh water harbor. The primary motive leading the Chamber of Commerce and the municipality of Everett to urge this upon the general government is the well-known fact that ships which have become covered with barnacles upon their ocean voyages become cleaned by lying for a few days in a fresh water harbor and thus avoid the large expense for dry dockage entailed

upon ships which are confined to salt water. With this is the equally important fact that piles driven in fresh water are not subject to the devastations of the teredo, which has made necessary the expenditure of enormous sums to maintain wharves upon salt water fronts. The Snohomish river has a delta consisting of several channels entering the bay through strips of low lands and upon the first inspection of the proposed site by the founders it became apparent that proper work could result in the creation here of a magnificent fresh water harbor. Lieutenant Symons, of the United Coast and Harbor service, was detailed by the government to examine and report upon the propriety of government appropriation for this purpose. His report was adverse to making an appropriation at first, on the ground that traffic did not yet justify it and that it was essentially a matter of local interest. But the people of Everett were persistent in their demands upon government for attention to this proposed great work, and on November 4, 1893, the Secretary of War granted permission to the Everett Land Company to construct works designed to produce a fresh water basin at the mouth of the Snohomish river. As time passed on and as the importance of Everett as a shipping center increased an interest in it was elicited which finally resulted in a definite plan of harbor improvement under the government and appropriations have been made systematically and work carried on right down to the present time.

In 1901 congress made an appropriation of three hundred and ninety-two thousand dollars to continue the work already begun. The harbor as now in process of excavation is to be four and a half miles in length and five hundred feet wide. At the salt water entrance there is a pond fifteen hundred feet square. The harbor is built after the pattern of the harbor at Kingstown, Ireland. For commercial advantage, completeness of equipment, beauty of appearance and general interest in every feature of its development, this is one of the most notable improvements anywhere undertaken within the United States.

An event of great moment in the business of Everett was the organization of the Everett Improvement Company in January, 1900, and its acquisition of all the landed interests formerly controlled by the Everett Land Company. That great company, after having borne such an important part in the founding and upbuilding of the city, operating its various industries throughout the hard times, at last succumbed to the pressure, passed into the hands of a receiver, and finally reverted to its original founder, John D. Rockefeller. Its holdings were purchased after long but successful negotiations, in December, 1899 by W. J. Rucker acting as the agent of the James J. Hill interests, and almost immediately the Everett Improvement Company was incorporated by the purchasers. In 1901

the Improvement Company acquired the Everett Railway & Electric Company's plant and later the property of the water company. In the spring of 1905 these two properties were consolidated under the title, the Everett Railway, Light & Water Company.

The first three years of the present decade have been characterized by a tremendous growth in every feature of the industrial life of Everett. Not only has its manufacturing output and its commercial activity increased by leaps and bounds, but the business of agriculture and horticulture in the parts of Snohomish county accessible to it has increased to correspond. It has been discovered that the soil in the valley of the Snohomish and even the logged-off uplands, which were thought formerly not to be productive, are the natural habitat of berries, vegetables, fruits and grasses. The tremendous disaster which was brought upon the mining business by the great flood of 1897, which obliterated the Everett & Monte Cristo railway, and as a result of which the mining business lay dormant for a time, has been overcome and the work of mining and of smelting has developed not a little. The lumber and shingle business of the city has attained enormous proportions, for Everett is unsurpassed among all the towns on Puget sound in the timber resources within its reach and in facilities for handling and shipping the manufactured products.

While these great essential productive enterprises of the city are adding their millions yearly to its accumulated wealth, the citizens have been in the forefront in the use which they have made of their swiftly increasing resources. Magnificent business blocks, fine public buildings, beautiful private residences, attractive church buildings, commodious and elegant school buildings, and ample and well kept streets attest the general high standard of aspiration and achievement among the citizens of Everett.

A general outline of the public school system of the city may be given as follows: The city superintendent is Professor D. A. Thornburg. The schools, with the principals and the number of teachers in each are as follows: High school, Ellis H. Rogers and eight teachers; Monroe, J. E. Van Allsburg and eight teachers; Jefferson, J. F. Knight and eleven teachers; Lincoln, L. J. Campbell and sixteen teachers; Garfield, A. H. Sherwood and thirteen teachers; Jackson, W. N. Whitelaw and ten teachers. Besides these principal school-houses there are three small ones known as the Thirty-seventh street, the Smelter school and the Eighteenth street school. The buildings have an aggregate value of \$270,712. During the past year there was a total enrollment of 3,124 children, though the school census footed up a total of 4,145. The number of teachers employed was seventy-three. The members of the school board at the

present time are, president John C. Curran; vice-president, W. R. Stockbridge; E. N. Metzger, M. M. Smith, F. M. Kennedy, and as secretary, Charles K. Green. The present school system is in marvellous contrast with the rough wooden structure with its one teacher and ten pupils which constituted the public school system of Everett in the first part of 1891.

An equally striking contrast would be afforded by a comparison of the present churches of the city with the church facilities of fourteen years ago. According to Atwood's "Glimpses of Pioneer Life" the first preaching service in Everett was held in the real estate office of Mr. Swallow by A. H. Marsh, pastor of the Methodist Episcopal church at Marysville, and that was in the year 1891. The churches of the present time are as follows: Catholic Bayside church, H. P. Saindon, rector; Church of our Lady of Perpetual Help, Rev. Charles Claesens; First Baptist, Rev. J. A. Bessiguie; Evangelical Association, Rev. E. D. Hornschouh; United Brethren, Rev. E. D. Burton; First Methodist, Rev. A. B. Chapin; First German Methodist, Rev. H. B. Mann; Congregational, Rev. J. R. Knodell; German Baptist, Rev. Adolph Guenther; Swedish Baptist, Rev. C. D. Scott; Christian, Rev. O. W. McCaughey; Zionist, Rev. Earnst; Unitarian, Rev. W. G. Elliott; Trinity Episcopal, Rev. John Brann; First Presbyterian, Rev. Herbert Thompson; United Presbyterian, Rev. R. L. Lanning; Zion Norwegian, Rev. Benjamin A. Sand; Swedish Lutheran, Rev. B. N. Thoren; Norwegian Lutheran, Rev. P. O. Laurhammer; German Lutheran, Rev. H. G. Schmelzer; the Norwegian, Rev. L. C. Foss; Unitarian, Rev. O. G. Nelson, pastor.

There are at the present time four banks: the American National, of which the president is J. T. McChesney; Bank of Commerce, W. R. Stockbridge, president; Everett Trust & Savings Bank, W. J. Rucker, president; First National, W. C. Butler, president. Their last statements show them to be in an unusually healthy financial condition.

Everett abounds in clubs, and of these four are of the gentler sex; namely, the Anoka, the Lowell Book club, the Woman's Book club and the Everett Ladies' club. Of other clubs we may mention the Cascade, the Everett Baseball club, the Everett Lacrosse club, Everett Tennis club, Snohomish County Rod and Gun club.

There is a strong Y. M. C. A., with an elegant building and regularly organized classes. There is also a new city library, costing \$25,000, which bears the name of the great library donor, Andrew Carnegie. Among the city's miscellaneous schools, are the Acme Business College, School of Elocution and Physical Culture, Everett Commercial College, Everett School of Music, and a kindergarten in charge of Miss Caroline Saunders.

Naturally one of the most important lines of

business in Everett is the system of wharves and docks. These are as follows: Ocean dock, at the foot of Pacific avenue; City dock, at the foot of Hewitt avenue; Fourteenth street dock, Merchant's dock, at the foot of Hewitt; Weyerhaeuser Timber Company's dock, Railroad avenue; Riverside Mill Company's wharf, foot of Everett avenue; Spithill wharf, foot of California; Washington Produce Company's dock, foot of Hewitt on the river side.

Everett abounds in societies and fraternities. There are two lodges of Good Templars and three W. C. T. U. organizations. Of the secret orders we may mention Everett Lodge, No. 52, United Workmen; the Degree of Honor, No. 48; B. P. O. E., No. 479; Brotherhood of American Yeomen, No. 493; Catholic Order of Foresters, No. 522 and No. 1,220; Danish Brotherhood of America, No. 131; Foresters of America, No. 57; Fraternal Brotherhood, No. 233; Order of Eagles, No. 13; G. A. R. John Buford Post, No. 84; W. R. C., No. 10; Ladies of the G. A. R.; Red Men, Pillechuck Tribe, No. 42; Degree of Pochontas, No. 11; Independent Order of Foresters, No. 3,111; Order of Lions, No. 142; five lodges of Odd Fellows; three of Rebekahs; Knights of Columbus, No. 763; three lodges of Knights of Pythias; Rathbone Sisters, No. 26; K. O. T. M. tent No. 4; L. O. T. M. hive No. 2; Knights and Ladies of Securities, No. 1,103; two lodges of Masons; R. A. M. No. 24; Royal and Select Masters, No. 8; Knights Templar; Order Eastern Star, No. 33; Modern Brotherhood of America, No. 958; Modern Maccabees, No. 1,161; M. W. A., No. 5,385; two lodges of Royal Neighbors; Order of Railway Conductors, No. 456; Order of Washington; Royal Arcanum, No. 1,798; Royal Highlanders, No. 320; Royal Tribe of Joseph, No. 5; Sons of Herman, No. 7; Tribe of Ben Hur, No. 20; three lodges of Woodmen of the World and two of the Women of Woodcraft. The city also has six well organized and prosperous musical societies. It possesses in the Everett theater on Colby avenue one of the most beautiful, substantial and well-equipped play-houses in the state.

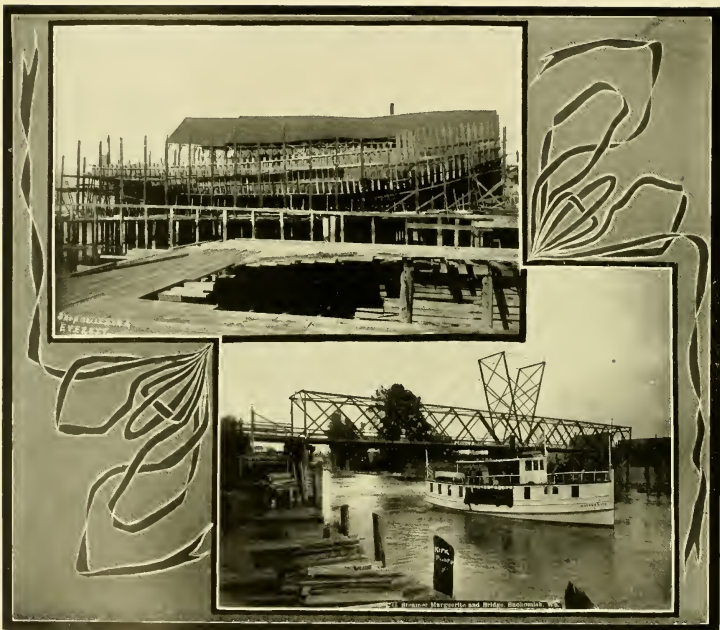
As is perhaps almost needless to state, Everett has practically limitless shipping connections and has also at her own doors the Great Northern railroad and by means of a short connecting line the Northern Pacific and through the latter connection with the Canadian Pacific.

As might be expected from a city whose inhabitants are principally industrial, Everett has a large number of well organized trades unions. There are twenty-five of these, representing every leading occupation.

Everett has three strong newspapers. The Daily Herald, issued evenings, is under the management of J. B. Best, with F. E. Wyman as editor-in-chief. The Morning Tribune, successor to the Everett Evening Record, is under the business management







VIEWS AT EVERETT AND AT SNOHOMISH

of W. R. Connor and is edited by S. E. Wharton. The Labor Journal is published weekly by the News Publishing Company, A. J. Morrow, proprietor, M. W. Sills editor.

So rapid a summary of the history and resources of this remarkable city has of necessity omitted many things worthy of record. We may only say, as Edmund Burke said of the American colonies, "Such is the strength with which population shoots in that part of the world, that, state the numbers as high as we will, while the dispute continues the exaggeration ends. While we are discussing any given magnitude they are grown to it."

With vital and essential resources of the most ample sort, with commercial connections which bring the world to her very doors, with both outward appearance and inward worth of which she may well be proud, with sons and daughters whose ambition and industry may well make them worthy successors of the fathers and mothers who have transformed the wilderness in these few years into the habitations which we now behold, the city of Everett 'sits like a queen upon her stately throne, expecting each year to add more wealth to her coffers and more jewels to her crown.

#### SNOHOMISH

As the beginnings of Snohomish City were practically identical with the beginnings of Snohomish county, they have already been adverted to in these pages. When E. C. Ferguson came in March, 1860, he brought with him a small stock of goods to be sold to the few white settlers who were already on the river and those who might come, as well as to the Indians. He kept store for a year or so, but his finances were greatly depleted in building trails and in making his expensive and fruitless trip to the Kettle river mining country, and he was forced to retire from the mercantile business. The next store was started by W. B. Sinclair, who came in December, 1864, in which month and year also came Isaac Ellis, foreman for the Port Ludlow Mill Company, who shortly afterward gave inception to the logging industries at Snohomish. Mr. Sinclair continued in the mercantile business for a number of years, but eventually Mr. Ferguson, the pioneer merchant, again started up and Sinclair soon after retired.

As the first settlers of the town and county were all bachelors, and as but few families came during the sixties, there was no occasion for the organization of a school until 1869. In that year, however, Miss Robie Willard taught for one short term the very few children then resident in Snohomish City.

The slowness of the development of Snohomish and vicinity is evident from the fact that although Cady, Barnes and Tucker were sent out by the Fort Steilacoom parties for the express purpose of founding a town, and though Mr. Ferguson never gave

up the project, and though the county seat was located at Snohomish by vote of the people in 1861, it was not thought worth while to lay out a town site until 1871. In that year, however, E. C. Ferguson and W. B. Sinclair platted portions of their homesteads, aggregating a little over fifty acres in all, into streets, alleys and town lots. Five years later the village consisted of two general merchandise stores, two hotels, a saloon, a postoffice, a shoe shop, a barber shop, about thirty dwelling houses and perhaps one hundred and fifty people. In January, 1873, a literary society had been organized, known as the Athenium, which proved to be quite a factor in the social and intellectual life of the town. It prospered wonderfully under the nurturing care of Eldridge Morse and others and in 1876 was said to possess one of the best scientific libraries and the finest museum in the territory. The corner stone of the Snohomish Athenium building was laid on the 5th of June of the year mentioned, and the hopes and purposes of its founders were thus glowingly set forth in the Northern Star of the time:

"If I mistake not," said the editor, "the character of the settlers of the Snohomish, and I have devoted years to the study of their character, they represent the pioneers of civilization and of thought more fully, and have cut loose from the shackles of bigotry and intolerance to a degree scarce ever equaled in a community of similar size. They take a leading position in representing the most advanced thought and culture of our day; and the work we now have in hand is to erect this edifice as a temple of science, of literature and of art, as a means of carrying out more fully the work of this our representative society, the Snohomish Athenium. \* \* \*

"Undoubtedly the expenditure required in completing this our cherished enterprise will be a severe tax upon all of us, yet will be cheerfully borne, and no portion of its beneficial work will be left unaccomplished. Let the work of our Athenium continue as in the past, only with manifold increased powers for usefulness, to instruct, to improve and elevate the human mind, to form enlarged conceptions, and true and noble ideas. It will wage unceasing war upon ignorance and its allies; it will make itself as well as its generous supporters known, and their influence felt afar off. It will shape the thoughts and actions of our whole people so that though this building may become dust and ashes; though the treasures of literature, art and science we may here accumulate may be scattered by the hands of time, and this place where we are about to erect this noble building may be forgotten or even the existence of the Athenium may be lost in the progress of time, yet its effect in moulding, elevating and improving the minds of those subject to its influence will be felt through all coming time."

Other institutions which had become established in the town prior to 1876 were the Union Presbyterian church, whose quaint old edifice stood until

very recently beside the splendid new one, the Snohomish Free Religious Association, the Snohomish County Agricultural Society, the Snohomish Telegraph Company, the Snohomish Cemetery Association, and last but by no means least the Northern Star, which, though then in its first year was a large, five-column, eight-page weekly paper, all home print, with an overflowing ambition to be truly representative not alone of Snohomish and vicinity, but of the entire sound country.

At this period in the development of Snohomish county, agriculture was in its infancy, and practically the only industry was logging. Snohomish was little more than a well developed logging camp, and it was in perfect sympathy with the logging interests. When logs sold readily at a good price, times were lively and everybody happy and hopeful, but when logs were a drug on the market, there was a local panic with all the stagnation and retrogression that the word implies. While logs were quoted at from five to five and a half dollars per thousand in 1877, a price which, with cheaper feed for oxen and better facilities, would have been fairly good, not a single log was marketed from the Snohomish river from spring to December, and the effect on the town may be imagined. Before the year closed, however, a demand came for logs and the pressure was relieved. Yet the population of Snohomish remained at a standstill numerically for the four years following 1876, if the Star's estimate of population at the beginning of that period was correct, for according to the United States census of 1880, Snohomish had just one hundred and forty-nine people.

Times were quiet throughout the years 1880 and 1881, yet it is but fair to assume that the town made some advancement during that period, though there is a great dearth of extant records, and details of the period are lacking.

An important acquisition of the year 1882 for Snohomish was the Eye newspaper, whose initial number appeared January 11th. The proprietors of the unpretentious little sheet were H. F. Jackson and C. H. Packard, the first to embark in journalism in the town since Eldridge Morse's more ambitious paper, the Star, had made its valedictory bow in 1879. The Eye was only a four-page, four-column paper at first, somewhat smaller, as its salutatory editorial admitted, than the New York Herald or the London Times, but destined to increase in size and power as the growth of the town justified, and continue a potent advocate of political purity and material progressiveness for many years.

It was in 1882 also that Blackman Brothers, who subsequently did so much for the manufacturing interests of the town, began the erection of their first saw-mill, which was to be operated by steam power and to have a capacity of fifteen thousand feet or more per diem. Completed in 1883, it was improved in the spring of 1884, by the addition of

machinery and appliances for the manufacture of sash, doors, mouldings, etc.

With the dawn of the eighties the old "logging camp," as Snohomish was later styled, entered upon an era of prosperity and substantial development, though to one looking backward, the increase in population of these years seems small enough. The Eye of February 28, 1883, gives us an insight into the condition of things at that early period. It says:

"During the past week, seventeen lots were sold in Snohomish City, western part, by the town site proprietor's attorney, and the demand is still good. It is confidently asserted by those who are in a position to know that every lot in the original plat will be disposed of before the present year has run one half its course. We hope the suggestions of the Eye, in regard to buildings to let, will be put into effect, and that new buildings will be erected on each of these lots. Dwellings are in demand. In several houses there are three or four families living. Fifteen or twenty houses could be rented at the present time, and before fall twice that number. Mr. Ferguson informs us that in a few weeks he will lay off an addition to Snohomish City, north of the east end, on the flat, which contains forty acres. He will also lay off in five-acre lots a tract containing sixty acres, lying north of the new addition and also on the flat. \* \* \* He further informs us that he will probably plat, this fall, an addition to the west end of about forty acres, which will give Snohomish an area of about two hundred and twenty acres."

By 1885 the place had grown to a town of six hundred inhabitants and was the possessor of two fine church edifices, the Presbyterian and Methodist, a good public school, two hotels, two restaurants with bakery and confectionery stores attached, a good theater building, two public halls, four general merchandise stores, one dry goods store, one tin and hardware store, a grocery store, two meat markets, a millinery store, a jewelry store, two boot and shoe establishments, two blacksmith shops, a steam saw-mill with a capacity of twenty thousand feet daily, a furniture, sash and door factory, a real estate office, express and telegraph offices, five saloons, a Chinese laundry and a number of good private residences.

Throughout 1886, building operations progressed steadily, and the structures were mostly of a permanent character, though the advance was not quite so marked as in the preceding twelvemonth. In 1887 the growth of Snohomish was greater in proportion to population than that of any other town on the sound, the cost of improvements being forty-five thousand dollars. It was during this year that the first system of water works was instituted in the town and it was during this year also that Snohomish City began seriously to wrestle with railroad problems, though the railway situation had been watched with interest for years. About the middle

of December a mass railway meeting was held in Odd Fellows' hall "to discuss railroad and other questions relating to the future prosperity of the town." Of this meeting H. S. Spurrell was elected chairman and C. H. Packard, secretary, whereupon E. C. Ferguson stated the specific objects of the convocation. He told the story of a conversation with President Canfield, of the Bellingham Bay and British Columbia Railroad Company, in which that worthy informed him that a good location for his proposed road had been found passing through the country via Marysville and Lowell. Mr. Ferguson argued the superior advantages of a road further back from the sound, passing through Snohomish City, and the outcome of the conversation was a proposition by President Canfield to build through Snohomish provided a bonus of twenty-five per cent. of the town lots should be given. Later, Mr. Ferguson and two other leading Snohomishites met the Seattle, Lake Shore & Eastern officials, who offered to build a branch to Snohomish if the right of way and depot grounds were furnished. Mr. Ferguson and his associates secured the right of way from all but three persons along the line, by the payment from their private purses of fifteen hundred dollars, and they were now asking that others interested in the town should furnish funds to complete the purchase. Clark Ferguson and H. Blackman were appointed to circulate a subscription list among the business men and others, that the needed funds might be secured.

The prospect of a railroad had a decidedly stimulating effect upon business enterprises and speculation in town and county. "At Snohomish," said the Seattle Press in September, 1887, "everything betokens prosperity. The foundations of a new brick bank have been laid, and the building, when finished, will be a credit to the builder and the city. All kinds of business are in a flourishing condition, everyone is busy. The merchants are thriving and consequently happy."

The railroad, anticipated in 1887, became an accomplished fact in 1888. Throughout the whole of the latter year the main topic of interest was the doings of the right of way clearers, the graders, the bridge builders and the track layers. The long expected first train crossed the bridge near town at 9:30 in the morning of September 15th, the memorable event being witnessed by a large, enthusiastic and joyous crowd. In commemoration of the occasion the Eye published the following verses from the pen of its agricultural editor, George W. Head:

"At the sound of the whistle of cars on the bridge  
Men, women and children did run,  
Each screaming aloud at the top of his voice,  
The Lake Shore and Eastern is done.

"A town that for years has been counted as dead  
To new business and life will soon come,

We all can have wealth to go where we please  
Now the Lake Shore and Eastern is done.

"Our moss covered mayor can live at his ease,  
He can wear a plug hat and drink rum,  
And advance fifty dollars the price of each lot  
Now the Lake Shore and Eastern has come.

"Old bummers and drones can take a back seat  
And give way to new blood that will come,  
They've all had their day and their goose will be cooked,  
When the Lake Shore and Eastern is done.

"New sidewalks and bridges the village will have  
And all business will go with a hum.  
From village to city our growth will be quick,  
Now the Lake Shore and Eastern has come.

"We surely will build a new court-house and jail  
And we'll take care of tramps if they come;  
It will furnish some work for the marshal, you see,  
When the Lake Shore and Eastern is done."

Citizens of Snohomish were rejoicing at this time in the railroad blessings that had already come to them, and they were also looking for the early completion of the road to Vancouver, B. C., and for the branching off of the trans-Cascade division at their town, which would make Snohomish the connecting point of two great highways of travel. During this important year, the town incorporated, and inaugurated extensive improvements, among them a system of water works. A national bank was established; the finest hotel north of Seattle was built; an electric light company was organized; also a fire department and a building and loan association. A shingle mill with a capacity of about forty thousand commenced operations, and another, to have a capacity of fifty thousand was in course of construction, while the old mill was so enlarged and improved as to double its capacity. In proportion to size, more building was done than in any other town in western Washington, the building improvements aggregating one hundred and twenty-five thousand dollars, and the railroad improvements two hundred and twenty-five thousand dollars.

By 1889 Snohomish boasted of three general merchandise stores, four groceries, four hardware and tin stores, three dry goods, two fruit and confectionery, two book and stationery, two jewelry, three furniture, two pharmacies, five meat markets, five hotels, one crockery and glassware store, three livery and sale stables, a fruit and fish stand, five restaurants, two harness shops, one machine and wagon shop, four blacksmith shops, three churches, a fourteen thousand dollar brand new school-house, an opera house, Odd Fellows' and Masonic halls, a photograph gallery, three saw-mills, two shingle mills, two sash and door factories, two brick yards, an abundant supply of water for domestic and protective purposes, belonging to the Snohomish Water Company; and electric lights, furnished

by the Snohomish Electric Light, Power & Gas Company.

Manufacturing activity was great. Blackman Brothers' plant, recently improved and extended, with a capacity of one hundred thousand feet of lumber, one hundred and twenty-five thousand shingles, one hundred doors and as many window frames, was busy continuously. The same was true of Dow & Stevens' mill, capacity thirty thousand to forty thousand, of Morgan Brothers' factory, of the Snohomish Manufacturing Company's capacious plant, of J. B. Nolls' and I. N. Mudgett & Sons' shingle mill, of Pearsall's steam brick manufactory, which had a capacity of thirty-five thousand brick a day and of E. Bast's yard, capacity six to eight thousand brick. The number of men engaged in manufacturing and as skilled laborers throughout the town exceeded two hundred; many more were engaged in teaming, freighting and the like, while five hundred men, most of whom claimed Snohomish as their home, were at work in the woods in regions tributary to the town, to say nothing of those employed in clearing land, developing the agricultural resources of the surrounding country, etc.

The era of rapid development, which came with the certainty that railroad building was about to begin, continued throughout the whole of 1890, though the spring of that year was somewhat quieter than usual, especially for transient men, and those whose affairs were not established on a substantial basis. The influence of the Port Gardner real estate excitement was distinctly felt. As was natural, country property to westward of Snohomish, between that and the expected ocean port, soared skyward in price. Great quantities of farm land, improved and unimproved, were bonded, and sales at prices ranging from one hundred to two hundred dollars an acre were frequent. At the same time, men were asking themselves what would be the effect upon Snohomish of the building of a large city so near, and as none could foresee clearly, an element of uncertainty existed.

But while the halting conservatives may have been troubled with fears and forebodings, the general opinion was that the amount of business done in Snohomish would not be greatly lessened by the new city, though its character must needs be changed radically. Progress was the slogan of the surrounding country, and the progressive citizens of Snohomish could not lag behind. As the year advanced, they threw whatever apprehension of evil any of them may have had to the winds and joined heartily in the progressive movement. Early in the summer, the Robinson-Cyphers block was completed, and a correspondent of the Seattle Post-Intelligencer, writing in July, stated that excavations were then completed and the brick was on the ground for the Burns block, which was to be a two-story building with a basement, and to cost seven

thousand five hundred dollars. The same writer tells us that a great many expensive residences were either in process of erection or just turned over by the contractors.

A special edition of the Snohomish Sun furnishes a list of buildings erected in Snohomish in 1890 with the estimated value of each, from which it appears that more than two hundred and twenty thousand dollars were thus invested in a single twelvemonth. The list includes the county court-house, which cost thirty thousand dollars.

The law under which Snohomish was incorporated as a village in 1888 having been declared null and void in the spring of 1890, the town was for a time without municipal government of any kind, but eventually it was reorganized under the new law as a city of the third class. The temporary officers were as follows: Mayor, H. Blackman; councilmen, James Burton, W. M. Snyder, Lot Wilbur, D. W. Craddock, H. D. Morgan; city clerk, J. V. Bowen; city attorney, F. M. Headlee; city treasurer, Charles L. Lawry; marshal, William Brown; city engineer, George James; health officer, Dr. S. B. Limerick; street commissioner, A. Van Buren; city assessor, E. K. Crosby. They took up with energy the work of general improvement of the city. It is stated that contracts for street grading, planking, sidewalk building, etc., to the amount of eighty thousand dollars were at once let. They also greatly improved the fire protection of the city by the installation of a new fire engine and other fire fighting apparatus.

Great was the activity in and around Snohomish at this time in the development of manufacturing industries. Blackman Brothers were erecting a mill fifty by three hundred feet with two wings each fifty by one hundred feet in place of the plant destroyed by fire the preceding September. At Cathcart, four miles south of Snohomish, a shingle mill and steam saw-mill were put in operation, while within the limits of the town the water power saw-mill and factory of Morgan Brothers and the Snohomish Manufacturing Company were in full blast, turning out lumber, sash and doors, blinds, mouldings and all kinds of house furnishing materials. Many other enterprises were contemplated at this time, among them a steam pulp mill. Manufacturing improvements in and around Snohomish in 1890 were enumerated as follows: Snohomish Manufacturing Company, \$14,000; Snohomish Lumber Company, \$25,000; Electric Light improvement, \$20,000; Cathcart's saw-mill at Cathcart, \$25,000; Cathcart's shingle mill at Cathcart, \$5,000; Pearsall's brick and tile works, \$10,000; work on Blackman Brothers' mill, \$15,000; Dubuque's saw-mill, \$15,000; Missimer & Ilman's mill, \$5,000; E. D. Smith's mill at Lowell, \$10,000; total \$144,000. It was expected that Blackman Brothers' plant, when completed, would cost nearly \$300,000. It consisted of a saw-mill, lath mill, sash and door factory, machine shop,

turning lathe and dry kiln. Power was to be furnished by three mammoth engines, and the mills were to have a capacity of one hundred thousand feet of lumber and one hundred and twenty-five thousand shingles per diem.

The year 1891 brought some rather serious disasters to Snohomish. About midnight on the 9th of June, the existence of fire in Blackman Brothers' mill, in South Snohomish, was announced by a chorus of blasts from factory whistles, and a sleeping populace was awakened to the fact that the plant in which the towns-people had such just cause for pride was falling a victim to the great destroyer. Little could be done to stay the fury of the flames and soon nothing was left of the once splendid plant but broken and heat-warped machinery, charred embers, ashes and the tall smoke stack, standing like a lone sentinel in the midst of the desolation. The loss was estimated at from one hundred thousand to one hundred and ten thousand dollars, not covered by insurance and some that fell upon the insurance companies. The owners of the mill had been burned out about a year and a half before, at a loss of nearly one hundred thousand dollars, hence this disaster was especially discouraging to them, but it bore heavily also upon the town, which had been deriving not a little benefit from the money distributed by this large enterprise. While inferior in size to some other plants on the sound, this mill took rank among the most completely equipped and conveniently arranged.

The mill was in charge of a watchman who claimed to have gone over the entire premises on a tour of inspection about five minutes before twelve. Finding everything all right he went to his midnight lunch, to which he had hardly sat down, when he heard the alarm. Rushing out to ascertain the cause, he saw flames issuing from the engine room, and on more minute examination he found it to be all ablaze. The origin of the fire is unknown.

The 19th of August the peaceful little city was again startled by the dread alarm bell. The fire this time was found to be in a frame building owned by Rufus E. Patterson and occupied in front by Kistler & Company, a grocery firm, and by the bakery of B. Zonstein in the rear. The assertion has been made that ten persons were asleep in the second story of the building at the time and that these effected their escape with difficulty by jumping from the second story window to the awning and descending thence to the ground by ladder.

The firemen reached the scene with due alacrity, but experienced much difficulty in finding a hydrant to which they could attach their hose. At last connection was obtained two blocks away, but the pressure was not sufficient to force water through such a length of hose, and not until the entire pressure from the main could be brought to bear on the hydrant, did the firemen succeed in obtaining a stream to play on the flames.

Meanwhile the dread scourge was getting in its work most effectually. The entire block was destroyed as was also an adjoining dwelling, occupied by F. Imo, who, however, succeeded in saving most of his household goods. The loss was estimated at six thousand dollars, distributed as follows: Mr. Patterson, \$3,000, insured for \$2,000; Kistler & Company, \$2,000, insurance \$1,500 and B. Zonstein, \$1,000.

The city government in 1891 was in the hands of E. C. Ferguson, mayor; James Pearl, I. Cathcart, C. H. Bakeman, W. H. Ward, U. Stinson and H. Spurrell, councilmen; T. E. Marks, city clerk; J. A. Coleman, city attorney; Charles L. Lawry, city treasurer; William Brown, marshal; H. C. Comegys, city assessor; Dr. S. B. Limerick, health officer and John Swett, street commissioner. Unfortunately a somewhat serious official quarrel developed before these gentlemen had been long at the helm. The city council brought charges against Marshal Brown, accusing him of dishonesty and speculation, and although they subsequently became convinced that they could not convict him and withdrew the charges, yet they dismissed him from his office. The case was taken into the court and the marshal reinstated, whereupon the council again arraigned him, gave him a trial before their own body, found him guilty and again dismissed him. It seems that Brown did not care to appeal this time, but he declined to turn over the properties of his office until his bondsmen were released. Thereupon, safe breaking experts were sent for, and one day about the 1st of October, two gunsmiths arrived from Seattle, having come for the purpose of opening the safe in which these properties were kept. This they did, in the presence of Cleveland and three others, two of them officers. As the two gunsmiths were about to return next morning, they were arrested and taken into Justice Griffith's court, where they waived examination and gave bonds in the sum of three hundred dollars each to appear before the superior court. Brown claimed that the safe was the property of the county and was simply loaned to him by the commissioners for use during his term of office.

One of the great achievements of 1891 and the following year was the establishment of the city water system. Before this time water had been supplied in a rather unsatisfactory manner by a private company. At a meeting held June 20, 1891, the council decided to construct a municipal system and the matter was a live issue until late in 1892, when the water works were completed. They consisted of two double action pumps with an aggregate capacity of two hundred thousand gallons per diem; a reservoir of five hundred thousand gallons capacity, miles of mains and laterals; a large number of hydrants, well distributed, etc.

Although there was no real boom in Snohomish during the latter eighties and the early nineties, building activity was great and the increase in pop-

ulation rapid. The Tribune of September 22, 1892, tells us that many unfinished buildings were then in course of construction in the city and many more in contemplation, among the former being the Dorrance Academy, which was located on Avenue A., between First and Second streets. The claimed population of the town in 1888 was eight hundred, in 1890 it was one thousand nine hundred and ninety-five, and no doubt the same ratio of increase was almost if not altogether maintained during the ensuing two years.

Such being the condition, the financial depression of 1893 might be expected to come as a special shock to Snohomish. It did give the speed of the car of progress a rather sudden check, but the reaction was not so pronounced as one would expect. The Tribune tells us that considerable building was still going on in various parts of Snohomish in July, 1893, and that times, though quiet, were far better than in many other localities. It is a significant fact that not one of the Snohomish banks was even shaken by the financial storm of 1893, while all the business houses managed to weather the gale.

But the year did not pass without bringing to Snohomish its share of disaster. On the last day of January, the fire alarm warned the people that something was wrong, and it soon became generally known that the Great Northern saloon, on the corner of First street and Avenue A, was on fire. The cause of the conflagration is a matter upon which reports differ, but the one that seemed plausible was that the dead and dry remains of fir boughs, which had once served to adorn the ceiling of the room, caught from the stove pipe, causing the entire interior to become enveloped in a flash. There must, from some cause, have been undue delay in turning in the alarm, for though the firemen responded with alacrity, the building was all ablaze inside and out, when they arrived. Further delay in beginning the struggle with the destroyer was caused by the fact that the nearest hydrant was frozen up. By the time connection was secured with one a block away, Kirk's furniture store had caught and was being rapidly consumed, but soon two streams were playing upon the flames, and presently a third began its work, the frozen hydrant near the fire having been thawed out by placing a barrel over it and building a fire inside. For some reason it was impossible to get a heavy flow of water and for a while appearances were that the entire row of buildings on that side of the street would be wiped out of existence. Finally the engine, whose pumps were frozen up, was gotten into action and from that time on the fortunes of the battle belonged to the firemen, who brought the career of the flames to an abrupt end.

The saloon was entirely destroyed as was also a small barber shop, while Kirk's establishment was damaged to the extent of fifteen hundred or two thousand dollars. This loss was covered by insurance, but Mr. Kirk himself suffered a loss of about

two thousand dollars in stock and household goods destroyed or damaged by fire and water. The loss of the Great Northern saloon was fully covered by insurance.

Again in the fall the consuming elements went on the rampage in Snohomish, destroying, early in the morning of September 16th, the Bakeman block and Rice & Gardner's meat market. The efforts of the fire department were prompt, efficient and well directed but the location of the fire was such that it was almost impossible to get water to the hottest point.

"The flames," says the Tribune, "rolled out under Rice & Gardner's building and the fish market until the west and south sides of these two buildings were a mass of flames. Chief Allen kept his men hard at work and it was thought for a while that all of the buildings would be partially saved, but the fire had burned so long in the top basement that the south side wall was burned through and after giving a few cracks and lurches that warned the firemen to get out of the way, the tall structure toppled over toward Gittlesohn Brothers' clothing store, carrying the little fish market, Rice & Gardner's store and Lang's fruit stand with it. The whole thing landed at the bottom of the gulch. The firemen kept pouring water on the burning ruins until ten o'clock this morning, when the last of the fire was extinguished.

"When the fire was discovered, the smoke was so thick in the building that nothing could be gotten out and the loss is consequently very heavy. Out of Bakeman & Company's immense stock of furniture, it is very doubtful if one hundred dollars' worth of goods are left. Their stock filled the two large basements and the first floor, while the second floor was occupied by Headlee & Headlee, lawyers; Dr. J. L. McCain, dentist; Dr. Thomas Keefe, physician; L. H. Coon, city attorney and W. T. Elwell, city clerk."

Little was saved by any one of these gentlemen, but fortunately Mr. Elwell succeeded in finding most of the city record books, though somewhat scorched and water-soaked. The losses were substantially as follows: C. H. Bakeman & Company, building, \$8,000, insurance, \$4,000; C. H. Bakeman & Company, stock, \$9,500, insurance, \$4,500; Rice & Gardner, building and stock, \$2,400, insurance, \$1,000; W. T. Elwell, \$250; Headlee & Headlee, \$4,000; Dr. Keefe, \$2,000; Dr. McCain, \$1,000; L. H. Coon, \$1,000.

This fire was undoubtedly of incendiary origin, for the smell of burning kerosene could be distinctly noticed by those who first arrived, though none was kept or used in the building, and it was observed that the first flame was of a blue color. About nine weeks previous, fire had been discovered in the same part of the same building, at about the same hour of the morning, indicating that some fiend was de-





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terminated upon its destruction for his own malicious purposes.

"When sorrows come, they come not single spies, but in battalions." The same seems to be true of misfortunes generally. Two weeks had not passed, before Snohomish was again roused by the cry of fire, Norbett Barrett's wholesale liquor store this time being the spot where the destroying demon began the attack. The fire company had trouble in getting ready for defense, some one having tampered with the cocks on the engine, and before effective resistance could be offered, King's grocery store was ablaze. But this time the victory was on the side of the fire fighters, with their five batteries of water and the fire was confined to the two buildings, neither of which was a total loss, although the liquor house was nearly so. Barrett's loss in goods destroyed was heavy and King's grocery was badly water-soaked. Both these men carried insurance, as did also F. Blackman, who owned the building occupied by Barrett.

The financial depression, which wrought such widespread stagnation in industrial circles throughout the United States in 1894, was not so potent for evil in Snohomish as in many other towns of the sound. Its business failures during the twelve-month numbered only two, and one of the bankrupt firms was able to resume operations almost immediately. Its banks, which stood the crash of 1893, were in an excellent condition. There was considerable industrial activity in and around the town throughout the whole of the year and not a little street grading and other municipal improvement was undertaken. The Tribune tells us that during 1894 the following amounts of lumber were cut by the Snohomish lumbermen, namely, William Hulbert, 6,000,000 feet; Cyphers & Stinson, 4,000,000 feet; E. H. Elwell, 1,000,000; William McGee, 3,000,000; Arthur McShane, 1,500,000; Butler & Meredith, 300,000; Geirin & Pearl, 3,000,000; Solberg, 1,500,000; McDonald Brothers, 1,000,000; Mosher & McDonald, 1,300,000; Frank Witherell, 600,000. "Our mills," says the same paper, "converted much of this into shingles and lumber, while the remainder found a market elsewhere. Buck & Sons shipped 26,000,000 shingles and the Standard Mill Company, prior to the fire in July, cut 10,000,000 shingles and 2,260,000 feet of lumber, while Mudgett Brothers cut 16,000,000 shingles and J. F. Webber & Company, 14,000,000."

The fire in July, referred to, was that which resulted in the entire destruction of the Standard mill, a splendid lumber and shingle producing plant belonging to Logget Brothers & Evans, of Seattle. When, during the afternoon of the 19th, the fire began its operations, the mill was as dry as tinder, and the flames spread so rapidly that the men at work in the mill had to flee for their lives, many of them without their coats and hats. It is supposed that the fire originated under the fire box, as the

flames, when first seen, were near the engine. The mill was beyond saving when the fire alarm was rung, but the department did efficient work in preventing the flames from spreading. The loss in buildings, machinery and lumber amounted to about sixty-five thousand dollars. Only thirteen days previous, the dry kiln of the same plant had taken fire and the building and the shingles and cedar lumber stored therein had been greatly damaged.

This was the only important fire in 1894, except that in Young & Tennant's store in October, which greatly damaged the building and destroyed over two thousand dollars worth of goods.

Early in 1895 a somewhat important point for many of the citizens of Snohomish was scored in the district court of the county, when Judge Denny sustained the demurrer of the defendants in the suit of the Haskell heirs vs. Elwell, Ford and Clay. The question at issue was one that had received considerable attention in the county for five or six years, the title of the holders to a large amount of real estate, including the Clay farm, adjoining Snohomish and Clay's addition to the town, being in jeopardy. The contention of the plaintiffs was that they were owners of a half interest in all this property, inasmuch as their mother, at the time of her death, was the possessor of an undivided half interest, which Mr. Haskell had no power to convey. The defense called attention to the fact that in 1878, the year of Mrs. Haskell's demise, the law of the territory was that a wife's community property passed at her death to her husband; that the law by which her children could inherit from her did not come into force until the following year. The contention of the defendants was sustained by the court to the great relief of the many citizens who had purchased portions of this property and built homes upon it. The total value at issue was nearly fifty thousand dollars.

The citizens of Snohomish seem to have had much better success in their efforts to throw off the blighting, withering influence of the wide-spread financial depression than many other towns of the Northwest. In the spring of 1894, they began reaching out for a creamery and secured a proposition from a man named Alexander, of Kent, to locate a four thousand dollar plant in their midst provided they would give him a five-year lease on an acre and a half of land and a suitable building. The bonus was speedily forthcoming, and the plant was secured. In the fall of 1895, C. H. Knapp proposed to build another saw-mill if the people would assist him with a site and a cash bonus. Both were contributed promptly, notwithstanding the extreme scarcity of money. In 1896, traveling men and others who visited Snohomish united in pronouncing it the best small town in the state, and when prosperity returned, it was ready to resume the march of progress at its wonted pace.

One of the achievements of the year 1897 was

the completion of the big ten-block mill of the Snohomish Shingle Company, which began operations July 14th. Snohomish citizens had watched the building of this big mill with almost a personal interest, on account of having subsidized it liberally, and because they expected much help from it to the community in general. The mill proper had a floor space of fifty feet square, while the dry kiln was capable of holding a million shingles. The power was furnished by a seventy-five horse-power engine, supplied by boilers of one hundred and fifteen horse power. The enterprise gave employment directly to about forty men in the plant itself and in the woods.

But Snohomish had hardly gained this enterprise when it temporarily lost another. J. T. Weber & Company, who had manfully stemmed the tide of adversity in 1893, when they lost thirteen thousand dollars in the Duniway failure, and throughout the four years of depression which followed were forced to the wall in 1897, after the price of shingles had risen and prosperity was again abroad in the land. On the 19th of August they suspended operations, assigning to the crew the shingles on hand in payment of labor claims. The disposition of this firm to do the right thing by their creditors has never been questioned. By their pluck, energy and business acumen, they had succeeded for years, under the most trying circumstances, in keeping their paper at par, and for several months prior to the suspension they had been working over time, turning out one hundred and fifty thousand shingles a day. Another year of prosperity and a little more leniency on the part of those to whom they looked for their timber supply would have put them on a firm footing, but cash was demanded for timber, and this at the time they were unable to pay. The mill resumed operations in April, 1898, under the management of a new firm, Maughlin Brothers.

In May, 1900, the fire demon, who seems to have an implacable enmity against the saw-millmen of Snohomish, made a fierce attack upon the "Ten-block," destroying the big dry kiln between the mill and the Great Northern depot, despite the efforts of the fire company. Only a few thousand shingles were saved. The loss amounted to about five thousand dollars, only six hundred dollars of which was covered by insurance. It is said that there was delay in getting the fire apparatus out, owing to a report that the alarm, sounded by mill whistles, was a false one; but it is doubtful if the kiln could have been saved even if the fire company had made the best time possible.

There were many indications of good times in Snohomish during 1901. The population within the limits of the town and contiguous thereto was increasing as a result of the immigration of homeseekers from the middle West, and the result was an infusion of new life and new hope. It was stated in an issue of the local newspaper about the 1st of

May that more homes had been built or bought in Snohomish in the preceding six months than in five years previous to the beginning of that period. During the spring months the electric light company was busy disposing of the machinery in its old plant and getting its new plant in running order, its new machinery installed and everything in readiness, as one of its members expressed it, "to give the best service in the state."

A very pleasant event of the year was the presentation to the city by library association ladies of the sightly and splendid property now in use for library purposes and as a species of public play ground. The formal dedication and presentation of the deed occurred on the evening of July 12th on the lawn, which was brilliantly illuminated for the occasion. The presentation speech was made by C. W. Gorham, who in the course of his remarks read the simple warranty deed conveying to the city of Snohomish lots numbered one, two, seven and eight and the west half of lot six in block numbered eleven, Snohomish City, eastern part, and condition "that the above described premises shall be used for a free public library and for city and public park purposes, and that no jail, stable, or fire station shall be erected thereon, and that no intoxicating liquors or intoxicating beverages be ever allowed on said premises." Mayor Turner, as the legal representative of the city formally accepted the property.

This was the pleasant culmination of a very praiseworthy effort on the part of the ladies of the library association, beginning the November previous. It had long been the ambition of an element in Snohomish to have a fine library in their midst. From the time when Morse, Ferguson, Dr. Folsom and others organized and financed the Snohomish Athenaeum, a reading room or library had been maintained at various times. It was thought that the failure to establish anything of a permanent character was due largely to the fact that the library had no permanent home, so in November, 1900, a number of ladies put their heads together, elected Mrs. T. F. Thompson their manager and began the struggle to obtain and pay for a suitable building. It was found that the Jackson property, at the corner of First and Cedar streets could be had at a cost of about two thousand five hundred dollars. The ladies engaged heroically in a strenuous effort to secure this large sum, soliciting subscriptions among business men, giving entertainments and benefits, etc. The county commissioners were importuned to remit back taxes on the property in part and generously did so. To clear the title and secure immunity from the possibility of litigation in the future the matter had to be taken into the courts, but John Watterson Miller kindly gave his services as attorney free; so this was done at no great cost. All the money necessary was eventually raised; the property was secured; the deed was pre-

sented to the city, as heretofore stated, and to-day Snohomish is in possession of a commodious library, with all the newspapers and periodicals in its reading room and a goodly and constantly increasing number of well chosen books on the shelves. The lawn, also, is a valuable possession, furnishing a small public park, and a sightly, pleasant place for outdoor entertainments, social gatherings, games, etc.

In May, 1901, work was begun by the Snohomish Brick & Tile Company on their plant near Snohomish and by September they were turning out a superior quality of bricks, for which there was a ready demand. This was perhaps the most important industry started in the town during the first year of the new century.

The year 1901 did not pass without a fire in Snohomish. About four o'clock one morning very early in September, it was discovered that Buck's dry kiln was on fire, and the department was speedily summoned and speedily came. There was some delay in getting water, and before connection with a good strong pressure could be secured, the building was doomed. The loss, which included also 575,000 shingles, was covered in part by insurance. In making a fierce fight to save as much as possible of the movable stock, Merton Hewitt, John Puppelt, G. N. Cochran and William Hesche sustained more or less serious injuries, the first mentioned having an arm broken.

A much more serious disaster befell the city in November, 1902, when a terrible explosion occurred in the power house of the electric light company, killing one man, seriously injuring a second, badly bruising a third, and reducing the building to a mass of ruins. At 4:15 in the afternoon of the fatal day, Superintendent R. L. Padden, Engineer Adam Anderson, J. C. Shumaker and John Mulliken were working around the plant, Padden and Anderson at the boilers, when boiler No. 1 exploded. A piece of flying iron struck Mr. Padden in the head, knocking him twenty feet, and of course killing him instantly. Mr. Anderson, who was on top of another boiler, tightening some bolts, was thrown to the rear of the building and buried in debris. Mr. Mulliken was digging a hole at the rear of the building at the time. He too was buried deep under brick and boards, but assistance soon arrived and both he and Anderson were rescued and taken to their homes. The latter was seriously injured.

The cause of the explosion has never been ascertained. Many old engineers examined the wreck, but not one was found who could advance a probable theory to account for the disaster. The men in charge had been connected with the plant for years, and were considered thoroughly competent. The boilers also had been declared in perfect condition a year before, when the Electric Company had entered into contract with the city to take charge of its pumping plant and have the use of

its boilers. It was one of those strange accidents which sometimes occur to machinery, and for which the best mechanics are at a loss for an explanation. The company was fully insured, so there was but little delay in the work of getting ready for resumption of business.

But notwithstanding this serious and very regrettable disaster, Snohomish made substantial gains during the year along many lines, especially in the direction of building substantial homes. It was claimed that more people owned their own homes in the city than in any other in western Washington, about six-sevenths of the houses being the property of the occupants and generally free from debt or mortgages.

The forward movement continued with unslackened pace during 1903, and the years following and still continues. Any observing person in Snohomish to-day will see that the town is not at a standstill by any means, neither is it in a fever of excitement such as attend a building or real estate boom. It is simply improving every day adding here a little and there a little; becoming more and more substantial and attractive and more and more a city of homes. Though shaken to the foundations by the removal of the county seat and the building of a metropolis in its near vicinity, it has fully recovered from the shock and is demonstrating that the resources which originally called it into existence are sufficient to sustain it and supply the sinews of continued growth. At this writing, the carpenters are busy on an excellent three-story hall for the Eagles fraternity, and carpenters, masons and millwrights are at work putting up a capacious, up-to-date lumber and shingle mill, of which any city might well be proud.

With the prosperity which has blest the first years of the century, has come also a full share of disaster. Almost every year has had its destructive fire, those of the last and the present seasons being quite severe. In 1904 the victim of the fire fiend's fury was the Cascade Cedar Company's mill and that special object of the wrath of the fates, the electric light company's plant. The entire loss was sixty-five thousand dollars. This year the Cyclone mill has fed the flames, together with the new plant of the unfortunate electric company, the date of the disaster being Sunday, June 18th. The light company, with its usual pluck and energy, went to work before the ashes had cooled to arrange for a resumption of service. A dynamo was secured from Everett and placed in position; a temporary building was erected, the boiler and engine from the burned building were placed in position and repaired and within a week the current was again coursing over the wires. The mill, which was a ten-block, with a capacity of one hundred and fifty thousand a day, will not be rebuilt.

Undoubtedly the loss of this worthy enterprise would have weighed more heavily upon the spirits

of the people of Snohomish were it not that, a short time before the fire, work had been begun on another mill which, when completed, will more than take the place of the unfortunate Cyclone. Pride in the new plant will be heightened by the fact that the people will owe it solely to their own enterprise. A number of the local business men have incorporated under the name of the Cascade Lumber Company, purchased the lease and other rights of the old Cascade Cedar Company and are building a splendid mill, modern in all its appointments, to be equipped with brand new machinery throughout and to have a capacity of from sixty thousand to one hundred thousand feet of lumber and more than one hundred thousand shingles per diem.

With a brief description of the Snohomish of the present, this already too lengthy review may be drawn to a close. Business houses in the town are so numerous that it is difficult to list them all, but they include three drug stores, two second hand stores, a racket store, five groceries, four meat markets, a fish market, a steam laundry, a number of fruit and cigar stores, two bakeries, four shoe stores, two book stores, two hardware stores, three or four hotels, several lodging houses, six or more restaurants, twelve saloons, two banks, a cold storage, several warehouses, a wood yard, a coal yard, a tea store, four barber shops, two furniture stores, one crockery store, an iron foundry, an electric light plant, a printing office from which issues the Weekly Tribune, a job office, several carpenter and shoe shops, and in or near town two saw-mills, besides the large one now being erected, four shingle mills, a furniture factory, a brick yard, a grist mill, a bottling works, a bicycle repair shop, a bowling alley, undertaking parlors, a creamery, bakeries, two logging company's offices, telegraph offices, express offices, etc. There are two Odd Fellows' halls and one Masonic hall in the town and a fine Eagles' hall is in building as before stated. The professions are represented by six physicians and surgeons, two dentists, and four practicing attorneys and there are two justices of the peace and one police judge.

Snohomish has three excellent public schools, Central high school, the Ludwick and the Emerson, also two overflow schools in rented buildings. It is thought that the teaching force in these schools is not inferior in qualification and general ability to that of any other town of the size in the state. Puget Sound Academy, under the auspices of the Congregational churches, is also located here.

The church organizations of the city are the Presbyterian, Methodist Episcopal, Baptist, Episcopal, Lutheran, Congregational, Free Methodist and Christian Scientist. Of these the Presbyterian is said to have the distinction of being not only the oldest in Snohomish county but one of the very oldest in the state. The dedication on March 5th of the current year of its splendid new church edifice

called forth a historical article in the Tribune from which the following paragraphs are quoted.

"In 1875 this settlement had a population of about one hundred souls, and brave, honest, hopeful, big-hearted men they were. John R. Thompson, a home missionary in Olympia heard of them and with the true missionary spirit determined to go to see them; so one day in 1875 a trading vessel put him off at the mouth of "Sleeping Waters" (Indian designation for the Snohomish river) where the city of Everett now stands. He came with his pack up the river trail—the rivers are always the first highways of civilization.

"The preacher was ferried across the river and lodged that night in a saloon to which was attached a hotel. He found the people without a church, but ready to listen to his message. He secured the use of "The Blue Eagle," a dance hall on the river and there preached the gospel. It is said of Mr. Thompson that he sat in the hotel-saloon and watched a game of cards during the early part of the evening and after a while interrupted the game and said "Now boys, when you finish that hand, I want you to come down to the hall and hear me preach." They went. He organized the Union Presbyterian church with seven members.

"The next year he came again and with the help of the board of church erection and the community, which gave both dollars and labor, the old Presbyterian church was erected. Many of the builders of the old church live here yet. Among them are the following: Robert Hughes, Francis Phelps, G. D. Smith, Tamlin Elwell, E. C. Ferguson, Lot Wilbur, John Hilton, Robert Parsen, J. A. Cedargreen, Lam Elwell. Judge Ward was for many years the choir leader; he is still the most sought-for singer in this county. Leslie Packard, then a small boy, was janitor."

The Methodist was the next after the Presbyterian to organize and erect a building and the other churches have followed in due course. They are for the most part well supported by the church-going community, vital, active and efficient.

Like most of the towns in the West, Snohomish has the fraternal spirit well developed, and is abundantly supplied with lodges. The pioneer of them all is that ancient fraternity, the Masonic, Centennial Lodge No. 25, having been established December 16, 1876. In a very interesting address delivered on the twenty-fifth anniversary of this date, William Whitfield gave the names of the first officers and members as follows: H. D. Morgan, W. M.; Hugh Ross, S. M.; William Whitfield, J. W.; Charles Baker, G. G. England, E. Blackman, J. E. Getchell, R. D. Hilton, E. S. Gregory, S. O. Woods, George Plumb, A. A. Blackman, H. Blackman, W. H. Deering, and J. C. Gregory. The first lodge room, he says, was in an old building, since torn down, opposite the First National Bank building, and the furnishing of the room was accom-





Stanwood - 1886 ← → G.D. Horton - photo



Distant View  
of Stanwood - 1905



-ARLINGTON-



plished by the aid of other lodges and friends. From the first the lodge enjoyed a prosperous career. June 12, 1891, a chapter of Royal Arch Masons was formed and March 22, 1892, is the date of the institution of Golden Rod Chapter, O. E. S.

In February, 1878, Snohomish Lodge No. 12, I. O. O. F. was organized in what was then the Masonic hall. It held regular sessions there until the summer of 1879, when its own hall was completed. There are now two lodges of Odd Fellows in Snohomish and an encampment, also two lodges of the ladies' auxiliary society, the Rebekahs. A large number of other fraternities have been instituted since the Masons and Odd Fellows, among them the Knights of Pythias, Degree of Honor, Foresters of America, Modern Woodman, Royal Neighbors, the Eagles, who are now building a fine new hall, Grand Army of the Republic and Sons of Veterans, Knights and Ladies of the Maccabees, Royal Highlanders, Order of Pendo and others. Here also are a number of non-secret societies and clubs, including the Commercial club, Cosmopolis club, and the Hiu Wawa, the last a women's society.

Snohomish enjoys a picturesque and favorable location. On a clear day a view may be had from an elevated position of Mounts Baker and Rainier,

with the connecting range between them, that is hard to equal anywhere, while the crest of the classic Olympics, dim and indistinct in the distance is also visible. The hills back from the river furnish excellent sites for beautiful homes, and these have been utilized to the fullest by an aesthetic, home-loving and thrifty people. An eminently satisfactory street car service between Snohomish and Everett makes it possible for the people to enjoy all special attractions that may come to the latter city, hence the residents of Snohomish have many of the advantages which only those who live in cities of considerable size may ordinarily enjoy, while retaining all those which are supposed to attend life at some distance from the busy whirl. Snohomish is no longer seriously influenced by an ambition for metropolitan proportions. It is, however, much more than a residence and educational town and always will be. With two transcontinental railroads and two branch lines and with the river to fall back on always in case of a ruinous rise in freight charges or any discrimination against it in the matter of rates, it has decided advantages as a business point. Its prosperity rests on a substantial and permanent basis; its future is certainly bright.

## CHAPTER VII

### CITIES AND TOWNS (Continued)

#### MARYSVILLE

In the progress of this history we find occasion to describe mining centers, lumbering centers, manufacturing centers, commercial and agricultural centers. There are, however, locations which combine several of these great primary industries. Such a point is Marysville. Adjacent to this city is a wide area of agricultural land, both upland and tide land, capable of the most flattering returns to every expenditure of labor and capital. Upon these lands has stood and to a large extent still stands one of the most magnificent timber belts, fir, spruce, cedar, hemlock, to be found in the state of Washington, unrivalled as it is in timber resources. Mineral belts of unknown value are near at hand. Within sight of the town stretch the waters of Port Gardner bay and Port Susan bay

with their myriad resources of fish, of navigation and of commerce, and to cap the climax there is every facility for the establishment of manufacturing enterprises in wood and iron. Correlative with all these advantages is transportation, both by water and by rail, which place the city in constant communication with every part of the country.

This attractive and promising little city is located at the mouth of the Snohomish river, just at the entrance of the northern branch of that river into the inlet which constitutes a portion of Port Gardner bay. Immediately west of the town lies the Tulalip Indian reservation. South of it at a distance of nine miles is the superbly located city of Everett. The Great Northern railroad passes directly through the town.

With this brief glance at the appearance which Marysville might present to the traveler of the

present day we may turn back a few years and inquire by whom and under what circumstances it received its foundation.

We soon learn that the father of Marysville was James P. Comeford, for many years one of the most active promoters of enterprise in the city and still living there in a hale old age, although having retired from business. Mr. Comeford went to the Tulalip Indian reservation as Indian agent in the spring of 1872. His attention was soon drawn to the possibilities of improvement in the region immediately adjoining the reservation and he accordingly sought to purchase a tideland claim from John Stafford on the farther side of Ebey slough. He found that Truman Ireland and Louis Thomas, who, together with Stafford, had taken claims at that point in the early sixties and had already done a large amount of logging upon them, had made such an agreement that it was necessary to buy all the claims, if any. Accordingly Mr. Comeford purchased the three claims, together with another belonging to Captain Renton of Port Blakely, all together constituting a tract of twelve hundred and eighty acres, for a total outlay of four hundred and fifty dollars.

For three years after making this purchase Mr. Comeford engaged in logging the uncut portion of his land and conducting the trader's post at Tulalip, from which he supplied as many as eighteen camps on the reservation. In September, 1877, he decided to establish himself permanently upon his tract of land. Moving to the present site of Marysville he erected a store upon what is now Front street, on the south side just west of the old Johnson hotel and near the reservation line. He built also a small dock upon Ebey slough and an addition to his building for hotel and warehouse purposes. Feeling the need of a postoffice in his new location, and there being no white people there to sign a petition to that end, Mr. Comeford secured enough Indians to sign Yankee names to a petition which he headed, to make a respectable list of petitioners and thus secured the establishment of a postoffice during the winter following his establishment. About this time James Johnson and Thomas Lloyd of Marysville, California, visited Mr. Comeford and while there requested that if he founded a town he would name it after their home place. He assented to this request and thus the name of Marysville became established. Messrs. Johnson and Lloyd subsequently became permanent citizens of the place. For four or five years Mr. Comeford was obliged to carry the mail himself from the steamboat landing on Steamboat slough one and a quarter miles distant from the postoffice. Frequently he had to wade three feet deep in the marshes. The first steamboat to carry the mail was the Chehalis. The Nelly, built at Snohomish, afterward carried the mail for many years. There were no settlers at all then in the vicinity of Marysville and the busi-

ness was entirely supplying the numerous logging camps.

After the buildings already referred to, the next was one constructed by Mr. Comeford for a hotel in 1883. This he called the Marysville hotel; it is now occupied by William Turner as a saloon. Although not completed until 1883, the floor of this building had been finished by Mr. Comeford and a band of Siwashes on the evening of July 3, 1882, with the special intent that it be ready for use on the glorious Fourth. A great crowd of people, mainly loggers and Indians, gathered at that time to participate in the celebration. The chief features of this were the reading of the Declaration by an eleven year old boy, Ronoldo Packwood, and a performance by Will Morris upon the first bicycle that had ever been seen in that region. These performances were followed by a grand feast, which in turn was succeeded by dancing throughout the day and night following. In 1884 Mark Swinnerton and Henry Myers bought out Mr. Comeford's store business, which they operated until 1900.

In the fall of 1889 Mr. Comeford, while out duck hunting, encountered a party laying out a town on Port Gardner bay, and thinking he might as well follow suit he proceeded to survey and lay out forty acres of his land for a regular town site. There was at first some rivalry between the embryo towns, but the harbor advantages of Everett were of such a nature that Marysville was soon out of the race.

Railroad building became the order of the day in 1889, 1890 and 1891. The Seattle, Lake Shore & Eastern railroad was built four miles east of Marysville in 1889 and in connection with the new demands on trade thus created the railroad contractor purchased and used the old Comeford store, Swinnerton & Myers building a new one on Front street. The Seattle, Lake Shore & Eastern railroad was subsequently acquired by the Northern Pacific. The attention of the people of Marysville was therefore turned toward the Fairhaven & Southern railroad as offering their best chance for railroad connections. A subsidy of a hundred and twenty acres of land was raised for that road and the supposition was that it would locate a depot in the eastern part of the town. The road, however, was acquired by the Great Northern, which decided to pass through the heart of Marysville and asked for right of way and depot grounds upon the new site. A tract of thirty-five acres was accordingly donated for that purpose. The railroad was completed through the place and the depot constructed in 1891.

Times were active in Marysville during the time of the completion of the railroad. In 1890 there was a population of about two hundred people. The steamer Nelly was at that time making regular trips in charge of Captain Charles Lowe. In common with the other towns Marysville enjoyed the

boom of 1890, lots rising as high as a thousand dollars in the business portion of the town, and in common also with the other towns, it suffered a disastrous collapse two years later.

In spite of the business reaction and hard times there had been established at Marysville some permanent industries which were the forerunners of the large enterprises of the present day. In 1887 the first manufacturing establishment, a small saw-mill, with a capacity of from three thousand to five thousand feet of lumber per day, was inaugurated by E. G. Anderson. This building stands on Front street a block east of the Great Northern railroad and is still in business. In the fall of 1888 Carl Ford built a small shingle mill with an upright machine, the power of which was an old threshing machine engine. This was located near the reservation line and a half mile back from the water front. In 1889 Cox Brothers erected the second shingle mill in the town on Second street near the reservation line. In 1890 Stevens & Robe put in the third shingle mill in the lower portion of Anderson's saw-mill.

Although prior to the year 1890 there was scarcely enough population in Marysville to entitle it to the name of a town yet the region tributary to it had already attained a considerable degree of cultivation. A correspondent of the Eye of March 13, 1886, preserves for us a pleasing picture of a steamboat ride on the steamer Nelly from Snohomish to Marysville. He describes the scenery of the Snohomish as unfolded from the steamer's deck as indescribably grand. Giant fir and spruce trees were to be seen "more grand than the historic trees that beckon the weary traveler along the Lebanon. Beautiful farms are to be seen upon every hand, and the lowing of cattle in green meadows and the gathering of sheep and swine upon the banks of the river forcibly reminds one that he is indeed traversing civilization, where only a few years ago was nothing but a wild wilderness, inhabited only by the various tribes of Indians." This correspondent describes his hearty old-time welcome at the Marysville house, kept by Mr. Comeford, and his observations about the town, which he regarded as the future metropolis of Snohomish county. He was especially impressed by the beauty of the natural park two miles from the town which he expected would become the fair ground and race course of the county. Directly across from Ebey slough he viewed some of the finest reclaimed lands in the territory, and he declares that there were thousands of acres of equally good land awaiting the hand of industry to make them homes for added thousands of people. He also found the logging business in the vicinity active. Blackman Brothers, two miles from Marysville being just at the point of instituting an engine service upon their logging road. The site of Marysville and much land in its vicinity had been

logged by that veteran logger, so frequently mentioned in these annals, E. D. Smith.

A correspondent of the Sun of June 27, 1890, tells us that Marysville at that time contained forty-seven dwellings, fourteen business houses, two shingle mills and one saw-mill. A large sash and door factory was in process of erection. The business houses of the town at that time were the following: Mark Swinnerton, general merchandise and farm implements; H. B. Myers, general merchandise and drugs; Fisher & McDonald, groceries and provisions; S. W. Holland & Company, real estate; E. L. Holt, proprietor of the Johnson hotel; E. W. Burns, proprietor of the Pacific hotel; Charles Trousdale, livery stable and telegraph operator; Edmund Smith, hardware and farm implements; Major Smith, meat market; A. R. Somerville, shoemaker; L. McCorkindale, blacksmith; Cox Brothers, shingle mill; Anderson, Plate & Curtis, saw-mill; Stevens & Sparks, saw-mill. Dr. J. S. McIlhany was the practicing physician of the place, C. H. Schaefer the postmaster. The farmers in the vicinity were enjoying great prosperity, particularly those engaged in raising berries, for which the soil and climate of Marysville is peculiarly adapted. The correspondent states that the town was well provided with schools, churches, debating societies and other social and literary advantages. There was also an excellent band under the instruction of Prof. John Hilton. D. S. Quinn was engaged at the time in the construction of a new wharf a hundred and fifty feet in length. Mark Swinnerton was also constructing a wharf and warehouse adjoining his store. There was a third wharf at that time belonging to Mr. Steele.

The vast body of fertile lands, both tide lands, higher valley land and upland susceptible of the finest horticultural products, constituting, as some estimated, about twenty-five thousand acres immediately tributary to Marysville, led to the application to her of the name of the "Garden City" of the sound. Besides the great staples of oats and hay common to all the tide lands were vegetables, berries and fruits of every sort, which found their shipping point at Marysville. In the year 1890 the steamers City of Quincy and Mabel made daily trips to Seattle and intermediate points. The population in the year 1890 was estimated by this visitor at four hundred. There was an enrollment of eighty children in the public schools. Although there was at that time no church building in the town, there were regular services maintained by the Methodist and Catholic denominations.

A correspondent of the Tribune of May 17, 1894, looks in upon the prosperous little town of Marysville and finds that in spite of the hard times it was making a substantial gain in all standard lines of business. The Stimson Lumber Company had become an important factor at that time in the development of the logging business. They opera-

ted a logging railroad seven miles in length, having headquarters at Marysville. The shingle mills at that time were under the control of Anderson & Besmer and Stevens Brothers & Ladd. These firms together employed about forty men and cut about two hundred thousand shingles per day. In that year Dr. J. F. Hawkins was the physician of the town, Judge Sisco was the Justice of the Peace, and the Marysville bank had been established, of which C. E. Olney was president and S. F. Smith cashier. The Marysville Globe was the newspaper of the town at that date, independent in politics but with a Democratic editor, Steve Saunders.

Like the other ambitious villages of Washington state, Marysville aspired to the rank of a city, and in 1891 became incorporated as a city of the fourth class. The first council meeting was held on March 20, 1891, and the first officers of the city were as follows: Mayor, Mark Swinnerton; council, Henry Plate, H. B. Myers, C. H. Schaefer, Alex. Spithill, Edmund Smith; clerk, M. F. Shea; treasurer; David A. Quinn. In 1901 the city erected a city hall at a cost of twenty-seven hundred dollars, having a fire department in the lower floor. As a municipality Marysville has had an exceptionally quiet and well-ordered life.

The Methodist church seems to have been the pioneer religious organization of the town. Marysville was part of the Snohomish circuit, of which Rev. A. J. McNamee was pastor. In 1891 Rev. W. C. Hockett became pastor and built a three thousand dollar church, which was dedicated in August, 1891. The charter members of that church were Mr. and Mrs. F. L. Chesney, Lestella Bedford, Maria Ladd, Mrs. E. Munson, Annie Munson, Mary Munson, Edwin Norum, Mary E. Pease, Alice Pease, Vesta Pease, Nellie Robins and Rose Stevens. In 1902 Rev. L. J. Covington became pastor of the Methodist church. The Catholic church was built in 1895, the Congregational in 1898 and the Baptist during the present year, 1905.

One of the foremost factors in the business life of the city at present is the Marysville State Bank, occupying a fine brick building erected in the fall of 1904 on Cedar and Second streets at a cost of eight thousand dollars. S. T. Smith is president, C. E. Olney vice-president and E. E. Colvin cashier. The deposits amount to \$120,000, the loans and discounts, \$75,000; cash available, \$60,000. We find a number of milling and shingle enterprises at and near Marysville. Of the shingle mills there are the Smith Manufacturing Company, with a capacity of a quarter of a million shingles per day; the Ebeby Mill Company, with from a hundred and fifty thousand to two hundred and fifty thousand shingles per day; the Harrington Shingle Company, a hundred and twenty-five thousand shingles per day; the Dexter Mill Company, seventy-five thousand to a hundred thousand shingles per day; Marysville Shingle

Company, two hundred thousand shingles per day, besides sixty thousand feet of lumber. The above mills are all located within the city itself. The following are within a few miles: the Marysville Company, one hundred thousand shingles; the Summit Mill Company, fifty thousand; J. A. Kennedy, fifty thousand; Barlow Shingle Company, one hundred thousand; Nelson Lumber Company, thirty thousand feet of lumber per day; Kruse Brothers & Roberts, thirty thousand feet of lumber per day. The Stimson Logging Company, whose terminus and booms are in Ebeby slough, is an important factor not only in the lumber business but also in the transportation business. During the current summer they incorporated the Marysville & Northern Railway Company, and by means of their road not only tapped one of the finest bodies of timber in the country but make connection with the Northern Pacific railroad at Arlington and thus bring the town into connection with a second transcontinental line.

Of the miscellaneous lines of business in Marysville we find the following: Drug stores, Edgar H. Blair, C. Teager; paints and wall paper, Charles A. Anderson; meat markets, Carl A. Gehlhaar, Bertois Packing Company, George A. Hauschen; hardware, Myers & Turner, Smith & Asbery, McCorkindale; blacksmith shops, Harry Bowman, L. McCorkindale; stationery stores, Harry A. Rathvon, Mrs. Matson; photograph gallery, W. J. Wood; billiard hall, Louis Swanson; fruit and confectionary store, A. E. Heider; livery stable, Allen & Delano; bicycle store, Samuel Andrews; shoe store, Myers Shoe Company; poultry market, Dexter N. Fowler; jeweler, James Harbridge; real estate and insurance, Steve Saunders; F. G. Merrick; general merchandise stores, F. L. Bartlett, C. T. Conrad, M. A. Guy, Mrs. C. E. Webster, Hagen; feed store, C. N. Schumacher; undertaker, Charles Schaefer; restaurants, Mrs. J. Stahl, Mrs. John Overton, T. N. Hoyt, Mrs. Thomas, C. F. Morehead; hotels, the Florence, W. E. Sauntry, the Marysville, W. W. Howard; tailor, Carl Rohde; shoe shop, William Tyson; barber shops, Henry Ludwigen, Charles Raymond; foundry, William White; grocery stores, O. G. Hagen, George Hauschen.

The electric light system belongs to the Everett Railway, Light & Water Company, W. W. Glazier being manager. Marysville is now supplied with a waterworks system under control of a private corporation, which brings water in pipes from a spring five miles east of the town.

The public schools of Marysville are a just source of pride to her citizens. Beginning with a rude school house on the present Woods farm two miles east of Marysville in 1885, the public school accommodations of the place have evolved into the present elegant brick structure, built in 1892 at a cost of about ten thousand dollars.

The municipal officers are as follows: Mayor, C. T. Conrad; councilmen, W. F. Harrington, W. H. Roberts, J. Regan, J. P. Comeford and C. E. Olney; clerk, M. Swinnerton; treasurer, C. A. Doan; police judge, F. C. Merrick; marshal, Austin McDonald; attorney, B. E. Padgett. There is a volunteer fire department, of which Edward Conrad is chief.

The churches of Marysville with their present pastors are as follows: Baptist, Rev. W. C. King; Catholic, Father P. Gard; Congregational, Rev. O. L. Anderson; Methodist, Rev. H. G. Ward.

Marysville has a large list of fraternities, and these with the chief officers at present are the following: W. O. W., Jeffery Hilton, C. C.; J. W. George, clerk; Royal Neighbors of America, Mrs. Nettie Secrist, oracle; Mrs. M. McRae, recorder; Foresters of America, O. H. Tyson, C. R.; O. J. Morrison, F. S.; Fraternal Knights and Ladies, G. E. Benjamin, com.; Mrs. George Johnson, secretary; Masons, C. E. Munn, W. M.; M. Swinnerton, S. W.; M. W. A., C. H. Schaefer, clerk; D. C. Somers, V. C.; Degree of Honor, Mrs. Alma Cumberland, C. H.; Mrs. H. A. Rathvon, recorder; Odd Fellows, R. V. Delano, N. G.; Austin McDonald, V. G.; Order of Pendo, Mrs. Harrington, councillor; Mrs. May Davis, secretary; Women of Woodcraft, Mrs. T. Raymond, G. N.; Mrs. George Allen, clerk; Brotherhood of American Yeomen, O. H. Tyson, H. F.; F. G. Merrick, cor.; Daughters of Rebekah, Mrs. Emma Myers, N. G.; Miss Mertie Myers, secretary; International Shingle Weavers' Union, D. J. Noonan, president; William Ross, financial secretary, Ferd Brady, recording secretary.

Last but not least among the organized institutions of Marysville is the newspaper, the Marysville Globe, published every Friday and edited by O. L. Anderson. This is a bright, newsy paper, independent in politics, and thoroughly devoted to the upbuilding of the town.

The population of Marysville is estimated in the recent publication of the State Secretary's office at twelve hundred. This comparatively small population gives one little hint of the extensive business carried on in this city. One might travel far without finding a more energetic, attractive, and altogether desirable community than Marysville.

#### STANWOOD

If the reader of these records will kindly take his map in hand while he reads, he will discover a large number of rivers issuing from the towering snow peaks of the Cascade range. By reason of the great snow fall and rain fall on those mountains these streams, though short, convey large bodies of water. Their upper parts are foaming torrents, often milk white from the grinding of the glaciers

upon the lofty peaks. In their middle reaches they are usually impetuous, yet in many instances navigable by light draft steamboats. Their lower parts, subjected to the influence of the ocean tides, are commonly deep and still and afford almost boundless opportunities for boat traffic. Among these streams, with such a history as we have sketched, we find the Snohomish and the Stillaguamish traversing Snohomish county. About the deltas of these streams and extending for a number of miles along their banks are extensive tide lands. These lands constitute the most extensive body of such lands in the state next to those of Skagit county. As has been developed at various points in this work, these tide lands, when drained, are of enormous productiveness for every species of grain, fruit and vegetable to which the climate is adapted. These lands are the home of the small farmer, for on a tract of from five to twenty acres it is possible to make as good a living as could be derived from a quarter section of ordinary farm land. A dense population is therefore certain to arise upon these surpassingly fertile tracts of land. We now behold those regions in their making. Co-extensive with the development of these agricultural belts is the lumbering interest of the same region, for in their native state these lands are densely timbered. Therefore the region which the lumberman had culled of its splendid logs the farmer afterward enters, and by clearing and burning the refuse of the logging camps he provides a place for permanent and beautiful homes. As a natural result of these conditions there have been founded and are now being founded numerous towns along the Snohomish and Stillaguamish rivers and along the railroads which now traverse Snohomish county in all directions. Near the mouth of the beautiful Stillaguamish we find a small town which, for its population, is one of the most wealthy and well built places in the county.

This town is Stanwood. Like the other towns of this region Stanwood had its origin in the necessities and incentives of the early lumbering and trading necessities of the decades of the sixties and seventies. The first settlement of any kind in the vicinity of what is now Stanwood was a saloon and trading post put up by Robert Fulton in 1866 on Florence island at its most westerly point on Davis slough. In the summer of that year John Gould bought out Fulton and was himself followed in turn by George Kyle, who took a claim there and got a postoffice established which was known as Centerville, Kyle himself being the postmaster. The mail was brought from Utsalady. At some time prior to 1873 the postoffice was moved to Robert Freeman's place just below the present site of Stanwood, still retaining the name of Centerville. In 1872 H. Oliver took up a homestead on the land now occupied by the greater portion of the town. In 1875 James Caldon bought out Freeman and

established a hotel and saloon on the river three hundred yards below the present town, his place being known as the Pioneer. In a few years Peter McLaughlin and Michael McNamara purchased Caldon's interests, but on account of failing to make good their financial obligations were obliged to surrender it to Caldon in 1882, and from that time on Caldon again managed the establishment. In 1876 a man destined to have an important connection with the town and vicinity arrived at the little hamlet. This was Mr. D. O. Pearson. Mr. Pearson brought lumber with which he intended building a store to supply the logging camps upon the river above. Leasing a tract of land for five years he erected a wharf, a building for a store and a warehouse. His store was a substantial structure which still stands just opposite his present store. On April 4, 1877, he brought and opened up in his store a stock of goods of the value of from four to five thousand dollars. Two years later G. H. Irvine built a store on Main street, the same building which is now used by S. A. Thompson for his general merchandise business.

In the meantime Mr. Pearson had been appointed postmaster and had changed the name of Centerville to that of Stanwood in compliment to his wife, that being her maiden name.

Other buildings were added as the necessities of the growing community seemed to demand. To supply the raging thirst which, even in spite of the salubrious climate of Puget sound, seems to have tormented the inhabitants of most of those early towns, H. Oliver built and conducted the O. K. saloon. Peter McLaughlin became the pioneer blacksmith at about the same time, his blacksmith shop being on the present site of John Hall's livery stable. Within a year or so after entering upon this business Mr. McLaughlin died and his wife Rose opened a hotel. At about the same time another saloon was established by Samuel Gilpatrick on the site of the present Palace hotel. About the year 1882 Andrew Tackstrom established a shoe shop and A. E. Klacboe opened a drug store. Henry W. Poor opened the second blacksmith shop about 1884.

Until the year 1887 Mr. Oliver, the original town proprietor, had sold lots simply by metes and bounds, but in that year William R. Stockbridge, who had come to Stanwood from Puyallup, bought out all the Oliver holdings and in the following year laid out a town site of twenty acres. This was surveyed by Peter Leque and filed on September 28, 1889, as a plat belonging to William R. Stockbridge and his wife, Augusta M. Stockbridge.

During the last years of the decade of the eighties the little town made rapid improvement. During that time M. A. Goolykoontz established his present hardware store, and at about the same time the second hotel in Stanwood, known as the Melby House, was erected. About the year 1890

Louis H. Smith opened the third general store in the town, selling out in a few years to George J. Ketchum, who still conducts the business.

The railroads and rumors of railroads which marked that time had the same effect upon Stanwood as upon the other towns of the county. The Stanwood people endeavored to secure the construction of the Fairhaven & Southern railroad directly through the town site in 1891 by offering a subsidy of four thousand dollars. The railroad people, however, did not see it to their interest to accept the proposition and the line now passes a mile east of the town. During the period of the boom Messrs. Pearson and Ketchum laid out forty acres of land as an addition to Stanwood in the direction of the railroad, but they never sold a lot.

Those years which we have sketched so rapidly were years of greater progress in the country round-about than in the town itself. It appears from correspondence which we find in the Eye of August 2, 1884, that that year witnessed the garnering of immense crops of oats and hay upon the fertile lands about Stanwood, while great quantities of the finest fruit and vegetables rewarded the toil of the settlers. This correspondent speaks with especial admiration of the orchard owned by Mr. Gardner Goodrich about two miles above Stanwood on the river.

Stanwood suffered a severe blow on May 2, 1892, by a fire which broke out in Armstrong's hotel on Market street. Thirteen buildings in the central part of the little town were destroyed. There was no means of fire protection and as a result the citizens were helpless except for the valuable aid of the steamer William F. Munroe, which happened to be lying at the wharf at the time. The heaviest losses sustained in this fire were those of John H. Armstrong by the destruction of his hotel, and L. H. Smith, who lost his general merchandise store across the street from the Armstrong hotel. Both these buildings, however, were insured, whereas many of the smaller ones destroyed carried no insurance. One rather comical incident is recalled by the old timers and that is that the members of the Good Templars lodge, in session at the time, rushed from their hall clad in the regalia of the order and rendered most efficient service in helping Mr. Armstrong save his stock of whiskey. Among other buildings burned in this fire was the Norwegian Lutheran church. The burned area was rebuilt almost immediately and Stanwood has never since had another fire.

Carrying our vision down from the early history of the town to the present, we find that it has had a steady, healthy growth correlative with that of the rich and varied region surrounding it. The year 1898 was one of the most important in the history of the place, for it marked the inauguration of the fishing business at the mouth of the Stillaguamish. The cannery established at that time







has continued to be one of the best-conducted on the sound and an important agent in the distribution of trade. The first installment of fish for this cannery known as the Friday fish cannery, consisted of a thousand fish, which were converted into seven thousand cans of extra quality canned salmon. The cannery, as first opened, had a capacity of between four and five thousand cases per day and employed fifty men.

Stanwood became an incorporated town of the fourth class in September, 1903. The first officers chosen were the following: Mayor, D. O. Pearson; councilman, O. R. Allen, Ira Galloupe, Iver Johnson, H. Hafsted, Charles Chadbourne. The following year the municipality erected a town hall on the corner of Irvine and Oliver streets at a cost of seven hundred dollars. The town has not yet acquired its own water system, and that necessity is furnished by water works installed in 1888 by H. Orchard, now owned by Peter Harvey, deriving its supply from Lake Young, four miles distant.

Although enjoying steamboat connections of a very convenient and economical nature, the citizens of Stanwood felt that they could not afford to let the Great Northern railroad, only a mile distant, be neglected, and accordingly a steam suburban line of standard track connects the town with the station. This line was built and is managed by John W. Hall.

There is as yet no general electric lighting system in the town, but R. J. McLaughlin operates a private plant at his shingle mill and has undertaken to furnish lights to buildings in various portions of the town.

The reader will form a better impression of the opportunities of business in this town when he learns something of the great production of the tide flats immediately adjoining it. It is estimated that the oat crop exported from Stanwood in 1905 amounted to about sixty thousand dollars, and the hay crop about twenty thousand.

One of the most interesting business enterprises of Stanwood is the co-operative Creamery Association. This conducted a business of fifty thousand dollars during the year past. Its officers are N. P. Leque, president; — Nelson, vice-president; O. Fjerlie, secretary; Andrew Anderson, treasurer and manager. It is estimated that the output of this creamery for the current year will exceed two hundred thousand pounds.

The lumbering business centering in Stanwood is one of its most important features. The Stanwood Lumber Company's mill, of which A. S. Howard is president and manager and C. D. Bennie is secretary and treasurer, has a capacity of twenty thousand feet per day and employs fifteen men the year round. R. J. McLaughlin's shingle mill employs fifteen men and manufactures a hundred thousand shingles per day. Those two mills are located directly in the town. Within a short distance are

five other mills, as follows: John Hall's shingle mill, manufacturing 150,000 shingles per day; Manley & Church shingle mill, 65,000; Benedict's shingle mill, 48,000; Becker's shingle mill, 60,000; Cedar Home Lumber Company, 75,000 shingles and 20,000 feet of lumber. The majority of the business done by these mills centers in Stanwood.

Mr. Pearson estimates the commerce of Stanwood at two hundred and fifty thousand dollars a year.

Of the general lines of business in Stanwood we make the following summary. Hardware stores: Stanwood Hardware Company, Peter Leque, president, Iver Johnson, manager; general merchandise, D. O. Pearson, George J. Ketchum, People's Union, S. A. Thompson & Company; physicians, Drs. O. R. Allen and D. McEachern; dentists, Drs. Joseph Mondy, E. L. Hogan; blacksmith and wagon works, Ole Aalbu; photographer, J. T. Warbass; harness store and shoes, A. Jackstrom; fruits and confectionary, H. L. Hewitt, W. B. Norris, A. E. Hall; meat markets, The People's Union, in charge of Ole Berge; the Frye-Bruhn Company, Andrew Olson, manager; builders and contractors, Plett & Paddock; teamsters, Ben Willard; Drugs, Klaeboe Drug Company; tailor, Benjamin Stoulp; livery, J. W. Hall; millinery, Mrs. May Watson; postoffice book store and post-office, A. E. Hall, postmaster; restaurants, Mrs. L. Edwards, John Wickdall; hotels, Hotel Stanwood, I. L. Galloupe, proprietor, the Palace, W. H. Connors, the Melby, O. K. Melby; miscellaneous stores, Novelty store, E. A. Dimmick; furnishings and jewelry, K. Knudson; laundries, Mrs. S. Miller, Chinese laundry; undertaker, Ben Willard; bakery and restaurant,—Patterson; lawyer, G. N. Mitchell.

There is a good hospital at Stanwood known as the O. R. Allen hospital, established last year by Dr. O. R. Allen. There are two telephone companies, the Sunset Telephone Company, of which Martha Matthews is the local manager, and the Farmers' Mutual Telephone Company, of which Grace Love is manager.

The regular steamboats making stops at Stanwood are the steamer Lily, William Cole, captain, and the Skagit Queen, H. H. McDonald, captain, stopping at Stanwood three times weekly. Captain McDonald has been for fifteen years on the route between Mount Vernon and Seattle, stopping at Stanwood and other points, and has been a great factor in lowering rates of traffic.

One of the most interesting things in connection with the business enterprises of Stanwood is the co-operative association known as the People's Union, incorporated in April, 1903. This association conducts a store and a meat market. Both have been a great success. The store was conducted at an expense of eight per cent. of the gross earnings, paid an interest of one per cent. on the paid up

shares, and had a surplus of over two thousand dollars at the expiration of the first sixteen months. The officers of this association are, president, Christian Joergenson; vice-president, Andrew Anderson; secretary, O. A. Prestrub; directors, C. F. Hanson and H. Thorson; manager and treasurer, E. G. Keep.

Stanwood has a well-conducted bank, known as the Bank of Stanwood, which was organized in August, 1904. It occupies a brick building at the corner of Main and Broadway streets. The officers are H. C. Anderson, president; Peter Leque, vice-president; W. C. Brokaw, cashier; S. A. Thompson, assistant cashier.

Stanwood has had well conducted schools from the beginning of its history. The first schoolhouse was erected about 1880 and is now occupied as a residence by John Carlson. The first teacher in Stanwood was Ella Granger. The present school building was constructed in 1892 at a cost of five thousand dollars. It is a well built structure, containing six rooms, and occupies a slightly location upon ample grounds owned by the district at the northern edge of the town. The present directors are C. R. Durgan and George J. Ketchum, A. S. Howard, clerk. The public schools provide ten grades of instruction, the last two being in a union high school composed of districts four and eighteen. The teachers at present in the Stanwood schools are Catherine Anderson, principal, Harry T. Raymond, Effie Bates and Jessie Havens. The enrollment of the year closed was a hundred and seventy.

As seems to have been usually the case in this region, the Methodists were the pioneers in religious work, the first church services being conducted in 1877 by C. Derrick at the home of F. H. Hancock and wife. At a later time Rev. B. F. Van Deventer held regular services at Stanwood as a part of the Skagit circuit. Later Rev. A. Atwood served in the same field. The present Methodist church building was erected in 1889 under the pastorate of Rev. M. C. Van Tyne. The present pastor of this church is Rev. E. B. Reese, who divides this charge with Florence. The strong Norwegian population of Stanwood is represented by the Lutheran Trinity church, the first society of which was organized in 1876. The first church built by this denomination in 1879 was burned in the fire of 1892. A new church was erected in 1890, which has become the meeting place of a strong denomination. The pastor at the present time is Rev. H. M. Tjernagel.

The present city government of Stanwood is composed of the following officers: D. O. Pearson, mayor; Carl Ryan, clerk; K. Knudson, treasurer; George Mitchell, attorney; A. Tackstrom, O. R. Allen, George Ketchum, J. W. Hall, N. R. Olson, councilmen.

Any account of one of our towns would be incomplete without a full reference to the representa-

tion of the press. Stanwood possesses an excellent weekly newspaper, in the Stanwood Tidings, published every Friday. Lane & Clemens are the publishers and Charles T. Price is the editor.

#### EDMONDS

The shore line of Snohomish county from Everett southward is mainly one long, bold headland not available for town sites. But almost at the southern extremity of the county lies the beautiful and energetic little city of Edmonds upon one of the most attractive sites anywhere upon the shores of the sound. Upon a gentle slope rising from the water to a succession of benches, singularly well adapted for the building of a town, this pleasant little city cannot fail to arrest the attention and preserve the interest of the traveler. Not only is the location a beautiful one, but the view in all directions is one of the finest. The magnificent expanse of Admiralty inlet lies to the westward, beyond which stretch the timbered slopes of Kitsap county, while high above all tower the serrated heights of the Olympic mountains. At first sight the breadth of the harbor upon which Edmonds lies would suggest the possibility of heavy winds and seas, but experience shows that the harbor is seldom visited by severe storms and that the facilities for wharfage and anchorage are of the best.

It does not require a very vivid imagination to picture to oneself the time when this well-built town of eleven hundred people will be multiplied by twenty, thirty or fifty and the magnificent beach and sightly slopes above will be dotted with residences, manufacturing and business establishments of every sort. Truly Edmonds has all the conditions necessary for the creation of one of the large cities of Puget sound. And it may be interjected in this connection that while Puget sound will doubtless follow the ordinary course of human experience in that some one large city will predominate over all others, yet there can be no doubt in the mind of a discerning observer that this naturally finest commercial region of the world offers unusual facilities for the maintenance of a large number of splendid cities not greatly differing in wealth and population. There can be no question that Edmonds will ultimately occupy a place in the list of superb cities with which the shores of Puget sound will soon be marked. While the manufacturing and shipping resources of this place attract first attention, yet on the logged off lands adjoining there are all the natural resources for a highly developed agricultural region.

Edmonds already has excellent transportation connections, being upon the coast line of the Great Northern railroad and having four passenger trains each day. Steamers in any numbers may visit her wharves and even at the present time one of the fast steamers of the sound connects the city

six times a day with the large cities north and south.

Turning from the bright present of this city to a brief view of its history we learn that the site upon which the town is now located is a part of the original pre-emption claim of Pleasant H. Ewell, whose patent bears date, October 10, 1866. On March 25, 1870, Mr. Ewell sold his place for two hundred dollars to Morris H. Frost, Jacob D. Fowler and Nat B. Fowler. It was thought by the purchasers to be a good agricultural location, although being partially timbered. Mr. Ewell had built a log cabin on the first bench, which was doubtless the first building erected anywhere in that vicinity.

In 1870 there came a man destined to have a prominent part in the history of Edmonds. This was George Brackett. He found a man named Daniel Hines making shingles at that time. Mr. Hines afterward located on what is now the Potts place two miles south of town. It seems to have been of the nature of an accident that Mr. Brackett located here. He was going across the bay in a canoe and on account of rough weather landed and thus had the opportunity to observe the superb location and to form the impression that it would sometime become the site of an important city. However, he did not remain at that time, but returning in two years found Thomas F. Kennedy living on the shore just north of the Ewell place. J. C. Purcell had also located a claim on the tide lands adjoining the Ewell place on the south. In 1876, while Mr. Brackett was engaged in logging at Ballard, he purchased the original Ewell claim of Messrs. Frost and Fowler for six hundred and fifty dollars. He at once entered into the logging business on his claim and also put in ditches for the purpose of draining the marshy flat upon the first bench. He built a house upon the site now occupied by his modern residence.

In accordance with the usual method of procedure the next step in the growth of the town was the establishment of a postoffice, Mr. Brackett being the first postmaster. Mr. Brackett was an admirer of Senator Edmunds of Vermont, and desired to name the new founded place after him, but through an error in writing the *o* instead of the *u* was inscribed in the government records, and hence the name thus appears.

There was little improvement in the place until 1883, when Mr. Brackett put up a building for a postoffice on the site now occupied by the Commercial hotel; also built the first wharf a little north of the present wharf. Soon after Mr. Brackett brought a stock of goods into his postoffice building and so became the first merchant of Edmonds.

On August 23, 1884, the plat of Edmonds was dedicated by George Brackett and wife, Etta E. Brackett. This plat embraced an area two blocks

in breadth and five blocks deep extending inland from the old wharf. In February, 1885, Mr. Brackett sold his store business and turned over the post-office to Matt E. Hyner. The next addition to the business resources of the town was the City hotel, erected by Charles Dietz in 1887. This was located on Front street and was recently burned. Two years later the Bishop hotel, now called the Olympic View hotel, was built by the Edmonds Improvement Company, of which James H. Bishop was president. In 1888 the store of Johnson & Ashcroft, now occupied by Otto's saloon, was built, and in the same year Fred L. Brown established a cigar factory. Eighteen hundred and eighty-nine was marked by the establishment of the first drug store by John N. Martin and by the very important fact that in that year Mr. Brackett erected at his wharf the first saw-mill of the place, a mill of a capacity of twenty-five thousand feet of lumber per day. This mill carried on an excellent business until 1883, when it was destroyed by fire. Messrs. Codd & Dwyer leased this mill and added to it a shingle machine. In the same year of 1889 two brick yards were established on the old Hines place south of town by the Wells Brick Company and Bryant & Stanley.

Eighteen hundred and ninety will be recalled by everyone as marking the height of the boom. In that year a very important step was taken in the progress of Edmonds by the establishment of the Minneapolis Realty and Investment Company, of which James H. Bishop was president, Galin H. Coon vice-president and manager, D. B. Ward, secretary and treasurer, and several other Minneapolis men stock holders. This company purchased four hundred and fifty-five acres of land of Mr. Brackett, embracing the site of Edmonds and land adjoining. Mr. Brackett still retained a hundred acres of his land and received thirty-six thousand dollars for the part sold. The company made a new plat of the town which provided for a strip nine blocks in breadth by six deep. The men in this company formed in a short time a new organization known as the Edmonds Land & Improvement Company. The chief undertakings of the new corporation were the erection of the Bishop hotel already referred to, and the construction of a new ocean wharf. The building now used for the post-office was also erected by that company as their office building. As is only too well known by most of the people then resident in Edmonds and the rest of the sound country, the boom was soon followed by the crash and among many of the promising enterprises that "went broke" was that Minneapolis company. Its career came to an end and by foreclosure of mortgage the property reverted to Mr. Brackett. The hard times of course checked all manner of speculative enterprises, but Edmonds being so comparatively small and new a place, having at that time only two or three hundred

inhabitants, and also having such bountiful and substantial resources in sight, suffered less than most of her neighbors, and has since gone on with a steady, substantial growth, with no backward stages.

We find that Edmonds, during that foundation period of her history, was attracting the attention of one of the omnipresent correspondents of the Sun, for in the issue of that excellent paper for December 25, 1889, we find a good description of the place and its surroundings. Particular mention is made of the fact that the bight in the shore line known as Brown's bay, was so well protected by Ten Mile point from the heavy south winds of winter as to be an excellent harbor for vessels and also a good location for log booms. The fine timber was also noticed as furnishing material enough for several saw-mills for years. The establishment of orchards and farms in the region immediately adjoining is also noticed. Mention is made, too, of the inexhaustible supply of the finest of clay, for the utilization of which, as we have seen, two large brick yards were established that year. A discovery of a coal vein within three miles of Edmonds was also chronicled by the same correspondent. With a good eye for all the beauties of scenery he did not fail to notice the magnificent distant marine and mountain views visible from Edmonds upon which the visitor of the present day wishes to exhaust the panegyrics of language. He also calls attention to the fine location of Edmonds for attracting steamboat traffic, since practically all steamboats up and down the sound could easily land with but little additional expenditure of time and trouble. He observes that there was a school of fifty pupils, one incorporated church, the Congregational, and an excellent public hall, started by the Edmonds Public Hall Company, of which Dudley Brown was president and Frank Ashcraft manager. It appears, however, that Mr. Brackett completed that structure, which, after having served for some time as a house of worship for the Free Methodists, became and is still used as a public hall.

The building activity in Edmonds was so great in 1890, and particularly its steamboat facilities were so good, and upon the completion of the Great Northern railroad its rail connections were so convenient, and in addition to these advantages its attractiveness as a manufacturing center was so marked, that it was believed by many at that time that it would have an undisputed march to the head of the column of all the cities north of Seattle. Such was the conviction expressed in the Sun special of 1890. But, as has of course been developed in later times, Everett was destined to attain that coveted pre-eminence.

In the same active year of 1890 A. C. Allen blatted the site of North Edmonds, consisting of fifty acres of land laid out in lots of fifty by a hun-

dred feet, with streets of eighty feet in breadth. Mr. Allen also erected a three story hotel known as the Alameda, now used as a residence. The small stone pier at the same point was built at that time. Among other enterprises inaugurated by Mr. Allen at that period was the Snohomish nursery. Among the citizens of North Edmonds at that time, besides A. C. Allen, the proprietor, were Willard M. Allen, J. N. Currie, H. G. Chase, Fred McKilligan, M. J. Berg and O. C. Sorenson. The proposition was made by the proprietor of North Edmonds to give both a residence lot and a business location to anyone who would guarantee to establish a mill or a factory.

Turning from the Edmonds of the past to that of the present we may say that anyone seeking either pleasure or profit might well make this coming city of Snohomish county and its attractive surroundings a prolonged visit; but we will, if you please, run through it somewhat more rapidly than inclination would justify and see with our own eyes what the rising young city now contains. We find, first of all, an excellent water system. This is owned at the present time by Yost & Sons, purchased by them of W. D. Perkins, who in turn had bought the pioneer system started by Mr. Brackett. Mr. Brackett had secured on March 3, 1893, a franchise from the city council to put in a system of water works at the place. The system has been much enlarged and improved in recent years and not only furnishes an excellent supply of water but affords thorough fire protection. The water supply is drawn from springs upon the hill three-fourths of a mile from the city. Edmonds also possesses an electric light plant, which, when developed according to present plans, will furnish abundant light for both street and residence purposes.

We find that this ambitious young city has been for fifteen years incorporated as a city of the fourth class. Its birth into that order of cities took place in August, 1890, and the first officers were the following: Mayor, George Brackett; clerk, Frank Ashcraft; marshal, F. H. Darling; police judge, George P. Bartlett; street commissioner, James Ault; treasurer, T. C. Roscoe; councilmen, William Plumber, Wellington Smith, Peter Schreiber, Fred L. Brown and Captain W. H. Hamlin. In early times the council meetings were held in Brackett hall. At the present time the municipal building on Fifth street is used as Council Chamber. The present city officers are the following: Mayor, James Prady, city clerk, George M. Lyda; marshal, C. T. Roscoe; treasurer, W. H. Schumacher; street commissioner, Eric A. Wickland; councilmen, L. P. Arp, C. J. Carlson, Z. Howell, W. J. Rowe and Russell Mowat.

Among the other important public institutions is the Edmonds Chamber of Commerce, having a membership of fifty. Its president is Zopher Howell and secretary, Col. S. F. Street. This is a

very active organization and is accomplishing much for the city.

Taking up the general lines of business in Edmonds we may note that there is an active though not large agricultural community immediately surrounding it. As in most other cities of the sound the foremost business is wood and lumber. An enormous business is done in the handling of cord wood and shingle bolts. It is estimated by F. H. Darling that during the past fifteen years at least a quarter of a million dollars' worth of wood has passed over the Edmonds city dock. One boat alone, the Greyhound, has taken a hundred and twenty thousand dollars' worth of wood. This city wharf is now owned by a corporation consisting of A. M. Yost, S. J. Mothershead, George M. Bartlett, Samuel Foultner and F. H. Darling, the last named being manager. This wharf has been extended from time to time until it now extends three hundred and fifty feet from shore. The steamers City of Everett and Telegraph have been making regular trips thrice daily to Edmonds from Seattle and Everett, though the Telegraph has been now transferred to the Columbia river.

The lumber and shingle business centering at Edmonds is of vast extent, embracing seven large mills, all of which manufacture shingles and several in addition saw lumber. These mills with their daily capacity are as follows: A. M. Yost & Sons, 70,000 shingles and 20,000 feet of lumber; Edmonds Shingle Mill, owned by Charles Peterson and Chris Anderson, 50,000 shingles; Western Shingle Company, 100,000 shingles; George H. Mowat & Company, 120,000 shingles; Mowat Lumber Company, 70,000 shingles and 70,000 feet of lumber; Keystone Mill Company, 100,000 shingles; James Brady, 70,000. Besides these lumbering establishments there are two others three miles distant which are tributary to Edmonds. These are the Echo Lake Shingle Mill and Lake McAleer Lumber Company.

In visiting Edmonds we find ourselves unusually fortunate in the matter of hotels, there being two uncommonly good ones, the Olympic View, managed by O. W. Johnson, and the Commercial, managed by A. Johnson. A journey through the town discloses to us a number of bustling business men, whose occupations and business may be summarized as follows: General merchandise stores, W. H. Griffith, Rasmus R. Konnerup, W. H. Schumacher; hardware stores, Edmonds Hardware Company, Adolph Cahen and Cyrus Drew, proprietors; blacksmiths, L. McBride, J. M. Kennedy; barbers, Ayling & Pursel; saddlery, Andrew Simondson; physicians, O. W. Schmidt, H. W. Hall; meat markets, Otto & Shank, Mothershead & Waddle; hay and feed store, George Hales; Edmonds Bakery, Henry Boshart; notions and school supplies, J. C. Holmes; transfer and express, Ed Woodfield; drug store, H. C. Hansen; cigar factory, Fred L. Brown;

cigar store, L. C. Engle; real estate and insurance offices, Frederick L. Brown, Col. S. F. Street, Erben & Howell; plumbing shop, Zophis Konnerup; dentist, Dr. W. C. Mitlan.

There is a prosperous banking institution, the Bank of Edmonds, organized in January, 1905. This is a private bank, and the directors are J. N. Otto, O. W. Johnson, W. H. Schumacher and W. H. Phelps. W. H. Schumacher is president and W. H. Phelps cashier.

Edmonds is provided with excellent churches, the Catholic, Congregational, the Free Methodist and the Swedish Methodist. The first of these churches in organization and in building was the Congregational, organized in 1890 by Rev. O. L. Fowler. The present pastor is Rev. Frank T. Bentley. The Catholic congregation has just completed a new church building. Their pastor is Rev. Father O'Brien. The Free Methodists are led by Rev. J. F. Leise and worship in a church erected in 1898. The pastor of the Swedish Methodist is Rev. — Johnson, and this congregation also possesses a building, dedicated in 1904.

Edmonds is not lacking in that other essential of a well ordered community; to-wit, a newspaper. The Edmonds Review fills this indispensable need. This enterprising paper was founded in August, 1904, and is published every Friday by M. T. B. Hanna. In politics it is independent.

The fraternal organizations of Edmonds are the Edmonds lodge, No. 96, of the Odd Fellows, and the Crystal Rebekah lodge, No. 65; a lodge of the Woodmen; the Independent Order of Foresters, No. 69; and the A. O. U. W.; North Star, No. 69.

There remains only to speak of the public school system of the city, and we find, as we might expect of such a progressive community, that the town of Edmonds maintains a school system which may well be a source of gratification to its citizens. The Edmonds school, district number 15, was organized in 1884 with twelve pupils. It was then housed in a little building between Third and Fourth streets on a site now occupied by Dr. Hall, donated for the purpose by Mr. Brackett. Miss Box, of Tacoma, was the first teacher. In 1891 the Realty company led thereto mainly by the influence of Mr. Brackett, donated half a block to the district for a new school building. This was a very convenient and attractive building, for the purpose of erecting which the district issued bonds to the amount of ten thousand dollars. The building occupies a slightly spot and affords room for six grades. In addition to this main building there are three small buildings with one-room departments to provide for the increasing numbers of the district. The curriculum of the public school provides for a two-year high-school course. The enrollment of pupils for the last year was two hundred and ninety-one. The Meadowdale school is in charge of W. H. Cook; the Burleson

school of Miss Hattie Capron; and the Combine school is at the present writing awaiting an appointment. One item worth noting in connection with the schools of Edmonds is the fact that this district was the first in the county to adopt the free text-book system.

Edmonds has suffered but one fire of sufficient moment to require record, and this was on August 1, 1905. The loss was but six thousand dollars, with partial insurance.

#### LOWELL

Intimately associated with the metropolis of Snohomish county and partaking of many of the same advantages of location, as well as of the intelligent and progressive type of its population, is the beautiful little city of Lowell. Like so many of the other towns of western Washington the town of Lowell originated in the requirements of the logging business. The first location upon the site of the present city was effected in September, 1863, by Eugene D. Smith and Otis Wilson. Establishing there the pioneer logging camp of the Snohomish river, they also acquired squatters' rights to the claims of Frederick Dunbar and Burlington Brown. These men belonged to the class commonly denominated "squaw men" and made locations at that point in 1861. Dunbar's house was just behind the present Lowell wharf, while Brown's was nearly at the present site of the paper mill. Dunbar's claim was in Township 28 and Brown's in Township 29. The township line separating the two claims now passes almost through the center of the town.

The first attempt at any kind of a structure at that point, aside from those of the logging company, was made by Reuben Lowe about 1866. He put up a squaw dance hall on the Snohomish river. In 1870 Lowe, together with Martin Getchell, determined to secure the land originally squatted upon by Dunbar. Mr. Smith not having tried to file on the land. By a compromise Lowe was allowed to file a pre-emption claim and as soon as the patent was issued he sold the claim to Baker and Jameson, and from them Smith again in turn purchased the property.

While the contest over the ownership of the claim was in progress Mr. Smith established a store just back of the wharf and in front of the present Great Northern hotel. Mr. Smith erected that pioneer mercantile building in 1869 and soon after built the first wharf. In 1871 the postoffice was established and Mr. Smith appointed postmaster. This position he held for twenty-one consecutive years. The name of Lowell was applied by the department to the place at the request of Reuben Lowe, who was a native of Lowell, Massachusetts, and wished thus to perpetuate the name of his home town in his new western home.

The site upon which the new town was located is a somewhat hilly one, though with the beautiful Snohomish river conveniently at hand and navigable for steamboats of any ordinary size. The town was not platted until 1884. E. D. Smith and his wife, Margaret B. Smith, were the town-site proprietors and filed the plat. The surveying was done by William Jameson.

In 1874 Mr. Smith continued his building operations by erecting on the hillside back of the store a two-story frame building which became the first hotel in the place and was known as the Lowell hotel. This building is still standing. At about the same time Mr. Smith also erected a blacksmith shop. If we may be allowed to anticipate a little we may say that in 1889 Mr. Smith also erected the first saw-mill in the place.

The great activity of 1889 and 1890 resulted in a great growth in the little place and in 1890 and 1891 we find Mr. Smith again energetically engaged in building. His additional structures consisted of a wing to his store, a large warehouse, a new wharf and the Great Northern hotel. That hotel was for the time a very costly and elaborate affair, costing about fourteen thousand dollars. Messrs. Ingersoll and McDonald about the same time built a lodging house and a small grocery store.

The railroad known as the "Three S" road was built through Lowell in 1891 and a year later the town became the Pacific coast terminus of the Great Northern. The paper mill was built at about the same time, the supposition being that Lowell would be incorporated with Everett. This expectation has not been realized, however, for Lowell has always maintained a separate corporate existence and postoffice.

The paper mill just referred to is one of the most important enterprises of the place. There are about two hundred and twenty-five men and women constantly employed, and it may be said in fact that the industrial life of the town depends very largely upon this paper mill.

After the depressing influences of the period of the hard times had passed Lowell went on rapidly with increasing business and population, and has now attained a population of about one thousand.

Lowell has both steamboat and railroad connections, together with a street-car line to Everett, and Snohomish. Located between Everett and Snohomish it can avail itself of the advantages of both the larger towns, while at the same time it conducts a surprisingly large amount of business with the population in its immediate vicinity.

The saw-mill erected by E. D. Smith in 1889 stood on the site of the present creosote factory. This mill had a capacity of sixty thousand feet of lumber, besides many laths and shingles; but in 1895 it was destroyed by fire, entailing a loss upon its owner of seventy-five thousand dollars. A new mill was erected upon the same location by Messrs.

Foley, Adams and Crosby. The new mill had a capacity of twenty-five thousand feet per day, but it too was burned in 1898.

The creosote factory, to which reference was made, was built by the Puget Sound Creosote Company, of which P. F. Dundon is the principal owner. The first structure for the creosote factory met with the same fate that had befallen the saw-mills, but has recently been followed by another plant located upon the same spot by successors of the Puget Sound Creosote Company.

Turning again from present conditions to the records of the past and glancing at the history of education in Lowell we find that the pioneer school was established in 1872. There were only six pupils, and they met in a little vacant building belonging to Mr. Smith, at the foot of the Main street of to-day. The first teacher was Mrs. Herceanus Blackman. In 1880 Mr. Smith gave the land on which to build a new school building located on what is now Second street. In 1892 the present elegant school building was erected at a cost of twenty-three thousand dollars.

Lowell has but one church edifice, and this was built in 1890 by means of public subscription as a union church. It was used then, as it still continues to be used, by the Methodist and Congregational denominations.

Mr. Smith, whom we have seen to be the pioneer in so many enterprises in Lowell, also established the water works in the early nineties. He transferred his rights to this property to the Everett Improvement Company, which now supplies the town. The company is at present engaged in installing hydrants for fire protection and otherwise improving the water system.

The paper mill is the great source of the business prosperity of Lowell. This enterprise was steadfastly maintained throughout the period of the hard times and thereby did much to sustain the industrial activity of the place. A similar character of stability has pertained to the saw-mill, logging camps, lime industry, creosote works, and the business enterprises in general of the place, and this has given a feeling of confidence on the part of the people which has been of the highest value in the progress of the town.

Lowell has been comparatively free from disasters by flood and flame, though by no means entirely preserved from losses by fire. The most serious of these was the destruction of the saw-mills and creosote plant to which reference has already been made. In addition to that we find record of a fire on the 24th of July, 1893, which destroyed five wooden buildings on Second street. The buildings destroyed were the grocery store of Tuttech Brothers, the dwellings of Mrs. Samuel Holland and H. Harmon, the Holland House, owned by Mrs. Alice Holland, and the old school building. By vigorous effort the fire was confined to these five build-

ings, but if it had passed beyond their limits it would almost certainly have taken the entire lower part of the town. In April of 1901 there was another fire which resulted in the burning of a warehouse and store building belonging to Buckley & Company. The loss, though being quite considerable, was almost entirely covered by insurance.

Lowell has never become an incorporated city. Although so near Everett as to be somewhat of a suburb to the larger place it has maintained a separate individuality which seems likely to continue for some time to come.

#### ARLINGTON

Near the confluence of the Skykomish and the Snoqualmie rivers, on a magnificent natural town site, is the rapidly growing town of Monroe. Somewhat similarly situated near the forks of the two branches of the Stillaguamish, on an equally magnificent natural town site is Arlington, one of the best and most progressive little cities in all the sound country. The two towns named are analogous in several respects, the most noticeable of which is that in the last two or three years they have each enjoyed a most remarkable growth, the one multiplying its population by five, the other by two.

In the pioneer days of any community the chief highways of transportation are the rivers and streams, hence the lauds along the banks of these are the first settled and pioneer trade centers are necessarily riparian.

Arlington came into existence as a result of the building of the railroad, yet it stands practically on the same spot it would have occupied had it been built at an earlier date; when the streams determined the location of towns. It thus enjoys about all the advantages of situation which an inland town can have, its waterways penetrating far into the forest and furnishing a cheap means of transporting shingle and saw timber to its mills, while the railroad gives it for its finished product easy access to the markets of the world.

For a number of years there were two ambitious towns near the confluence of the North and South forks of the Stillaguamish, Haller City and Arlington, and although it must have been plain to everyone that the two must some day become one, if either amounted to anything, yet there was a spirited and at times bitter rivalry between them. Haller City was a little the older of the twin. Its first store was started about 1888 by Tveté & Johnson. During the summer of 1889, A. L. Blair, of Stanwood, started a movement for the opening of a road from Silvana to "The Forks," and the loggers and others, tired of the exorbitant charges of Indians for canoe freighting, gave the scheme their hearty support and co-operation. The result was that the road was very soon an accomplished fact. Mr.

Blair brought the first load over it with an ox team. So great was the demand for goods, that this pioneer freighter kept two yoke of oxen going almost continuously that summer, while Bert Crawford ran a tri-weekly wagon stage and did some freighting with horses.

In the fall of 1889, the White House hotel was built in Haller City by Lee Rogers and Al. Dinsmore, and this with Tveté & Johnson's store and Al. Gifford's logging camp constituted Haller City, while just across the river was the Likens blacksmith shop. This development had come in anticipation of the Seattle, Lake Shore & Eastern railroad, whose preliminary survey had been made. Late that fall the railroad company gave earnest of its intention to push ahead by sending a camp of men to clear the right of way, and on the 13th of June, 1890, the construction train reached the site of Arlington. The first freight train came on the 23d of July.

It was in 1890, that Arlington proper, as distinguished from Haller City, had its start. The man who platted the latter town was Maurice, son of the well-known military man, Granville O. Haller. Maurice Haller had acquired the land for this purpose from one John Irving, who had secured it from Lou. Smith, the man to whom it had been conveyed by United States patent. While the town was yet in its early infancy, Maurice Haller was accidentally drowned, and his town-site interests passed to three persons, by whom they were conveyed to three others, namely, Theodore Haller, a brother of Maurice, Simon Rumph and a Swede of the name of Andrud. From them, the title passed, in 1892, to Charles B. Hills, of Seattle, who still has it, A. L. Blair being his agent.

Had Maurice Haller lived, the history of Haller City might have been different in several important respects from what it now is; possibly the rival town might have been platted as an addition to it, doing away with all strife and jealousy. As it was, Earl & McLeod, who were contractors on the railroad, bought forty acres from Al. Gifford and platted a new town site, to which they gave the name of Arlington. Between it and the Haller City town site was a forty-acre tract, held by two rival claimants, Thomas McMann, and a man named Stephens. The unsettled condition of this land made it impossible for the two towns to grow together and become one during the early days, and the inevitable struggle for prizes soon had its inception. Both wanted the railway depot, of course. It could not be located half way between them on account of the Stephens-McMann dispute, hence a struggle for its possession was inevitable. Arlington won. The next difficulty was over the location of the schoolhouse. The same cause was operative (and perhaps there were other causes) to prevent an amicable agreement, and the outcome was the division of the district, so that each might have its

own school. As a result both towns were deprived, for several years, of the first class educational advantages they might otherwise have had. Fortunately this error was eventually corrected by the reuniting of the two districts, when at last the towns wisely decided to come together.

At first Haller City grew more rapidly than its rival. Before the close of 1890, two saloons had been started with lunch rooms in connection; A. L. Blair had put up a shed for the accommodation of teams, furnishing grain and hay; the town-site company had built a saw-mill, Ed. Walker had built the present Walker house, a large four-story building, Teagar's drug store had been started, L. B. Roe had put in a four-story hotel, W. J. Brounty had a meat market and the Times newspaper had come up from Stanwood and established itself in the cabin, which had been Lou. Smith's pioneer home. A number of residences had also been built.

The first business in Arlington was the Stillaguamish Star, which sent forth its first issue on the 9th day of August, 1890. Thomas Moran, however, had an "eating tent," where meals might be obtained, but the man without his blankets must go to Haller City for lodging, or make himself as comfortable as possible in a hollow stump. Two days later than the Star, the store of Earl & McLeod began business, though its building was not completed and the shelving was not all in. Next came F. P. Bonney's saloon, and a little later the first meal was served in Thomas Moran's handsome three-story hotel, "The Arlington." That same fall John Z. Jones opened a general merchandise store, Hill & Moran, a hardware store and McMillan & Rideout and E. K. Molden restaurants. The first daily mail enjoyed by the settlers of the upper Stillaguamish came with the establishment of the Arlington postoffice November 29, 1890. The volume of business done in Arlington during the first five months of its existence was relatively very great. "The total amount," says the Snohomish Sun in its special edition of January, 1891, "foots up to almost fifty-seven thousand dollars, nearly seventy-five per cent. of it being spot cash. In addition to this the railroad company has done an almost equal amount of business at the Arlington station, the ticket sales amounting to \$1,031, while the freight receipts ran up to \$17,438.71,—a total of \$51,460.71, and a grand total for the first five months of Arlington's existence of \$108,500, in round numbers. \* \* \* There is now being put in here a shingle mill with a capacity of 45,000 a day and a saw-mill with a capacity of 20,000 feet a day.

\* \* \* Arlington has three miles of finely graded streets, the work all being paid for by the owners of the town site."

Before the hard times came both Haller City and Arlington made a very rapid growth, the population of the two in 1893 being about five hundred. The



McMann-Stephens contest was eventually decided by the former's buying the latter out; hence the barrier which separated Arlington and Haller City was removed, and the way opened for their manifest destiny,—ultimate reunion. They remained apart, however, until the return of good times in 1897, when some of the principal business houses of Haller City moved to Arlington, among the number being Teagar's drug store.

The financial depression of 1893-6 did not cause stagnation in Arlington as in many other towns of the Northwest. The development of these years was relatively slow, to be sure, but it was unceasing and substantial. In February, 1897, under the head, "A Lively Town," the Snohomish Tribune had the following to say regarding it:

"Arlington, so say the S. & I. train men, is the liveliest station on the line; and indeed the fresh, white lumber of new buildings as it glistens in the sun does give the town a singularly industrious air. Kelley & Company's saw-mill, is almost its only manufacturing industry, but Arlington is becoming recognized more as a social and commercial center for the smaller places around it. \* \* \*

Quite a number of new buildings went up last summer, and several more are now in progress. Mr. McGilligan has a fine dwelling house well under way, and on the hill back of the town is the new Catholic church, which will soon be ready for dedication.

"Strolling along its one short sidewalk, the visitor meets with many lumbermen and mill men from stations north and south, as well as ranchers from far up and down the river; and for no reason apparent to the casual observer, the little town seems to prosper amid the general depression of the times."

It is needless to state that the town, which had made progress during the period of financial stringency, forged ahead with increased momentum, when the sun of prosperity once more illumined the heavens. It received a slight check in 1899, however, when, on the morning of July 29th, the shingle department of the Arlington Lumber Company's plant was destroyed by fire, together with the mill office, the residence of A. Gifford, the boarding house and Kranshoff's and Kennedy's blacksmith shops. As these buildings were in the heart of the city, it was with some difficulty that the fire was kept from spreading to other blocks. The mill was valued at eight thousand dollars, and was only insured to the extent of one thousand dollars. The lessee, W. R. Sutherland, to whom the stock belonged, estimated his loss at five thousand dollars less fifteen hundred dollars insurance.

Belief was current at the time that a logger named Murphy, who entered the mill about midnight in an intoxicated condition, was cremated in this fire. Several persons heard shrill screams soon after the alarm was sounded and this circumstance, together with the disappearance of Murphy,

were thought to argue that he had met a terrible fate.

According to the United States census of 1900, there were 852 people in Arlington. It must be remembered, however, that at that time the town was not incorporated; its limits were not defined and the enumerator had a wide latitude in judging how much should be included in his report. It is said that, being interested in booming the town as much as possible, he made the most of his opportunity.

This must have been true, for although Arlington continued to grow steadily during the ensuing three years, the enumeration made in 1903, for the purpose of incorporation, showed a population of only 800, within the proposed corporate limits. These included Haller City. Taking this enumeration as substantially accurate, and there is no reason to doubt its accuracy, the population of Arlington has more than doubled in the past two years for a recent school census shows that the people now living in Arlington number about one thousand seven hundred.

The present industrial and commercial development of the town may be seen from a list of its business establishments and business men. Its general stores at this writing are those of Johnson & Wick, Funk & Law, N. K. Tvette, John Z. Jones, G. W. Wallsted, C. C. Brown; confectionery and cigar stores, G. F. Heiss, John Woods & Company, Allen Brothers, Vanderhoof & Smith; bakeries G. T. Wallsted, Mrs. M. E. Crotser; bowling alley, J. F. Wood & Company; drug stores, the Owl, J. B. Riley, proprietor, the Arlington Drug Company's and Mrs. M. C. Teagar's; department store, Peterson Brothers; gents' furnishing goods and shoes, Chris Duer; hardware, the Moran Hardware Company, Allen Hardware and Plumbing Company plumbers, Hoover & Dunn; jewelry, P. F. Larsen, the Kay Jewelry Company and D. S. Pruitt, the last mentioned dealing also in groceries; furniture, G. W. Mayberry and Thomas Moran, the latter carrying it in connection with his hardware; harness and saddlery, S. H. Preston, K. Jespersen; racket goods and wall paper; Mrs. F. W. Price; livery, Arlington Livery & Transfer Company, Chadburn & Archer; hotels, Walker House, Thomas Dorgan, proprietor, the Commercial, O. L. Allen, the Arlington, Fred English, the White House Café, Joseph Britton, the Grand Central, Mrs. Minnie Kinyon, the Evergreen, Frank Miller, and the Twin City, H. Bremer; photograph galleries, L. Kirk and J. E. Asplund; blacksmith shops, Frank Kranskoff, J. W. Gales; barber shops, George Mayberry, E. C. Pantzke; meat markets, the Snohomish Grocery Company's, the Daisy, W. J. Broutny & Son, proprietors, the City, George Murphy, proprietor; Arlington carpet weaver, C. M. McCauley; Arlington State Bank, C. E. Bingham, president, A. E. Holland, vice-president, R. S. Bloss, cashier; the Arlington Commission Company; bicycle repair

shop, L. B. Thomas, proprietor; lumber yards, the Arlington Lumber Company and the Williams Lumber Company; restaurants, the Two Jacks, the Seattle Chop House; millinery, Miss Kate Pearl, Mrs. C. C. Brown, Mrs. H. Townsend; tailor shops, Paul Hoppe, M. Ferris; carriage store, Jasper Sill; single and saw-mills within and in the vicinity, Lincoln Mill Company, Smith Brothers, proprietors, Brown & Koontz, the Arlington Shingle Company, L. A. Wheeler, president; the Verd Cedar Company, William Verd, proprietor; the Arlington Lumber Company, Albert Brown, manager; the American Red Cedar Shingle Company; the Arlington Water & Light Company, Crippen & Mescher, proprietors; the Arlington Laundry Company's steam laundry; I. C. Peterson's turning and carpenter shop; creamery and cold storage, the Arlington Co-operative Association; Thomas Jensen, president, W. O. New, manager; the Valley Gem Dairy & Bottling Works, C. H. Wrage; postmaster, C. H. Jones; newspaper, the Arlington Times, C. L. Marsh, editor and proprietor. There are also eleven saloons in Arlington. Its professional men include physicians, Drs. J. E. Phelps, E. M. Adams, W. F. Oliver, E. Mohrmann; graduate nurse, Margrath Mohrmann; dentists, E. K. Adams, E. W. Turner; lawyers, L. N. Jones, E. N. Livermore. Its dealers in real estate are A. L. Blair, Jones & Toles and Brumby Brothers & Hudson, and C. L. Marsh is a regularly appointed United States land commissioner.

The churches that have been established in Arlington are the Methodist Episcopal, Rev. Charles A. Owens, pastor; Free Methodist, Rev. G. W. Escher; Norwegian-Lutheran, Rev. — Dale; Baptist, Rev. J. J. Ticker, and the Catholic, with no resident pastor, but supplied by Father O'Brien, of Snohomish. Local lodges or camps of the following fraternities have been organized and are being maintained, namely, the A. O. U. W., D. of H., M. W. A., W. O. W., Women of Woodcraft, I. O. O. F., Rebekahs, A. F. & A. M., O. E. S., Modern Brotherhood of America, the Fraternal Brotherhood and the F. of A. The shingle weavers and engineers have unions, and the Women's Christian Temperance Union and the Loyal Temperance League each maintain local organizations in the town.

The most important event in the recent history of Arlington was the building in 1900 and 1901 of the Arlington-Darrington branch railroad, about twenty-eight miles long. The only trains being run over the road at this writing are tri-weekly accommodation trains, which are not specially satisfactory to passengers, yet the road is developing a magnificent section of county along the north fork, bringing its wealth of lumber and shingles to the market of the world, and encouraging the development of its great agricultural possibilities and causing a great influx of population, all of which is more or less tributary to Arlington. It is also lending en-

couragement to the development of the Darrington copper producing belt, which, if indications are to be trusted, has a grand destiny in store for it.

With a splendid site, magnificent natural drainage, great tributary wealth of timber and agriculture and mines, a progressive people, a record of past achievement of which it has cause to be proud, the young town of Arlington looks out upon the future with confidence that it is destined to occupy no second place among the inland towns of northwestern Washington.

#### MONROE

It would be difficult to imagine a more sightly location for a town than that occupied by Monroe. Near it is the spot named by the early settlers, "Park Place," because of its park-like beauty, and the site of the present town is scarcely inferior in natural attractiveness to that so justly celebrated from the earliest times. Indeed, Park Place may reasonably be considered a part of Monroe, though not included in the corporate limits, for the semi-rural, semi-urban homes, which are a prominent characteristic of Monroe, extend all the way to Park Place, making the two a unit in fact, if not in law. Not content with bestowing transcendent beauty upon this favored spot, Nature, in her partiality to it, gave also the elements of wealth with a lavish hand. The statement has been made that if Monroe were considered the center of a circle, with a radius ten miles long, more natural resources would be included than in a circle of like area described about any other town in the state. However this may be, it is certain that the natural wealth tributary to Monroe is indeed great. Situated in the celebrated Forks country not far from the confluence of the Skykomish and Snoqualmie rivers, it is the natural trading point for the splendid valleys of these waterways, valleys rich in timber, rich in agricultural achievements and still richer in agricultural possibilities. It also enjoys the trade of Woods creek, another transcendently rich section, and of course has a right to its share of the trade of the Snohomish valley. While Monroe is certainly not to be classed with those temporary towns which depend entirely upon the timber and disappear as soon as the work of the logger and the mill man is done, its rapid development during the past few years has been due to the great activity in the lumbering industry. So very abundant is the timber contiguous to it, that even were this its only resource, it would have assurance of a long life, but the demands of the multitudinous manufacturing population which must some day establish itself around this gateway to the Pacific will cause the splendid agricultural possibilities of its tributary bottom lands to be developed to the utmost, giving it assurance of immortality as a town.

At least as early as 1878, the desirableness of Park Place as a site for a town was appreciated, and it is said that some efforts were made by Salem Woods to start one there. Little resulted from these efforts, however, for J. A. Vanasden tells us that when he came in October, 1889, a saloon, which had been maintained there previously, was closed, and that there were only two small buildings in the place. Mr. Vanasden brought with him a stock of general merchandise, starting the first store. In 1890 he secured the establishment of a postoffice, to which the name "Monroe" was applied and of which he continued to be master for the ensuing seven years. In the fall of 1889 came also Ladd & Elliott, who opened a large hotel and a saloon. The next business was the blacksmith shop of George Beaton, established in the spring of 1890, about which time the town site was platted.

The development of 1891 consisted of a small grocery store of J. W. Halvert, the butcher shop of Shannahan & Chitwood; the hotel of John Johnson, and a large public hall building, while about one mile below town C. Dubuque & Son built and began operating what is now known as the Stocker saw-mill. Here the growth of Park Place was arrested by the location of the Great Northern railway, which passed about a mile from the town, making it evident that the location of the business part must be changed.

Mr. Vanasden, who was the first, at least in later times, to locate in the old town, was also the first to move to the new site. He and John Stretch platted what was known as Tye City, so named after the man who he says was the real locating engineer of the Great Northern, though John F. Stevens is usually credited with having accomplished that task. Tye City was platted on Mr. Stretch's homestead, now the northeastern part of Monroe. Its name has fallen into disuse, while the name of the old town and the first postoffice survives. Mr. Stretch tells us that the name of the railroad station originally was Wales, but that the name "Monroe" was substituted on his solicitation. The next building after Vanasden's to move to the railroad was Elliott Brothers' saloon; then John Brady bought and moved the pioneer blacksmith shop, which is still in use. The Independent Order of Odd Fellows purchased the old hall building and brought it to the new town, where it was utilized for lodge and social purposes until destroyed by fire. John Johnson also moved his hotel building, that which is now occupied by the First and Last Chance saloon. The last building to be moved was placed in the new town about five years ago.

In the meantime, new buildings were being erected continuously until the depression of 1893 and subsequent years caused a pause in general development and progress. Though Monroe revived as did almost all other towns in the sound country,

as soon as good times came, its population in the fall of 1902, when it incorporated, was only 300 persons. A year or two before it had suffered severely from a fire, supposed to be of incendiary origin, which started under the roof of the I. O. O. F. hall, and did not stay its ravages until the whole of the main business block, the one numbered forty-one on the Monroe Land & Improvement Company's plat, was in ashes. A complete list of the losses cannot be attempted here, but the principal ones were: Independent Order of Odd Fellows, \$3,000 to \$4,000; Henry Dennis, \$800 or \$1,000; J. E. Dolloff, \$6,000 or \$7,000; H. M. Treadwell, \$2,000; B. L. Monck, \$3,000, insurance \$1,000; E. F. Welburn, \$1,000; John Brady, \$2,000; Lot Wilbur, of Snohomish, \$800 to \$1,000; George Mack, \$3,000; W. R. Pearsall, \$1,000. Slight losses were also sustained by persons in other blocks. Mr. Vanasden's three buildings were scorched, the loss being \$116, fully covered by insurance.

The destroyed buildings were speedily replaced, mostly by the men who sustained the losses, but the I. O. O. F. located their fine new hall building in another block nearby.

Since Monroe was incorporated very late in 1902, it has multiplied its population by five. The people will not admit that there has been any boom, but contend that all this growth is the legitimate result of developments in the rich timber lands contiguous and in agriculture. Monroe's population is conservatively estimated at fifteen hundred within the corporation limits, while in the immediate vicinity of the town are at least a thousand more.

The main occupations of the people in the country immediately tributary are lumbering and farming, the former business having the ascendancy at present. The manufacturing establishments in the vicinity are those of Stephens Brothers, incorporated, producers of rough and dressed lumber, shingles, sash and doors, moldings, etc., E. Milton Stephens, president, Elmer E. Stephens, vice-president, B. F. Bird, secretary; the Monroe Water & Light Company, A. H. Buck, president; the Monroe Mill Company, S. A. Buck, president; August Holmquist, shingle manufacturer; W. E. Stocker, lumber and shingle manufacturer; John Johnson, lumber manufacturer.

Many of the farmers are engaged in the production of milk for the two creameries of Monroe, namely, Weinstein & Company's, Charles Hanson, manager, and the Monroe Creamery, W. E. Bartholomew, proprietor. The reputation of the Forks country, in which Monroe is situated, for the production of berries and small fruits has long been established. Adjoining the town is a berry farm of some fifty-five acres, while within and around it are many small tracts on which raspberries, blackberries, strawberries, etc., may be seen growing in great perfection and abundance. It is highly probable that in future, when the development of the

sound country shall demand it, this entire region will be devoted almost exclusively to small fruits. The population it will then sustain will number many thousands.

One of the institutions in which Monroe takes special pride is its annual district fair, which last year was held late in August. Under the head of "Welcome," its president and directors wrote, in their published premium list for 1904, the following:

"The pride that the citizens of Monroe and its neighborhood and the directors feel in this little fair, using that term in its endearing, not its diminutive sense, is such a sentiment as binds communities closer, unifies their action, rejoices in every one's achievement, and teaches that the success of one is the prosperity of all. We take honest pride in the belief that our town of Monroe and vicinity will appear to visitors of both occasions to have made a greater and more permanent growth since the first local fair a year ago than any other place in Snohomish county. Nor is the reason for that growth for from immediate view; the very situation and environment of the town is its capital stock, paid up non-assessable, open to all who will with honest work or honest capital draw upon it, and over and above all, stock incapable of diversion, not subject to graft. We welcome impartially all who come. To those on pleasure bent we promise a good time; to the merely curious much that will interest; to those with the more serious thought of location or investment, food for earnest consideration.

Besides those already mentioned, the established businesses of Monroe are as follows: Monroe State Bank, E. M. Stephens, president, A. J. Agnew, vice-president, C. L. Lawry, cashier; Stephens Hospital, Dr. L. L. Stephens, proprietor; hotels, Hotel Pearsall, R. J. Stretch, proprietor; the Washington, Mrs. I. Van Horn, the Hotel Monroe, J. L. Wallace, Hotel Northern, Mrs. Emma Bell; real estate, J. A. Vanasden, E. T. Bascom; the Monroe Land Company, S. E. Tallman & Son, J. McKeen, town-site agent; general stores, P. Sjostrom, Monroe Clothing Company, Harry Weller, manager, Charles Knosher & Brother, Warner & Harris, J. E. Dolloff & Company, Moody's Racket, Sherman J. Moody, proprietor, also another racket store; drug stores, E. A. Roberts and W. E. Mansfield; the Monroe Furniture store, J. A. Vanasden and Nellis Francis, proprietors; shoe stores, Prescott & Company and the Monroe Shoe Store, Mrs. Wilma Cedergreen, proprietor; C. E. Ritchie, jeweler; barber shops, Mrs. Tillie Hewitt, the Pioneer, H. J. Dennis, proprietor, H. A. Barnhart, the latter mentioned also a dealer in jewelry; Monroe Livery, Feed and Sale Stable, J. P. Joos, proprietor, Metropolitan Livery and Feed Stable, B. J. Dougherty, meat market, Charles F. Elwell; millinery, Mrs. M. E. Holcomb; Monroe Hardware Company, Monck & Evans, proprietors; confectionery, tobacco and stationery, A.

B. Spraw & Company; stationery, Thomas W. Stranger; confectionery, cigars and notions, W. R. Pearsall; W. D. Bruce, cigars and tobacco; wholesale and retail dealers in meats, groceries, and farm implements, Bruhn & Henry, Inc.; restaurants, Olympia Café, Menroe restaurant, Charles E. Cunningham, proprietor, and two others; the Mercer blacksmithing and repairing shop; Andrews & Sons, blacksmithing and repairing; the Pioneer Cyclery; A. Strandberg, shoemaker; Bradley Williams, contracting painters and paper hangers; tailors, James Holmes, John Veith; Star bakery and grocery; A. H. Lemon, dealer in wood, coal, brick, cement, etc.; Roberts Brothers, manufacturers of ice cream and dealers in ice; Monroe bakery, J. P. Schmitt, proprietor; carpenter shop, John Harris; Joseph Dennis, pioneer drayman; Andrew Lindquist, building contractor; J. E. Stirton, contracting carpenter; photograph gallery, D. W. Funk, now leased to the Rigby sisters; second-hand store, J. H. Hoffer; James Farmer, builder and plasterer; Monroe hand laundry, John Uhey, proprietor; plumbing and tin-smithing, J. T. MacKenzie; postmaster, R. H. Stapleton; veterinary surgeon, G. L. Wainwright; harnessmaker, E. H. Nims; saloons, Bank Liquor store, J. L. Wallace, proprietor, Rainier, W. C. White, proprietor, Olympia bar, Peter Suhl, proprietor, Horseshoe, Malone & Donovan, proprietors, First and Last Chance, Charles Dickson, proprietor, Gardell & Bloom; newspapers, Monroe Monitor, E. C. Bissell, publisher, Washington Transcript, G. W. Head, publisher; dentist, Dr. R. S. Stryker; physicians, Drs. L. L. Stephens and Harry K. Lum; attorneys, L. C. Whitney and E. T. Bascom.

One church, the Methodist Episcopal, W. J. Rule, pastor, has established itself in the town, and there are a number of fraternities, including the K. O. T. M., L. O. T. M., I. O. O. F., Rebekahs, M. W. A., I. O. G. T., and F. of A. Monroe has excellent common and high school facilities.

The town was incorporated late in 1902. It enjoys city water, electric lights, and other advantages which it could not have without incorporation. Its municipal interests are at present in the keeping of the following officers: Mayor, W. J. Williams; councilman, P. W. Anderson, R. J. Stretch, B. L. Monck, E. Milton Stephens, W. C. White; clerk, E. C. Bissell; treasurer, E. A. Roberts; marshal, E. P. Shipp; attorney, L. C. Whitney; police judges, William Sawyer and John A. Swett.

#### GRANITE FALLS

Situated on the Monte Cristo branch of the Northern Pacific railroad, at its point of entrance into the rich upper Stillaguamish river valley and located on the narrow plateau dividing that valley from the Pilchuck on the south, Granite Falls occupies a commanding position as a commercial center. While these valleys are not of great area, when fully devel-

oped they will support a large farming community and in the meantime their timber is a great producer of wealth. Their minerals have already been so energetically exploited as to give the district an important position among those of the Northwest. From the West the trade of both valleys for many miles around comes to Granite Falls. The land is similar to that at Arlington, especially adapted for dairying and gardening. Recently a \$4,500 bridge was built over the Stillaguamish a mile below town, bringing the Jordan country with its well known farms and zinc properties into close communication with the city.

The geological survey gives the town's altitude as 396 feet and that of Mount Pilchuck, ten miles east, as just a trifle over a mile. The valley of the Stillaguamish is much lower than that of the Pilchuck. It is interesting to note that the beautiful, noble waterfall of the former stream, from which the town derives its name, lies about a mile and a half up the river and is about to be transformed by the corporation which owns it into a great power producer.

Long before there were any white settlements on the Stillaguamish-Pilchuck plateau the neck of land embracing the town site was known as the "portage" among Indians and pioneers. It lies between the waters of the county's largest rivers, the Pilchuck being a branch of the Snohomish. In 1884 the first actual settlers arrived, William M. Turner and F. P. Kistner, the former coming first. Turner took for his claim the southwest quarter of Section 18, Township 30 north, Range 7 east, and Kistner took the quarter section adjoining on the south. A year later W. H. Davis took the piece west of Kistner's and in 1886 Robert Wright homesteaded the quarter adjoining Turner on the west and Davis on the north. At that time these places were covered in part by forest, in part by a large "burn," the latter giving it an added attraction for settlers.

When the Seattle, Lake Shore & Eastern came through Snohomish county in 1889, these settlers, together with a few who had joined them, loggers and trappers, secured a post-office, John L. Sneath becoming the first postmaster. The mail was carried over occasionally from Getchell. In August, 1890, deeming the little settlement then ripe for local commerce, Mark Swinnerton, of Marysville, established a store on Kistner's homestead, near the junction of the four original claims, or a few yards beyond the schoolhouse on what is now the main street of the town. T. K. Robe erected the building.

The next step in the town's progress was the platting of the site. Eighteen blocks were laid out, twelve on Wright's land and six on the Davis place. Although the recorded plat, dated August 4, 1891, bears the names of Henry W. and Abbie D. Davis and Robert Wright, S. W. Holland and T. K. Robe were the real promoters of the town. In 1891, also, George C. Monroe put in a grocery store and a few

months later work was begun by James Roycroft on the Granite Falls hotel, a two-story frame structure. It was completed and opened before the railroad builders reached the place. Blackman Brothers, late in the fall of 1891, erected a tie mill near the town for the purpose of supplying the Everett & Monte Cristo road. Later, in 1893, they built a large saw-mill and shingle plant at Blackman's lake, but unfortunately these important industries were destroyed by fire a year later. The railroad reached the town October 16, 1892, and the following spring, a station was established. During this period of construction work, Granite Falls became a bustling, populous camp.

Swinnerton was succeeded in 1892 by Anderson & Davis, the former of whom shortly acquired the property, erected the town's pioneer shingle mill, a double block, and organized the Granite Falls Manufacturing and Mercantile Company. T. K. Robe kept a store for a time in 1893. His building began to be used about 1895 by Dr. Frank Chappell as a drug store. In the spring of 1897 Percy Parmlinter built a double block shingle mill a short distance east of town and in 1898 he established the little store which has since developed into B. E. Chappell's large mercantile house, having passed into the latter's hands in 1902. J. H. Boyd and T. K. Robe also entered business in 1898 at Granite Falls, the former succeeding the mercantile company. That concern had actually closed its doors for several weeks during the hard times, leaving the settlement without a business house. Boyd sold to Morgan & Goodrich a few years later, and subsequently this firm became the present Granite Falls Mercantile Company. T. K. Robe and George Whitcher also operated a store during the latter nineties.

In 1900 the town had perhaps fifty or sixty people, Boyd's and Palmlinter's general stores, Dr. Chappell's drug and hardware store, the post-office, railroad station and four tributary shingle mills; Palmlinter's, Shafer Brothers' on the Pilchuck, Swartz & Stacey's east of town, and Anderson's pioneer mill, which had been removed to what is now Sobey. A general awakening came with the opening of the century. Settlers invaded the forest to commence the hewing out of homes, miners came in numbers to bring to light the mineral treasures of the district, lumbermen attacked the heavy timber, installing mills for the manufacture of lumber and shingles, and to supply all and handle the growing commerce came merchants, tradesmen and professional men. For four years, beginning with 1900, the population of Granite Falls has doubled each twelve-month,—a remarkable growth, yet a substantial one justified by the resources of the region. It has become a town of first importance on the Monte Cristo line and is undoubtedly one of the best small cities in the country.

The pioneer school of Granite Falls was opened in Robert Wright's old cabin, half a mile northwest

of town, and was taught by Miss Eva Andrus. After two terms there, the school was removed, in 1889, to a temporary shack house erected on the site of the present building, Mr. Kistner having donated a block of land there to the district. When Holland became the owner of the place, he confirmed the title to district No. 21. Charles Gregory first taught this school. The present school-house was erected in 1893 at a cost of \$2,600 and to it an "L" has recently been added, doubling its size. The district, embracing thirty-six square miles, also had another school-house at Sobeys' mill, known as the Outlook school.

Granite Falls also maintains two thriving church organizations, the Congregational and the Catholic, both of which have substantial church homes. The former was established five years ago and practically since its inception has been under the able charge of Rev. Campbell W. Bushnell. The Catholics erected their church building in 1903. They are ministered to at intervals by a priest from Snohomish.

The fraternal spirit is strong in the town. Three years ago, in the summer of 1902, the Modern Woodmen erected at a cost of \$2,000, a combination hall and opera house, and next year the Odd Fellows expect to put up a \$5,000 building suited to the same purposes. The societies and lodges of the town are as follows: Modern Woodmen of America, Royal Neighbors, Woodmen of the World, Women of Woodcraft, I. O. O. F., Rebakahs, Foresters of America, Court of Honor, Independent Order of Good Templars, Order of Lions, Shingle Weavers' Union, G. A. R., and the Women's Relief Corps.

July 25, 1903, the Granite Falls Post was started in the town by Niles & Moore. Two years later it came into the possession of its present proprietors, Frank Niles and R. G. Messner, the former being its editor. The Post is a most worthy little paper which enjoys the full respect and patronage of the community.

The city is soon to have an electric light plant, to be installed in connection with a new shingle mill by O. Lewis, of Snohomish. A franchise has been granted and at this writing poles are being set.

November 8, 1903, Granite Falls became a city of the fourth class. Its first officers were: Mayor, B. E. Chappell; councilmen, J. H. Fox, J. G. Luckey, D. I. Carpenter, L. H. Messner and W. H. Earl; clerk, C. T. Smith; treasurer, Dr. Frank Chappell; marshal, L. A. Clinton. The present corps of city officials are as follows: Mayor, D. I. Carpenter; clerk, C. T. Smith; treasurer, Dr. Frank Chappell; marshal, L. E. Luckey; councilmen, Dan Ashe, A. S. Critse, Emil Mongraime, William Fredregill, and C. E. Willoughby. The Robe building adjoining the post-office is occupied as a city hall.

There are nearly a dozen mills in and around Granite Falls. Robe & Menzel operate a modern plant, just south of town, erected in 1902, consisting of a saw-mill with a daily output of 30,000 to 40,-

000 feet, planing mill and lath factory. Of shingle mills there are eight: Sobeys Manufacturing Company, a mile and a half west; Chappell Shingle Company, a mile north; Sullivan Brothers, two and a half miles west; Fred Johnson, three miles west; Sobeys Manufacturing Company, a mile south; Ewald Brothers, two miles east; Swartz & Stacy, three miles east and the Best Shingle Company, three miles northeast, all large establishments. Besides these, the Lane Logging Company operates a camp five miles down the valley, employing forty or fifty men, and the Starr Logging Company is opening an immense camp three miles northwest, which will use two miles of steam railway and employ one hundred and fifty men.

Only a mile and a half east of town, directly on the railroad, lies the well known Wayside copper property, one of Snohomish county's few producing mines. Between forty and fifty men are employed in its operation.

A list of the business men and establishments of the present town would include the following: The Commercial Bank, J. B. Gibbons, cashier, established in June, 1905; the Granite Falls Post; general stores, Granite Falls Mercantile Company, of which J. L. Shumway is president, E. L. Knapp vice-president, and F. R. Morgan secretary-treasurer; Granite Falls Co-Operative Union, F. P. Anderson manager; dry goods and groceries, B. E. Chappell, William Harding & Company; hotels, Commercial, W. H. Earl proprietor, Granite Falls House, Mountain View, Ralph Pullen proprietor, Park House, Fred Stacey proprietor; drugs and hardware, Dr. Frank Chappell; drug store, Samuel Yerkes; hardware, Ashe Brothers, Willoughby & Gallagher; book store, E. E. Knapp; jewelry store, Charles Gourdon; millinery, Vincent Rinard; tailor shop, F. Wilson; blacksmiths, Ashe Brothers; meat market, Bruhn & Henry; shoe store, Fred Brush; shoe repairing, Ignac Dezort; real estate, insurance, etc., Charles Smith, A. P. Waterhouse, E. G. Southwell; transfer company, E. E. Doolittle; barber shops, H. H. Fiske, L. D. Baker; confectionery, fruits, etc., W. W. Robe, P. W. Laughead, William Frerogill; cigar factory, Henry Bogaske; postmaster, A. C. Robe; physicians, Dr. Frank Chappell, Dr. William Green.

January 1, 1903, Granite Falls had, by actual count, 155 people; a year later its population was 350 and the census taken by the Post January 1, 1905, showed a population of 670. Since that date the growth of the town has been steady and rapid, and with all its tributary resources, and all the means already installed for developing them, there would seem to be no reason why this rapid increase should not continue indefinitely.

#### SULTAN

A convenient, central location on the overland route of the Great Northern railway through the

Skykomish valley, a rich tributary region as yet slightly developed, an abundance of progressive public spirit, plenty of private enterprise, these are some of Sultan's most valuable assets. Upon these pillars the inhabitants of the present town are surely and steadily erecting a more pretentious structure. Sultan is the oldest town on the Skykomish river, which adds to its interest and importance.

The Sultan river, draining the Sultan mineral district and an extensive timbered area, flows into the Skykomish at the western edge of the village, which lies along the northern bank of the latter stream. As yet the fertile valley lands at this point are covered for the most part by timber, though there are numerous farms and ranches in various stages of development and considerable dairying is carried on. Monroe, the metropolis of the valley, is located only four miles further down the Skykomish and between these two towns the country is well settled by prosperous farmers, who are rapidly converting the forest lands into cultivated acres.

Sultan's pioneer settler is John Nailor, who came, with his Indian wife, in 1880, settling upon the town site. He erected his cabin on the bank of the slough. At that time the placer mines of Sultan river were being worked by a considerable number of men, a condition which soon gave inception to the settlement at the river's mouth. In 1885 Sultan post-office was established with Mr. Nailor as postmaster, the name being taken from that of the river, which in turn is thought to have been derived from a pioneer Indian resident, Sultan John. The Pioneer hotel was erected by Mr. Nailor in 1888.

In 1889 the little town began to take more definite shape. William B. Stevens arrived at this time and he and his wife, Agnes Stevens, purchased twenty acres of the Nailor homestead and platted the track into the town site of Sultan City, the dedication being dated October 19, 1889. Mr. Stevens also bought the Nailor hotel, and at once established a small store, thus initiating his town site project in earnest. To these holdings he added in 1890 another large tract also acquired from Mr. Nailor.

Dr. J. L. Warren put in a drug store in 1890, and that year McDevitt & Davis, of Olympia, succeeded Stevens in the general merchandise business. Before the close of 1890 Stone & Ewing were operating a saw-mill of twelve thousand feet capacity, on the site of the present depot. The next year T. W. Cobb & Company, general merchants; Shaw Brothers, clothiers and dry goods merchants; Dr. M. L. York, dentist and barber; B. F. McPherson, furniture dealer; H. M. Baker, real estate dealer and executor of the Stevens estate; Beebe & Son, blacksmiths; George Childs, laundryman; Solomon Hufford, and Mummey & Bernard, butchers, and A. W. Hawks also located in the town. Two hotels, the Sultan, E. M. Taylor proprietor, and the Skykomish, D. B. Lewis proprietor, were

also added, and in 1891, too, H. M. Shaw established the Sultan City Journal.

While construction work on the Great Northern was in progress during the latter part of 1891 and in 1892, Sultan City was used as a supply station by the contractors. As a result, between eight hundred and one thousand people were congregated there for several months during the busiest season. Three river steamers plied regularly between Sultan and down-river points: the Minnie M., the Monte Cristo and the Florence Henry, the latter built especially for the Sultan trade; all were stern wheelers. The distance between Snohomish City, the lower terminus of the lines, and Sultan City is sixteen miles. For at least two years boats made occasional trips to this up-river metropolis, hidden away in the woods, though the railroad reached the place in the fall of 1892 and a station was established.

Of course the financial panic of the middle nineties destroyed the town's prosperity, bringing disaster to its business houses and distress to its citizens, but they did not become completely discouraged. Never did a little band of townsmen work more unselfishly together. In April, 1895, these citizens organized the Sultan Millsite & Improvement Company, capital \$1,000, officered as follows: president, George Mann; vice-president, John Nailor, secretary; A. W. Bower, treasurer; A. C. Williams. Water rights and rights-of-way were located, ditches dug, flumes installed and a small tract of land within the town limits was purchased. Then a lease of this ground and power was offered as a subsidy to any mill company which would install a plant. Keefe & Perkins, of Machias, accepted the offer and immediately erected a double block shingle mill, employing sixty to seventy men. The mill prospered, new mills were added, and Sultan City gradually threw off the incubus of hard times and became a substantial, growing town.

Sultan was incorporated June 10, 1905, as a city of the fourth class. The census taken at the time showed a population of four hundred people. At the election which followed officers were elected as follows: Mayor, H. M. Meredith; clerk, Thomas W. Musgrove; treasurer, Eli Marsolais; councilmen, John F. Warner, G. V. Pearsall, E. A. Beebe, George W. Fowler. J. T. Atwood is marshal and A. L. Peterson street commissioner.

The pioneer school-house was built in 1890 with money voluntarily subscribed. The site was that of the present structure and Miss Matie Warren was the first teacher. The old building was replaced in 1891 by a fine, frame school-house, costing perhaps thirteen hundred dollars.

There are seven fraternal orders in the town: the Odd Fellows, Rebekahs, Modern Woodmen, Royal Neighbors, Foresters of America, Royal Highlanders, and the Order of Pendo. Sultan Lodge No. 193, I. O. O. F., was organized in 1902 and the year following it built, at a cost of sixteen

hundred dollars, a combination fraternal home and public hall, the only institution of the kind in the town.

A unique industry of Sultan is a trout farm, established about two years ago by the Commercial Trout Company, composed of local capitalists, headed by H. M. Meredith. This plant is situated on the Sultan river, two miles above town, and is apparently destined to achieve a great success. L. E. Mayhall, ex-state fish commissioner, is in charge of the enterprise. About a mile above Sultan on the Skykomish the state maintains one of its numerous hatcheries in charge of Henry Baldridge, which utilizes one set of traps in the Sultan river, and operates a branch station further up the main stream.

The largest logging firm in the region is the Sultan Logging & Railroad Company, U. K. Loose president, operating a mile and a half north of town. This company employs a hundred men constantly and uses its own private railway system, connecting with the Great Northern at Sultan Junction. The camp of the Wallace Lumber Company, another large concern, lies on Housladen lake, only three miles north of Sultan. On Sky slough, near the river, the Creekwood Manufacturing Company, Leon Johnson & Son proprietors, is operating a plant engaged in the manufacture of various wood novelties. The Murett Shingle Company has a plant of fifty-five thousand capacity at Winter's lake, north of town; the Superior Mill Company operates a shingle mill of from ninety thousand to one hundred thousand capacity; and a still larger shingle plant is that of Robinson & Idema, right in the town. As heretofore stated, Sultan is also headquarters for the Sultan Basin mining district and the well known Forty-Five mine, Nathan Jones, in charge of the Pinkham interests, residing at Sultan.

September 7, 1905, John A. Swett, of Snohomish, established the Star, Sultan's representative in the newspaper field, a folio sheet, politically independent.

The business houses and professional men of the town at present, other than those heretofore mentioned, are embraced in the appended directory:

Hotels, the Sultan, A. L. Peterson proprietor, Pioneer, G. V. Pearsall proprietor; general stores, John F. Warner, William Cook, G. V. Pearsall, Eli Marsolais; drug store and notions, T. J. Atwood; physician and proprietor private hospital, Dr. F. S. Sandborg; physician, Dr. Thomas W. Musgrove; attorney-at-law, real estate, E. T. Bascom; blacksmiths, E. A. Beebe & Son; livery, Wellington & Baldwin; meat markets, E. M. Taylor, G. V. Pearsall; shoe store, Joseph LePage; plumbing, J. C. Holmes; barber shop, Louis Richel; carriage repairing, Wellington & Baldwin; station agent, H. Duree; postmaster, T. J. Atwood.

## FLORENCE

Similar to Stanwood in its general surroundings and in the nature of the occupations to which it is open is the village of Florence. This pleasant little place is located upon the south bank of the Stillaguamish river three and a half miles by boat and two miles by road east of Stanwood. It is located upon what may be called the delta of the river created by the sediment brought down through ages by that stream and by the spreading channels with which it enters the waters of the sound. A few miles above Florence the main river divides and a channel known as Hat slough leaves it toward the South. A little below Florence the river is again divided, what is known as South slough parting from it. Thus between the main river and the two sloughs and the waters of the sound lies a beautiful and fertile island. This is known as Florence island. The town of Florence is at the head of regular steamboat navigation on the Stillaguamish river.

The town of Florence has the distinction of occupying a site upon the first claim ever taken on the Stillaguamish river, that of Harry Marshall in the year 1864. In 1866 James H. Perkins came to the same point to take charge of the pioneer logging camp of Reynold and Duvall, and in the fall of that year he purchased Marshall's right and became a permanent resident of the place. He is still living there. Mr. Perkins at one time platted a town site, but this was subsequently recalled and the village has grown without any regular town lots.

By reason of its convenient and pleasant location Mr. Perkins' claim and others which were soon taken adjoining seemed to invite the creation of a business center, but not until 1884 did any one take advantage of the opening offered. In that year F. E. Norton erected a store and warehouse and brought in an excellent stock of goods. At the same time the postoffice was established, with Mr. Norton as postmaster. It is said that the name of Florence, which he applied to the place, was that of his old sweetheart. In the fall of 1884 a hotel known as the Corinth was built by Messrs. Coltenbaugh & Carrins. At about the same time Messrs. Qually, Ole Nass, James Hall, Hans Lawsons and Captain Marvin erected comfortable dwelling houses. In 1885 Mr. Perkins built the Florence hotel. The excellent business which Mr. Norton had inaugurated in Florence was purchased by Jasper Still in 1888, and he sold out in turn a year later to the present owner, E. A. Hevly.

During the decades of the eighties and nineties much of the land adjoining the town of Florence was cleared of the stumps which had been left there by the operations of loggers, and small and well tilled farms succeeded. Also the tide lands were diked and cleared and brought into a high state of productiveness. There has seldom been any injury to these lands by flooding, and the lot of the farmers



there is an unusually pleasant one. Enormous crops of oats and hay are produced, the oats yielding an average of a hundred bushels to the acre. In late years cattle raising and butter making has become a prominent industry and many of the ranchers have large herds of the choicest grades of cattle. Almost every farm upon the island may be reached by the steamboats that ply upon the sloughs and hence the transportation question is solved without any further difficulty.

A number of important shingle mills are contiguous to Florence and bring much business to the place. Of these we may mention the shingle mill of John Hall, of Manley & Church and the Florence shingle mill, which together make three hundred and twenty-five thousand shingles a day. At the western end of Florence island Port Susan bay is located the Port Susan logging company, which employs a hundred and fifty men and operates a steam railroad with three locomotives. Florence is the headquarters for the supplies of this company. At the present time the following are the business men of Florence: J. H. Perkins, proprietor of the Florence hotel; E. A. Hevly, general merchandise store; Walter J. Hogan and J. H. Perkins, saloons; Joseph Dolph, barber shop; John Heeney, blacksmith; Peter Satra, livery stable; Alexander Robertson, Justice of the Peace, a position which he has held for fifteen years; S. A. Satrum, postmaster. Florence has the advantage of a large public hall, which is owned by Mr. J. H. Perkins. There is a regular stage line making two trips a day to Stanwood, of which Peter Satra is the proprietor.

There are two well-built little churches in the town, the Methodist and the Lutheran, which are ministered to in both cases by the pastors resident at Stanwood.

Florence has an excellent school with a good building, built in the early nineties and having received an addition during the last year. The teachers are Mrs. R. A. Small, principal, and Mrs. L. J. Havens, and Miss Kristine Thomle, assistants. It is recalled by the old settlers that the first school in the neighborhood was taught by Kate Bradley in a little house on the Sly farm.

In the beauty of its location and in the constantly developing country about it and in the growing interests of lumbering and navigation which center there, as well as the progressive social and mental life of the people, the village of Florence may be considered as a genuine American community.

#### MUKILTEO

One of the very oldest towns in Snohomish county, Mukilteo is well known to all pioneers of Puget sound. Its splendid location on salt water for years encouraged the hope and expectation that it must certainly become a city of no little magnitude and importance, but circumstances have been

against it from the beginning and so far all its aspirations for great things have been disappointed. It must be borne in mind, however, that the Puget sound country is still in its infancy and that the future of any town with a frontage on a good harbor, while it cannot be clearly seen, is yet perceived to be a wearer of bright and glowing colors.

The founders of Mukilteo were J. D. Fowler and Morris H. Frost, who formed a partnership for the purpose of establishing a general business where the town now is before Snohomish county was organized. Frost was a custom house officer at Port Townsend. In traveling over the sound in discharge of his duties, he noticed the many points in favor of this spot as a site for a town. He called the attention of Fowler, who was then in the hotel business at Ebey's Landing, on Whidby island, to the opportunities there presented, and formed a partnership with him for the purpose of establishing a general store, hotel and saloon business at that point. Frost took the land which forms the site of the town and Fowler a claim adjoining him on the north. They went to work at once and soon had some rough buildings erected. That in which the store was kept remained on its original site until 1890, when it was destroyed by fire. In its stead was built a large frame structure, which is still in use as a saloon. The original hotel building is standing at this date, forming a part of the present postoffice building.

Frost & Fowler, besides conducting a general hotel, merchandise and saloon business, also engaged in logging and fishing and some time in the middle sixties erected a brewery, which was burned about 1883, and was never rebuilt. For many years Frost & Fowler shipped beer, berries, fish and ice from the Snohomish river to all points on the sound in their three sailing vessels, the Tibbals, the Pigeon and the Gazelle. Fowler was the active partner of the firm, Frost coming to Mukilteo only occasionally during the early years, though later he lived there.

The original name of the place was Point Elliott, but when Mr. Fowler came he renamed it "Mukilteo," which in the local Indian language means "good camping ground." A town was platted along the water front about 1861, but the plat was never recorded and is believed to be lost. The original, recorded plat was filed by Louis K. Church and wife in June, 1890.

Mukilteo's first telegraph office came as early as 1864, when the line was built northward from Seattle to Whatcom. Mr. Fowler was the first postmaster. His commission was issued by Postmaster General Montgomery Blair, June 24, 1862, and it recites that Jacob D. Fowler was appointed postmaster of Mukilteo, county of Snohomish, Washington territory, and took the oath of office March 26, 1862. Fowler continued to serve as postmaster until 1891, when he was succeeded by William

Hazard. L. H. Foster was Hazard's successor and on April 5, 1898, he handed the office over to Mrs. Louisa Sinclair, daughter of J. D. Fowler. The postoffice has therefore been in the hands of Mr. Fowler or a member of his family from 1862 to the present date, except for one comparatively short period.

One of the promising industries of the early days at Mukilteo was a salmon cannery, put up on the point by George Myers & Company in 1877. It is said that this cannery proved a fair success, until the heavy snows of the winter of 1877-8 broke down the structure, when the plant was removed to Seattle. It is claimed to have been the pioneer cannery of Puget sound.

Some five years later, a company headed by Frank Tuttle erected another cannery at Mukilteo, larger than the Myers plant and much better equipped, but it, too, moved away after successful operation for two seasons.

About the year 1877, Frost & Fowler became somewhat involved financially, owing to the prevailing hard times, and their property was placed in the hands of M. V. B. Stacey, of Seattle, as trustee. George Myers, who was formerly in charge of the pioneer cannery, succeeded the old firm as store keeper and hotel proprietor. Stacey made an effort to build up the town, whose fortunes were waning rapidly at the time, but had no permanent success and the old town made no progress to speak of for many years.

In 1890 Mukilteo had quite a boom, owing partly to the general industrial revival which followed the admission of the territory to statehood, but more directly to its prospects of becoming the Puget sound terminal of the transcontinental railroad. Several additions were platted and much land was sold, but the town was once more doomed to disappointment. Furthermore in 1891, the Port Gardner boom commenced, resulting in the rapid up-building of the city of Everett and taking away from the ancient town all hope of a rapid development in the near future. The people were left just as they had been before the dawn of the railway era, dependent almost entirely upon the fishing and logging industries.

For many years prior to 1903, the population of Mukilteo did not exceed seventy-five or eighty, but in the year mentioned the Mukilteo Lumber Company erected and began operating a large saw-mill, causing a rapid increase in the number of residents of the place. The present population is about two hundred whites and one hundred and fifty Japanese, most of whom are employed in the mill. This large institution naturally brought new buildings and new business houses and gave a decided impetus to general progress. At the time of the writer's visit (September 11, 1905,) three ships were loading in the harbor, one of them a great iron freighter from London, England.

It is fitting to add a further word regarding this mammoth mill. It is not inferior in size to any on the sound, its capacity being two hundred thousand feet in ten hours. It is also equipped for manufacturing all the li-products, such as lath, etc.; indeed it is one of the most modern in its appointments as well as one of the largest in all the world. The company is officered by M. J. Clark, president; E. A. Nickerson, vice-president, manager and treasurer and O. B. Whitney, secretary.

There is another saw-mill at Mukilteo, that of Ira Heath, which, though small, adds its contribution to the prosperity of the town. The leading general store is that of the Mukilteo Mercantile Company (Gilkey & Runkel), who established their business May 1, 1904, succeeding the Mukilteo Lumber Company, which had previously kept a store for the convenience of its employees. Other business establishments are: Meat market, McBeath & Russell; barber shop, W. O. McAllister; candies and notions, J. P. Brennan; general merchandise, N. J. Smith; three hotels, confectionery, cigars, etc., Dan Wood; real estate, M. W. Smith. A. D. Brooks is in charge of the railway station.

The Mukilteo public school district was organized in May, 1874, and a young man named Rogers was its first teacher. During the boom days a magnificent, three-story frame school, one of the handsomest in Snohomish county, and one large enough for a town of two thousand inhabitants, was erected. It is now used as a lodge room, church and public hall as well as for school purposes.

#### INDEX

There are few more picturesquely situated villages in the sound country than Index. It lies along the overland route of the Great Northern immediately above the junction of the north and south forks of the Skykomish rivers, at the very base of the Cascades. Here the Skykomish valley is quite narrow and, shut in by the gradually rising hills, and with its heavy timber, dense foliage and dashing mountain stream, is alike attractive to the home-builder and the sportsman. During the summer season this region is frequented by hosts of recreation seekers.

But scenery and climate are not Index's only assets. Besides being the home of two large mills engaged in cutting lumber and shingles, it is the headquarters of the Index and Silver creek mining districts, which contribute not a little to the support of the town. At the present time a Seattle syndicate, the Mineral City Power and Transportation Company, is planning to tap the latter district and the immense body of timber lying on the north fork of the Skykomish and its branches with an electric railway. Engineers are now in the field under the direct supervision of the president, O. O. Rowland, who expects to begin construction work before the

year 1905 comes to a close. The opening of this rich mining district will undoubtedly cause a healthy business revival.

Amos D. Gunn, the founder of Index, came to the site in April, 1890, and upon the ground where his residence now stands opened a little way station for the benefit of travelers, miners and claim seekers. The following spring he filed on seven placer claims lying at the forks of the river, upon which the town of Index was platted, April 24, 1893, by Amos D. and Persis E. Gunn, after patents had been issued to Mr. Gunn. He also secured a postoffice in the spring of 1891, becoming the first postmaster. After the line of the Great Northern had been definitely determined, considerable activity began to manifest itself at Index, which shortly became a construction depot and the home of a small mill engaged in sawing ties and bridge timbers. The railroad reached Index from the west in October, 1892, and the following February through connection with Spokane was established by a junction of the rails at Madison hot springs, just west of the summit. After platting the town, Mr. Gunn sold a half interest to the Everett Terminal Land and Milling Company, whose successors still retain what is left of that portion. That corporation became involved in litigation as a result of the financial panic of 1893 and for many years its affairs were sadly entangled, but they have now been adjusted.

The original Gunn hotel was burned July 22, 1893, together with every building in the town except the depot. Mr. Gunn then built the Hotel Index, in which he also maintained a small store. During the next four years this combination business constituted the commercial portion of the town, but in 1897 Andrew I. Indredson put in a general store, and shortly afterward came a saloon. Following the opening in 1898 of the well known Copper Bell and Sunset copper mines in the immediate vicinity of Index came a decided boom period for that section. It is estimated that fully a thousand prospectors and miners made Index headquarters that summer, the town becoming a vast field of tents and shacks—a typical frontier mining camp. That year witnessed the establishment of John A. Soderberg's general store, now owned by Baitinger & Ulrichs, Isaac Korn's drug store, the building of the Bush and Grand Pacific hotels and the erection of a saw-mill by a man named Haybrook.

In November, 1902, the town received a serious setback. About half past three o'clock one Saturday morning, a fire broke out in the Sunset lodging house, conducted by Harry Hoback above his saloon. Six men were sleeping in the hotel, all of whom managed to escape except James Kelly, whose body was found among the ruins. As near as the facts could be ascertained by the coroner, Kelly had retired late on the previous evening, thoroughly tired out by a walk from the mines at

Galena. He had evidently started for the stairway upon being awakened, but was suffocated before effecting his escape. Besides the Sunset lodging house, E. Saindon's barber shop, the Korn drug store, C. R. Redding's assay office and a restaurant building owned by L. H. Foster, of Mukilteo, were destroyed.

At the present time Index has a population of between two and three hundred, though during the summer season there is a large floating population also. The past two years have witnessed an increase of at least fifty per cent. in the growth of the town with excellent prospects of this rapid growth continuing. A small but complete water works system was installed by John E. Soderberg two years ago, water being obtained from a spring north of town and carried in eight inch mains. Incorporation will probably be the next move of importance.

The larger of the two mills is that owned by Sylvester Smith and located in the town limits. It is a combination saw and shingle plant of forty thousand feet lumber capacity, and perhaps sixty thousand shingles daily, erected in 1904. Mr. Smith is now preparing to install a lighting plant to supply his mill and the town. The other mill saws lumber only, its capacity being about 25,000 feet a day. It, too, was erected in 1904. H. J. Miller, of Chehalis, is owner and manager. In addition to these industries, John O. Soderberg operates a granite quarry along the Great Northern, three-quarters of a mile below town, in which seventy men are employed most of the time. This quarry is now engaged in supplying material for the construction of the new federal building in Seattle. The remaining business institutions are as follows: General store, Baitinger & Ulrich; grocery and meats, C. E. Lewis; drugs and assay office, C. R. Redding; hotels, the Bush, C. N. Bush proprietor, Index, H. E. Johnson proprietor, and Grand Pacific, Mrs. Julia Russell, proprietress; confectionery, Ross Phillips; station agent, T. A. Skalley; postoffice, Miss P. E. Gunn, postmistress. The Index Miner, published by C. W. Gorham, of Snohomish, is a valuable little paper, now in its seventh volume.

In 1892 the Index school district, road district and voting precinct were established, but not until the spring of 1894 do we find record of the holding of a term of school. At that time Miss Lena Gunn commenced teaching in a portion of the dwelling now occupied by R. C. Van Vechtan, and taught two successive terms. The present school-house was erected in 1899 at a cost of \$400, and in it forty pupils are now registered, the teachers being Mrs. Belle Dermady and Miss Clara Beach. The Congregationalists, who are now engaged in building a chapel, have held regular services in Index for the past year and a half. The town's public hall, erected by the Red Men three years ago at a cost of \$2,000, is a handsome, substantial structure that is a credit both to the order and to the community.

## MACHIAS

Charles Niemeyer, Sr., one of the earliest pioneers of the Pilchuck valley, is the man who secured from the United States government title to the land upon which the town of Machias has been built. Mr. Niemeyer was one of a number of men who in 1877 surveyed the township in which it is located, namely, Township 29 north, Range 6. He filed upon this land the following year. At this date there was not a road up Pilchuck worthy the name, much less a railroad, and the time when the conveniences of civilization would be enjoyed by the Pilchuck pioneers seemed indeed remote. Before locating his family upon their new home, Mr. Niemeyer assisted his neighbors, Horace Andrus and W. A. Clark, in cutting out a possible road up the valley, and over this he brought his household goods and small children in a sleigh drawn by oxen. The white population of the valley at this time consisted of Messrs. Niemeyer, Clark and Andrus, already mentioned, the two Dubuques, Gregory and Fred Foss, but there were many Indians, especially just across the Pilchuck from Mr. Clark's, where there was a large camp. A little later the country began settling quite rapidly, among these who came being the Granite Falls pioneers and a German settlement near Hartford, and long afterward, when the building of the railroad became a certainty, every available acre was speedily appropriated.

The contract by which Mr. and Mrs. Niemeyer granted the right of way to the railroad company was executed October 4, 1888. The road was built soon after that date and early in 1890 the town was started by L. W. Getchell and others, who bought for the purpose eighty acres of land from Mr. Niemeyer.

Before this time, a postoffice named Rudd had been established in the vicinity and a store was maintained by C. B. Miller, but the first business house opened in the town proper was the grocery and supply store of A. Sapp, who, for a number of years, enjoyed a monopoly of the trade of the surrounding country. The writer was in his place of business in 1896, and distinctly remembers that though the country was then just emerging from a four-year period of great financial depression, Mr. Sapp and his assistants were rushed with work filling orders that were pouring in upon them.

Of course, one of the first essentials of an ambitious new town in a timber country is a saloon, and Machias was not long without its vendor of grog. A blacksmith shop, another prime requisite, was early started by Samuel Cox. The main support of the town was the logging and shingle manufacturing industries, both of which received a mighty impetus from the building of the railroad, but the dull times which followed so hard upon the starting of Machias prevented it from securing the splendid early development which it might otherwise

have had. Mr. Sapp's first competitor in the mercantile business, aside from a very small candy store, was A. H. Boyd, who, after a few years, was succeeded by W. H. Moore. The third general store was started by one Frank Smith, who went out of business after trying it for a year or more. George C. Thomas succeeded him, but he also retired after a brief experience, leaving the field open for Frank King, who is in the grocery business in Machias at this date.

It is believed that the first hotel was kept by Samuel Long in connection with a saloon, but very early in the history of Machias came Mrs. Frances Miller, who opened a hotel in a building belonging to Mr. Sapp. This hotel is still maintained, though it is now in the hands of another proprietress.

At the present writing there is within the limits of Machias the business houses of W. H. Moore, dealer in dry goods and notions; of A. Sapp, dealer in groceries, hardware, boots and shoes, etc.; of F. King, grocer; the restaurant of Mrs. Ed. Rogers; the Hotel Machias, Mrs. Flora Curry, proprietress; the blacksmith shop of James Haze; the meat market of Nathan Carpenter; the Machias athletic hall; a Congregational church, R. H. Parker, pastor; a two-room school-house, in which last year R. H. Britton and John St. John presided as teachers; two saloons and a barber shop recently established.

There is a very considerable population in the immediate vicinity of Machias, employed in the mills and camps. The main reliance of the town is lumbering. John Anderson & Sons have a shingle mill near; the Bolcom Bartlett Mill Company has three mills not far from town, and about a mile away is the Hulbert Lumber Company's logging camp, which employs some thirty men. Saturday evenings, after the work of the week is done, the shingle weavers and lumber men flock into Machias, making it a very lively place for the time being.

## STARTUP

This thrifty little industrial center, along the main line of the Great Northern four miles above Sultan City, is one of the rapidly growing towns of the Skykomish valley. It is the home of the Wallace Lumber and Manufacturing Company, which is operating one of the most complete milling plants in the county and has a monthly payroll of approximately nine thousand dollars, and employs in all departments an average of one hundred and sixty men. With this extensive industry as its main support and the commerce drawn from a steadily increasing agricultural community, Startup, or Wallace, as it is also named, has gained the reputation of being a substantial and prosperous place.

For ten years prior to 1899 Startup consisted of merely a trading hamlet. Along in the middle eighties F. M. Sparlin homesteaded the site, erecting a dwelling large enough to serve as a way sta-

tion for travelers up and down the valley. In 1889 John F. Stretch arrived and established a store with hotel in connection; with his wife and William Wait he dedicated the town-site March 21, 1890; a little later A. C. Reeves put up another store and hotel and these establishments constituted the principal business part of Wallace when the Great Northern came through in 1892. The succeeding financial stringency set the village back to one store and Sparlin's place, the former being conducted by H. J. Langfit, successor to Mr. Stretch. The building of the saw-mill at Wallace in 1899 inaugurated a new era in the town's history, and as that enterprise has expanded from time to time the town has enjoyed a proportionate expansion.

The business of the town is done by the following establishments: The plant of the Wallace Lumber and Manufacturing Company, including a saw-mill with sixty thousand feet capacity, shingle mill with one hundred and thirty thousand capacity, planing and lath mills, all but the first named occupying yards within the town limits; two general stores, those of T. E. Lewis and Armstrong & Burkhold, the former being the older; two hotels, the Forty-five, conducted by F. M. Sparlin, the original owner of the town-site, and the Wallace, built three years ago by J. R. Giddings; W. J. Webster's meat market, established in 1904; a livery stable, owned by J. R. Giddings also; L. L. Ramala's jewelry store; C. D. Shaw's blacksmith shop; two confectioneries owned by Combs & Lewis and H. G. Cinnamon respectively; and a barber shop, conducted by the latter gentleman. Mr. Lewis, a pioneer of 1891, is also postmaster.

Two churches and a good school promote the moral, educational and social welfare of Startup. Of the churches, the Methodist is the older, having been erected in 1898; its present pastor is Rev. H. C. Wilson. The Baptist house of worship was erected in 1904 and is presided over by Rev. Adolph Guenther. In 1892 the main portion of the present neat school-house was erected, superseding a small shack. Two additions have since been added, the last in 1904, giving the building four rooms.

Down to the year 1901 the postoffice and railroad station bore the name of Wallace, but trouble caused by confusing it with Wallace, Idaho, at that time led the department to suggest to the citizens the adoption of another name. This they did, choosing Startup in recognition of the part their fellow townsman, the manager of the mills, had taken in upbuilding the town.

#### MONTE CRISTO

The business center of the rich mining district in eastern Snohomish from which it takes its name is Monte Cristo, a small, picturesque village buried in the heart of the Cascade range. Notwithstanding its isolated location, at an altitude of four thousand

and feet above sea level, a standard gauge railroad connects it with the outside world, the Monte Cristo branch of the Northern Pacific. Three trains arrive and depart each week at present.

Monte Cristo's founding was contemporaneous with the beginnings of active development in the district in 1891. That summer a postoffice was established with Owen McDevitt as postmaster. The Monte Cristo Mercantile Company, A. J. Agnew manager, opened the pioneer store in the old log cabin still standing just east of the present store, and the Monte Cristo Mining Company built a hotel, the Monte Cristo, which stood back of the Royal hotel. A saw-mill was also installed by the mining company near the hotel and store. The next season Jacob Cohen opened another hotel, the Pride, and a number of other business enterprises were instituted. With the arrival of the railroad in 1893, the building of an immense concentrator and heavy work at the mines, the town attained a population of perhaps four hundred.

February 24, 1893, is the date upon which the town-site was formally dedicated by Joseph L. Colby as president and Charles F. Rand as secretary of the Monte Cristo Mining Company. One hundred and thirty-six lots were laid out on portions of Junction Placer claims Nos. one, two and three at the junction of Glacier and Seventy-six creeks. This place is probably the nearest approach to a flat there is in the vicinity of the mines and works, and that is more accurately described as a rolling hillside.

The fortunes of the town have varied in sympathy with those of the camp and need not be entered into here as they have been fully treated elsewhere. With the revival of extensive operations now being inaugurated, Monte Cristo's business enterprises will likewise expand, keeping pace with the prosperity of its only supporting industry.

At present the Monte Cristo Mercantile Company, of which J. M. Kyes is manager, maintains a large general store; Jacob Cohen and Mrs. Shedy are proprietors of a most excellent modern hotel, the Royal; besides which the town has a saloon and a barber shop. A comfortable little school-house is in charge of Miss Francis Moncrief, five pupils being the enrollment.

#### SILVERTON

Silverton lies on the Monte Cristo branch of the Northern Pacific in the heart of the Silverton mining district, which has been described at length in the chapter dealing with the mines. As with Monte Cristo, the history of the town is practically identical with that of the district. At present the business of the town consists of two general stores, Will McDonough's and O. L. Lee's; two hotels, the Silverton, of which Robert Murray is proprietor, and that of D. N. Price; and three saloons. Robert McDonough is postmaster. There is also a tele-

graph and express office at Silverton. A thriving school is maintained with Miss Hogg as teacher.

Shortly after the first prospects were opened in 1891, a meeting was held by the miners at which the district was christened the Stillaguamish Mining District and the settlement Silverton, the date of this meeting being August 26, 1891. The following winter a town-site was established by Charles McKenzie, Parker McKenzie, J. B. Carrothers, William Whitten and John F. Birney, and the fortunes of the place since have risen and fallen with those of the mines, upon which the inhabitants depend almost entirely for their support. Several of the more prominent properties, including the Bonanza Queen, the Bornite, and Imperial, have recently undergone extensive development and expect soon to begin shipping. The Bonanza Queen has installed a tram and is already for immediately placing its copper ore upon the market, so that a revival is looked for very soon. Silverton also has a new two hundred and fifty-ton concentrator on the Independence property near the town, but pending an adjustment of business matters, this fine plant is idle.

Silverton is reached thrice a week by train. In the summer season it is considerable of a fishing and health resort. The altitude is only half that of Monte Cristo, fifteen miles further up the line, or about two thousand feet.

#### DARRINGTON

Nowhere, perhaps, in all Snohomish county is there a more transcendently beautiful spot than that which forms the town-site of Darrington. Though at the very doorstep of the Cascades, and sitting at the feet of that magnificent, towering, snow-capped and glaciated peak known as White Horse, with other grand mountain uplifts in the near prospect, it is itself remarkably level,—a fact which makes the bounding mountain sides seem all the more rugged and grand. A growth of small evergreen trees helps to beautify the landscape, but at the same time hides from view the Sauk river, one of the most magnificent streams in the state, which, coming from its remote sources in the Cascades, passes to the right of Darrington, around the base of Gold mountain and away to a junction with the Skagit. The town-site is on the gravelly divide between it and the head waters of the north fork, which flow in a very different direction, reaching the sea through a more southerly channel. Its inspiring scenery, its refreshingly cool summer climate, its proximity to the mountains and to rushing mountain torrents would seem to indicate future favor and fame for Darrington as a summer resort. It is not without an agricultural basis, and a good one, but its hope of greatness rests upon the valuable minerals which lie buried in the depths of the neighboring mountains, outcropping in places to incite to effort the prospector and the miner. Most active of these developers are the owners of the

Bornite copper mine, which is situated some twelve miles from Darrington, and connected with it by tramway. They are now running a tunnel three thousand feet long to strike the ledge at a great depth, thus testifying their faith in the merits of their property by spending large sums of money in its development. Should they begin shipping ore in December, as they hope to do, and should they realize the returns they have every reason to expect, there will probably be great activity among the other mine owners of the Darrington district, with a consequent stimulus to growth in the town itself.

While many prospectors and miners came to the Darrington region in the early nineties, and later a number of homesteads were taken, among them those of S. B. Emens, George Knudson, Lester K. Alvord and Fred Olds, the town did not begin to be developed until the building of the Darrington branch was assumed. Since then it has been progressing steadily, though somewhat slowly, for no town depending largely upon copper mining can hope to develop rapidly at first, the opening of mines of this character being so very expensive and, where capital is lacking, necessarily attended with such long and discouraging delays.

The business establishments of Darrington at this writing consist of the general stores of the Darrington Mercantile Company and Montague and Moore; a hotel; the saloon and lodging house of Joe Chenier; the Eagle saloon, Kennan Bros., proprietors; a saw-mill with a capacity of forty thousand daily, owned by the Sauk Lumber Company; a tie mill, owned by Seymour Brothers; a railway depot, postoffice and a number of residences.

#### BRYANT

About three and a half miles north of Arlington, on the line of the Northern Pacific, is the small lumbering village known as Bryant. The first settlers in the neighborhood were Samuel Erdahl and Carl Berge, who filed on their land and made settlements upon it some time in the latter eighties. In 1892 Charles Verd and Thomas Sanders, under the firm name of the Bryant Lumber and Shingle Company, began operations in the locality, building a shingle mill and inaugurating a logging plant. Recently this company sold its mill and a logging railroad about five miles long, with what land and timber it had, to the Stimson Lumber Company, who are now building a railroad to Marysville, to secure an outlet to the sea for their lumber. The road is designed primarily for the conveyance of logs, but under the terms of its charter, the lumber company is required to carry passengers and freight and in all respects comply with the law regulating common carriers.

The building of the road will make Bryant a junction, and will no doubt give quite an impetus to the town. At present it consists of a general merchandise store, a pool room and a number of small

dwelling houses, all belonging to the mill company; a railway depot; a postoffice, Miss Mary Sumner, postmistress; a saloon and a few farm houses.

## OSO

About the year 1889 a postoffice was established on the North Fork, to which the name Allen was given in honor of John B. Allen, delegate to congress. Soon after a town near Tacoma was named Allyn, and to avoid misspelling of mails, the name of the North Fork postoffice was changed to Oso. No town was thought of at that time nor for years afterward, but when the Arlington-Darrington railroad was built, it began to assume greater importance. At present there are here the dry goods and grocery store of A. L. Cogswell, who also has the postoffice; the grocery store of Robert Wheeler; Schwager & Nettleton's shingle mill, M. G. Conover's hotel; Aldridge & Prathier's meat market and a public hall, and two saloons, owned respectively by F. H. Covey and Dan McOllivray.

## CICERO

One of the lumbering towns on the Darrington railroad is Cicero, in which the milling firm, known as the Heath-Morley Company, is the moving spirit. This firm has a saw-mill in the town and a store and hotel. Stephen Cicero also has a store, in which is the postoffice, Mrs. Cicero postmistress; Nain & Flemming keep a saloon and the O. M. Robertson Shingle Company operate a shingle mill.

## MALTBY

The land upon which Maltby is located was homesteaded by a man named Dunlap in 1887. The fall of the ensuing year a postoffice named Yew was established, but at a later date the name was changed to Maltby. It has a mill with a capacity of ten thousand feet of lumber and thirty-five thousand shingles a day; two general stores, a hotel, a saloon, a cobbler's shop; a school, established about 1889, and a Congregational church; and it is the shipping point for the product of the Advance Shingle Company of Cathcart. There is some agricultural land in the vicinity, but the main support of the town is the lumbering and logging industry.

## HARTFORD

The junction point of the Bellingham and Monte Cristo divisions of the Northern Pacific, founded in 1891, at the time the first named division was being constructed. A year later the construction of the other branch made Hartford a junction point. James V. Vanhorn and wife Kate platted the town-site June 23, 1891, and soon thereafter a thriving village sprang into existence. Fire destroyed the place early in September, 1901, wiping out the four buildings constituting the business center, including J. W. Phillips' general store, B. E. Lee's saloon, and his hotel. However, new buildings soon replaced

those burned and to-day there are the usual business houses to be found in a village of perhaps seventy-five people. Lake Stevens, a growing summer resort, lies only half a mile away.

## ROBE

Situated just west of tunnel No. six on the Monte Cristo branch of the Northern Pacific, a village of comparatively recent establishment, the home of the Cañon Lumber Company. This concern operates an extensive plant employing probably a hundred men. The company's mills, store and a saloon constitute the business of the place. The name of the postoffice is taken from that of the town-site's pioneer settler. Granite Falls lies eight miles west along the same road.

## SOBEY

A station on the Monte Cristo branch of the Northern Pacific, just west of Hartford. The life of the community is to be found in the Sobe Shingle Company's plant. A school and postoffice are maintained.

## GOLD BAR

Gold Bar is a thrifty saw-mill town of between two and three hundred people, in the Skykomish valley along the overland line of the Great Northern railway, twenty-nine miles east of Everett. Platted September 18, 1900, by the Gold Bar Improvement Company, it has grown very rapidly and is now among the substantial villages of the county. A two-story school-house has been erected in which forty-three pupils receive instruction, besides which the town enjoys good telephone, telegraph and transportation facilities. As the timber lands become available for agricultural purposes, many small farms are coming into cultivation, thus furnishing additional support for Gold Bar. Last year eight hundred and eighty-six cars of lumber and shingles were shipped from this point, which is indicative of the town's volume of business. The Gold Bar Lumber Company operates an extensive lumber and shingle plant there.

## MEADOWDALE

This is a newly settled community on the Great Northern coast line and Puget sound, between Mukilteo and Edmonds. It has a station, a handsome and unique log cabin hotel, a postoffice and a school with fifty pupils. It is beautifully situated at one of the most inviting points along the east shore of Puget sound and is rapidly developing berry, fruit and gardening industries.

Those commercial centers, possessing postoffices, not fully described in the preceding portion of this chapter on the cities and towns of Snohomish county are: Cedarhome, Edgecomb, Fortson, Getchell, Goldbasin, Hazel, Jorden, Lochsloy, Norman, Pilchuck, Sisco, Three Lakes, Trafton and Tulalip.