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COVER: Detail from a 1917 poster aimed at immigrants, encouraging the purchase of “Liberty Loan” war bonds. During World War I the United States government employed posters to encourage the public to support the war effort financially and otherwise. Calls to patriotism sometimes became demands and threats, as exemplified in the article beginning on page 22. (WSHS, #1960.9.80)
COLUMBIA: 30 Years and Counting

By Robert C. Carriker and Christina Orange Dubois

A nationally known entertainer of the mid 20th century joked that "age is strictly a case of mind over matter. If you don't mind, it doesn't matter." Comedian Jack Benny may have had some insight into aging—he lived to be an octogenarian—but when it comes to the length of time that a magazine has been touching the lives of its readers, age does indeed matter. COLUMBIA: THE MAGAZINE OF NORTHWEST HISTORY has now reached the end of its third decade and, with each year, each volume, each issue, it has grown more essential to Washington's professional and amateur historians.

The magazine has opened new areas of research, given inexperienced authors a chance to state their case; enriched pages with the polished prose of such notable historians as James Ronda, Patricia Nelson Limerick, Linda Tamura, and Quintard Taylor; and celebrated numerous landmark moments in state, regional, and national history. As long-time member and former Historical Society board member Robert Clark wrote in a critical analysis of the magazine:

"...the channeled scablands of eastern Washington, from analyses of the Centralia Massacre. When McClelland floated the idea of a quarterly popular history magazine to his board of curators at the Society, only the members with a newspaper background—Wilfred Woods (Wenatchee), Art Dwellley (Terreno) and Bruce Wilson (Omak)—saw the wisdom. It was a hard sell to the others, even with McClelland's generous pledge to cover cost overruns and said, 'I want to launch a quarterly history magazine for the Northwest, the Evergreen State, a McClelland-owned innovation with an attractive blend of colorful illustrations and upbeat writing about the Northwest, McClelland teamed up with Ken Gould-thorpe and Knute Berger, two seasoned magazine editors. "One day," remembers Berger, "McClelland came to Ken and me and said, 'I want to launch a quarterly history magazine for the Washington State Historical Society.'" He envisioned a magazine along the lines of Montana: The Magazine of Western History, published since 1951 by the Montana Historical Society. The new magazine would not only serve history, it would also serve as an educational tool. In McClelland's words, it would be "history attractively packaged and interestingly written," Recalli Berger. "It was John's baby, but our staff got it up and running." For example, McClelland originally wanted black and white covers, but the success of Washington Magazine caused him to change his mind.

In addition to being an editor, newspaper owner, and entrepreneur, McClelland had an abiding fascination with Washington history, which he exercised as a researcher and writer. He wrote books on the city of Longview, the IWW, and the lives of its readers, age does indeed matter. COLUMBIA always served "as the emblem for what the Society has tried to become in the last quarter century: reliable, colorful, competent, oriented to stories from all over the state and region—always with the interest of the lay reader of history being paramount." To that end, Nicandri edited nearly 500 articles.

"The stability of the editorial staff throughout the journal's history has contributed to a strong sense of mission and consistency in both content and design," noted Robert Clark. Current editor Christina Dubois has been with COLUMBIA in several capacities since 1988—as an editorial assistant, assistant editor, and managing editor, and currently as graphic designer and chief editor. Similarly consistent is Robert Carriker, who has been book review editor since the very first issue as well as an occasional contributor. The magazine also boasts the Historical Society's longest-serving volunteer—Carolyn Simonson, whose copy-editing and proofreading skills have ben..."
source of information for Society members as they looked forward to the opening in 1996 of the new Washington State History Museum next door to Tacoma’s Union Station. Unique among state historical society publications, COLUMBIA Autobiography is a digital digest housed on the Historical Society’s website, that offers free, downloadable COLUMBIA articles organized in a dozen topical units. Some education see the anthology as a textbook on Washington history. In addition, a digital edition of every issue since Winter 2010-11 becomes available a year after its publication. The current issue and most of the back issues can be purchased through the Society’s online store. To aid researchers, an index to the first 10 years of COLUMBIA is also available in print and digital formats.

If annual membership surveys are any indication, the Historical Society’s members have long held the magazine in high regard. It is always at the top of the list of most valued membership benefits. Members regularly pen such comments as, “I read COLUMBIA cover to cover,” “COLUMBIA is really important to me,” and “Love the magazine—always share it.” One long-time member wrote in correspondence, “I am a loyal reader and supporter, and I enjoy your publication immensely. It is the only magazine I have subscribed to for the past 12 years.”

George Burns, another legendary entertainer who got his start in the mid 20th century, opined: “You can’t help getting older, but you don’t have to get old.” Well, COLUMBIA, at age 30, it would appear, in the prime of life. It got older (and more experienced), but it never got stale. Proof of the magazine’s freshness includes two recent awards. In 2015 the magazine was singled out for a special Board Award of Excellence from the Washington Museum Association, and in 2016 it was honored with a Leadership in History Award of Merit from the American Association for State and Local History. As Woody Guthrie might croon in congratulations, “Roll on, COLUMBIA!”

In addition to his long association with COLUMBIA, Robert C. Carter is an emeritus professor of history at Gonzaga University, author of a number of books on Northwest history, and a member of the Society’s board of trustees. Christina Orange Dubois has been COLUMBIA’s editor and graphic designer since 1992, managing the magazine’s day-to-day editorial functions and production processes for the past 25 years.

“A Washington Magazine of History”

By John M. McClelland Jr.

Here, for the benefit of our readers, is an excerpt from the book John McClelland wrote about the Historical Society on the occasion of its 100th anniversary—Historical Society’s First Century (WSHS, 1992). This passage concerns the genesis of COLUMBIA:

C O M M M I N S 0 R E H O M E 1987

John M. McClelland, by this time president of the Society, was sufficiently enthusiastic to offer the services of the Evergreen Publishing Company to produce COLUMBIA. He also agreed to have Evergreen cover the difference between magazine subscription receipts and actual costs for three years. When the board met, most of the bothsome questions that had delayed the start of a Society journal since it had been proposed 85 years earlier had been answered. The board approved the proposed agreement with the Evergreen Publishing Company. McClelland agreed to serve as acting editor during the start-up. The first issue came out in March 1987. It was well received by the membership and proved useful in recruiting new members.

In 1984 McClelland, through the Evergreen Publishing Company, which he headed, launched Washington, the Evergreen State Magazine. A staff experienced in magazine production was put together. The initial success of Washington raised hopes concerning the proposed COLUMBIA, and a task force to make plans was named. It consisted of David James and Bruce Wilson, two board members who showed particular interest, Rick Billings of the Weyerhaeuser public relations office, Ken Gouldthorpe, editor of Washington Magazine, Barry Proverse, a history publications consultant, and McClelland.

“A philosophy statement” was prepared, outlining what should and should not be included in the magazine’s contents. In preparation for the May 16, 1986, board meeting, the Evergreen staff prepared a four-page brochure summarizing the project. It covered format, distribution, contents and style, sources of materials, editing and administration, costs (estimated at $17,000 per issue), and supervision.

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The Cascadia Subduction Zone

Studying Historic Earthquakes in the Pacific Northwest Helps Us Prepare for Quakes to Come

The 1933 Long Beach earthquake either destroyed or severely damaged many school buildings in southern California that the state legislature promptly passed the Field Act, mandating that schools be made earthquake-resistant. Unlike the California trembler, which occurred in the early evening of March 10, when schools were typically empty, the more powerful quake in Pacific Northwest history—a magnitude 7.1 on the Richter scale—struck shortly before noon on Wednesday, April 13, 1949. Washington had no equivalent of the Field Act, and many of its schools were old and built of friable brick.

Eager to be released from class for lunch, students in western Washington first heard a deep, low rumble, followed immediately by intense shaking. As they backed beneath their feet and windows rattled, vibration waves ran visibly up brick walls and plaster dust showered down. Most students and teachers made it out safely, but two were not so lucky. At Lowell Elementary School in Tacoma a brave patrol boy, 11-year-old Marvin Klegman, threw his body over a kindergartner and was killed by a ruin of bricks from a collapsing dome.

Today statues of Klegman and the boy he saved, Keely Allen, stand in front of the entirely rebuilt school building. Every April 13 the Tacoma Public Schools commemorate the event with a cross-country guard’s sacrifice by urging students to help others.

By Stephen L. Harris

At Castle Rock High School, the senior class president, 18-year-old Jack Roller, was also killed by falling debris, another of the quake’s eight fatalities. Centered between the state capital and Tacoma, the Olympia earthquake was felt over an area of 230,000 square miles, from Seattle south to Centralia, Chehalis, and Castle Rock.

Olympia was the hardest hit area. Skyscrapers crumpled, and the new state capitol was the most severely shaken areas rated VIII on the Modified Mercalli Scale, which assigns intensity readings using Roman numerals, ranging from I (not felt by most people) to XII (total destruction). Unlike a seismograph that monumentally and objectively measures the energy release, or magnitude, of an earthquake, the Modified Mercalli Scale gauges people’s subjective observations on effects to the human environment.

Within the boundaries of areas ranging from a Mercalli VIII, well-constructed buildings suffer considerable damage while poorly built structures nearly collapse. chimney and smokestacks routinely fall; ground surfaces and pavements in some areas crack and water, mud are ejected from underground small to moderate quantities.

All three deep-seated quakes had the same origin: fracturing of the slab of oceanic crust that lies deep under the western edge of North America. The Pacific Northwest receives both its scenic splendor and its seismic and volcanic hazards from its distinctive geologic position at the boundary of continental and oceanic plates. Over millions of years, movement across this spreading zone has created a mountain range and aTriple earthquakes on the Cascadia subduction zone, where continental and oceanic plates collide, can result in destructive deep-seated quakes that are more severe than shallow earthquakes because the seismic waves close to the surface are not muted by distance. They can be far more destructive than quakes triggered deep underground because seismic waves close to the surface are not muted by distance. Far before they reach the surface, they are mitigated by the time they have traveled. At about 50 miles, the destructive subducted slab creates a double menace. As it sinks deeper into the mantle, its content boils off and it generates the magma that fuels the Cascade volcanoes, including Mount St. Helens, Hood, and Shasta.

Most of the world’s major tectones—and about 75 percent of its active volcanoes—border the huge Pacific Ocean basin. Known as the “Ring of Fire,” the circum-Pacific belt features dozens of subduction zones, including those of Kamchatka, Japan, Indonesia, South America, and Alaska. The Cascadia subduction zone is one of the most active in the chain of seismic and volcanic turbulence.

As if the Cascade volcanoes were not enough of a geologic threat, the Northwest also contains a couple of subduction zones that fall outside the frame. The Alaska, or Aleutian, trench lies off the Alaska Peninsula. On it are subducted, or forced under, the lighter granitic North American plate. The region of plate collision, 700 miles long, is dubbed the Alaska subduction zone. At a depth of about 35 miles, the subducted basaltic slab ruptures, triggering destructive earthquakes every 25 to 50 years. Because these deep seismic waves have to travel so far before they reach the surface, they are mitigated by the time they have traveled. This makes deep-seated earthquakes less destructive than they might be. However, the subducted slab creates a double menace. As it sinks deeper into the mantle, it generates the magma that fuels the Cascade volcanoes, including Mount St. Helens, Hood, and Shasta.
M ost historic quakes are concentrated in the Puget Sound region, but some have originate-
ed in Oregon. On October 12, 1877, an esti-
mated moment magnitude 6.7 temblor rumbled the Portland area. More recently, 1993 was a seismic intensity year for Oregonians. On March 25, a magnitude 5.6 shake at Scoto Mills southeast of Portland proved the state’s most costly, causing $30 million in damage, including repairs to the capitol rotunda in Salem. On September 20, moment magnitude 5.9 and 6.0 quakes hit about 15 miles northwest of Klamath Falls, crumbling old brick buildings and causing two deaths and an estimated $10 million in damage. An apparent aftershock (magnitude 5.1) struck on December 4 about 10 miles from Klamath Falls, producing only light damage. Perhaps the most worrisome coastal fault is that which cuts at least 43 miles east–west through Puget Sound and Seattle. Named for the populous city it endangers, the Seattle fault generates earthquake that runs east–west through the Port of Tacoma facilities, would be subject to intense shaking that could trigger wholesale liquefaction.

A number of quakes shake the Pacific Northwest every week, most of them too small to be felt. Even relatively minor shocks, however, can be damaging. On July 2, 1999, reported variously at magnitude 5.1 and 5.8, a tremor centered about four miles north of Suquamish, a town about 24 miles west of Olympia, forced an extensive repair job to the monumental Gray’s Harbor County Courthouse in Montesano. In Aberdeen, almost 30 miles distant from the epicenter (the surface point directly above the quake’s source), the roof in a furniture store caved in, and several brick buildings developed cracks.

Some notable earthquakes occurred shortly before or just after the United States’ entry into World War II. On November 12, 1939, at 11:45 p.m., a quake centered near Olympia (about the same magnitude as the 1999 tremor) disturbed a wide area. A woman in Hoquiam said it was “like a truck crashing into the house.” Seattle newspapers focused mainly on the quake’s effect on late-night movie audiences, most of whom rushed to the exits. A damaging shock on February 14, 1946, was followed four months later by western Canada’s strongest earthquake. The moment magnitude 7.5 quake occurred on June 23, 1946, and centered near the Strath of Georgia. It was felt over a large but generally uninhabited region of British Columbia and in northern Washington. According to later investigations, the quake had caused the floor of Deep Bay to sink from 3 to about 82 feet. Two fatalities were reported, including a man in a small boat who was drowned when a nearby landslide triggered large waves. All historic tremors pale in comparison to the prospect of a Cascadia subduction zone earthquake, the third and most catastrophic seismic menace. When the last Cascadia megquake took place in AD 1700—little more than 300 years ago—it ruptured the entire fault line from Cape Mendocino in northern California to the coast of Vancouver Island in British Columbia. With an estimated moment magnitude of 9.0, it was followed by giant tsunamis that ravaged coastal harbors, bays, and estuaries all along its length.

For over three centuries, the Cascadia subduction zone has been suspiciously quiet, apparently locked in place where the North American and the Gorda, Juan de Fuca, and Explorer plates converge. Geologists, however, have found abundant physical proof that during the last 10,000 years, the Cascadia fault zone has been cycled repeatedly, sometimes breaking only in discrete segments, sometimes—as in the great earthquake of 1700—slipping along its entire length. Only since the early 1980s have scientists begun to grasp the danger.

Patiently working like detectives to accumulate evidence, geologists such as Bruce Atwater of the United States Geological Survey (USGS) have pieced together clues that form an alarming picture. There is now no doubt that the Cascadia subduction zone is ripe for action—perhaps even in our lifetime.
The exact age of the most recent Cascadia megasequence proved more elusive than evidence of its impact. Radiocarbon dating from peat and wood found in old soils buried by the tsunami inundations indicated that the seismic event happened some time between 1600 and 1725. David Yamaguchi, a biologist who successfully provided the USGS with exact dates for prehistoric eruptions of Mount St. Helens, used dendrochronology (tree-ring dating) to narrow the earth-shaking timing. Comparing the growth rings of the Copalis ghost forest with specimens of red cedars newly felled on a previously unlogged island in Willapa Bay, Yamaguchi narrowed the drowning date still further. Not until Atwater extracted tree roots from the Copalis muck, however, could Yamaguchi offer a more precise date: The trees’ last growing season was in 1699.

By a series of serendipitous events, an interdisciplinary team of researchers was able to determine the precise day and hour of the last Cascadia super-quake occurred. Born in Japan, Kenji Satake did his post-doctoral work at the California Institute of Technology and became interested in Cascadia’s earthquake history. When he, Yamaguchi, and their colleagues consulted several Japanese manuscripts that had recorded an “orphan” tsunami—one that occurred without local or nearby shaking—they were able to name the month, day, and year of the mega-earthquake. Calculating the time it would have taken seismic sea waves to traverse the 5,000 miles across the Pacific Ocean to Japan, they found that the most recent Cascadia subduction zone upheaval occurred about nine in the evening on January 26, 1700.

The scientists’ conclusion closely accords with Native American oral tradition. Tribal storytellers living on the Olympic Peninsula speak of a great conflict between Thunderbird and Whale, natural forces of mountain and sea. Hoh and Quileute peoples tell of enormous ocean waves that swept away entire villages. According to journals kept by James Swan, a pioneer settler in the northwest corner of Washington, a tribal leader named Billy Bulch spoke of Pacific Ocean waters receding from Neah Bay and then returning to inundate the area, drowning many people. A northern California tribe retained a similar oral tradition: fierce shaking followed by floodwaters that spared only those who fled to high ground.

How often does the Cascadia subduction zone rupture, and when can we expect the next great earthquake? Unfortunately for predictive purposes, Atwater and his follow geologists found that the Cascadia earthquakes were distributed very irregularly in time. The statistical average between events is about 500 years, but that figure is misleading because the briefest interval between quakes was about 200 years and the longest was a full millennium.

In the meantime, while the North American Juan de Fuca plates are stuck fast, strain in the converging slabs is inexorably mounting. The North American plate bears the brunt of the strain and is the more distorted, buckling coastal areas upward. As measured by geodetic surveys, the northwest coast of the United States has dropped at least six times, in some places by as much as six feet.

An earthquake is the sudden trembling or shaking of the ground triggered by the displacement of rock masses within the Earth’s crust. Most earthquakes originate with the upper 10 to 20 miles of the lithosphere, the Earth’s rigid outer shell. Powerful forces in the asthenosphere, such as the movement of tectonic plates, exert stress on the rock, pushing or pulling it. Rock is elastic enough to accumulate strain, bending or changing shape or volume. When stress exceeds the strength of the rock, it breaks along a preexisting or new fracture plane, or fault. The fault extends outward from its place of origin—a hypocenter. As the rock breaks, seismic waves radiate through the planet, causing the surface to shake.

Seismic waves, generated by friction and crushing as masses of rock slide past one another, travel outward from the hypocenter like ripples on a pond. Body waves, which travel in every direction through the Earth’s interior, are divided into two types: P (primary) waves and S (secondary) waves. The fastest are P-waves, which compress the rock in front of them and elongate it behind as they rush through the planet at about 3,000 to 4,000 miles per hour. Because they are the first to arrive at earthquake-recording seismographs—perhaps a few precious tens of seconds before the more destructive S waves, depending on the distance from the fault break—scientists can sound a warning to alert the public that an earthquake is imminent. Even a few seconds’ warning may be enough to save lives, enabling people to “duck, cover, and hold.”

As the S waves arrive, they cause fierce shaking, producing a shearing motion, much like a stretched and shaken rope, as they travel through the Earth at about two miles per second. Surface waves—a second category of seismic waves—take longer to pass through a given area and are the most destructive to man-made structures. The two most important surface waves are Love waves and Rayleigh waves, named after the two geophysicists who identified them, A. E. H. Love and Lord Rayleigh (John Strutt). Love waves jerk the ground in a vigorous side-to-side motion, tending to knock houses off their foundations. When Rayleigh waves roll through, they behave like ocean waves, creating a rolling and bellowing of the ground that confuses even the most observant of observers can actually see. Because they cause more ground movement than other types of seismic waves and travel more slowly, Rayleigh waves destroy more buildings, particularly vulnerable high-rise structures.
coastline has been steadily rising at the rate of 3.5 to 3 millimeters a year. While the coast rises, the interior will slightly subside—until the next major break occurs.

When the Cascadia fault zone inevitably snaps, the bulging coastline will drop abruptly and the interior surface will rise. At the same time, the continental plate will slide to the west, displacing vast quantities of seawater and spawning tsunami waves that may continue for several hours. Steadily rising ocean levels and the erosive effects of increasingly high tides and winter storms will intensify future tsunamis’ destructiveness, as will the duration of a Cascadia event. Most earthquakes in recorded history—which is reflected in historian Will Durant’s observation: “Civilization exists by geological consent, subject to change without notice.” Nowhere does Durant’s remark apply more forcefully to the Cascadia fault, the reality of which is a realization by Geological Community.

Architectural engineers have designed many methods of strengthening existing buildings, including a technique known as the seismic base isolation system, in which the superstructure is separated from the foundation so that the foundation absorbs the shaking while the main building remains unscathed. Japan has taken the lead in utilizing this technique, constructing the shaking while the main building remains unscathed. Japan separated from the foundation so that the foundation absorbs the shaking while the main building remains unscathed.

The movement of tectonic plates stresses the earth’s crust, creating cracks and displacement that are the focus points of earthquake activity. How high-rise structures in Seattle, Tacoma, and Portland will fare in such prolonged seismic testing is unknown. How high-rise structures in Seattle, Tacoma, and Portland will fare in such prolonged seismic testing is unknown.

Since the establishment of the national Uniform Building Code in the mid 1990s, new edifices built in Pacific Northwest cities must be designed and built to resist seismic dangers. These methods include stabilizing structural walls to roof and floor joists, bracing, all of which proved effective in the 2001 Nisqually earthquake. Engineers will design other means of strengthening older buildings when cities pass laws requiring them, thereby safeguarding countless lives. Meanwhile, city administrators can insist that building owners employ existing methods that include stabilizing parapets, securing exterior walls to roof and floor joists, and installing diagonal steel strapping, all of which proved effective in the 2001 Nisqually earthquake.

Whether the region’s next earthquake originates tens of miles underground in the subducted Juan de Fuca slab or in a shallow rupture of the Cascadia subduction zone itself, the work of those who had the foresight to take seismic threats seriously will be fully justified. In 1949, when the strongest earthquake to date inflicted damage throughout the Puget Sound area, the geological community had not yet heard of the concept of plate tectonics, let alone subduction zones. Only in the last few decades have geologists and civic leaders realized the lethal potential of the Cascadia fault, the reality of which is reflected in historian Will Durant’s observation: “Civilization exists by geological consent, subject to change without notice.” Nowhere does Durant’s remark apply more forcefully to the beautiful Pacific Northwest.

Stephen L. Harris grew up in western Washington, where views of Mount Rainier inspired hiking interest in the volcanoes of the Cascade Range. He is professor emeritus of humanities and religious studies at California State University, Sacramento, and author of Fire Mountain: Its History and Significance.

The following day Lacey Murrow joined Governor Clarence D. Martin on the dedication ceremony of the Tacoma Narrows Bridge. But perhaps Lacey had the warm wishes the eldest Murrow brother most desired from his youngest brother, the well-known broadcast journalist Edward R. Murrow, on the occasion of the Tacoma Narrows Bridge’s dedication. But perhaps Lacey had shared with Edward the uncertain future the oscillating bridge deck faced for the span, nicknamed “Galloping Gertie” even before its completion.

The following day Lacey Murrow joined Governor Clarence D. Martin on the podium again, this time for the opening of a new bridge on Lake Washington in Seattle—the world’s first floating concrete bridge. The world’s first floating concrete bridge. The world’s first floating concrete bridge.

Under the leadership of Lacey Murrow (above), Washington’s young highways director, two historic highways opened one day apart:

9.0 earthquake in 2011, retrofitted buildings suffered no structural damage and remained completely functional, allowing some of them to be used as emergency shelters. According to a 2013 study, only about 100 structures in the Pacific Northwest have employed this quake-thwarting method, including Portland’s Historic Pioneer Courthouse, built in 1875.

Engineers will design other means of strengthening older buildings when cities pass laws requiring them, thereby safeguarding countless lives. Meanwhile, city administrators can insist that building owners employ existing methods that include stabilizing parapets, securing exterior walls to roof and floor joists, and installing diagonal steel strapping, all of which proved effective in the 2001 Nisqually earthquake.

Whether the region’s next earthquake originates tens of miles underground in the subducted Juan de Fuca slab or in a shallow rupture of the Cascadia subduction zone itself, the work of those who had the foresight to take seismic threats seriously will be fully justified. In 1949, when the strongest earthquake to date inflicted damage throughout the Puget Sound area, the geological community had not yet heard of the concept of plate tectonics, let alone subduction zones. Only in the last few decades have geologists and civic leaders realized the lethal potential of the Cascadia fault, the reality of which is reflected in historian Will Durant’s observation: “Civilization exists by geological consent, subject to change without notice.” Nowhere does Durant’s remark apply more forcefully to the beautiful Pacific Northwest.

Stephen L. Harris grew up in western Washington, where views of Mount Rainier inspired hiking interest in the volcanoes of the Cascade Range. He is professor emeritus of humanities and religious studies at California State University, Sacramento, and author of Fire Mountain: Its History and Significance. He wrote the introduction to Frederic Homer Batch’s Bridge of the Gods: A Romance of Indian Oregon (Washington State University Press, 2016).

Lacey V. Murrow & His Bridges

BY CRAIG HOLSTINE

On July 1, 1940—what was likely one of the most momentous days of his professional life—Washington Director of Highways Lacey V. Murrow received a telegram from London that read: “Congratulations hope you and bridges Upstanding Janet and Ed Murrow.” Greetings tinged with doubt may not have been the term wishes the eldest Murrow brother most desired from his youngest brother, the well-known broadcast journalist Edward R. Murrow, on the occasion of the Tacoma Narrows Bridge’s dedication. But perhaps Lacey had shared with Edward the uncertain future the oscillating bridge deck faced for the span, nicknamed “Galloping Gertie” even before its completion.

The following day Lacey Murrow joined Governor Clarence D. Martin on the podium again, this time for the ceremony opening a new bridge on Lake Washington in Seattle—the world’s first floating concrete bridge. Products of the Washington Toll Bridge Authority (WTBA) and New Deal funding, the two greatest bridges in the state’s history were the crowning achievements of the young engineer’s meteoric career.
Born June 30, 1904, in Polecat Creek, North Carolina, Lacey Van Buren Murrow came to Washington in 1914 with his parents, Roscoe and Ethel Murrow, and two younger brothers, Dewey and Egbert (later known as Edward). The impoverished family first lived in a tent and later in substandard housing in the small Skagit County village of Blanchard. During the years he attended Edison-Bow High School, Murrow spent summers as a surveyor on road construction projects, including the scenic Chuckanut Drive between his home and Bellingham. Upon graduation he enrolled at Washington State College in Pullman. Murrow joined the Kappa Sigma Fraternity, managed the football team, and signed on with the ROTC. He excelled in math and engineering, which he combined with his gift for leadership when graduating from the engineering track of military science in 1926. After graduation Murrow followed the path most familiar to him. Since 1920 his part-time employer had been the Washington State Department of Highways, where he had worked as a chainman, surveyor, and draftsman. Now he joined the department as a highway engineer. While supervising construction of the major highway connecting Seattle and Tacoma, he came to the attention of Samuel J. Humes, director of the highways department. In November 1929, Humes selected Murrow to fill a vacancy left by the death of the Spokane district engineer. According to Murrow’s widow, Margaret Murrow, Humes feared that both collaboration and the public would be uneasy about Lacey’s age—a mere 25—so Humes “upped it” to 30. “From then on, he never quite knew how old he was supposed to be,” Marge later recalled. Thus, the young engineer took on a job equivalent to a regional administrator in today’s Department of Transportation.

The Spokane assignment proved noteworthy for Murrow. He befriended Clarence D. Martin, the mayor of nearby Cheney, who was a rising star in the state’s Democratic Party. Elected governor in the Democratic landslide of 1932, Martin appointed Murrow as director of the highways department in March 1933, replacing Samuel Humes. At age 28, he became the youngest person to hold that position in the state’s history—and the youngest in the country, according to Pacific Builder and Engineer, a leading engineering journal of the time. The press, however, perpetuated the earlier myth of his advanced age: one paper reported Murrow’s age as 35, another 34, and three others said he was 37 years old. More than any other person, Lacey Murrow was the face of a new transportation era in Washington.

In 1936 he accompanied Governor Martin to Washington, DC, to help secure federal funding. Greater challenges prompted Murrow to look beyond available funding sources. Using as a model California’s toll bridge act, which facilitated building the San Francisco–Oakland Bay Bridge, he and an attorney worked furiously to tailor a bill (House Bill 30) that would create a similar mechanism for funding bridge construction in Washington.

With the act establishing the Washington Toll Bridge Authority (WTBA), the state legislature allowed the sale of revenue bonds that would be repaid with funds raised from bridge tolls. The measure passed in time to allow partnering with the federal government on bridge projects of extraordinary scope and cost. For the act’s provision, Murrow, as highway engineer on the WTBA board as chief engineer. To review the WTBA’s proposed projects, he assembled a board of consulting engineers that included some of the most respected engineers in the region: Charles E. Andrew, principal consulting engineer (who had primary responsibility for the San Francisco–Oakland Bay Bridge); retired US Navy Admiral Luther E. Gregory; R. B. McMinn, with the federal Bureau of Public Roads; and R. H. Thompson, retired Seattle city engineer. Ray M. Murray, a resident engineer with the highways department who had helped design Seattle’s Aurora Bridge, became the lead engineer for the Lake Washington bridge projects. Clark H. Eldridge, Murrow’s assistant in the highways department, served in that role for the Tacoma Narrows project. In the minds of the press and the public, both bridges became inextricably linked to Lacey Murrow.

Bridging the Narrows

Residents on both sides of Puget Sound’s narrowest point between Tacoma and the Kitsap Peninsula had long dreamed of replacing the outdated ferries that crossed the rushing tidewater with a bridge. Automobile popularity in the 1920s, along with advancements in suspension bridge technology, fueled interest in a bridge. In 1929 an engineer’s fanciful if somewhat aesthetically challenged design graced a city newspaper’s front page. As war loomed overseas, defense facilities around Puget Sound grew in size and importance, and a highway connecting Fort Lewis with the Bremerton Naval Shipyards became a national defense priority. But federal funding remained elusive, despite New Deal stimulus. In his letter of August 14, 1937, Washington senator Homer T. Bone wrote: “Dear Lacey… If there is any possible way that we can secure funds for the Narrows Bridge we are going to try to do it.”

The WTBA’s announcement that it was sending Murrow to the nation’s capital to apply for federal funding for the Tacoma Narrows Bridge prompted “the biggest celebration in Tacoma’s history,” according to the June 28, 1938, Tacoma News Tribune. Murrow and Governor Martin attended a rally that filled the spacious seating of Stadium High School’s football stadium, thanks in part to free bus rides provided by the City of Tacoma. Murrow proceeded to Washington, DC, where he met with Public Works Administration (PWA) officials about the WTBA’s Lake Washington and Tacoma Narrows bridge projects.

The PWA rejected the Tacoma Narrows Bridge design drafted by Clark Eldridge as being too expensive (at $11 million), with its 25-foot-deep stiffening deck truss, insisting that the WTBA instead accept a sleeker, lighter, cheaper design by one of the nation’s leading suspension bridge engineers…

And a stunningly handsome face it was. The Spokane Spokesman-Review remarked that it had been fortunate for Clark Gable and other Hollywood stars that Murrow had chosen engineering over an acting career. Impeccably dressed, he cut a dashing figure, sporting a moustache and pin-striped suit, a camel-hair overcoat, and occasionally the flight gear he donned when flying the first state-owned airline to meetings, ceremonies, and photo opportunities around Washington. Murrow’s youthful vigor complemented his innovative management skills. Within a year his performance had restored the Highway Department to a place in public confidence, opined the Seattle Daily Times, referring to “roads that were not needed” and a lack of “good management and thrift” prior to Murrow’s ascendency to the director’s job.

With New Deal assistance, Murrow implemented administrative reforms and oversaw the building of highways and some of the state’s most iconic bridges, including the bridges at Deception Pass and the Columbia River Bridge at Grand Coulee, which still define the landscape.

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A nother review preliminary bridge plans, the board of consulting engineers directed Murrow to prepare detailed specifications. Design then fell to the Department of Highways’ engineers, with oversight by the consulting team. Murrow reportedly assured Hadley that he would eventually be given credit for his idea, even though he, Hadley, could not be “paid” with designing the bridge for $1.1 million that his affiliate, Portland Cement Association, would be perceived as exerting undue influence on public officials promoting a bridge of concrete construction. In fact, Murrow did give Hadley the credit due him in a 1940 article in Pacific Builder and Engineer.

Public support for the Lake Washington Floating Bridge faced much stiffer opposition, I find that really it does not.

Perhaps most influential of Washington’s congressional delegation in winning approval for the project was Representative Warren G. Magnuson. In a May 19, 1938, letter, Magnuson wrote: “It seems of vital interest to me and the district I represent.” The PWA reportedly “served notice” that it would cancel the funds allocated to the project if the Seattle City Council failed to endorse the bridge. The council, in a special session, voted 5–4 against a resolution endorsing the proposal.

On June 9, 1939, over lunch in Olympia with Homer M. Hadley, a Seattle engineer with the Portland Cement Association, Murrow pounced on Hadley’s proposal to build a bridge of floating concrete pontoons across Lake Washington. The WTBA accepted the Public Works grant and the Reconstruction Finance Corporation’s loan, totaling nearly $6 million.

News of the funding set off wild celebrations in Tacoma in late September 1938. “This is the greatest thing that has happened to Tacoma in 50 years,” said Congressman John M. Coffee. “I share the delight of something great...” The WTBA signed contracts with the Pacific Bridge Company, the General Construction Company, and the Columbia Construction Company, and work began on November 23, 1938, slightly over a month before construction started on the Lake Washington Floating Bridge.

Floating Dreams

Taking risks was in Lacey Murrow’s nature. On June 10, 1937, over lunch in Olympia with Homer M. Hadley, a Seattle engineer with the Portland Cement Association, Murrow pounced on Hadley’s proposal to build a bridge of floating concrete pontoons across Lake Washington via Mercer Island. Designing concrete ships and barges during World War I had inspired Hadley’s dream of using floating concrete to support a bridge deck, something that had never been done.

The novel concept had been lambasted as “Hadley’s folly” since he first proposed it in 1921. Murrow later wrote that Hadley’s ideas were “of a general, not detailed nature...[but the] recommended route was substantially the same later adopted.” Lake Washington’s considerable depth (250 feet along the chosen route) and soft clay bottom (about 150 feet thick) for most of the route rendered a conventional bridge with 450-foot piers prohibitively expensive. Earlier suggestions for a bridge crossing a narrower stretch of lake from Seward Park to the north end of Mercer Island, with a connection to the east shore on a conventional bridge span, would provide the most direct route to and from downtown Seattle via tunnels cut through Mount Baker Ridge. Combined with a new state-funded highway from the lake’s east shore, the distance from Seattle to North Bend would be reduced by about 14 miles.

Murrow assumed the role of WTBA salesman and took every opportunity to sell the bridge to a skeptical public. His flamboyant style captured attention in June 1938 when he made what Seattle Daily Times called a “special trip” to Seattle from a National Guard training event at Camp Murray. The Seattle Chamber of Commerce Board of Trustees was then debating a resolution supporting the controversial proposal. The situation provided Murrow the opportunity to display his flair for the dramatic when he arrived in “flying togs” to beseech the board’s support for the bridge.

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A victim not of unforeseen gale-force winds but of design flaws, Gertie became the most infamous failure in bridge history. Its plate-girder deck, acting as a sail in moderate breezes, created a vortex of swirling wind force... that became self-generating.

Construction began immediately on the "twin-bore" tunnels through Mount Baker Bridge to go to the bridge with the South Downtown (SoDo) district. Twenty-five hollow, steel-reinforced concrete pontoons, some as long as football fields, designed to pass through the Ballard Locks between Lake Union and Lake Washington, were assembled in a "graving dock" on Harbor Island in Seattle’s south end. Following a year and half of design, debate, and fund-raising maneuvers, and another 15 months of construction employing over 1,000 people, the dream of a floating concrete bridge became reality in barely three years’ time, an inconceivable feat in today’s world.

Celebrating "Upstanding" Bridges

An estimated 10,000 people celebrated the opening of the Tacoma Narrows Bridge on July 1, 1940. It had been completed in record time: barely 19 months, about half the normal construction time for a bridge of its size and type. As Lacey Murrow and Governor Martin looked on, officers representing the commanders of Fort Lewis and the Puget Sound Naval Shipyard at Bremerton cut ribbons at both ends of the bridge that now linked the two military facilities. The bridge was indeed a structure of impressive size and beauty: the third longest suspension bridge in the world, its slender, light, flexible features the essence of Moisseiff’s deflection theory, and its Art Deco/Art Moderne design an aesthetic masterpiece.

A day later, news of west shore of Lake Washington, a crowd gathered for the dedication of the world’s first floating concrete pontoon bridge. Governor Martin, declaring, “You will enjoy deeper pride to know and remember that this unique bridge was conceived, designed, and built by the men of the Narrows, our own Lacey V. Murrow.” Although the governor’s characterization of the engineer’s role in the project was hyperbole, Murrow’s contributions had been crucial in the bridge’s development and ultimate completion.

Even C. B. Blethen was won over, proclaiming in the Seattle Daily Times that the day had come for him to “eat crow.” In the first private automobile to cross a new bridge after dedication, Blethen toasted the new bridge with Murrow and proclaimed, “Its effect upon me was both stunning and exciting... We have acquired something a hundred times more valuable than what we have lost” (i.e., an unroped view of Lake Washington). Another special "Bridge" section in the Times ran an article titled “Murrow’s Rise Like [Horatio] Alger Tale,” heaping praise for his many accomplishments and including a photo of Murrow and Blethen shaking hands on the bridge. The Times was impressed by Murrow’s youthful appearance—or suspected an age discrepancy—when the article noted that he “looks surprisingly younger than his 44 years.” That day, June 30, 1940, Lacey Murrow celebrated his 36th birthday.

Gertie’s Last Gallop

The celebrations were short-lived. Galloping Gertie’s oscillating deck prompted F. Burt Farquharson at the University of Washington’s Engineering Experiment Station to undertake studies to determine wind effects on the structure. With WTBA and PWA sponsorship, aerodynamic testing of Tacoma Narrows Bridge models had begun at the UW as early as 1939. Observing the structure itself, Farquharson’s interest changed from academic curiosity to serious concern as the bridge’s movements became what he termed “potentially dangerous.”

Within days after the bridge’s dedication, the WTBA reported that Murrow and Eldridge had agreed to “enter- tain slight hope they’ll be able to remove all vibration; they do hope to reduce it.” In a September 20 letter of resignation, Murrow announced that he had “received orders to report to the 41st Division Headquarters... for active field training for a period of not less than one year.” He seemed to imply that he felt compelled to resign when he called the letter “perhaps the most diffi- cult that I have ever attempted to write in my eighteen years of experience with this department.”

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COLUMBIA 19 SPRING 2017

Forty-seven days later, on November 7, 1940, at 11:02 in the morning, after a half-hour of severe move- ment in winds over 42 miles per hour, much of Galloping Gertie’s main span fell into Puget Sound. A victim not of unforeseen gale-force winds but of design flaws, Gertie became the most infamous failure in bridge history. Its plate-girder deck, acting as a sail in moderate breezes, created a vortex of swirling wind force... that became self-generating.

Construction was immediately halted by a state district engineer. As noted earlier, Humes assurance that Seattle would not have to cover any bridge costs. Murrow wired Seattle mayor Arthur Langlie the day before to announce that revised construction bids were “MOST SATISFA- TORY” and that the WTBA had received a PWA grant of $3,794,400, “MAKING THE CONSTRUCTION OF THE LAKE WASH- INTON BRIDGE AND APPROACHES VIRTUALLY AN ACCOMPLISHED FACT.” Ironically, one of the council members casting an opposing vote was Samuel J. Humes, whom Murrow had replaced as high- ways director. Citing “numerous important settlements to request leave, but the reason is unclear. Governor were disposed to grant such a request, which I am advised could be given under the terms of the Federal Act directing actions... I have requested that they be removed from the bridge and made safe.”

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The two bridges dedicated in July 1940 profoundly affected the region’s character as well as bridge engineering around the world. Murrow’s role has been all but forgotten in the history of Galloping Gertie, whose ruins on the Tacoma Narrows bottom are now seen only by the most daring underwater adventurers. Standing above the ruins are Gertie’s successors, completed in 1950 and 2007, versions of a graceful technology whose advances in aerodynamic design were so much to Gertie’s failure.

The bridge across Lake Washington proved successful beyond Murrow’s wildest dreams: tolls retired the revenue bonds in 9 years, 19 years ahead of schedule; populations and real estate values exploded on Mercer Island and in Eastside communities; and calls for a second floating bridge were soon heard in Seattle and beyond. Homer Hadley’s role finally received public recognition in 1991 when the new, parallel bridge built in the late 1980s for westbound traffic was named the Homer M. Hadley Memorial Bridge. That first floating concrete pontoon bridge, rebuilt in 1993 after it sank during a storm while undergoing repairs and refurbishing, has inspired similar structures across the globe, including the Homer M. Hadley Memorial Bridge.

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Successful Collections recently received three significant ship’s journals documenting the fur trade on the Northwest Coast in the early 19th century. These were created by the Winship family, early Boston traders and entrepreneurs. Their great interest in the potential of the Northwest fur trade prompted them to dispatch, two of their ships, O’Cam and Albatros, to explore the possibilities of trade between 1802 and 1812. The two large journals are entitled: Journal kept on board the Ship Albatros, Natham Winship, Commander, on a voyage from Boston to the North West Coast of America and China in the years 1809, 10, 11, 12 by William A. Gale, and Jonathan Winship, Junr. and Journal of a Voyage from Boston to the North Pacific Ocean, from thence to China back to Boston 1805, 6, 7, 8. It being his second voyage Round the Globe.

The Albatros journal recounts the voyage and details a trip ‘40 miles up the Columbia River in 1810 plus an attempt to establish a fort at Oak Point on the river’s southern shore. The second volume, the journal of the O’Cam, details an exploration of the California coast, the discovery of Humboldt Bay, and the acquisition of furs for the China trade. Both journals include numerous mentions of encounters with indigenous peoples along the coast. There is also a third volume, Particular occurrences, Ship O’Cam, that contains highlights from various voyages undertaken by Captain Jonathan Winship.

These three volumes, collected by Eberhard Giesecke in the early 1960s, are a significant addition to the Historical Society’s collections. They will be extremely useful to those researching the early history of the Pacific Northwest. 

Craig Holsdine is a historian in the Washington State Department of Transportation’s Cultural Resources Program. He co-curated, with Clark Mckenzie, Peak of Their Professions: The Murrow Brothers, a traveling museum exhibit.
World War I Brought Forced Patriotism to the Palouse

By Robert M. Lambeth

The persistence and overzealous efforts of members of the various CDCs and their Patriotic League counterparts in the Palouse effectively stamped out subversive activity in the region, whether that radicalism was real or imagined.

The fraternal societies active in the Pullman CDC included the Benevolent Protective Order of Elks (BPOE), Independent Order of Odd Fellows (ICOF), and the American Legion. The BPOE and American Legion actually inserted addendums into their bylaws calling for "an end to the treasonable action" of certain Americans, namely the IWW. Such rhetoric led to violent clashes between the two sides in other areas of the state, including the 1919 Centralia Massacre. Pullman's local Freemason Lodge does not seem to have played a part in the highly politicized matter. The Freemasons usually stayed away from such issues, refusing to take sides with anyone.

Twelve miles north of Pullman, the Colfax Patriotic League published the names of townspeople labeled as " slackers" in area newspapers. Upon seeing his name in the paper on the list of "financial slackers," one man immediately went to his banker and purchased Liberty Bonds. Having "used abusive language" with previous loan drive volunteers, he had since "been penitent," noted the league. Those who refused to purchase bonds previously had, after the creation of the Colfax Patriotic League, "become patriotic and fully within sympathy for the war."

Patriotic Leagues were not only propaganda machines for the sale of war bonds. They were an excellent means of pressuring community members to volunteer for area harvests and thus circumvent the migrant labor workforce deemed disloyal because of IWW organization and influence. Through the enforcement of the wartime status quo, the leagues proved effective in finding "untroublesome workers" in times of both radicalism and unemployment.
The broad classifications of disloyalty during wartime ensured that the grain harvest remained unthreatened. Refusal to fall in line with the patriotic status quo meant risking one’s reputation and even being ostracized by the community.

During the war, AWIU farmhands and organizers demanded three dollars for a 10-hour day, and opposed the average Palouse farm labor wages of one to two dollars for up to 16-hour days at peak harvest. This fact not only motivated area growers to produce more wheat but also to keep IWW labor agitation as far from their fields as possible. To help facilitate removal of the “Harvest Wobblies,” CDCs and local patriotic organizations demonized the IWW and its AWIU branch while it bombarded the region with the “patriotic necessity” of vol- unteering for the harvest as a wartime community service.

Prior to the war, Palouse wheat held steady at 75 cents a bushel, but by 1916 the price rose to an average of $2.20 a bushel, an extraordinary price for wheat at that time. The record-high market prices translated into huge profits for most Palouse farmers, yet wages for the migrant harvest hands remained stagnant, and the AWIU agitated for both better wages and shorter hours.

In February 1918, Food Supply Committee chairman Charles Hebbert sent a telegram to all patriotic leagues in the state, imploring them to work with county agricultural agents to “implement every device possible for increasing and protecting production.” Hebbert encouraged the leagues to “fire their imaginations” and join with local school superintendents and women’s organizations to organize regional farm production campaigns. In the name of national necessity, Hebbert challenged all local organizations to “plan utmost cooperation with agricultural departments to consolidate public sentiment and a spirit of national service.”

One result of the IWW labor agitation as far from their fields as possible. To help facilitate removal of the “Harvest Wobblies,” CDCs and local patriotic organizations demonized the IWW and its AWIU branch while it bombarded the region with the “patriotic necessity” of volunteering for the harvest as a wartime community service.

The Colfax Patriotic League released a notice through the region’s largest newspaper, the Spokesman-Review, in November 1917, urging any and all members of the Cofax community who considered themselves patriots to “shun and ostracize” those within the community thought to be disloyal. Such charges of disloyalty could have been anything from making “reason- able utterances” to displaying “passive loyalty.” In other words, the loosely-defined meaning of “treason” could include professing doubt about an Allied victory or refusing to volunteer for harvest labor when called upon.

This system of “calling folks out” at public rallies and loan drives effectively shamed a number of citizens into volunteering as harvest hands. Few people wished to face the humiliation and social stigma that came with having their name printed in the newspaper next to the word “slacker” or “idler.” John Roberts, a retired train conductor from Genesee, Idaho, volunteered his vacation and weekend time during the harvest to help as a farmhand on W. W. Robertson’s threshing crew. Roberts usually went on fly-fishing trips during his summer vacation, but in 1918 he “demonstrated his desire to help win the war” by harvesting wheat instead. League members and “loyal” citizens accused hundreds of their fellow community members across Washington of being slackers and idlers. In many cases, those accusations served to “encourage” men in cities and in the farming communities to spend their vacation time in the Palouse to help with the harvest. Men who worked in retail, banking, and office jobs were the primary targets of promotional bulletins; the leagues called on them to do “real men’s work” in the fields while regular employees helped harvest the crops. This applies to retired farmers.” He threatened that those who refused would be classified as slackers.
borne. It was once again time for war

bought it. The Pullman Herald reported that the following morning the Chinese was neither penalized nor was the patriotic

Berger, who was alleged to be an IWW member and "of the socialistic type," supposedly made derogatory remarks about the "best interests of the government. His punishment, as determined by a group of fellow students, was to be paddled for 10 minutes. Even after the painful and embarrassing attack, he still refused to salute the flag. As a result, he was plunged into Silver Lake (a small man-made campus pond, also known as "Lake de Puddles"). Berger did not know how to swim and floundered about for several minutes before two of his attackers decided to jump in and rescue him. After he was pulled from the pond, Berger reluctantly agreed to salute and kiss the flag.

The IWW in the Palouse was all but destroyed during 1917–18, and the CDC gave the region's farmers much of the credit for this. They used the hundreds of "patriotic" harvest volunteers organized through the state's agricultural corporations. Criticism was heaped on employers who hired laborers "predisposed" to radical tendencies. The persistence and overzealous efforts of members of various CDCs and their Patriotic League counterparts in the Palouse effectively stamped out subversive activity in the region, whether that radicalism was real or imagined. Most importantly, by instigating labor drives, those patriotic organizations were able to compel the citizens to volunteer as harvest workers, creating an alternative labor pool and obviating the need to hire union-organized migrant workers.

In January 1919, two months after Germany's surrender, the WSCD ceased to function. Its members returned to their previous peacetime occupations, and the group was officially disbanded. The preparations made by the defense council for the period of agricultural readjustment after the war were followed accordingly. These included encouraging increased involvement of private agricultural enterprises with state extension services and agricultural schools, and making a concerted effort to help farmers find laborers of a "patriotic" nature—in other words, unfiliated with organized labor—by hiring through nonprofit state employment agencies. As a result, the state government became much more involved in private industry, especially agriculture. World War I was a turning point in Washington for relationships amongst public and private enterprises, and the production emergency provided a means for the government to take a more active role in the world of business—for better or worse.

Robert M. Lambeth earned a master's degree in American history at the University of Montana. His areas of focus are labor radicalism, American nationalism, and sociological history of the World War I era.
Elizabeth Sale was one of Tacoma’s great bohemians. Radio actress, script writer, poet, novelist, literary editor, and nude model for avant-garde photographer VIma Haffer, she would be the envy of today’s Northwest hipsters. Most notable of her literary achievements, her novels Recitation from Memory (1943) and My Mother Bids Me Bind My Hair (1944) depict the author’s coming of age in turn-of-the-century Tacoma.

Born in Indiana, “Bettie” Sale (1886–1981) was three when her family moved to Washington. She attended Tacoma High School, as did VIma Haffer (1894–1974) some years later, after it became Stadium High School. In addition to modeling for Haffer, Sale collaborated with her in 1938 on a book of nude photos and erotic poetry titled Abundant Wild Oats. She also excels at English and aspires to an ivory sheath, / Carven like unto a woman’s

“Recollection of her family’s Southern roots.”

Fenella escapes her problems by joining a local acting company and immersing herself in stage life. Yet the real world intrudes again when former classmate Malcolm Wallace, who has been studying at Berkeley, decides to propose to Fenella. Despite the year-long wedding preparations, however, the novel ends with 20-year-old Fenella realizing, as she and Malcolm head off on their honeymoon, that she is deeply disillusioned with the marriage already—and hoping she will not “stagnate” in it.

Sail went on to write a series of poems about finding her own intimate marriage and finding sexual liberation. Gathered in her book The Field (1968), the often erotic poems seem rather quaint today: “I am an

Like any good bohemian, Sale lived in Greenwich Village at one point. Eventually she divorced her first husband, married ship captain Christoffer Fotland, and moved with him and her children to California. There she edited a regional literary journal while continuing to publish her poetry in periodicals throughout the country, including Mirror and Muse, the publication of the Northeast Poetry Society.

The portrait and silhouette of Elizabeth Sale were taken by VIma Haffer. They appear in Sale’s book The Field.

When not poking about the semi-practical one. Fenella also has a younger sister and brother, Lelly Lee and Johhny, with whom she schemes and quarrels. The household is filled out by her Southern grandmother, who oversees the neighbors and Scandinavian shop owner to the Italian

Elnaően…

of them are also bigots, and they reprimand Fenella as she fashions a Jewish, a black, and a Native American child. Fenella duly defies their censure. Indeed, Tacoma’s cultural diversity is vividly portrayed throughout the novel—from the Latin-American landlady and Japanese shop owner to the Italian

...of her family’s Southern roots."

The whiskey kittens and the staff of the Washington State Historical Society, I regard

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The Bunker Hill Company in Kellogg, Idaho, was a significant producer of silver, lead, and zinc for almost a century and a half. With the construction of the lead smelter in 1917 and the zinc plant in 1926, it became one of the state’s largest industrial complexes. Michael C. Mix changes that this “came at great cost in terms of environmental degradation and adverse human health effects.” In this first-rate study, Mix traces the history of these detrimental effects. Leaded provides the reader with a succinct and accurate history of metals development in the Coeur d’Alene mining district as well as clear descriptions of technological developments and their impact on lead pollution. At the same time, Mix does not neglect the human factors that define both Bunker Hill workers and Kellogg community members. An Oregon State University biologist, Mix is especially suited for the “poisoning” of Silver Valley residents. He also provides the first complete examination of the seminal US District Court case of You v. Bunker Hill, which argued that Bunker Hill lead emissions permanently damaged the health of nine Kellogg children. Through the cooperation of attorney Paul W. Whelan, Mix obtained access to the 12,000 legal documents that illustrate Bunker Hill’s tendency to put profits ahead of public health, manipulative data, and apply pressure to local citizens who relied upon the company for their livelihoods.

The author carefully recounts the environmental challenges the company faced, especially after Gulf Resources’ successful hostile tender offer in 1985. The end of local management corresponded to a period of expanded EPA and OSHA regulations in terms of both the environment and the workplace. A fire in the baghouse (an air pollution control device) on September 3, 1973, was a vital event. High metals prices led Gulf Resources to continue production despite the disaster in the baghouse’s collection of lead. Mounting evidence of the heightened lead emissions’ deleterious impact, particularly on children, caused concern on many levels. However, “the general tone of community residents reflected their pervasive historical attempt to protect Bunker Hill as the district’s economic mainstay.” Local people denied that air quality was potentially creating a severe problem in their community. Michael Mix is particularly adept at making sense of the complex set of competing scientific information—the results of studies the company sponsored differed considerably from those of more neutral sources. His detailed analysis of the scientific evidence provides a complete picture for the first time. He is at his best in his definitive conclusion regarding the long-standing debate over whether or not the Shoshone Project Report (upon which the company relied) was credible—“It was not. Silver Valley children were conclusively shown to have been harmed during the lead exposure epidemic, and the effects were permanent.” Leaded will be the definitive study of the impact of the Bunker Hill Company’s lead pollution for years to come. It is highly readable, meticulously researched, and clearly presents the most complete examination of this important history.


William L. Stimson’s small paperback, Instilling Spirit: Students and Citizenship at Washington State, 1892–1942, should be considered a companion piece to his coffee table style book published earlier by WSU Press, Going to Washington State: A Century of Student Life (1989). While working on Going in Washington State, Stimson collected countless stories from alumni and professors—stories both humorous and sad, touching and eyebrow raising—but all filled with “spirit,” or as Stimson calls it, “social capital.” Stimson took these stories and turned them into small essays, which he then blended with a casual comparison of higher education in the German university system. In the summer of 1892, 84 students, many of them from Washington’s poorer east-side farm families, joined five professors to form the “Crib,” a small five-room brick building set on a hill above Pullman, to acquire both an education for future careers and an understanding of scholarship for this study of the North West.

In the early 1880s, two academics—Michel Bouchard, professor of anthropology at the University of Northern British Columbia in Prince George, and Sebastien Malette, professor of aboriginal law at Carleton University in Ottawa—to document the history of the fur trade that followed Thomas Jefferson’s Corps of Discovery. Two recent books in that field, however, will benefit Pacific Northwest historians. Retired Boeing Company analyst and project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined project historian Robert F. Coxman has joined another two academics—Michel Bouchard, professor of anthropology at the University of Northern British Columbia in Prince George, and Sebastien Malette, professor of aboriginal law at Carleton University in Ottawa—to document the history of the fur trade that followed Thomas Jefferson’s Corps of Discovery. Two recent books in that field, however, will benefit Pacific Northwest historians.

As the Lewis and Clark Centennial concluded in 2005, many scholars have examined the historical events, their causes, and their outcomes. One example is David Daniel’s book, Lewis and Clark: The Sacagawea’s Journal (2005), which provides a fascinating insight into the world of the Shoshone people and their role in the expedition. Another example is Michael C. Mix’s book, Idaho’s Bunker Hill: The Rise and Fall of a Great Mining Company, 1885–1981 (2005), which provides a comprehensive examination of the industrial history of the Coeur d’Alene mining district.

Barb Kubik is a professional historian living in Vancouver who writes widely on Pacific Northwest history. She received her training in history at Washington State University.

Presentations, or programs such as documentaries, apps, websites of an individual or organization through projects, exhibits, digital DAVID DOUGLAS AWARD diversity in 2016. Awards include: excellence in advancing the field of history in the state of Washington: The highest award bestowed by the Washington State Historical Society's Annual History Awards E-book available at amazon.com or barnesandnoble.com to: WSHS Awards, ATTN: Susan Rohrer, 98402. For more details, visit www.washingtonhistory.org/about/awards.

The awards are to be presented at the Society’s annual meeting in September. Nomination letters (and 10 copies of any supporting documentation for each nomination) are due June 1, 2017. Mail to: WSHS Awards, ATTN: Susan Rohrer, 111 Pacific Avenue, Tacoma, WA 98402. For more details, visit www.washingtonhistory.org/about/awards/.

The Washington State Historical Society’s Annual History Awards CALL FOR NOMINATIONS

PEACE AND FRIENDSHIP AWARDS Presented to a Native American and a second individual, each of whom has advanced public understanding of the cultural diversity of the peoples of Washington. The Society invites nominations for its awards acknowledging in advancing the field of history in the state of Washington through writing, teaching, historic projects, and understanding cultural diversity in 2017. Awards include: DAVID DOUGLAS AWARD: Recognizes the significant contribution of an individual or organization to Pacific Northwest history. The award recognizes distinguished individuals through projects, exhibits, digital presentations, or programs such as documentaries, apps, websites or educational products, or any other vehicle that informs or expands our appreciation of Washington history during the previous year. No book nominations permitted. ROBERT GRAY MEDAL: The highest award bestowed by the Washington State Historical Society, the Robert Gray Medal recognizes distinguished and long-term contributions to Pacific Northwest history. GOVERNOR’S AWARD FOR EXCELLENCE IN TEACHING HISTORY: Presented to an outstanding certified teacher of Pacific North-

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For any additional questions or concerns, please contact the Washington State Historical Society at 253-798-3471 or visit www.washingtonhistory.org. Learn more about the Washington State Historical Society at www.washingtonhistory.org.

“you may write me down in history / With your bitter, twisted lies; / You may tread me in the very dirt / But still, like dust, I’ll rise…”

—Maya Angelou
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