

# CITIES & TOWNS

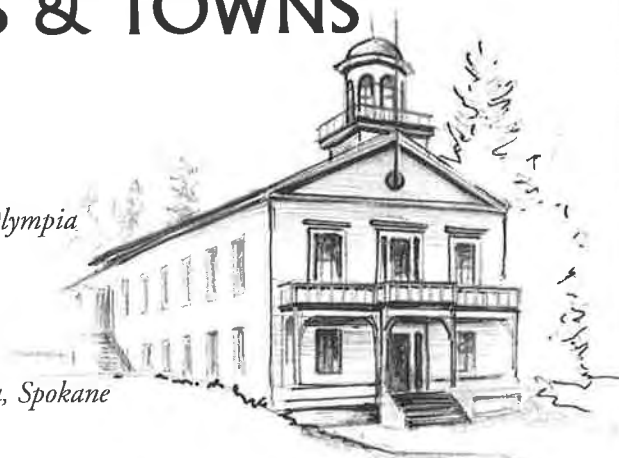
## RELATED EXHIBIT AREAS:

### *Pre-Railroad*

- ❖ Frontier Towns: *Walla Walla & Olympia*
- ❖ Oregon Trail Wagon

### *Post-Railroad*

- ❖ Railroads
- ❖ Cities on Wheels: *Tacoma, Yakima, Spokane*
- ❖ Klondike Gold Rush: *Seattle*
- ❖ The Shinglemill: *Everett*



First Capitol Building, Olympia

## BUILDING WASHINGTON'S TOWNS

### AT THE CROSSROADS, BY THE SOUND

**H**OW DOES THE LANDSCAPE INFLUENCE THE CHARACTER OF A TOWN? Why did Indians and settlers often choose the same locations for settlement? Their reasons were linked to the land. People settled where rivers converged, paths crossed, or the land and sea provided food, shelter, or transportation. One of Washington's oldest settlement sites is Walla Walla, located in the southeast corner of the state where the Columbia River meets the Snake. Other sites include Tacoma, Seattle, Yakima, Everett, Spokane, and Olympia. Each place played a pivotal role in the development of Washington—being born and reborn as the result of discoveries and revolutions in transportation, industry, and trade.

The main themes within the Frontier Towns section of the exhibit are isolation and the independence it fostered. With the arrival of the railroad, these towns changed dramatically in population and focus—becoming a part of the national economy. In fact, three main movements—The Oregon Trail, the building of the transcontinental railroad, and the Klondike Gold Rush—contributed to the change and rise of Washington's cities. These movements brought floods of settlers to the Northwest, floods so large that the area has been affected both physically and culturally forever.

### RIVERWAYS AND FOOTPATHS

**P**RIOR TO EUROPEAN AND AMERICAN SETTLEMENT, as well as the advent of the Oregon Trail, riverways and footpaths were the primary courses of travel in Washington. Coastal tribes such as the Chinook, Puyallup, Suquamish and Makah lived on the ocean or near inland waterways and used cedar canoes to travel from place to place. Plateau tribes of the Columbia Basin such as the Nez Perce, Walla Walla, and Spokane adopted the use of the horse for transportation from contact with tribes of the Great Plains. Overland "highways" of the time were few in number and included the Indian Henry trail, which ran from Tacoma to hunting and berry picking grounds in the Cascade Mountains, and the crossings at Snoqualmie and Naches passes.

As the Northwest was opened to exploration and trade during the early 1800s, travelers moving from the eastern U.S. to the western frontier could choose from two main routes. One by sea, and another by land. Where maritime explorers such as George Vancouver and Robert Gray had once spent months sailing around the tip

## Cities & Towns VOCABULARY

### GRAIN

*The unhusked or the threshed seeds of various cereal grasses such as wheat, barley, and oats. Grain is often ground into flour.*

### GRISTMILL

*A mill for grinding grain into flour or meal. One of Washington's first grist mills was built by Michael Simmons in Tumwater.*

### IMMIGRANT

*A person who leaves one country to settle in another country. Many immigrants came to Washington in search of work and land grants.*

### OX/OXEN

*A domestic male bovine (often times a neutered male) used to pull a wagon, skid logs out of the forest, or as food. One common working breed is the Durham.*

### TRANSCONTINENTAL

*Spanning a continent from one coast to another. Transcontinental railroads allowed people and goods from the East Coast to travel quickly to the West Coast and vice versa.*

### SAWMILL

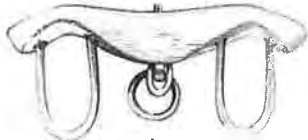
*A mill for cutting lumber.*

### CHOLERA

*An infectious gastrointestinal disease characterized by abdominal pain, diarrhea, and vomiting. Cholera caused 90% of the deaths along the Oregon Trail.*

### EMIGRANT

*A person who leaves his or her place of birth to live in a different country, region, city, or state.*



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of South America to reach our Pacific Coast, later travelers opted to sail into the Gulf of Mexico, cross the isthmus at Panama, and then sail north to San Francisco, Victoria, and Seattle. In fact, the Panama route gained so much popularity in the mid 19th century that it inspired the building of North America's first transcontinental railroad in the 1850s.

A second and less expensive route to the Northwest was the Oregon Trail. In the years of the great American westward expansion, more specifically between 1840 and 1890, some 53,000 people made the journey west via the Oregon Trail. Most settled south of the Columbia River in Oregon's Willamette Valley, while others such as the Simmons-Bush party pressed north, eventually establishing the townsite of Tumwater near Olympia.

With the driving of the last spike of the Northern Pacific's transcontinental railroad, the door to the Northwest swung open wide. A six-month wearisome journey by wagon became just six days by rail. And throughout the journey as well as at the end of the trail, there were places to stop—for rest, for supplies, and for protection. Some of these stops, such as Walla Walla, Spokane, Yakima, and Tacoma became the cities we know today.



## THE OREGON TRAIL

### THE LONG HAUL

THE WAGONS THAT CROSSED THE COUNTRY along the 2,000 mile Oregon Trail were typically so packed with things that little room remained for people. Many travelers walked beside their "prairie schooners," both for lack of space and to spare oxen from hauling extra weight.

A wagon set out crammed with tools and spare clothes, replacement parts, cookware, items desired for the life ahead—from seeds to pianos, and such remembrances of the emigrants' past as the family Bible. In addition, a food supply was required. William Barlow, about to begin his journey in Independence, Missouri, was advised to "bring 200 pounds of flour and 75 pounds of bacon for each adult."

### A HARD TREK

THE 53,000 PEOPLE WHO TRAVELED THE OREGON TRAIL endured hardships along the way. Everyday life was difficult at best. Traveling in trains of 25 wagons or more, often for ten miles a day, the emigrants had a formidable workload—particularly the women, whose usual duties of childcare, cooking, and cleaning became more taxing on the Trail.

The travelers' mortality rate was 3%, not much greater than that of people who stayed at home. Contrary to myth, 90% of the fatalities were caused by disease, especially cholera. Indian attacks were rare. At night wagons were circled not to defend against Indians but to keep the cattle corralled.

## TRAVELING TO THE FUTURE

YOU ARE HERE: *Near Journey's End, On the Banks of the Columbia*

IT IS THE MOMENT OF DECISION ONCE AGAIN. The destination is near, but where, exactly, to go, and how to get there? Is it best to build a raft and float the wagon down the treacherous current of the Columbia or take the steep trail over the Cascades into the Willamette Valley? Which way lies safety? Which promises the better future?

This is one more link in a chain of decisions that has brought the overland emigrants to this point. To leave one's home behind in the hope of finding a better life out West was the first hard choice. Then came the question of what to bring: not too much for oxen to haul but enough to last the journey and provide a start for the new days ahead. Guidebooks were helpful in estimating ferry crossing and provision costs, but emigrants still had to decide whether to buy almost everything at the outset or to be at the mercy of merchants who charge exorbitant prices on the Trail.

When to depart was the next crucial question. It could not be too early before there was spring grass for the team to eat. It could not be too late, after winter snows made the Western mountains impassable. Every day one considered how far to go, how long to rest. Now, at last, the five-month journey is almost over. But there is no telling, yet, how it will end.

*Have your students research and select their next move: Will they float and portage down the Columbia to the Willamette Valley; turn north and make the treacherous crossing at Naches Pass; or will they find a home in the new boom town of Walla Walla?*

## FRONTIER TOWNS

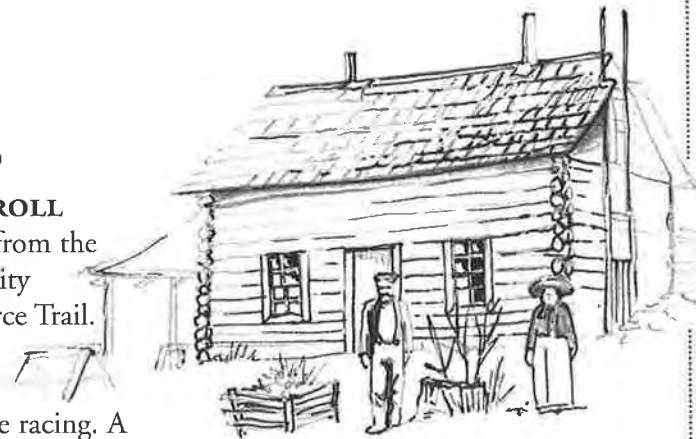
### WALLA WALLA TOWN SCROLL

WALLA WALLA is not far from the Oregon Trail, but the city was laid out along the Nez Perce Trail. Indians used the ridge on the south bank of Mill Creek—today's Main Street—for horse racing. A wealthy Nez Perce or Cayuse might have owned a thousand horses.

Missionaries Marcus and Narcissa Whitman settled in Cayuse country on the bank of the Walla Walla River in 1836. Their mission became a popular stopping place for emigrants on the Oregon Trail. Alarmed by the influx of whites and by the diseases they brought with them, Cayuse Indians killed the Whitmans and twelve other residents of the mission in 1847.

On the present site of Walla Walla, territorial governor Isaac Stevens conducted a treaty council with Nez Perce, Cayuse, Palouse, Yakama, Umatilla, and Walla Walla representatives. Reluctantly, Indians signed the Treaty of 1855, greatly reducing their landbase. Yet war broke out when miners and settlers encroached on Indian land before the treaty's ratification. During the Indian War, troops built a camp along Mill Creek which became Fort Walla Walla.

Knee-deep bunch grass indicated the fertility of the Walla Walla Valley to early settlers. After the conclusion of the Indian War, farmers and other pioneers built cabins using trees that grew along the streams crisscrossing the valley. Next to the fort arose a town whose first business was to provide supplies to the military.



## Games to Play Along the Way

### CLASS PROJECT

STUDENTS: *You are moving to a distant place.*

*Everything you own must fit into a single suitcase.*

*What one toy or game would you take? Compare your choice with some of the games children brought with them to Washington about 100 years ago.*

#### OREGON TRAIL

*Papier-Mache Doll, c. 1845*  
Bringing cherished toys was especially important to children traveling west.

*Toy Tea Set, c. 1858*  
Elizabeth Wilson brought this with her to her new home in Vancouver, Washington in 1864.

*Slate with Slate Pencils, c. 1845*

*Lap Desk, c. 1844*

*Sewing Kit and Needle Case, c. 1850*

#### RAILROAD

*Doll, c. 1895*  
Children in the 19th century had very few purchased toys, so a china-head doll would be a special possession to be brought on the train to a new home in Washington.

*Game of the Philippines, c. 1900*

Educational card games were popular in the 19th century.

*Authors Game, c. 1900*

*Alphabet Board Game, patented 1886*

*Marbles, 1880-1930*  
Marbles, which were produced in the United States after 1850, were a popular children's game.

## Cities & Towns ARTIFACTS THAT TELL THE STORY

### OREGON TRAIL

*Bible*

*Medicine Box*

*Table*

*Rocking Chair, c. 1850*

*Harmonium*

*Rifle, c. 1810*

*Powder Horn, carried on  
the trail in 1847*

*Food Prep Equipment:  
spider, dutch oven, cake  
turner, masher, coffee mill*

*Wagon Repair Equipment:  
Oxen yoke, ox shoes,  
wagon wheel, wheel hub,  
and grease bucket*

### TACOMA

*Exchange Tokens, 1887*

*Promotional Brochure, 1905*

*Saengerfest Ribbon, 1927*

*Fireman's Helmet and Belt,  
c. 1880*

*Soda Bottles, 1889-1934*

*Tumbler, c. 1903*

*Shaving Mugs, 1890-1935*

*Women's Boots, c. 1905*

### SPOKANE

*Bird's-Eye View Postcard*

*Stoneware Crock, c. 1920*

### YAKIMA

*NPR Sleeping Car Poster,  
c. 1883*

*Commemorative Plates and  
Glassware, 1884-1918*

### SEATTLE & THE KLONDIKE SS Rosalie Ship Model

*Miner's Pick*

*Miner's Pan*

*Gold Standard Balance*

*Gold Nuggets*

*Gold Pokes*

The discovery of gold on the Clearwater and Salmon rivers in 1860 made Walla Walla a boom town. Miners used it as a supply center and many wintered there, paying with gold dust for housing, food, supplies, and entertainment. Merchants from Portland and San Francisco arrived with goods to sell to the prospectors, and businessmen erected stores, hotels, and saloons for the new clientele. Three such businessmen, brothers Sigmund, Louis, and Abraham Schwabacher, traveled to Walla Walla to establish a general store. Jewish immigrants from Bavaria who had settled in San Francisco, the Schwabachers found themselves among Indians, soldiers, settlers, and Chinese who ran stores and grew crops for miners.

Miners entered the region on boats heading up the Columbia River, as did merchandise intended for sale to them. Down the river, farm goods left for Portland and points beyond.

In the early 1870s, as the mines played out, agriculture became the basis for the city's long-term prosperity. Merchants extended credit to farmers, invested in mills, and helped market such products as wool, barley, and wheat.

Dry-land farming of wheat in the hills proved successful. But transporting it 31 miles overland to the Columbia was cumbersome. Dr. Dorsey Baker, a store owner and banker, realized that to export their wheat affordably and efficiently, farmers needed rails to the river. Using his own money, Baker built the line with wooden rails and strap iron—an investment that greatly advanced the region's prosperity.



George Washington Bush

### OLYMPIA TOWN SCROLL

IN 1833, THE HUDSON'S BAY COMPANY built Fort Nisqually. The fort was located north of the Columbia River, in territory claimed by England, and north of the site that became the city of Olympia. There Nisqually, Duwamish, and Squaxin Indians traded animal furs for firearms, blankets, flour, beads, and other items.

George Washington Bush was among the first American settlers in the territory north of the Columbia River. Bush turned north after traveling the Oregon Trail in 1844 because Americans south of the Columbia had passed a law denying African Americans like Bush the right to own land. Food from Fort Nisqually and from local Indians helped the Bush Family survive their first winter on the farm they established in Tumwater.

Traveling with Bush from Missouri to the Puget Sound region were the families of Michael Simmons, James McAllister, David Kindred, and George Jones, and two single men, Jesse Ferguson and Samuel Crockett. Members of the party grew grain and produce. At Tumwater Falls Simmons built a gristmill and later, a sawmill to process timber.

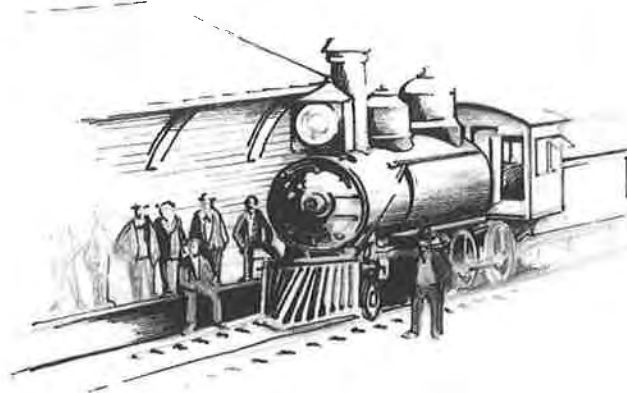
Washington's first newspaper, *The Columbian*—founded in Olympia in 1852—campaigns for separation from Oregon Territory. Congress established Washington Territory in 1853, with Isaac Stevens its first governor.

Stevens arrived in Olympia later that year, after days of travel from Vancouver. He was so disheveled that no one guessed he was the new governor, and he was told to enter the hotel through the back door. Nonetheless, Stevens decided that Olympia was to be the territorial capital—a choice that was challenged by Vancouver, Seattle, and other rival towns throughout the frontier era.

Everything did not go Olympia's way. In the 1870s, as the Northern Pacific's railroad tracks approached Puget Sound, Olympia tried to beat the competition to become the western terminus by offering thousands of acres of land to the railroad. When Tacoma was chosen instead, Olympians organized their own railway and mining company to build tracks to the NP line and to extract coal deposits from the Tenino area.

Additionally, Olympia lacked a deep water port. Ships docked at a long wharf which reached across muddy tidal flats to the open water. Dredging in the 1890s first deepened the channel. Harbor-front landfill became the site for new industries, including a sawmill, a knitting mill, a veneer plant, a cannery, and a sash and door factory.

When Washington was admitted to the Union in 1889, Olympia gained new status as state capital, a title it retains to this day.



## THE RAILROADS

*"The pioneer railroads had to bring the people who furnished the traffic; had to open up the state's first coal mines; set the pace in lumber operations, point out the way to apply irrigation principles, donate manufacturing sites to encourage the building of coast seaports, build and maintain the first line of grain warehouses, exploit the possibilities of foreign trade and give financial encouragement to the first struggling shippers. Then . . . the earlier railroads took complete charge of the state's legislative efforts and even indicated where the streets in the larger cities should run so as not to interfere with railroad terminals."*

— M. M. Mathison in the *Pacific Monthly*, April 1908

THE RAILROADS' IMPACT ON WASHINGTON goes beyond its effects on the natural environment, the establishment of industries, the importing of populations, and the platting of cities. Railroads have owned and sold much of the land, and they own and control major industries. The location of rails has determined the fate of cities. And decisions about rates, stops, and schedules made thousands of miles away by railroad owners affect the affairs of almost everyone in the state.

### THE WILL AND THE WAY

IN THE BEGINNING IS THE ENTERPRISE. All of the means of railroad building—the laws, the land, the financing, the materials, the men—are subject to the demands of the railroad corporation and of the magnate who commands its operations.

The beginning of construction must await the line. Projecting a line, surveyors penetrate nature's domain. If it be forest, woodchoppers clear the way; if a mountain intervenes, a drilling crew, equipped with explosives, takes charge.

Then come graders, perhaps a thousand men, who level the road and fill space with gravel. Meanwhile sawmills along the way cut timber for bridges and ties, and tie-cutters prepare the timber to be laid. Ties and rails are loaded onto a flatcar. One gang takes the ties and places them. Another takes the rails, which they spike onto the ties. In this manner, by day, construction proceeds. And at night one sees, deployed upon the land, the white tents of the railroad's army briefly at rest.

## *Building the Railroad* ARTIFACTS THAT TELL THE STORY

*Tape Measure, c. 1890*

*Surveyor's Transit, c. 1869*

*Railroad Spikes, c. 1887*  
Used to attach rails to  
railroad ties.

*Date Nails, 1914-1933*  
Recorded the year the track  
was built.

*Surveyor's Chain, c. 1870*  
Standard surveyor's chains  
were 66 feet long.

*Railroad Drill, c. 1900*  
Used to pre-drill rails for  
the spikes.

## TAKE A CLOSER LOOK

### ELECTRONIC JOURNALS

*Frontier Towns*  
MATERIAL WORLD

- ❖ Early Towns
- ❖ First Settlers
- ❖ General Store

KID'S WORLD

- ❖ Toys
- ❖ Games

GETTING THERE

- ❖ Frontier Wagon
- ❖ Trail Journey

COMMUNITY LIFE

- ❖ 4th of July
- ❖ Popular Music

*Railroads*

MATERIAL WORLD

- ❖ Marketing the Rails
- ❖ Mail Order Goods
- ❖ Jobs on the Train

KID'S WORLD

- ❖ Toy Trains
- ❖ Messages in Code

GETTING THERE

- ❖ Train Wrecks
- ❖ Dining Car Lingo

COMMUNITY LIFE

- ❖ Distant Vacations
- ❖ The Singing Rails



## FROM CHINA WITH COURAGE

*“Without the Chinese railroad workers the Northern Pacific would probably not have been built for a long time, since manual labor out here is difficult to find.”*

—Nicolaus Mohr  
*Excursion Through  
America, 1884*

Much of the work that enabled rails to cross the continent was done by Chinese men. Entire workcrews were hired directly from China through a Chinese contractor in Washington.

The crew that laid tracks across the Cascades included a thousand Chinese. Their jobs were the hardest and the most dangerous. When someone had to set off dynamite in a tunnel or be lowered down a sheer cliff in a basket, Chinese workers did what the boss commanded.

## WHAT IT TAKES

### *To Build a Transcontinental Railroad*

- ❖ FEDERAL BACKING, which can take various forms: congressional authorization, appropriations of funds per mile of track, and millions of acres of land grants
- ❖ CAPITALIZATION unprecedented in scale, usually in the form of bonds sold to investors with federal land grants as collateral
- ❖ MATERIALS in gigantic quantities, including millions of tons of steel and the timber from entire forests
- ❖ THE ENGINEERING EXPERTISE needed to overcome all natural obstacles
- ❖ THE PHYSICAL LABOR of thousands of workers
- ❖ THE ORGANIZATION and management of the work force under pressures of time and over extensions in space comparable only to the operations of an army

## A PATH OF STEEL

THE TORRENTIAL COLUMBIA, the Cascade range, and the forests of Puget Sound attract travelers to Washington yet also impede their movement. Even more so has nature blocked and channeled the progress of the railroads. Unlike emigrants who go on foot or by horse, ride a coach or board a ferry, as the terrain allows, the railroad has to place its tracks forward no matter what. Seeking the lowest grade possible for the most efficient all-weather operation, the line follows riverbanks and valley floors wherever possible. But when necessary, it cuts through thickets of giant trees, spans river gorges, and makes its way across awesome mountains.

## TACOMA: *Cities on Wheels*

TACOMA BEGAN AS A SMALL SETTLEMENT BESIDE A SAWMILL in the early 1850s. Its growth became assured 20 years later when the Northern Pacific chose the town for its western terminus. The neighboring port cities, Olympia and Seattle, had bid strenuously to receive the railroad. But the availability around Tacoma of cheap land for the taking was the deciding factor.

As soon as Northern Pacific's transcontinental line was complete, a fever of growth gripped Tacoma. In one decade—the 1880s—its population grew from 1,000 to 36,000 people, factories sprang up along the waterfront, and the town acquired the world's largest lumbermill.

## PROSPERITY CENTRAL

YOU HAVE ARRIVED: *At the Tacoma Station, May 16, 1884*

THE TRANSCONTINENTAL RAILROAD is bringing an avalanche of newcomers. This is largely due to the railroad's efforts to populate this region, upon whose prosperity its success depends. As the line was built, Northern Pacific recruited workers from Scandinavia. Many have remained. The company currently conducts a promotional campaign in the Midwest, encouraging workers and farmers to make a new start here. The railroad also opened agencies in England and Scotland, and it distributes thousands of brochures in western and northern Europe to tout the advantages of life in Washington. When foreigners disembark in New York, railroad representatives escort them to trains that continue their westward journey.

## CITY OF DESTINY

YOU HAVE ARRIVED: *At the Tacoma Station, May 16, 1884*

EVERYDAY THE NORTHERN PACIFIC BRINGS NEWCOMERS TO TACOMA. The railroad's terminus is more than a destination, it is the place where lives begin anew. A Babel of languages and dialects pierces the dusty air. Immigrants from Northern Europe and England, having seen Northern Pacific brochures that promote "the best money-making country in America," pour from the cars onto the platform. Also within the crowd are Easterners in search of timber land and Midwesterners who seek work. Now that the journey which, until recently, took several months is less than a week's travel, Tacoma "staggers," as Rudyard Kipling puts it, "under a boom of the boomiest."

### SPOKANE: *Cities on Wheels*

DURING A TIME WHEN THE NORTHWEST HAD THE FASTEST POPULATION growth in the U.S., Spokane grew faster than any city in the country. A town of 350 in 1880 became a city of 20,000 within a decade. What put Spokane on the map was the Northern Pacific's decision to build through there plus a network of tracks laid by competing railroads. These companies sought wealth from mines in Idaho and British Columbia, from wheat flourishing in the Palouse, from pine forests to the north, and from the commerce of the burgeoning city. Endowed with water and hydroelectric power, Spokane became the hub of an Inland Empire, with surrounding railroads its spokes.

### YAKIMA: *Cities on Wheels*

AS THE RAILS OF THE NORTHERN PACIFIC APPROACHED THEM, the people of Yakima City expected to have a terminal in their town. But the railroad bypassed this city of 500 residents to create North Yakima a few miles to the north. The Northern Pacific offered free building sites to businesses that relocated to the "city of the future."

Most merchants moved their buildings, using mule teams to pull them over rollers. It took a month to move the hotel, during which time patrons continued to sleep and eat there. Today Yakima City is known as Union Gap, and its northern neighbor is Yakima.

## KLONDIKE GOLD RUSH

### SEATTLE AT THE OUTSET OF THE GOLD RUSH

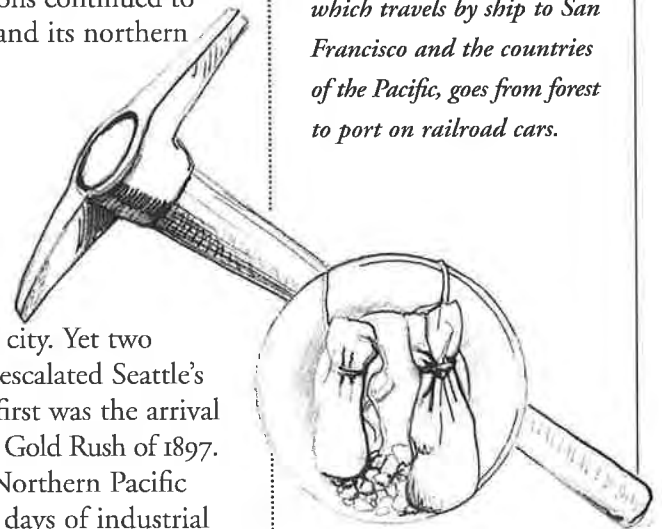
PRIOR TO 1890, TACOMA WAS WASHINGTON'S MOST important city. Yet two events took place in the last decade of the 19th century that escalated Seattle's population and gave it new stature as the state's largest city. The first was the arrival of the Great Northern Railroad in 1893. The second was the Klondike Gold Rush of 1897.

A roar of disapproval sounded among Seattleites when the Northern Pacific named Tacoma its terminus in 1883. Railroad access during these days of industrial boom could make or, in the case of its absence, break a town. But the Northwest didn't suffer under a monopoly, and soon James J. Hill announced his desire to build a terminus for his Great Northern Railroad in Seattle. The year was 1893, and it was just in time. Four years later, when the *Portland* steamed into Seattle with a load of gold from the Alaska and Yukon gold fields, the rush was on. Like lemmings streaming into the unknown, Seattle was the Klondikers' cliff.



## EXPORT BY RAIL

*Most of the goods produced in Washington are exported by rail. Railway lines haul wheat from the fields of the Palouse and coal from the mines of Kittitas Valley to the ports of Puget Sound. On East-bound trains cans of Pacific salmon hurtle toward the Atlantic. Ice-cooled cars enable the railroad to move apples from the orchards of Wenatchee to the tables of Boston, and cattle cars transport beef on the hoof from Northwestern ranches to the Chicago stockyards. Even lumber, which travels by ship to San Francisco and the countries of the Pacific, goes from forest to port on railroad cars.*



miner's pick, gold pan, and gold pokes





## OUTFITTING FOR THE GOLD FIELDS

*"The merchants of Tacoma and Seattle put up better Alaska outfits for less money than those of any other city. This is possible because here are manufactured the flour, bacon, evaporated fruits and vegetables, blankets, special Alaska clothing, boots, shoes, sleds, stoves, tents, boats, and in fact nine-tenths of the staples used in Alaska. Large stocks of goods are also carried at Juneau. No man should pay freight on an outfit from the East unless he has money to throw away."*

—Washington & Alaska Steamship Company

## THINK ABOUT IT

Prospectors poured into the Yukon during the summer of 1897, competing with each other to see who could produce the richest single pan of gold. One man boasted a pan containing 39 ounces worth \$495, while rumors of an \$800 pan circulated through the camps.

*How much would 39 ounces of gold be worth today?*

## GOLD FEVER

YOU ARE HERE: *In a Yukon Outfitter's Store in Seattle*

FROM THE CRASH OF '93 until the moment the *Portland* docked in Seattle carrying two tons of Yukon ore, this region suffered through its hardest times. Not only had Washington's extractive industries, which depended on East Coast capital, collapsed, throwing most people out of work, but the railroad brought tens of thousands more unemployed people from the rest of the country.

Then gold is discovered. Puget Sound becomes the gateway to a bright future. Few gold seekers are deterred by the hardships of traveling to the Klondike or by the long odds of striking it rich. As one Tacoma resident said, "When a stampede comes along, you're wild and you just do it."

Seattle is a major benefactor from the Yukon gold rush. The city has advertised itself skillfully as "the Emporium of the Klondike." Stores have piled up the supplies, sleds, and outfits that one needs to survive in the arctic bonanza land. In one month merchants have sold \$325,000 worth of goods.

Local steamship companies overcrowd their boats with customers and their dogs, horses, and freight. Every trip to Alaska is booked for months in advance, and more ships are being built. The city benefits also when prospectors return from the gold country, for it is here that many spend their money.

Above all, the gold rush has made Seattle's reputation as a Pacific Coast metropolis. Thanks to the discovery of ore in a remote Canadian stream, the city's prosperity seems assured.

## TREK TO THE GOLD FIELDS

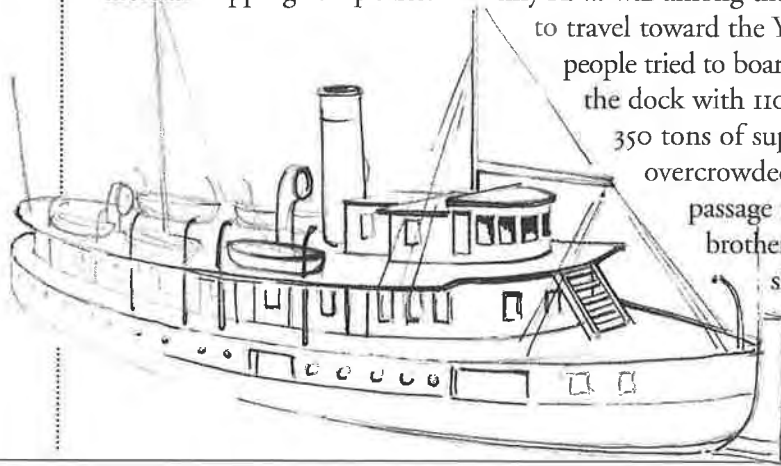
VERY FEW OF THE THOUSANDS WHO TRAVELED TO THE YUKON in search of gold were experienced miners. They depended on promotional brochures and storekeepers to advise them on the supplies they needed for their journey.

Chilkoot Pass was the most popular route to the Klondike gold fields of northern Canada. Over 22,000 Klondikers, close to half of all the people in the gold rush, crossed Chilkoot Pass in the winter of 1897. Those lucky enough to reach the top of the Pass with their 50 pounds of supplies on their backs had a 17-mile downhill hike ahead; then the 550-mile river boat ride to Dawson and the gold fields would begin.

## THE STAMPEDERS' FLEET OF STEAMERS

THE STAMPEDE TO THE YUKON BEGAN when the *Portland* arrived in Seattle carrying 80 successful prospectors and two tons of Klondike ore. Having heard rumors of this cargo, thousands crowded the dock roaring "Show us the gold!"

Most of the ships carrying prospectors to the Yukon belonged to Seattle's commercial shipping companies. The tiny *Al-ki* was among the first twenty vessels to travel toward the Yukon gold. One thousand people tried to board her. But when the boat left the dock with 110 people, 1,000 animals, and 350 tons of supplies, it was abysmally overcrowded. To meet the demand for passage to the Yukon, the Moran brothers built a fleet of twelve shallow-draft boats. They were later to build a battleship for the United States Navy.





**1843**  
First large immigration to Oregon occurs and temporary government established

**1846**  
Treaty between United States and Great Britain sets U.S. boundary at 49th parallel

**1847**  
Cayuse Indians attack Whitman Mission in Walla Walla

**1848**  
Oregon Territory created

**1851**  
First settlers land on the site of Seattle

**1853**  
Washington Territory created

**1855-58**  
Yakima Indian War

**1883**  
Northern Pacific Railroad completed to Tacoma, linking Washington to the East

**1888**  
NPR's Stampede Tunnel completed through the Cascades

**1889**  
Washington becomes the 42nd state

**1891**  
Washington State Historical Society founded

**1893**  
Great Northern Railroad completed to Seattle

**1897-99**  
Klondike Gold Rush; Seattle grows quickly as a jump-off point for people heading to the gold fields



## THE SHINGLEMILL

### IN A SHINGLEMILL IN EVERETT

*Each sawyer can make 30,000 shingles in a ten-hour shift. Every day, this mill, which employs more than 150 men, turns out millions of shingles.*

*It is dangerous work. To cut shingles, one pushes blocks of wood through a sharp blade that spins 200 times a minute.*

### EVERETT: *Flipbook Excerpts*

**T**HE TREATY OF POINT ELLIOT, signed in 1855 by Patkanim, signatory chief for the Snohomish and Snoqualmie, established a reservation on Tulalip Bay for 22 tribes. Patkanim's promise to defend non-Indians from unfriendly natives encouraged settlement of the Gardiner Bay region. Indians as well as newcomers used Spihall's Wharf in Everett.

The city of Everett was cleared but not yet built in the early 1890s when its first major industries were incorporated. Shinglemills, shipping wharves, and the newly formed Everett Land Company—headed by John D. Rockefeller himself—were among the city's first businesses.

The Great Northern Railroad received a large parcel of land in Everett in exchange for providing rail service. Trains transported shingles and other products from the 14th Street dock on Everett's waterfront to distant markets. And trains brought people into the region to work in the mills and other industries.

The city of Everett was built on confidence, but during the panic of 1893 confidence vanished. Three local banks closed, James J. Hill's Great Northern Railroad halted construction, and John D. Rockefeller liquidated his holdings in the Everett Land Company. So little money was in circulation that churches accepted shingles in collection plates.

Shortly thereafter, lumber baron Frederick Weyerhaeuser and railroad tycoon James J. Hill negotiated one of the biggest land deals in U.S. history. At \$6 an acre, Weyerhaeuser obtained 900,000 acres of Northwest timberland owned by Northern Pacific. The following year, in 1901, Weyerhaeuser built the world's largest lumbermill on Everett's harbor.

In 1916 the Shingle Weavers Union got half of Washington's shinglemills to raise wages. But Everett mill owners refused to grant a raise they had promised earlier. A strike resulted—and violence between striking workers and strikebreakers. When a boatload of Wobblies came to Everett's dock in solidarity, vigilantes opened fire, killing 5 and wounding 31.

Years later, a construction boom followed WWII, bringing prosperity and a rapidly rising population to Snohomish County. New neighborhoods sprang up, following Highway 99 north from Seattle. When the building of houses slowed across the country in the late 1960s, most of the lumbermills closed. But the huge Boeing plant next to Paine Field Airport provided thousands of new jobs.