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Captain Cook and the Northwest Passage

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COVER: Watercolor and sumi ink painting of the Murray Morgan Bridge by Tacoma artist Fumiko Kimura, 1955. Of this painting Kimura says, “I thought the bridge looked so airy, about to float off, so I wanted to add a lot of strong colors and lines, to weigh it down.” See related story beginning on page 2. (Courtesy John Bailey; David Martin photo)
Saving the Murray Morgan Bridge: A Historic Preservation Case Study

By James E. Hoard

The Murray Morgan Bridge provides a direct route on 11th Street across the Thea Foss Waterway between downtown Tacoma and the tide flats industrial area. The celebration at the bridge on February 15, 2013, marked two important milestones—the 102nd anniversary of its opening and the completion of an extensive rehabilitation that saved it from demolition.

The Murray Morgan Bridge was the second major bridge rehabilitation project in Washington in less than a decade. The historic Monroe Street Bridge in Spokane, which opened in 1911, was rebuilt in 2003–05. In addition, the historic Simpson Avenue Bridge in Hoquiam, built in 1928, has been undergoing rehabilitation in recent years through a series of projects, the last of which will be completed by the end of 2015.

Long a Tacoma icon, the Murray Morgan Bridge owes its rejuvenation to a determined effort by the city to keep it intact and in place after the Washington State Department of Transportation (WSDOT) announced in mid-2003 that the bridge would be closed to traffic at the end of the year and demolished a year or two later. This announcement caused consternation among Tacoma citizens, city government, and local state legislators alike, prompting the formation of Save Our Bridge, a nonprofit corporation dedicated to doing just that.

The group identified three significant reasons for retaining the bridge. The first was economic. The redevelopment of the tide flats in the immediate vicinity of the bridge, they pointed, especially the properties right on the waterway, depends on having direct vehicle access from downtown. Several hundred million dollars’ worth of investments hinge on having a bridge connecting the tide flats to Tacoma’s urban core—about the same amount that has been invested in redeveloping downtown Tacoma over the past 20 years. The preservation group argued that the much-needed redevelopment of the tide flats could provide new jobs and additional tax revenue for the city, revenue that over time would likely exceed the cost of rehabilitating the bridge.

Second, public safety was a major issue. Having a bridge on 11th Street spares the city an expensive duplication of services. Prior to the October 2007 bridge closure by WSDOT, fire or police reinforcements from one side of the Foss Waterway could readily respond to a major emergency on the other side. After the closure, the city spent over $1 million per year to duplicate fire and police protection. Moreover, response times for emergency medical services lengthened unacceptably without the bridge. Both the cost of duplicating police and fire protection and poor response times for medical services were remedied when the bridge reopened.

Save Our Bridge cited the Murray Morgan Bridge’s historical significance, both architectural and social, as the third reason to retain it. It is the second bridge to span the Thea Foss waterway at that location. The original bridge, built in the 1890s, was a swing bridge supported by a pier in the middle of the waterway. It was built by popular demand to satisfy the need of workers to get from the city to swinmlows and factories on the tide flats. The main span rotated 90 degrees to permit ships to pass to either side. Ships sometimes collided with the center pier (and the bridge itself). The swing bridge quickly proved to be both dangerous to water traffic and generally inadequate. In 1913 it was replaced by the lift bridge we have today. Originally named the Lincoln Bridge, it came to be known as the 11th Street Bridge for most of its first 100 years. In 1997 it was renamed the Murray Morgan Bridge in honor of the famed Tacoma-born historian, author, educator, and political commentator.

Among lift bridges, the Murray Morgan Bridge has two distinctive and apparently unique architectural features—a two-degree slope and, spanning the lift towers, a truss structure built to support a large water main that ran once from one shore to the other. The sloping roadway was needed to accommodate streetcars, which cannot operate on steep grades, as the downtown side of the waterway has a higher elevation than the tide flats side. Streetcars operated over the bridge into the 1930s. The water main provided a backup supply for firefighters in case a main on the tide flats should fail. The water main has been removed, but in its place the truss now carries fiber optic cables and power lines over the waterway. Even with the roadway lowered, the bridge boasts over 60 feet of clearance at high tide, an exception among vertical lift bridges.

Waddell and Harrington of Kansas City, Missouri, designed the bridge. John Alexander Low Waddell invented the modern lift bridge and held important bridge design patents. The Murray Morgan Bridge is an outstanding example of his work. Waddell, a graduate of Rensselaer Polytechnic Institute, class of 1875, spent a number of years in Japan and published his first major work, The Design of Ordinary Highway Bridges, in 1884. His best-known work is Bridge Engineering (1916), which was used for many years as a college text.

One of the reasons the Murray Morgan Bridge has held up so well for over a century, despite receiving virtually no maintenance after the 1960s, is that Waddell designed his bridges to be exceptionally strong. This was especially so in the case of the Murray Morgan Bridge, which was intended to carry streetcar traffic as well as heavy trucks. Waddell stated on the first page of his 1884 book that the weight of iron in his bridge designs was 20 to 50 percent more than others recommend. “It is to be remembered,” he explained, “that most American iron highway-bridges are not what they ought to be, and that the author has endeavored to design structures first-class in every respect.”

The social history of the Murray Morgan Bridge is of equal significance. It was the site of labor strife from its opening in 1913 on through the mid-1930s. During that time, eight waterfront strike incidents took place on the bridge and adjoining streets. The 1916 strike was particularly violent. The longshoremen, more than 1,000 in number, were easily identified by their dress—white West Coast “Stetsons,” black Frisco jeans, and hickory shirts. Six people died, three longshoremen and three strikebreakers, in gun battles and stabbings on the bridge. Seven strikers who were carrying strikebreakers were tipped over at the switch sites from the bridge to the waterfront tracks. One of the cars carried five federal marshals. Ten Tacoma longshoremen, known as “fallers by day, Teners,” were arrested, tried, convicted, and sent to McNeil Island Federal Penitentiary for 18 months.

The “Great West Coast Waterfront Strike” of 1913 lasted 83 days, from May 8 to July 31. Along with every other major West Coast port, Tacoma’s harbor was paralyzed by the most bitter labor strikes of the era. National Guard troops with tear gas met Tacoma strikers charging over the bridge from the tide flats. There were a number of injuries, but no one was killed. When the strike was finally settled, the
Among the primary organizers of Save Our Bridge in 2003 were the late Bob Evans, former Tacoma City Council member; Dawn Lucien, civic activist and former city council member; and Clare Petrich, Port of Tacoma commissioner. Evans became president; Lucien and Petrich, vice presidents; Nancy Sayer, secretary; and L. James Hoard, served as treasurer. Other members of the original board of directors included Ron Magden, then president of the Tacoma Historical Society; Michael Sullivan, a local historic preservationist and managing principal of Artifacts Consulting; and Theda Braddock Fowler, an environmental attorney who served as legal advisor.

What the group found particularly galling about WSDOT’s economic argument—and in the end, he and Mayor Baarsma...
Taconamians are particularly fond of and—

work—and seismic enhancements—on the downtown approach and the truss spans. Seismic enhancements were also part of the columns repair on the tide flat approach. The project included replacement of the streetlights and machine house as well as the mechanical and electrical systems that raise and lower the spans. The entire project cost $57 million, with $37 million coming from the turn-back loan and the remainder from a federally-funded $20 million no-interest loan. A follow-on project, currently not funded, is a past president of the Tacoma Historical Society, for which he curated several exhibits installed at the Tacoma Historical Society Exhibit Center.

Language Processing Group. He served as treasurer of Save Our Bridge and is a past president of the Tacoma Historical Society, for which he curated several exhibits installed at the Tacoma Historical Society Exhibit Center.

The city undertook the rehabilitation project using a design-build protocol. In this sort of arrangement the project team is responsible for both design and construction. PCL Construction Services, Inc. led the team. Harrington & Hanover (the successor firm to Waddell and Harrington) and Exelec performed the primary design. The Tacoma Public Works Department provided oversight throughout the project, assisted by David Evans & Associates, Inc. and Stafford Bandlow Engineering. To commemorate the project, Save Our Bridge directed all its remaining funds—donations intended to help cover legal fees that, as it turned out, were never needed—to a plaque giving a brief history of the bridge.

Truly a Tacoma icon, the Murray Morgan Bridge adorned the masthead of The News Tribune for many years. In addition to being widely known as a historian and author, Murray Morgan had, in fact, a close connection to the bridge: he worked as a bridge tender in the early 1950s on the bridge now named in his honor while he was writing what is perhaps his best-known work, Skid Road: An Informal Portrait of Seattle. Tacomans are particularly fond of Puget’s Sound: A Narrative of Early Tacoma and the South Sound and South on the Sound: An Illustrated History of Tacoma and Pierce County, which he coauthored with his wife Rosa Morgan. Their daughter, Lane Morgan, christened the bridge at the February 15, 2013, celebration that marked the project’s completion and rededicated the bridge as it entered its second century of service.

Fig. 1. Anthropomorphic mask, Nootka Sound. Red cedar and hair, acquired by the Cook expedition in 1778. Cook’s ships returned home with significant “natural and artificial curiosities” that were new to the European world. Today these collections include type specimens of animal and bird species, ethnographic treasures, and important works of art.

As the third voyage was undertaken to search for a Northwest Passage between the Pacific and Atlantic Oceans, it held promises of many new specimens and objects from parts of the world not previously visited or explored by Europeans. Professional and amateur scientists were especially interested in the natural history specimens, but they also sought unusual cultural items for their cabinets of curiosities. The objects collected became known through journal descriptions, paintings,

FROM Curiosity TO Cultural Treasure

THE EVOLUTION OF NORTHWEST COAST OBJECTS GATHERED DURING CAPTAIN COOK’S THIRD VOYAGE

By Adrienne L. Kaeppler

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and engravings and quickly became coveted. More than 2,000 objects from Cook’s voyages have been documented, and museums and private collectors still wish to acquire them.

Anthropological and historical research, art history and theory, and scholarship on indigenous identity require knowledge about the ethnographic objects and their biography and history. Important questions include who collected cultural objects during the voyages and to whom and what institutions were they given or sold. We also need to know about the entrepreneurs—collectors and dealers—who realized that there was money to be made by buying and selling Cook-voyage curiosities.

The surgeon’s mate on the *Discovery*, David Samwell, observed of the participants on the third voyage that “instruments of war and dresses of the Natives seem’d the only Cargo they had brought,” suggesting that most were not prepared to collect natural-history specimens and instead acquired cultural objects, which they knew would be collectible and marketable. No special knowledge was required to trade such objects. Indeed, by the end of the third voyage, cultural items had shifted from unimportant appendages to natural-history collections to highly desirable objects in their own right. These new collectibles included feather-covered cloaks, capes, helmets, and god figures from Hawai’i, as well as other sculptures, ornaments, bows, tools, and weapons.

**In the Northwest Coast of America, the voyagers found a whole new set of objects to collect—masks, tongue clubs (often known as “claw killers”), rattles in the shape of birds, and bone clubs, along with new versions of weapons, fishhooks, cloaks, unusual textiles, cloth beaters, and other tools. Specialized collectors and dealers, such as George Humphreys, were there to meet the ships as they docked and buy whatever they could.**

The length of stay in an area and the quality of interaction with the local people influenced how many and what kind of objects were collected. The largest group of important objects came from the area known as King George’s Sound, or Nootka Sound, and a significant number also came from Prince William Sound. The routes and journeys the objects took after their arrival in Europe are diverse and fascinating.

Before the ships from the third voyage arrived back in London, some objects had already been given away in Kamchatka and Cape Town. William Anderson, who died on the voyage, gathered the collection that was presented by Captain Charles Clerke to the governor of Kamchatka, Major Magnus Behm, in appreciation for his assistance in repairing and provisioning Cook’s ships. Taken overland to St. Petersburg, these pieces became part of the collection of Empress Catherine the Great, and they are now in the Kunstkamera at the Peter the Great Museum of Ethnography in St. Petersburg. Although the collection was originally thought to include four American cloaks, this claim has been found to be incorrect: there are no American objects in this collection.

Several important objects from North America are now in the Natural History Museum of Florence, Italy, although it has so far been impossible to sort out who collected them or to trace their journey from London to Florence. Clothing and ornaments from the Northwest Coast and Alaska include a rectangular cloak, a circular cape, a fiber “apron,” a pair of slippers made from animal intestines, four horns, a horn bracelet, and two wooden combs. Boating, fishing, and hunting equipment includes paddles, ropes, harpoons, fishhooks, spearcheads, and a spear thrower. Weapons include bone clubs, a tongue club, and a stone club. There is also a human face mask with human hair, and a bird-head frontlet.

A collection in the Hunterian Museum, Glasgow, Scotland, includes a bird rattle, a bark beater made of bone, a hand axe, a spear thrower, and a whalebone hand club (fig. 3). The objects came from a variety of sources, which probably included the collection of David Samwell.

The collection in Göttlingen, Germany, includes a few pieces from America. Although much of the collection is from Johann Reinhold Forster, natural historian on Cook’s second voyage, a large part of the collection came from George Humphreys (1745–1816), a natural-history dealer in London, and a librarian, as well as a major dealer in artificial curiosities. By 1782 Humphreys had amassed the large collection of ethnographic artifacts that was sold to Göttlingen on behalf of King George III of Britain. Humphreys often collected directly from individuals on the ships, but unfortunately he did not usually record and pass on this information. Objects from the Nootka Sound area include a boat-model dish, halibut hooks, harpoon points, bow and arrows, an arrow case, and a bark beater. Objects from Alaska and the Aleut include a bow and arrows, spear throwers, and ivory ornaments.
Captain Cook's own collection from the third voyage went into the museum of Sir Ashton Lever, known as the Holophusicon (from the Greek holophusikon, meaning “whole of nature”) or the Leverian Museum. Lever also had third-voyage objects from Lieutenant John Williamson, Lieutenant James King, and David Samwell. The latter gathered a large and important collection that was sold at auction in 1791 and from which Lever made purchases. He bought, for example, “an uncommon shaped bone-spoon with a border and 4 birds carved on it from the N.W. coast of America.” This was depicted by the Leverian Museum artist Sarah Stone but has not been located. One object likely from Cook Inlet probably came from Samwell’s sale of “a singular quiver, curiously ornamented, and 3 arrows pointed with iron, from the N.W. coast of America,” now in the Museum of Archaeology and Ethnology, Cambridge.

James King, who became commander of the Discovery following the death of Clerke, gave objects to the British Museum and to Ashton Lever as well as to the museum of Trinity College, Dublin. Items possibly from King’s collection now in the National Museum in Dublin include a bird rattle, a chief’s hat, a bracelet, and a whistle from Nootka Sound, as well as a hunter’s visor from Norton Sound.

When Clerke bequeathed his collection to Joseph Banks, it probably became part of the so-called Banks collection, along with the portion of Anderson’s collection that did not go to Behm. These may be part of the gift that entered the British Museum in 1780 as “a collection of artificial curiosities from the South Sea Islands, the west coast of North America and Kamchatka; lately brought home in the Museum of Ethnology). Thirty pieces of the ethnographic collection are included objects from Cook’s third voyage. The collection, dating from 1771, began in Manchester, England, and was the world’s first popular museum of science, curiosity, and art. In 1775 the collection was moved to Leicester Square, London, and in 1785 to the Surrey side of Blackfriars Bridge, where it was displayed in the first museum rotunda. In Leicester Square the museum was known as the Holophusicon. While in Leicester Square, Lever commissioned a young artist, Sarah Stone, to illustrate objects in his collection. By the time the collection was disbursed in 1806, it contained that largest group of artifacts from the voyages of Captain Cook that has ever been assembled in one place, including type specimens of Pacific birds, fishes, shells, and insects, Hawaiian feathered cloaks, Tahitian mourning dresses, and masks and rattles from the Northwest Coast of America.

Unfortunately, after Lever lost the museum in a lottery, the new owner made the mistake of moving the collection to an unfashionable part of London, and in 1806 the contents were sold at auction in some 7,000 lots. At the auction, there were about 140 purchasers, some of whom bought only one or two lots, while others bought several hundred specimens and objects. Some of the purchases at the sale became important parts of well-known British and foreign public and private collections. From these collections, and many others, specimens and objects have continued to surface in public and private collections. All of the American and Asian objects once in the Holophusicon are detailed a book by this author, Holophusicon: The Leverian Museum; An Eighteenth-Century English Institution of Science, Curiosity, and Art (2011).

A significant collection of more than 200 ethnographic objects from Cook’s voyages, held by the Leverian Museum, was purchased by Leopold von Fichtel for the emperor of Austria and is now in the Weltmuseum, Vienna (formerly known as the Museum of Ethnology). Thirty pieces of the ethnographic collection are from the Northwest Coast of America and Asia. They include the earliest datable Northwest Coast cloak, made of twined mountain goat wool and shredded cedar
bark with human faces (fig. 4), as well as two Nootka “masks,” one of a human face and another of an eagle frontal. Through a rare auction catalog of 1821, we can follow a few objects to their present homes. Although a number of objects from America were listed, none has so far been located. A Reverend T. Vaughan purchased some 80 lots of natural history specimens and ethnographic objects. The Sarah Stone drawings of some ethnographic objects could be traced to the Royal Albert Museum in Exeter, to which they were pre- sented in 1868 by Henry Vaughan of Regents Park, London. Some 35 pieces have been identified, including an adze or plane made of whalebone, a bird rattle, which eventually became part of the collection of the Königlich Preussische Kunstkammer, from which the present Ethnologisches Museum in Düsseldorf (Berlin) originated.

When the contents of the Leverian Museum were auctioned in 1806, the importance that the ethnographic works of art would hold some two centuries later could not have been imagined—most importantly to the descendants of their makers. Individual ethnographic artifacts that can be traced to the 18th century with certainty are relatively few. Those that can be associated with the voyages of Captain Cook have attained a kind of mystique not only because they have the stamp of authenticity but also because each object is acquiring its own biography—some making a full circle back to their homelands.

Two Cook-Voyage Objects as Native American Treasures

Many objects collected on Cook’s voyages had little significance to their first European owners and became treasures only during their ownership by the descendants of the collectors or subsequent owners. Those that can be associated with the voyages of Captain Cook have attained a kind of mystique not only because they have the stamp of authenticity but also because each object is acquiring its own biography—some making a full circle back to their homelands.

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Native Americans, one of these eventually traveled inland to Umatilla, Oregon, and in the 1890s it became part of the collection of Helen Kane Kunzie, who sold it to the Smithsonian Institution in 1897 (fig. 9). In the list of objects that she wished to sell to the Smithsonian, Mrs. Kunzie attributed the majority of her collection, including the patu, to “Umatilla graves.” Although there was no real evidence that the patu was ever in a grave and it did not have a shared group identity, it was claimed by the Umatilla as an unassociated funerary object and was repatriated to them. Suddenly it became a treasure and is now in the Umatilla Community Center, Tamašeuk.

A treasure of a different sort is the so-called Raven Cape. This is a breast gorget or taumi worn in the Society Islands, usually by warriors or high-status men. Although it is not clear exactly how or by whom the taumi was transported to the Northwest Coast of America, it is most likely that it arrived on one of Cook’s third-voyage ships. At least 20 examples were collected during Cook’s visits to the Society Islands. Alternatively, it could have been collected on Vancouver’s voyage: George Hewett gave two to the British Museum, and Archibald Menzies gave another. The gorget was said by the Tlingit to have come from the first white man to visit their area, and it became a clan heirloom, passed from generation to generation, and from one clan house to another. It was used at the funerals of chiefs and ceremonial gatherings. In 1923 it was purchased from its owner by Louis Shotridge and is now in the University of Pennsylvania Museum, Philadelphia.

**The Importance of Cook-Voyage Artifacts**

Objects collected during Cook’s voyages have become more and more treasured over time. The descendants of those who made the objects seem to be more interested than ever to know about and see the treasures made by their ancestors. Although, for the most part, individual makers are not known, the objects collected on Cook’s voyages were usually made with traditional tools and can be said to capture the style and aesthetics of the people before contact with outsiders.

Comparisons of Cook-voyage objects with others from the same areas traceable to the 19th century and later reveal differences and continuities. Different carving tools, different paint in different colors, imported beads, and other decorations all influenced the ways objects were made and how they looked, but often the reasons for making them and how the objects were used remained the same. Little or no paint is found on Cook-voyage objects from the Northwest Coast, whereas objects collected in the 19th century often have colorful paint and more stylized, pointed eyes.

Observing the wide range of objects from Cook’s voyage, we are forced to question the validity of previously accepted notions about pre-contact cultures. Although only about 200 objects from Cook’s voyages can be traced to collection sites in America, they have become one of the most valuable resources for the study of 18th-century material culture from these areas. The objects can be followed through gift and trade exchanges between individuals on Cook’s ships and local people who made, used, and traded them. Back in Europe, the objects were bought and sold over and over, and these trajectories, too, can be followed. Today, the treasures move around the world and can be treasured over time. The descendants of those who made the objects seem to be more interested than ever to know about and see the treasures made by their ancestors.

Adrienne L. Kaeppler is curator of oceanic ethnology at the Smithsonian Institution in Washington, DC, and a world-renowned expert on objects collected during the voyages of James Cook. This article is excerpted from Arctic Ambitions: Captain Cook and the Northwest Passage (University of Washington Press, 2015) with the publisher’s permission.
THE METEORIC RISE AND FALL OF SEATTLE'S Marion Zioncheck

BY DARRYL BECKMANN AND ART PETERSEN

M ARION ZIONCHECK is remembered as a lawyer for the “forgotten man,” a firebrand who argued cases from municipal courts all the way to the Washington State Supreme Court. At the height of the Great Depression he ran a successful recall campaign against Seattle’s mayor Frank Edwards, who tried to sell off Seattle City Light to private interests. His popularity as the leftist congressman from Washington’s First Congressional District won him a second term in 1934, during which he served on the House Committee for Naval Affairs as well as the powerful Appropriations Committee. He looked to be an up-and-coming, energetic, and formidable champion for the common man, but midway through his second term, Zioncheck’s life began to unravel and he died suddenly and tragically in August 1936. Marion Anthony Zioncheck was born December 5, 1901, in Kety, Galicia, Poland. His family immigrated to the United States in 1904, living first in Chicago and finally settling in Seattle. Zioncheck’s father Clemens—a tanner by trade—returned to Poland and left Zioncheck’s mother Frances to support their son. She ran a boardinghouse for the rest of her working life. In 1920, at age 19, Zioncheck lived at home while attending the University of Washington. Forced to withdraw for a time due to lack of funds, he later wrote that he “worked his way through school . . . at common labor in logging camps, at digging, felling timber, timekeeping, scaling, also as a seaman.” Zioncheck returned to the University of Washington in 1924 and remained a full-time student, very active in campus activities, until his graduation. As a law student and student body president (1927–28) he had a notorious standoff with the university’s athletic elite, known as the “W men,” over the allocation of building funds.

The university completed a colossal football stadium in 1925 and a giant athletic pavilion in 1927. The school planned to construct a student union building next, but a dispute over funding occurred. Zioncheck vociferously criticized the massive amounts of money already spent on sports and the additional funds needed to repair the leaking pavilion roof. When the university newspaper, The Daily, resisted publishing his comments and criticisms, the Seattle Daily Times became Zioncheck’s megaphone. His call for an audit and better financial controls implied mismanagement and challenged the financial emphasis on sports.

After two months of intense debate, on the night of February 2, 1928, the controversy came to a head. Zioncheck was in a meeting of the building committee in the faculty club when at about nine o’clock he was called to the front door to receive a message. As he stepped outside, two figures in hooded black robes seized him and with the help of others took him to a waiting sedan, forced him in, and drove away. At the crew house on the Lake Union towage they led Zioncheck onto the float. There, they clipped his hair, removed most of his clothes, and posed for photographs with him in their hooded robes. They then wound cotton batting around his head and put questions to him. “At one point, when I did not answer promptly enough,” he told the Times, “one of them hit me the hardest blow of the night, nearly knocking out my teeth.” They accused Zioncheck of having no respect for athletes. He replied that he had nothing against athletes or “W men” but that he did not think the university should put all its eggs in the single cage that should run the University of Washington. His captors stripped Zioncheck naked, except for his tie, tied a rope about his middle, grasped him by each limb, and hurled him “far out into the lake.” A surviving photograph shows him being drugged back.

Finally, the abductors pushed him off the float. Extracting himself from the water and removing the blindfold, he saw figures “running up the golf course toward Montlake Bridge” to a waiting vehicle. He followed, hoping to catch sight of a lighted license number, but the car disappeared. A passing motorist picked him up and drove him to his fraternity. The next day six of the nine conspirators confessed and soon the names of all were known. Six were members of the varsity football team, two were on the basketball team, and one was a member of many campus organizations, including the university newspaper. On February 6 the faculty disciplinary committee suspended seven of them from all university activities, six for seven months and one for a shorter period. Two men, both seniors, were expelled. Their names and photos were stripped from the senior section of Troy, the university’s yearbook.

After Zioncheck passed his bar examination in 1929 he took on all manner of clients. “Zioncheck, he’s that lawyer who doesn’t turn down the poor.” “This Zioncheck, he learns his cases and puts up a spirited defense even if he gets in trouble for it.” When J. D. Ross, superintendent of Seattle City Light, moved to protect employees and ratepayers by forming the Citizens’ Municipal Utilities Protective League in 1930, he asked Zioncheck to serve as secretary.

Mayor Frank Edwards, who was against public ownership of municipal utilities, fired Ross on March 10, 1931. Zioncheck, acting for the league, prepared a petition for a special election to recall the Republican mayor. By the next day he had it validated and circulating. Under Zioncheck’s supervision, the petition secured 200,000 signatures, though only 25,000 were needed. When the election took place on July 13, the electorate recalled Edwards by a vote of 35,636 to 22,032. This victory caught the attention of the Unemployed Citizens League (UCL), a powerful organization of Seattle’s unemployed and unemployed. Having become president of the Citizens’ Municipal Utilities Protective League in 1932, Zioncheck proposed that the league align itself with the UCL to support a slate of Democratic candidates for mayor and city council. The alliance was effective, and all of those candidates won in the March 8, 1932, election.

Next came the September 1932 presidential primary. The protective league and the UCL banded together at the Washington Democratic Convention to support New York governor Franklin Roosevelt for president as well as Democratic candidates statewide. Among them was Marion Zioncheck, running for the First Congressional District’s seat in the House of Representatives. Part of the liberal landslide in the primary and the general election on November 8, 1932, Zioncheck won 55.6 percent of the vote and was off to prove his progressive vigor and valor in Washington, DC.

Z ioncheck’s congressional career can be split into two parts—before and after the Great Depression. It began in March 1933 with the convening of the 73rd Congress. The newly minted representative presented himself as a highly serious and conscientious young legislator. When he ran for reelection in 1934, colleagues wrote strong endorsements of his character, hard work, and effectiveness in Congress. One endorsement read, in part:

"... has represented your constituents with remarkable diligence. Because of your apparatus of the 73rd Congress... to the very important Consent Calendar and Private Calendar, you have been one of the hardest working members of the House of Representatives and have commanded the respect of the other members because of your intelligent consideration of many hundreds of bills on these calendars and your fairness at all times. (J. J. O’Connor, D-NY)

Zioncheck won reelection by an even greater margin than before, with 57.7 percent of the vote. During the 74th Congress, in addition to serving on the Naval Affairs Committee, he was appointed to the Appropriations Committee. In the
Congress and took aim at J. Edgar of the local press, especially when he verbal attacks caught the attention Zioncheck's outspoken views and First District. Congress to represent Washington's

RIGHT: Zioncheck gazes earnestly abducted and punished Zioncheck when lavish spending on sports facilities, a ABOVE: Angered by his outspoken views promoting the efficiency of the FBI while also killing innocent people. Twice he was close to fists with Blanton, and another House member offered to fight him as spring progressed, he used it more and more. Among the worm testimonials put forth after Zioncheck's death, there appeared in the Seattle Star an article by Arthur Herbert Forder, titled "Friend of Zioncheck Gives Close Up View," which presented the congressman's thinking in 1934 when he was campaigning for reelection. Privately, he shared with Forder his deep disillusionment:

I saw congressmen who came from impoverished and utterly down blocks of Ohio, the game preserves of the steel kings, where men are of less value than the iron ore they feed--but in... Zionihecks fished and swam while being treated as dignitar made guests of the Virgin Islands governor for six days, the Zioncheck fished and swam while being treated as dignitar.

New York was a transition point on the trip back to Washington, D.C. abbeting and punished Zioncheck when he was a student there in 1928. RICH: Zioncheck gazes earnestly from the cover of his 1932 campaign brochure, distributed when he ran for Congress to represent Washington's First District.

FACING PAGE: As a congressman, Zioncheck's outspoken views and verbal attacks caught the attention of the local press, especially when he received a formal reprimand from Congress and took aim at J. Edgar Hoover, director of the FBI.

Zioncheck...
Arriving in Seattle on Friday, July 3, Zioncheck went with Ruby to his mother’s home. That afternoon he talked to reporters, one of whom was Paul O’Neal of the Seattle Daily Times. He saw Zioncheck as “an ordinary looking young man. . . . But,” O’Neal continued, “one felt that, like some Oriental genius, he might rub a mystic lamp and be surrounded by angry policemen, that he might pick Zioncheck Zippers—a drink he had invented—out of thin air, or change himself into a newspaper and go flapping away, shouting ‘Extra!’”

Instead, though, he talked about how “swell” the air was. To O’Neal, the man did not look crazy. Neither, though, did he look like a congressman to the reporter. Rather, “He looked like a careless young man who would take a dare.”

On August 1, Zioncheck announced to general astonishment that he would not run for reelection, citing his mother’s illness as the reason. However, on August 4, Zioncheck changed his mind and registered to run for reelection. That night in a radio talk he said that his mother wanted to see him vindicate his reputation. Back in the race, Zioncheck addressed the railroad brotherhoods on Thursday, August 6, and gained their endorsement. The next evening, Friday, he was to speak at a dinner meeting of postal workers at Hallberg’s Café. To reporters, one of whom was Paul O’Neal of the Seattle Daily Times, “No witnesses were called, and only the official report of the act was read to the jury,” which returned a finding of suicide. The contents of the report are unknown—in those days suicide files were shredded after five years. The last thing Marion Zioncheck wrote, which some construed as a suicide note, read, “My only hope in life was to improve the conditions of an unfair economic system. . . .” Family, friends, and many in Seattle saw it as the start of his unfulfilled speech for the postal workers’ dinner he was to attend the night of his death.

Although questions about Zioncheck’s death have arisen over the years—Was there a gunshot? Had Nadeau accepted money to push his brother-in-law from the window? Had the official report been destroyed to hide evidence?—his death officially remains a case of mental distress that led to impulsive self-destruction. Those made desperate by the Great Depression saw Zioncheck as a sunrise bringing the warm light of a new day. His death put out that light.

Daryl Beckmann, a nephew of Marion Zioncheck’s and owner of Seattle’s Market Magic store in the Pike Place Market, has been published previously in COLUMBIA. Art Petersen, his coauthor, is professor emeritus of English at the University of Alaska Southeast.

Over 2,000 mourners paid their respects at Zioncheck’s funeral. According to the Seattle Post-Intelligencer, the funeral procession was over a mile long as it passed down Union Street en route to the Evergreen Washelli Cemetery.

On Tuesday, August 11, Seattle laid Zioncheck to rest. His funeral was reported to be one of the largest ever held in Seattle. For two and a half hours people passed past his flag-draped coffin in the Eagles Hall, surrounded by flowers from unions and gardened by two Marines. A photograph in the Seattle Star shows men in suits, ladies in formal dress, and men in T-shirts and overalls. Near the hall, traffic jammed the streets for hours. City and county offices closed for the afternoon and flags were lowered to half-staff. With 2,000 mourners occupying all the seats and standing room, doors had to be locked to prevent 500 more people on the street from trying to gain entry. In a memorial address delivered in Congress in 1937, eastern Washington representative John Coffee (1897-1983) said of Zioncheck:

In his home city of Seattle he was beloved by the humblest citizens—the unemployed, the down-and-out, the too often forgotten man, the war veteran, the member of organized labor, the peace lover, the inarticulate masses generally—all alike felt that in Marion Zioncheck they had a true friend.

Zioncheck was succeeded in the First District seat by his long-time friend and fellow UW law school student, then Assistant United States District Attorney Warren G. Magnuson (1905-1989). At the coroner’s inquest on August 14, as reported in the Seattle Daily Times, “No witnesses were called, and only the official report of the act was read to the jury,” which returned a finding of suicide. The contents of the report are unknown—in those days suicide files were shredded after five years. The last thing Marion Zioncheck wrote, which some construed as a suicide note, read, “My only hope in life was to improve the conditions of an unfair economic system. . . .” Family, friends, and many in Seattle saw it as the start of his unfulfilled speech for the postal workers’ dinner he was to attend the night of his death.

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The administration chose to address the two problems at once: he helped solve Francis’s economic woes while placing a trusted friend in a position to keep an eye out for political intrigue in the Pacific Northwest.

When he assumed his post, Francis became one of a cadre of Lincoln’s Illinois friends in the region. In addition to the Francis brothers, Lincoln’s other friends in the region included Oregon senator Edward Baker and Dr. Amos Henry. Each of these men played a prominent role in strengthening Lincoln’s connection to the region. Simeon Francis was appointed United States Army paymaster for the District of Oregon, headquartered at Fort Vancouver; Baker organized and led a regiment of volunteers; Amos Henry served as surveyor general for Washington Territory; and then there was Allen Francis, taking on the role of the president’s envoy in the foreign and potentially hostile environment of Washington Territory.

This appointment made clear how seriously the administration took the potential threat to the nation’s possessions in the distant Northwest. Although there were concerns about possible dangers posed by the British, Francis was there to keep an eye on, and impede if necessary, efforts by expatriated American citizens residing in the western British-Canadian colonies to aid the Confederacy. His appointment to protect America from Americans on the distant Pacific Coast was one of those little-known yet important aspects of the Civil War, and it is a story full of intrigue, clandestine plots, and espionage.

One of Lincoln’s Men in the Pacific Northwest and the First American Consul in Victoria

**BY JAMES ROBBINS JEWELL**

One of nine siblings, Allen Francis was born on April 12, 1815, in Westerfield, Connecticut. He resided there with his parents until their deaths in 1822 and 1823. After six years of trying to keep the family together in Connecticut, the eldest siblings sold the family property and headed west in 1829. Some moved to Springfield, Illinois, and others settled in St. Louis, Missouri. Young Allen, among the latter group, remained there until 1834 when, following the death of his older brother Calvin, he moved to Springfield to join his other siblings. There he worked for his older brother Simeon at the Sangamon Journal, eventually becoming a partner in what was essentially a family enterprise.

Francis married Scottish-born Cecilia B. Duncan on Christmas Day in 1839, and together they raised six children. He served six consecutive terms as a Springfield city councilman. During those years the Francis brothers befriended a rawboned Abraham Lincoln, whose legal career and pursuit of Mary Todd they assisted. Economic collapse forced the brothers to sell the newspaper in 1855 and eventually cast their lot in the uncertain future of Oregon. Francis remained in Oregon, Allen returned to Springfield, and unemploy-ment, the following year.

On the surface, Allen Francis, an unemployed former newspaperman living in Illinois, hardly seemed like a good candidate to lead the first diplomatic mission in what government deemed to be a potentially volatile environment. In addition, he was, though, possessed perfect characteristics for the job. First of all, his loyalty to the president was beyond question. Lincoln knew his character and, as one of his personal confidants, he—high praise from a man with an uncanny ability to assess the strengths and weaknesses of those around him—Second, as a former newspaperman and politician, Francis combined excellent communication skills with an understanding of the importance of diplomacy. Also, he brought something few others could have contributed to the post: after years of reporting on the local doings in Springfield, he knew how to cultivate sources of information, and he employed this skill productively in his new job.

Francis and his wife arrived in Victoria on April 8, 1862. Five days later James Douglas, the royal governor of both Vancouver Island and British Columbia—two separate colonies at the time—acknowledged their arrival and signified his acceptance of Francis as US consul. The next day Francis officially assumed his post. Like consular officials all over the world, Francis’s chief public responsibility was to collect fees from American ships arriving at one of Vancouver Island’s two harbors—Victoria and the adjacent Esquimalt—and advocate for Americans in the two colonies. However, he was also there to make sure the British officials honored their nation’s neutral position and, most importantly, to unearth any threats to the Union cause that might be percolating among Confederate sympathizers, of which there were many in the two colonies.

Francis’s first step was to develop sources of intelligence, but that took time. By October 1, 1862, however, Francis had gathered enough information to report to Secretary of State William Seward, his superior in Washington, DC. “With few exceptions the English residents sympathize with the rebels,” adding, “Congregated here and in towns of British Columbia, are some desperate men from the rebel States, talking of expeditions to California and Nevada Territory for revolutionary purposes.” Confident in his operatives, Francis assured the authorities in the State Department, “I am watching their movements, and if any demonstration is made, or any of their schemes are developed, shall demand the interference of the authorities, and communicate the facts to [Department of the Pacific...
Before their departure, consul Shubrick wrote to Seward: \"I admit freely that there was a Confederate naval officer in Victoria, but I wish to render myself notorious, in these waters.\" He did so, he wrote, \"not because I wish to render myself notorious, but because you have me—\" with a meanness which your friends never supposed you capable of—\"violated a confidence reposed in you, and made an affair public which you should have kept locked within your own breast.\"

Whether there truly was a Confederate naval officer in Victoria remains unclear, but in the larger picture of pro-Confederate schemes in Victoria, the Thames incident is revealing. Despite their best efforts, the Southern Association's operations appear comically inept. This ineptitude, combined with their own inability to work together—in this case, to provide financial backing—plagued the association's clandestine plots. Downplaying his role and that of his operatives, Francis informed Seward, \"The necessary funds were not forthcoming from parties promising them.\"

The Victoria conspirators next set their sights on capturing the United States Revenue Cutter Shubrick. Pioneer newspaperman Charles Prosch noted, \"She was a handsome side-wheel steamer, far from slow for those days, perfectly seaworthy and safe for ocean navigation, carried four or five brass cannon, and had a good supply of small arms, ammunition, etc.\" The US consil probably had a hand in foiling this plot, though he only briefly wrote to Seward:

\"Since Manly's departure, rumored a plot to seize the United States Revenue Cutter Shubrick—now doing mail duty on Puget Sound—\"has been in circulation. No demonstration, or semblance of one has been made. The commander of the
“IT IS OUR MOST ANXIOUS WISH TO DO SOMETHING FOR OUR COUNTRY, AND WE CANNOT SERVE HER BETTER THAN IN DESTROYING THE COMMERCE AND PROPERTY OF OUR ENEMIES.”

Shubrick, Lieut. Selden, is a true, reliable, and efficient officer.

Selden was the Shubrick’s second in command. When he reached Victo-
ria aboard the Shubrick, Francis no sooner acquainted him with the plot. In his memoir, The Mystic Spring and Other Tales of Western Life, the Chronicle’s edi-
tor David Higgins later wrote: “Victor Smith, Collector of Customs for Puget Sound, discharged the officers and crew except Captain Selden and the chief engineer named Windsor. Those dis-
charged were suspected of being disloyal and of being involved in the plot.”

Shubrick took charge of the ship and, with a new crew, steamed out of the har-
bor bound for Port Townsend. Francis eventually informed Secretary Seward, “Every movement towards the consum-
monisation of the scheme was directed to me and I was prepared to meet it.” Although the Confederate conspirators did not know the degree to which the US consul was involved in the unmasking of their plot, it is obvious from Jeffrey’s letter that they had no idea whom they could trust. It would have surprised the plotters to know that Francis had as many as three operatives present during one of the secret meetings in the past.

Francis’s report of the two plots, combined with events over 1,000 miles to the south, put US officials on height-
ed alert. On March 15, two ships full of armed seamen seized the SS Chapman and its 21-member crew of would-be rebels as it prepared to leave San Francisco’s harbor. According to an official report, after sailors boarded the vessel, “a number of guns, ammunition, and other military stores were found on board.”

The capture of an armed ves-

tel with a well-supplied crew was the ex-

cuse the Confederate forces had been using to trigger a wider

T

would embolden the plotters again, but, cis knew time and the ship’s departure

of armed seamen seized the SS

Saginaw

could not remain in Puget

Sound for long, and could only dock at

the ports of Angeles and Townsend, in

Washington Territory, to Victoria, in the

British Possession, on Vancouver Island . . . for the purpose of obtaining informa-
tion from the authorities, and from other

sources, in relation to the equipment of

rebel privateers in those waters.”

The Saggins’s arrival in Puget Sound combined with news of Confederate reverses throughout the summer drained

much of the ardor from British Colum-

bia’s Southern sympathizers. However,

Francis tracked with interest the con-

spirators’ latest efforts. Although he did not know about the requested let-
ters of marque, his operatives kept him well informed about the latest plan to

acquire a ship with which to attack

Union shipping in the Pacific.

Francis notified the head of Governor Douglas. Second, he had as many as three

operators kept him

knowing insights into Alaska’s potential in

over the course of the years.

a previous contributor to COLUMBIA.

James Robbins Jewell is chair of the history

program at North Idaho College in Coeur d’Alene and a previous contributor to COLUMBIA.
Babette Hughes (1926–1982) plays the ingenue in her autobio-
graphical novel Last Night When We Were Young (1946), about her first
years of marriage to Glenn Hughes, the legendary director of the University of
Washington drama program. Yet, as her full and varied writing career proves,
she was no simple Seattle innocent.

Born Helen B. Pletcher, Babette grew up on Capitol Hill in Seattle. Her parents,
Cecil and L. R. Pletcher, owned the Northern Hotel in the Terry-Denny Build-
ing in Pioneer Square and were active in Seattle's Jewish community. Babette met
Glenn Hughes in 1923 while a student at the UW, where she was an English major
and performed with the University Players. The two eloped in 1924.

The quasi-autobiographical Last Night When We Were Young opens with Julie,
the energetic narrator, stating, “I was a product of the jazz age, and my parents
naturally worried about me.” She dates various boys, but they drop away when she falls for
er drama professor, Don Shaw. Before the term is over, they kiss in his Denby Hall of-
cifice, wed at City Hall, spend the night at a cheap
duo in Qualicum Falls, and, after receiving her parents' bejeweled blessing, blessing,
head to Hollywood, immersing her
honeymoon in Victo-
ria, British Columbia.
The story then takes
somewhat of a
adia. She's reluctant even to visit her parents in Seattle, complaining, when she
does, that “it was the middle of June, and
taining.” However, when Shaw resolves to
move back to Seattle, Julie, now pregnant,

reliant. Her reservations about her home-

Last Night When We Were Young,
by Babette Hughes

The story then takes

By Peter Donahue

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move back to Seattle, Julie, now pregnant,
To say that Northwest historian and author Keith Peter
son has “done his homework” researching the life and
work of John Mullan for this book would be an under-
statement. Peterson has delved into the holdings of countless
libraries, university archives, and personal collections to give us
a solid and thoughtful biography of the man. No resource was
too small or insignificant for Peterson to use—from the remi-
niscences of Mullan’s wife, Rebecca, and his son, Peter (from
Mullan’s relationship with Rose Laurent, a Salish woman), to
the obscure histories of small communities, institutions, and
Northwest tribes, the United States Military Academy Library
Circulation Records; biographies of Mullan’s contemporaries
such as Isaac Ingalls Stevens, Pierre-Jean De Smet, Komickid,
and Gustave Sohorts, plus thousands of pages of government
reports, including six by Mullan himself. The picture of Mullan
is that of a meticulous and dedicated surveyor and engineer,
at
ative, and developer.

Northwest residents and travelers know Mullan as the
builder and boulder of the Mullan Road, an engineering marvel
that once stretched from Walla Walla to Fort Benton. Fewer of us
know Mullan as a graduate of West Point with a proclivity
for reading every book on Western history, exploitation
and geography in that esteemed academic library, or as an army
officer who served his country admirably during tragic Indian
wars

He had never met but who would be key to the completion of
the survey? Why did Mullan, a careful, honorable, and dedicated
military officer and engineer, later partner with an “ethically
challengea California attorney to practice both questionable
land law and real estate development!

If I were to offer a wish list, I would ask for more maps of
the route Mullan traveled and the roads he built; larger and
clearer images of Gustav Sohorts’ incredible sketches of Mullan’s
Northwest road-building activities; and a more careful check
of little historic facts. The Hudson’s Bay Company founded
the fur trading post of Fort Colvile, in 1825, but the United
Army established Fort Colville in 1859. The Corps of Discovery,
during its cold and snowy trek across the Rockies in September
1805, did not eat candle wax; the Corps’ candles were made
of tallow, and they still did not eat them.

WSU Press is to be commended for a well-put-together,
sturdy book with clear illustrations, clean type, wide margins,
and high-quality ink and paper.

Reviewed by Barb Kubik.

John Mullan
The Turbulent Life of a Western Road Builder
By Keith Peterson. Pullman Washington State
University Press, 2014. 352 pp., $32.95 paper.
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Turning Down the Sound
Travel Escapes in Washington’s Small Towns
By Foster Church. Corvallis: Oregon State University
Press, 2014. 176 pp., $17.95 paper.

Ozte: Excavating a Makah Whaling Village
By Ruth Kirk. Seattle: University of Washington
Press, 2015. 120 pp., $34.95 paper.

Reviewed by Robert M. Carrick.

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Robert M. Carrick is Professor of History and Head of the Public History
Program at the University of Louisiana, Lafayette. He is author of Urban
Farming in the West (2010).

Address all review copies and related communications to:
Robert C. Carrick, Columbia Reviews Editor,
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