

An Historical Geography of Washington State

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INTRODUCTION

This booklet is designed for use with the Washington State physical climatic map when studying Washington State history and/or geography. Each entry is keyed to the map by a grid reference found in parentheses immediately following the entry title.

Teachers and students can use the map and the booklet to explore major aspects of the state's history and geography, including building of railroads, mining, changes in use of the Columbia, as well as a number of other topics.

Many of the entries in the booklet refer to other related entries on the map which help to explain the historical and geographical story of Washington state. Students are encouraged to use these cross-references as a way of gaining an over-view of the entire subject.

A task guide is provided for use by teachers which relates directly to **the Essential Academic Learning Requirements** for Social Studies, History, helping to satisfy the benchmark requirements for this discipline.

The booklet and map may be used interactively to provide both an historical as well as a geographical perspective to Washington State history.

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Appendix A

Historical Sites

I. Battle Sites:

1. Cayuse War (F-5):

This war resulted from the tensions between Marcus Whitman and his family, and the Cayuse, who resented the idea of farming and did not like the idea of monogamy. By 1843 the first contingents of settlers began to reach the territory. Those exhausted and ill from the journey often chose to rest at the mission. This introduced an epidemic of measles and dysentery among the native Americans. It is estimated that 50% of the Cayuse died.

It was noted by some Cayuse that the white children which Whitman treated usually recovered, but not the native American children. On November 29, 1847 two Cayuse leaders, Tiloukaikt and Tomahas, killed the missionary with a tomahawk. The Cayuse then killed Narcissa Whitman and eleven others at the mission. Peter Skene Ogden of the Hudson's Bay Company led a party to ransom some forty-seven others captured by the Cayuse.

Five hundred armed settlers from the Willamette valley pursued the Cayuse, but after two years they were unable to defeat them. Finally, in 1850 the Cayuse surrendered the two guilty leaders and three others. These five were hanged in Oregon city.

The Cayuse war demonstrated the inability of the settler community to deal with native Americans, and in consequence the settlers were ready to accept territorial status in order to achieve greater control of native Americans, and diminish the influence of the Hudson's Bay Company. The War was expensive. It cost over \$175,000, but settlers had no cash, and it was almost entirely financed on credit. It was hoped by settlers that the federal government would assume the debts incurred by those fighting native Americans.

2. Touchet (F-5):

This river valley is west and north of Walla Walla. The Touchet river flows into the Walla Walla river. During the **Cayuse War** in 1848 native Americans were pursued along the river by volunteers who wanted to avenge the death of the Whitmans. The mouth of the river is twenty miles from **Waiilatpu**. The Cayuse broke into different

groups in order to affect an escape from the volunteers. From here they moved north towards the **Tuccannon** river. Eventually, the volunteers were forced to retreat to the **Touchet** valley. The Cayuse were able to win the battle, but could not expect to defeat the settlers in a war.

During the **Yakima War**, in 1855 about 300 Cayuse attacked a volunteer force, but were forced to retreat and their chief, Peopeomoxmox, was captured and brutally killed and then scalped by the troops. More native Americans arrived, and they pushed the troops back, who they took refuge in nearby Fort Henrietta in Oregon.

3. **Tucannon (F-4):**

Located in the southeastern corner of Washington, this river valley lies south of the Snake river. Cayuse and Palouse joined forces in the valley to continually attack the volunteers who had been advancing to find them in 1848.

4. **Yakima War (D-4):**

Native Americans and settlers confronted each other time and again in the 1850's. Governor Isaac Stevens in 1855 made treaties with the native Americans of central and eastern Washington which forced them to accept reservations in exchange for cash, goods, schools and hospitals. However, there were almost immediate incursions onto even the limited lands which had been granted to the Yakima and other native Americans. Settlers became alarmed, fearing that there was some kind of general conspiracy among native Americans. Such fears were common on the frontier; numbers of native groups were usually exaggerated because small bands were very mobile and because many settlers were isolated. A climate of unreal fear could quickly overtake the settlers.

For their part, the Yakima were anxious to stop the frequent incursions by miners, who often raped native women, and stole horses. Settlers often cut the Yakima off from traditional grazing areas and ground where they gathered roots vital to their food supply.

Chief Kamiakin attempted to organize a confederacy of natives, but this largely failed. In 1858 Colonel George Wright finally defeated those natives still resisting the army.

5. **Connell's Prairie (C-3):**

This site is located about ten miles east of Sumner. The landscape is rolling prairie with interspersed fir and alder trees. In March of 1856 about 150 native Americans attacked 100 troops crossing the prairie. In the preceding months there had been several murders there as the Puget Sound War began.

The battle itself was inconclusive. However, from this point the native Americans were strong enough only to attack isolated settlements, and Governor Isaac Stevens moved aggressively against the tribes and Hudson's Bay Company employees who had married native women. Eventually, Leschi, an important Nisqually chief, considered the leader by Governor Stevens, was arrested and hanged.

6. **Union Gap (D-4):**

This was one of the actions which occurred in the **Yakima War**. The area of Union Gap is now a suburb of Yakima, but in 1855 army regular troops and militia, numbering about 700 men in all, attacked the Yakima here, hoping to gain a victory. The native Americans fought a running action which allowed them to escape the army attack.

Major Gabriel Rains led the militia, and among the regular army was Lieutenant Philip Sheridan. He would become one of the most famous cavalry generals of the Civil War.

7. [Liberty - see under mines]

8. **Naches (D-4):**

Naches is located northwest of Yakima along Highway 12. By the river, very close to the present town, Colonel George Wright built a fort by throwing up earthen walls topped with baskets of rocks. He had been driving his men north and west from Fort Vancouver, where he commanded, in order to defeat the Yakima Indians.

From here he could continue to press north and eventually took a number of prisoners. He used newer rifles with much longer range and he was able to defeat the Yakima, Spokane, and other tribal groups finally in 1859.

9. **Battle of Seattle (C-2):**

In October of 1855 a war broke out in the Puget Sound region as the coastal native Americans realized that much of their property had been ceded away by recent treaty demands. In October the war began at **Connell's Prairie**. There were attacks on isolated cabins and soldiers approaching Seattle also were attacked. The inhabitants constructed twenty-four forts and retreated to their protection. Militia moved to the foothills to try to prevent Yakima and other tribal groups from crossing the Cascades.

In Puget Sound the gunboat *Decatur* anchored as artillery protection for the settlers. Friendly natives had been placed in settlements at a distance from whites. They began to run out of food, and grew restless.

Isaac Stevens, the territorial governor, refused to compromise, and wished to continue to fight until all those opposing the treaties he had forced them to sign were dead. On January 25, 1856 about 150 native Americans canoed across Lake Washington and then climbed the forested hills on the west side of the Lake. The commander of the *Decatur* took the women and children of the settlers aboard, and then commenced firing on the forest. This fire did stop the attack and the next day the battle was over. The settlers had lost only two killed, but it was impossible to determine native American casualties.

In March the natives, led by Leschi, fought a final battle at **Connell's Prairie**, but then retreated east of the mountains. This ended the last significant armed native attempt to resist the white settlement of Seattle.

10. **Spokane Battles (G-2):**

A series of battles were fought around Spokane from the Spring of 1858 through the autumn of the same year. The army sent into action several hundred men, artillery, and used friendly Nez Perce as scouts. Though at first unsuccessful (see, **Steptoe Butte**), because of improved fire power (see, **Four Lakes** and **Spokane Plains**) the army gained the upper hand, dealing out harsh penalties to any it suspected of rebellion.

11. **Spokane Plains (G-2):**

This battle took place about ten miles west of Spokane just north of present-day Highway 2 a little west of Spokane Falls. Here Spokane,

Palouse, Coeur d'Alene, Pend Oreille, and other native American groups attacked the advancing column of Colonel Wright (see, **Four Lakes**).

This action took place on September 5th, 1858. After an initial charge, the native Americans were repulsed, retreating into a wooded area. Their leader, Kamiakin, on his horse, directed the fight from under a tree. An artillery shell burst in the branches above, and a falling limb knocked him off his horse, injuring him. Without direction, the native American forces began a hasty retreat of fourteen miles. This battle broke the will of the native American confederacy.

12. **Four Lakes (G-3):**

This site is located about twenty miles south of Spokane Falls. Here on September 1st, 1858 about 500 native Americans massed to meet the advancing Colonel Wright. His force included 190 cavalry, 400 artillery men, about ninety infantry, and thirty Nez Perce to act as scouts. The soldiers were equipped with much better rifles able to hit a target at much longer range.

As the two forces came into contact, the native Americans tried hit and run attacks, but Wright was able to deploy a skirmish line, the cavalry on the left, the Nez Perce on the right, and advanced. The artillery he concentrated in the center. The battle consisted of a number of individual attacks by the native Americans against targets of opportunity.

Then Wright ordered the cavalry to charge, and this utterly broke native American resistance, and they fled the field, leaving behind weapons.

13. **Steptoe Butte (Rosalia) (G-3):**

This battle was an action fought in the **Yakima War**. Colonel Edward Steptoe took troops north across the Snake River in May of 1858 from **Fort Walla Walla** in order to protect miners who were prospecting on lands granted to native Americans as part of the **Colville Reservation**.

Colonel Steptoe chose to march his troops, consisting of 152 men and officers as well as three howitzers, across country which had been granted to native Americans only a short time before by Governor Isaac Stevens. Near the town of Rosalia, native American groups of Spokane with Coeur d'Alene, Palouse, Yakima, and Palouse attacked and routed this force. There were about 1,000 native

Americans. Steptoe was using older muskets with an effective range of only about fifty yards. Thus, his fire power was not substantially superior to that possessed by the native Americans.

The Spokane and Coeur d'Alene came in behind Steptoe's position, and the Palouse threw themselves across his advance. The battle lasted about six hours. Steptoe's only distinction was extracting his men from their surrounded position by affecting a withdrawal at night. Two officers, five enlisted men and three friendly native Americans had been killed in the battle.

14. **White River Massacre (C-3):**

During the **Battle of Seattle** on October 28th, 1855 Chief Nelson, a Muckleshoot, perhaps on the orders of Leschi, led a band of warriors through the White River area surprising settlers, breaking into their homes and murdering them. The settlers had not retreated to Seattle, assuming they were safe, but eight were killed, and a two year old child abducted. The child was eventually given to a white family. On October 31st a half dozen soldiers were cut off and surrounded by native Americans; two were killed.

Lieutenant William Slaughter, who was the commissary officer at Fort Steilacoom, led a small force to the area of present-day Auburn. While conferring with an officer from the Territorial militia on November 26th, 1855, native Americans opened fire and killed Slaughter. Twelve other soldiers were also killed. Native Americans suffered no casualties in the action.

15. **Horse Slaughter Camp (G-2):**

This is located on the Idaho and Washington border on modern Highway I-90.

After defeating the native Americans at **Spokane Plains**, Colonel Wright captured between 800 and 900 horses belonging to native Americans who were at war with the settlers. About 200 of these were distributed to the officers in his command, and to the Nez Perce, his allies, but all the rest were slaughtered. The dead horses were left where they were killed as a warning to native Americans.

16. **Hangman Creek (G-3):**

This site is located south of Spokane and east of Spangle. The creek was originally known as Latah Creek.

After victories at **Four Lakes** and **Spokane Prairie**, Colonel Wright wanted to subdue native Americans, and force them to sign peace treaties. He arrested one native American chief. Then Wright arrested and hanged Qualchan, a Yakima chief, fifteen minutes after he had arrived at Wright's camp in order to negotiate peace with him. Six other native Americans were also summarily hanged. These were all carried out without trials or hearings.

Wright hanged four more native Americans on the Palouse River, and Owhi, another chief, was shot trying to escape. Chief Kamiakin made good an escape to Canada, but eventually returned to live out his life in peace in the area south of Spokane.

17. **McLoughlin Canyon (E-1):**

McLoughlin Canyon is located east of what is now Highway 97 about 15 miles south of Tonasket.

Gold was found both on the **Colville Reservation** and in British Columbia. Groups of miners, sometimes prospecting, sometimes simply moving through on their way north, continually harassed the native Americans, who soon turned to trying to stop them crossing their lands. A native American was killed, and Qualchan, a war chief, was severely wounded.

Early in the summer of 1858 about 150 miners led by James McLoughlin began the journey north to British Columbia. Miners were despised by native Americans because they sometimes raped native American women, and stole horses. The party was attacked and a miner killed. Chief Moses, a Sinkiuse chief, warned them at Moses Coulee to turn around, but the miners kept going. Chief Moses and his warriors laid a surprise attack at the narrow McLoughlin Canyon.

The battle lasted from late morning until early evening, when the miners retreated. Four miners were killed and twenty wounded.

18. **Cascades (C-5):**

The Columbia River corridor as it passed through the Cascades was a strategic location. All supplies moving east or west had to pass through that area. In the **Yakima War** Kamiakin, leader of the Yakima, decided to launch an attack against this vital spot. The army had withdrawn all but nine soldiers. On March 26th Yakima and other native Americans mounted a surprise attack on the Upper and Middle Cascades. They killed two soldiers, burned and pillaged. About forty whites held out in a store for three days at the Upper Cascades.

A steamer, *The Mary*, was able to sail for help. Other steamers brought troops to both the Upper and Middle Cascades. On March 28th reinforcements, a company of troops commanded by Lieutenant Philip Sheridan, arrived to relieve those in the blockhouse at the Middle Cascades. The army executed nine native Americans. The settlers lost fourteen, and three soldiers were also killed.

19. **Lummi/Haida/Orcas Island (B-1):**

Wars among native Americans were never confined to those between settlers and native Americans. The latter had fought each other for a very long time.

From the north the Haida people came south in their great canoes in order to plunder, take slaves, and make war on the indigenous people of the Puget Sound basin. In 1857 about 400 hundred Stikine, Haida, Bellabella and Tlingit came into Puget Sound in their great canoes. On Whidbey Island they decapitated a man, and carried his head north as a trophy.

The Lummi (see, **Lummi Reservation**) were forced to abandon Orcas Island because of incursions by these northerners from the sea.

20. **Port Gamble (C-2):**

Port Gamble is located on the eastern side of Hood Canal near its mouth. In February of 1856 members of the Tlingit tribe raiding the Puget Sound area were challenged by the crew of the *Massachusetts* which in conjunction with another ship worked to cut off the line of retreat of the natives. A howitzer was with difficulty brought ashore and the bombardment of the native camp commenced. They surrendered the next day, but this was not the end of raids from the north.

21. **Randle (C-4):**

This represented an early skirmish between traders and indigenous peoples. In 1818 the North West Company had sent Iroquois hunters, but they had raped women of the Upper Cowlitz group. The Upper Cowlitz had lost a chief and another eleven men, and there was further trouble when other Iroquois traders followed the first group. When in 1820 the North West Company sent another expedition, they were captured by the Cowlitz, but a truce was struck, and the Cowlitz arranged a trading treaty.

As with most indigenous peoples, it was not war but disease which killed most of them. In 1830 a disease brought by white people destroyed the Cowlitz people. By 1883 only two native American families lived in the area of Randle.

22. **Point Grenville/Destruction Island (A-2):**

On July 14th, 1775 a Spanish expedition, the schooner *Sonora* and the *Santiago* set temporary anchor off Point Grenville. They sent a party ashore to lay claim to the area for Spain. Later, the same day, another party, seven men, were sent ashore for fresh water. They were attacked by Quinalts, who had unsuccessfully tried to trade for iron earlier. Native Americans attacked the group, killed five, and the other two drowned as they attempted to swim back to the *Sonora*.

Natives next rowed to the ships, but were repulsed after losing seven of their own number. The Captain of the *Sonora*, Bruno de Hezeta, named an island *Isla de Dolores*, 'the island of Sorrows'. The name of the Island changed to 'Destruction' when Captain Cook met with much the same fate as the Spanish.

II. **Forts:**

23. **Nisqually (B-3):**

This Fort was just south of DuPont to the north of Interstate 5. Today a re-construction of the post has been erected at Point Defiance, Tacoma.

The post was established as a northern outpost of the fur trade for the Hudson's Bay Company in the Puget Sound area in 1832. It quickly proved to be a lucrative site for trading furs with native Americans.

The Company also chose the site because it was suitable for agriculture. Quickly, native labor was hired to improve the land and make it suitable for growing crops, and raising livestock. A host of crops, wheat, potatoes, barley, and others were planted. The Company's representatives steadily built up the herds until there were over 1,000 cattle and horses, as well as 4,530 sheep in 1841. This contributed to the overall profit of the Company's agricultural endeavors, but this kind of company farming (one is tempted to say 'factory farming') could not resist the tide of immigrants who flooded into the region in the 1840's.

A subsidiary operation was opened at Cowlitz Farm in 1838, and covered 4,000 acres. The products from these farms were shipped to Hawaii and Alaska. The Hudson's Bay Company plan also called for independent 'yeoman' farmers to settle the area from Canada, but those who came found that the Company was not able to provide any of the assistance they promised. Most left. Some returned to Canada, and others drifted further south where they could work land of their own.

24. **Okanogan (E-2):**

This area is now a state park and includes a visitors center. The post was originally located at the confluence of the Okanogan and Columbia Rivers. This site is now inundated by the Wells Dam reservoir.

This post was built by the Pacific Fur Company, an American rival of the Hudson's Bay Company, in 1811. After the War of 1812 the post was sold to the North West Company. When it amalgamated with the Hudson's Bay Company in 1821, the post then was vested in that Company.

Its early operations were very successful as a fur trading post. However, in the late 1820's George Simpson, the Company's governor, decided to close the trading operations there in favor of Fort Colville.

The Hudson's Bay Company continued to run the post until 1860.

25. **Simcoe (D-4):**

This post was established in 1856 about thirty miles west of Toppenish along what is now Highway 220. It was closed in 1859 and the buildings were used by the Bureau of Indian Affairs to administer its treaty obligations to the Yakima Reservation.

This and **Fort Walla Walla** represents the army's reaction to the **Yakima War**. A wagon road was hastily constructed from the Dalles so that this fort could receive supplies. In 1858 troops from this post moved into the Okanogan in order to combat native Americans during the **Yakima War**.

26. **Spokane (F-2):**

Located on the south side of the Spokane River where it joins the Columbia, today the site is administered by the National Park Service. Three original buildings still exist, including the quartermaster barn, dating from 1884, and the guardhouse, now a museum. The Fort is situated on lovely table land in a pleasantly wooded area adjacent to the river.

This Fort was opened in 1880 to replace **Fort Colville**. The new site was chosen in part because the Nez Perce War had just ended, and the army wished a presence in the area to ensure against other attempts by native Americans. By 1898 **Fort George Wright** replaced this post.

From this site the army attempted to protect the agreed boundaries of reservations from miners and squatters.

27. **Steilacoom (B-3):**

This post lies less than a mile north of the town of Steilacoom along the Puget Sound coastline. It was originally constructed in 1849.

Buildings dating from 1859 on the periphery of the parade ground still stand. It was the focal point of military activity west of the Cascade mountains during the Yakima Wars in 1855. Settlers retreated to it after the **White River Massacre**, and the **Battle of Connell's Prairie**. The post was open; it had no perimeter defense at all, so it was not an ideal place of refuge. During 1856 over 250 troops were sent here by steamer from California to reinforce the existing garrison.

In 1857 Leschi, leader of the native American insurrection in Puget Sound, was imprisoned in the guardhouse here for supposedly participating in the **Battle of Connell's Prairie**. The army, aware that the charges against him could not be true, tried to protect him, but he was taken from the post by a posse and hanged in February of 1858.

The post closed in 1868. By then the threat from local native Americans had virtually disappeared and the post offered no strategic value for guarding Puget Sound.

28. **Stevens (A-4):**

This fort was established on the south side of the Columbia river as a part of the coastal defenses deemed necessary in the Civil War era as a precaution to the entry of Confederate naval vessels into the estuary. It remained an active defense establishment until the end of World War II. Its guns, with those of fort **Canby**, could protect against unwanted entry into the Columbia river.

29. **Townsend (B-2):**

This post is located about two miles south of Port Townsend a mile off Highway 20 along the coast of the Olympic Peninsula. Nothing of the original fort remains, but the area is today a state park, and trails wind around what was the fort.

It was built in 1856 as a reaction to the **Battle of Seattle** (Puget Sound War) which had been fought in the previous year. Its location along the coast also meant that it could help protect settlers from marauding natives coming from Alaska and British Columbia by sea to raid and take slaves.

The original post was built with rough hewn logs. When gold was found on the Fraser River, the camp commander asked former gold miners to talk with his soldiers to describe the hardships of prospecting in the hopes of cutting down desertion. During the Pig War of 1859, troops from this post were sent to **American Camp** on San Juan Island where British and American troops faced each other until a final boundary settlement in 1872.

30. **Vancouver (B-5):**

This Fort is located on the east side of Interstate 5 at Vancouver. It is the most famous of all the Hudson's Bay Company outposts, or 'factories', as they were known, in the Pacific Northwest.

This fort has been reconstructed and is administered by the National Park Service as the **Fort Vancouver** National Historic Site which holds history programs and maintains a visitors' center.

It originally opened for trading on March 19th, 1825 after it was decided to abandon Fort George. The new post was a hundred miles

further up river, and its situation would allow the Company not only to carry on the fur trade, but possibly develop agricultural enterprises, also. It was established by George Simpson, the redoubtable governor of the Company, who came to consolidate the business of the Company after it had merged with the North West Company in 1821.

The first chief factor of Fort Vancouver was Dr. John McLoughlin. He was thirty-nine when he assumed command of the post. He was 6'4" tall, and had piercing eyes which few who met him could forget. He, with other Company employees lived and worked at the post, and many of them took native American wives. McLoughlin married a widow who was herself part native American.

The post contained twenty-two buildings, including a hospital (McLoughlin was a medical doctor), storehouses, a jail and a residence for the chief factor. This was a self-contained world. The post maintained its own blacksmith, carpentry shop, had a cooperage for making barrels, two mills for grinding grain, a small shipyard, and a sawmill for making lumber for the necessary buildings.

In 1839 the Hudson's Bay Company formed a subsidiary, the Puget Sound Agricultural Company, to engage in commercial agriculture. At Fort Vancouver there was two dairies, an orchard, and a large farm which grew crops and raised cattle. Other agricultural enterprises were conducted at **Fort Nisqually**.

Fur trading remained the most important economic activity between whites and native Americans from the 1780's until the 1840's. For most of that time the Hudson's Bay Company was able to beat back rival American Companies, such as the American Fur Company, owned by John Jacob Astor, or the Rocky Mountain Fur Company.

During this period the Hudson's Bay Company maintained a peaceful policy towards native Americans, simply trading with them, but not attempting to interfere in their way of life. The surplus wheat and lumber which was produced at **Fort Vancouver** was traded to Hawaii for coffee, sugar and other produce.

After the final settlement of the boundary with the U.S. in 1846, the post could no longer be maintained indefinitely. The main operations of the Company were transferred to Victoria in British Columbia, but the post continued to trade until it closed in 1860.

The rapid increase of American settlers to the area in the latter half of the 1840's caused Congress to pass legislation for the creation of a number of new military posts to protect the new inhabitants. In 1849 U.S. soldiers arrived both by steamer and via the overland route. Buildings had been rented from the Hudson's Bay Company, but work

was immediately commenced on a range of buildings for the new military post. This work was hampered by huge numbers of desertions as soldiers headed for California and the gold fields.

In 1879 the post became known as Vancouver Barracks. It was the military headquarters for the Department of the Columbia. Career officers in the U.S. army had to spend their careers at isolated frontier posts such as this. At the post U.S. Grant, served as a captain and quartermaster, Philip Sheridan, eventually head of U.S. cavalry in the American Civil War, William Tecumsah Sherman, whose devastating march through the South later helped bring the Civil War to an end, and George B. McClellan, commander of the Army of the Potomac in the same conflict, also served here when attempting to survey a route through the Cascade mountains for a possible rail route. Two later American military figures, George C. Marshall, eventually head of the Joint Chiefs of Staff during World War II and Secretary of State after, and Omar Bradley, who achieved important commands in Europe in World War II, also served here.

31. **Walla Walla (F-5):**

This military Fort lies on the southwestern edge of the main city along the Dalles Military Road. The fort closed in 1910. Some of its buildings now have other uses. It was constructed in September of 1856 in the center of Walla Walla, but in 1857 it moved to the edge of the city.

This Fort proved vital during the war with native Americans in the 1850's. It was from Fort Walla Walla that Colonel George Wright began his campaign which led to the eventual surrender of virtually all the native groups east of the Cascade mountains in 1858.

There is a nearby park and a historical museum is located there which includes exhibits concerning settlement of the area as well as materials concerning agricultural history.

32. **Fort Nez Perce (or Walla Walla) (F-5):**

This Fort was a trading post constructed by the North West Company in 1818. It lay just half a mile from where the Walla Walla River flows into the Columbia south of the later town of Wallula on current Highway 12. There is a marker by the roadside. Originally, it was the Wallula town site.

In this treeless area logs had to be floated down the river in rafts to provide the necessary timber. The Company brought together almost

a hundred people to build the fort, which they hoped would be a center of the fur trade. Many of those brought to build the fort were Iroquois brought by the Company to perform a variety of tasks. They did not always live in harmony with the native Americans of the Northwest. The fort was constructed with a water reservoir and a wooden palisade for defense.

When the North West Company merged with the Hudson's Bay Company in 1821, this Fort was renamed Fort Walla Walla. It is not to be confused with the U.S. military fort of the same name (see, **Fort Walla Walla**).

In 1841 it suffered a disastrous fire, and was rebuilt with adobe. The fort was finally closed by the Hudson's Bay Company in 1855.

Forts such as these, established by virtually all the companies, American and Canadian trading to the area, quickly became economic focal points for native Americans, and represented places where they could trade furs for a variety of commodities which they wished to possess.

Because of their economic importance to native Americans, many camped around the forts, and gradually they became the natural focus for missionary activities as the latter entered the territory. Some would grow into towns and cities.

33. **Fort Warden (B-2):**

This fort was built in 1904 north of Port Townsend to guard the Strait of Juan de Fuca. It was constructed as an artillery platform which could close the Strait to ships. It was one of the triangle of forts, with **Flagler** and Casey, which provided heavy gun emplacements behind secure concrete bulwarks.

34. **Fort Colville (F-1):**

The site of this fort is located about two miles north of Colville. It was established in 1859 and closed in 1882.

It was built to watch the native Americans who had participated in the rebellions of 1855 and subsequently. The main task of the soldiers at the fort was to encourage the migration of native Americans to reserved areas, and to adjudicate land disputes.

The first commander of the garrison, Major Pinkney Lugenbeel, attempted to assist native Americans by providing ammunition for

hunting as well as implements for farming. When the post closed, its troops were transferred to **Fort Spokane**.

West and a little north of Fort Colville, now under the waters of Lake Roosevelt, are the remains of Fort Colville. This was not a military establishment, but a Hudson's Bay Factory established in 1825 by George Simpson. He moved all the Company's trading operations from **Fort Spokane**. Here a mission church, **Saint Paul**, was also established.

The post continued to operate long after the United States had definitively established its boundary with Great Britain, and the fort did not close until 1871

35. **Dalles (Fort) D-5):**

Built at the beginning of the **Cayuse War**, this fort was founded in 1848 when a militia, a force of volunteers, arrived and built a simple stockade, equipped it with a cannon, and named it Fort Lee. It was strategically located so that it defended the natural entrance into the interior of the Columbia basin. Through the 1850's this remained an important defensive stockade for the soldiers who undertook to fight native Americans. In the **Yakima War** two major expeditions of troops were launched from this fort, but both were forced to retreat in the face of determined native American resistance.

At the end of the 1850's the fort was used to send troops into the area of the Warm Springs Reservation. By the 1870's a community had emerged around the Dalles, and the fort had ceased to be a location for troops since 1867, but it still operated as a military establishment, and held supplies for transport elsewhere. However, the military by this time had recommended its complete closure.

36. **Fort Ebey (B-2):**

This site, on the west side of Whidbey Island, west of San de Fuca, was developed during World War II in order to provide additional protection to the Puget Sound Naval Shipyard and to Boeing. It had artillery emplacements. Most signs of the fort have disappeared; it is now a pleasant state park.

37. **Fort Flagler (B-2):**

This fort was situated at the northern tip of Marrowstone Island. It was proposed in 1896 after the opening of Bremerton's Puget Sound Naval Shipyard. William C. Endicott, the Secretary of War, proposed a new gun platform which included cement gun encasements, and cannon which elevated when fired. Flagler, with Fort Casey and **Fort Worden** provided a defense of Puget Sound using powerful artillery from secure gun emplacements. All three are now state parks.

38. **Fort George Wright (G-2):**

This military installation was built in 1897 as a replacement for Fort Spokane. It first housed African American units who were brought to the Northwest to impose martial law in the mines around Coeur d'Alene. The post closed in 1958.

39. **Fort Lawton (Discovery Park) (C-2):**

This fort was constructed in 1898 to further enhance the defenses of Puget Sound. It was located on top of Magnolia Bluff, and commanded all of Elliott Bay. The land was donated by the city of Seattle. Defensive establishments were always considered economic plums which would help to put money into the local economy.

In 1972 the fort began to de-commission, and the land was returned to the city, which has since been developing it as a park. A native American center is located in the park.

40. **Fort Lewis (C-3):**

Construction of fort **Lewis** as a camp began for receiving and training soldiers in 1917. Located fifteen miles south of Tacoma, it was eventually the largest of the camps constructed during the First World War. It is located on 70,000 acres of land purchased by a bond issue in 1917 by Pierce County so the land could be given to the U.S. Army. Part of the fort includes land seized from the **Nisqually Reservation**. It was at the time the only major training facility west of the Rocky Mountains. Supervised by military personnel, the camp acquired over 1,700 buildings within three months. Additionally, a network of roads, and other buildings were constructed. The goal was to provide a facility which could house 58,000 men.

The major buildings at the fort were designed by the Frederick Law Olmsted, Jr. The unique main gate, constructed of logs and stones,

was designed by Kirtland Cutter, an architect from Spokane.

In 1927 the camp was declared a fort. Through World War II, the Korean War, and the Vietnam War, it remained a major training facility as well as a staging post for shipment of troops into the Pacific theater. The proximity of the railroad, and the track connections with the mainline, may still be seen at the fort.

Fort Lewis has a museum, which is located very close to I-5. It covers the military history of the Northwest as well as the units and activities of the fort from the 19th c. through the 20th c.

41. **English Camp (B-1):**

This is located on the north western side of San Juan Island.

After the definitive boundary treaty of 1846 establishing the 49th parallel as the boundary between western Canada and the United States, it was then possible for Americans to settle the Northwest without concern about title to lands. However, the treaty was vague about the islands off the coast of the mainlands, and the U.S. and Britain both claimed the San Juan Islands.

The Hudson's Bay Company had farming interests in the Islands, and in 1855 local American officials tried to collect import duties from the Company. The Company refused. Had the Company paid, it would have been an admission of American ownership. Then in 1859 a pig belonging to the Company wandered into a settler's potato patch, helping himself. The farmer shot the pig, and the Company asked for compensation. The farmer refused.

The British landed marines on the Island in 1860 with American knowledge and built the camp. Both sides agreed to occupy the Island until the matter of ownership was resolved.

42. **American Camp (B-1):**

This site is located at the southern end of San Juan Island. It was constructed in 1859 in response to the clash between an American settler and the Hudson's Bay Company.

The fort was originally constructed by Captain George Pickett, the officer who led Pickett's charge at the battle of Gettysburg. In response to this action the British sent war ships, and their presence, and a landing at **English Camp** brought the two powers into confrontation. However, neither side really wanted war over the

ownership of the Islands, and both agreed to co-exist there until the matter of the international boundary in Puget Sound was resolved by a joint commission in 1872.

43. **Fort George (A-4):**

This fort was established in 1811 as **Fort Astoria**. It was built by the Pacific Fur Company, owned by John Jacob Astor, to exploit the trade in furs which had been carried on primarily by ships before this.

The Pacific Fur Company surrendered its interests to the North West Company because it had suffered losses, and the War of 1812 made it difficult to move its goods in safety. The North West Company renamed it **Fort George**. The Treaty of Ghent ending the War of 1812 called for the restoration of the fort to Astor's Company, but he did not pursue the claim, and it remained in English hands. It became a prime trading location for the Company until it eventually amalgamated with the Hudson's Bay Company in 1821, and the latter decided to remove its headquarters from the south side of the Columbia to a site north of the river, **Fort Vancouver**.

44. **Fort Henness (B-3):**

This Fort is located near the town of Rochester. It is commemorated by a plaque, and some stone remains.

It was utilized by settlers in the **Battle of Seattle** (Puget Sound War) when they feared that native Americans would attack their farms. For over a year families occupied the fort, helping to mount guard and living as best they could in close proximity.

45. **Fort Ward (C-2):**

This site is located a little east and south of Winslow on Bainbridge Island.

It was constructed in 1910 in order to guard Rich Passage, the inlet to Bremerton, an increasingly important naval shipyard. Over the years it used a variety of means to provide protection to the naval base, and also developed as a radio transmission center.

The fort no longer exists, but some of the original buildings have been converted to other uses, and it is possible to walk to the shore and see the original gun inplacements.

46. **Chehalis (A-3):**

This Fort was established by the army as a result of the **Battle of Seattle**. Soldiers came from **Fort Steilacoom** in order to keep an eye on reportedly restless native Americans, who were angered by encroachment of settlers on their lands.

The fort was constructed at Westport on Grays Harbor. The post did not last long. In 1861 the garrison was removed in order to participate in the Civil War, and the post was not occupied again. Armed resistance by native Americans in western Washington was largely over, and the need for such small forts was diminishing.

47. **Columbia (A-4):**

By the turn of the century a new wave of defensive installations was constructed by the army, but these new forts essentially looked outwards to provide coastal defense.

On the northern side of the Columbia River estuary just east of Chinook, this Fort was built in 1898. The Fort was occupied as a military reservation until the end of World War II. Today it is a state park.

48. **Taylor (F-4):**

This was a fort established in the **Yakima War** in 1858. Colonel Wright, as he began his punitive expedition, decided to fortify and garrison the mouth of the **Tucannon** river because there is a crossing of the Snake river there. He garrisoned the fort, and with eleven companies of men moved on towards the native Americans, eventually catching their horses. See, **Horse Slaughter Camp**.

49. **Canby (A-4):**

This fort was located near Cape Disappointment on the north side of the Columbia River estuary. It was established as a military reservation in 1864 to guard the entrance to the Columbia river..

This is the earliest of the coastal defense establishments. A counterpart was created on the southern side of the estuary at **Fort Stevens**. The fort was closed after World War II.

50. **Casey (B-2):**

It was situated on Whidbey Island across Admiralty Inlet from Port Townsend. Today it is a pleasant state park.

This, with **Fort Flagler** and **Fort Worden**, formed the defense for the Puget Sound. They represented when built modern gun platforms with artillery protected by concrete gun inplacements.

The Fort was in operation from 1901 until the end of World War II. Buildings and parapets may be seen today.

51. **Davis Blockhouse (B-2)**
Crockett Blockhouse
Alexander Blockhouse:

There are three forts or blockhouses open to the public on Whidbey Island. **Davis** is near Ebey's Landing, **Crockett** is located about 2.5 miles south of Coupeville, and **Alexander** is now located in Coupeville. There is a fourth, but that is not open to the public. Originally, eight in number these structures were constructed in the decade of the 1850's to protect the new settlers from marauding Haida, and other native American groups. The settlers who arrived on the island in the middle of the 19th c. were farmers. Many of the families had started their trip west from the east coast.

iii. **Missions:**

52. **Nisqually (B-3) (Protestant):**

This mission was located at **Fort Nisqually** near the modern town of DuPont on Interstate 5.

This was a Methodist mission established in 1840 as a result of expansion by this denomination of its missionary activities. The earliest Methodist mission was established in Oregon as the Willamette Mission in 1834. Originally, the missionaries intended to work amongst the Flathead, but the Hudson's Bay Company advised against this course, and so the hundred or so missionaries fanned out to establish various missions. They were not very successful at gaining converts among the native Americans. They eventually concentrated upon farming and ministering to newly arrived settlers.

53. **Tshimakain (G-3) (Protestant):**

This mission is located on what is now Highway 231 very near to the town of Ford.

It was established in 1839 and continued until 1848 as a Presbyterian mission under the direction of the American Mission Board. Two missionaries with their wives arrived to build the mission and minister to the Spokane. They received cooperation and advice from the Hudson's Bay Company.

They hoped to encourage the native Americans to adopt farming rather than migratory hunting and gathering, but they were not very successful. Not only was farming difficult, but the Spokane were overwhelmed by a measles epidemic which caused much resentment towards the missionaries. It was also the case that the various missions under the direction of the Board did not cooperate very well, and there was much rivalry among them.

After the murder of the Whitman's at **Waiilatpu Mission** the missionaries were withdrawn to the Willamette Valley.

54. **Waiilatpu (F-4) (Protestant):**

This is a preserved historic site. A visitor center maintained by the National Park Service interprets its historical significance.. Nearby is the grave in which are interred the bodies of Marcus and Narcissa Whitman as well as others who died in the massacre.

The Whitman's were devout Presbyterians who were devoted to missionary ideals. They were sponsored by the American Board of Commissioners for Foreign Missions. In the spring of 1836 they journeyed west in company with other missionaries, guided by fur traders, including Jim Bridger. Whitman won the trust of these rough and ready men when he rendered valued medical assistance to them. He was able to remove an arrow from one individual, and successfully combated a cholera epidemic. They reached **Fort Vancouver** in September of 1837.

Near the Blue Mountains along the Walla Walla River, about twenty-five miles from the Columbia, Marcus Whitman chose the site of his mission, which means "the place of the people of the rye grass". Waiilatpu became a principal mission site from its establishment.

Marcus and Narcissa learned the Cayuse language, and began to

minister to them. A daughter was born, but when two years old she drowned in the Walla Walla river. Narcissa never fully recovered from this personal tragedy, and she had no other children. She found the Cayuse difficult, and she considered them filthy. Neither Narcissa nor Marcus were successful missionaries. In their eleven years at the mission no Cayuse were admitted to the church.

The mission station soon began to attract settlers who were arriving in the Northwest in the 1840's. It was a place they could rest after their long overland journey, and Marcus Whitman's medical knowledge was valued by those who had fallen ill on the trip.

The board which ran the mission learned of its poor record and in 1840 ordered it closed. But in early 1842 Marcus Whitman traveled to the east coast in order to convince them to maintain the mission. His journey was crowned with success, and when he returned west in 1843, almost 900 hundred settlers came with him, marking the beginning of the great migration along the Oregon trail.

The Whitman's, unsuccessful as missionaries, had helped to bring white settlers to the region. This only added to the resentment against him by the Cayuse. On November 29, 1847 they attacked the mission, killing the two missionaries and others, initiating the **Cayuse War**.

55. **St. James (B-5)** (Roman Catholic):

This is the oldest of the Roman Catholic missions to the Northwest. Father Francois Blanchet and Father Modeste Demers founded the mission at **Fort Vancouver** in 1838 after a journey from Montreal.

A number of Hudson's Bay Company servants had settled in the Willamette valley, and they asked the bishop of Red River in Canada that a priest be sent to them. The first Catholic mission site chosen was **Cowlitz**. In the mean time a contingent of Flathead and Nez Perce had journeyed to St. Louis to seek the establishment of Roman Catholic missions in the Columbia basin.

In 1842 at **Fort Vancouver** Father Pierre Jean De Smet met with Blanchet and Demers to plan a mission strategy for the whole area.

The mission at **Fort Vancouver** was established in its own right in 1848.

56. **Stella Maris (A-4)** (Roman Catholic):

This mission was established in 1848 on the north side of the Columbia River estuary near Chinook and across the river from Astoria. On the mission site is now St. Mary's Church.

The mission was run by Father Joseph Louis Lionnet between 1848 and 1852. He performed numerous baptisms while working there. Native Americans referred to the Roman Catholic missionaries as the "Black Robes".

57. **St. Joseph of Newmarket (B-3)** (Roman Catholic):

This mission opened in 1848. These Roman Catholic missions were in part inspired by the requests of French Canadian trappers. Generally, they were not as interested in teaching native Americans farming, so they were more willing to accept the migratory habits of the people they were trying to convert. But the missionaries worked with the Yakima's to construct irrigation canals which allowed them to maintain gardens to grow the produce they needed to survive. During the **Cayuse War** the Yakima remained at peace with this mission, and it was successful in the conversion of many in the tribe.

58. **Cowlitz (B-4)** (Roman Catholic):

This mission stands along the road between Ethel and Toledo. Though there is still a church on the site, nothing remains of the original mission church of Saint Francis Xavier.

This was the first Roman Catholic mission in Washington. It was established in 1838 by Father Blanchet and Father Demers to serve retired Hudson's Bay servants.

The priests at the mission marriages and other Christian ceremonies. They noted the rich blend of ethnicity which existed in the area at the time. They married Scots-native Americans, French-native Americans, and Hawaiian-native Americans, as well as Iroquois-western natives, and occasionally African-American-native American.

59. **St. Anne's (E-5)** (Roman Catholic):

This mission was located on the Umitilla river just south of McNary dam. Though located south of the Columbia, it was important in the build up to the **Cayuse War** because many native Americans left **Waiilatpu** for this mission, which further alienated Marcus Whitman from the Cayuse.

This mission was established in 1847 as part of the plan originated by Father De Smet and Father Blanchet. It was burned by the Cayuse during the **Cayuse War**.

60. **Saint Joseph (D-4) (Roman Catholic):**

This mission was located along the Ahtanum Creek west of Union Gap. Founded in 1848, the mission church of 1867 still stands, but is used now only for special celebrations.

This mission, which is an attractive log structure, was one of a network of five missions to be served by Oblate missionaries. Roman Catholic missionary activity was especially strong in the Yakima and Kittitas valleys. Originally known as Sainte Croix, it later changed its name to **St. Joseph**.

The relative success of this mission led to jealousies, and recriminations by Protestant missionaries. In the **Yakima War** of 1855 troops occupied the mission station, and noted that both Yakima and missionaries had fled. Suspecting that the Roman Catholics were aiding and abetting the natives, this and other Roman Catholic missions were burned down by soldiers, and the priests expelled from the area. In 1870 the mission was rebuilt, but gradually transformed into a parish church. Eventually, the church was relocated to North Yakima, and the original church is now used only occasionally.

Through the organization of Father De Smet, five additional priests were secured for missionary work in the Northwest, and several missions were established. De Smet was among the most active of all missionaries, or for that matter, explorers anywhere. It has been reckoned that he traveled over 180,000 miles in the course of his career around the west and the entire continent.

The site of the mission is close to the summer camp for the Yakima. The missionaries taught native Americans to dig irrigation ditches to water fields which could grow many different kinds of vegetables. Chief Kamiakin's children were baptized here, and many other native Americans then converted. During the tensions caused by the murder of the Whitman's, Roman Catholic missionaries continued to live in peace with native Americans.

During the **Yakima War** in 1855 the mission was occupied by troops. They suspected that the missionaries were acting with the native Americans, and finding the mission deserted, they burned it. The priests were expelled from the mission.

In 1867 priests again returned to the site, rebuilding the mission.

Settlers were eventually included, and the parish church was eventually moved to Yakima.

61. **St. Paul's (F-1)** (Roman Catholic):

This site originally stood at Kettle Falls near where Highway 395 crosses the Columbia River. The original church is still standing.

This was established in 1845 near **Fort Colville**. It was another site planned by Father De Smet. The mission was active until 1869. The church was then moved to a location more convenient for a majority of the congregation, and the original mission church closed.

62. **St. Francis Regis (G-2)** (Roman Catholic):

This mission was established near the town of Chewelah. It was established by Father De Smet, who traveled through the area, in 1845. As at other Catholic missions, the priests taught native Americans to farm, and the area gradually evolved into a center for agriculture. In 1869 the original mission was moved to a site west of Colville.

63. **St. Michael's (G-2)** (Roman Catholic):

This mission was established also as a result of the travels of Father De Smet. It began to serve native Americans in 1845. The first priest was Father Joseph Cataldo. The mission was eventually moved into the grounds of **Fort George Wright** from its original position on the other side of the river.

64. **St. Ignatius (G-1)** (Roman Catholic):

This mission was founded 1845 by the Jesuit, Father De Smet among the Kalispel. Located in the Pend Oreille valley, the mission was closed in 1854 because the priests found it impossible to make a go of farming in the area.

65. **St. Rose Simcoe (E-4)** (Roman Catholic):

This mission was established in 1847. It was located where the Yakima river flows into the Columbia river. This was part of the overall strategy of Father De Smet, the Jesuit priest, to provide Christian missions for all the major groups of native Americans in the

Northwest. It provided direct competition to Marcus Whitman and other Protestant missionaries, and began an unfortunate rivalry between the two.

IV. Fur Trading Posts or Factories:

66. **Astoria (A-4):**

This important fur trading post, though located on the Oregon side of the Columbia River, helped to open the Northwest to settlement.

John Jacob Astor, for whom the post is named, was an already successful business entrepreneur by 1808 when he founded the American fur Company. Two years later he also founded the Pacific Fur Company specifically to trade in the Northwest. A German immigrant who came to the United States in 1784, he had been active in the fur trade in eastern North America before his 1808 venture.

In 1810 Astor dispatched a ship to the Northwest coast and sent over fifty men overland, also. The ship sailed round the Horn and arrived at the Columbia in 1811. However, several of the crew were lost crossing the bar.

When the overland party arrived at the mouth of the Columbia at the beginning of 1812, the post was waiting for them. The ship was dispatched to trade for furs along the coast, but its crew became embroiled in a dispute with native Americans in Nootka Sound, was attacked, and as a result of fire, the ship exploded. All but one of its hands died.

Members of the Company journeyed from **Fort Astoria** to establish **Fort Okanogan**, **Fort Spokane** as well as other bases from which to trade. In 1812 a party returned overland to the east, and discovered South Pass, which would be a crucial part of the route of the Oregon Trail.

In 1813, during the War of 1812, a British warship arrived and took possession of fort Astoria, renaming it **Fort George**.

67. **Nez Perce (F-4):**

This site is located just south of Wallula on Highway 12.

This fur trading post was established by the North West Company on the recommendation of Donald McKenzie in 1818 when it was decided to abandon Spokane House because it no longer yielded profits. A work party of one hundred men built a stockade. Eventually, the name of the fort was changed to **Fort Walla Walla**.

68. **Okanogan (E-2):**

It was located at the confluence of the Okanogan and Columbia Rivers along what is now Highway 97. The original location has been flooded by a dam reservoir. The subsequent site for a later post has no visible remains.

This fur trading post was established by the Pacific Fur Company in 1811. In 1813 the property of the Company passed to the North West Company, and then in 1821 to the Hudson's Bay Company. The Company maintained the post until 1860 when finally it withdrew to operate from Canada.

The fur trade was incredibly lucrative. Many of the furs were traded directly to China where prices were one hundred times the trading values paid in the Northwest. Sometimes as many as 15,000 furs were sold in Canton, China, in a single year; between 1785 and 1810 as many as half a million sea otter pelts were taken from the Pacific Northwest region.

69. **Spokane House (G-2):**

This fur trading post is at the confluence of the Spokane and Little Spokane Rivers just north of Nine Mile Falls on Highway 291.

It was established in 1810 by the North West Company. In 1812 the rival Pacific Fur Company built a trading post only half a mile away, calling it fort Spokane. When the Pacific Fur Company surrendered its interests to the North West Company, the latter moved into the larger fort Spokane, and traded from there until 1826 when the Company moved to **Fort Colville**.

70. **Vancouver (B-5):**

This fort was built in 1825 on the recommendation of George Simpson, governor of the Northern Department of Rupert's Land. Endlessly energetic, imbued with the hard-headed Scots business sense, he ordered that a new fort be built one hundred miles east of Fort George, and on the north side of the Columbia River.

This was to be the new headquarters for the Hudson's Bay Company. It served as a trading center for the Company, a defensive focal point, and it was to mark British presence in the Northwest, also. In the period in which the fort was developed, the U.S. and Great Britain had agreed to joint occupancy of the area west of the Rockies before a final boundary settlement.

The man who placed his stamp upon this new development more than any other was Dr. John McLoughlin. Trained as a physician, born into a Scots-Irish family in Quebec, he was appointed to the job of Chief Factor for the Hudson's Bay Company. He developed at Vancouver a complex which included twenty-two buildings, including a jail.

The fort traded different kinds of fur, but beaver was among the most important. This was a naturally waterproof fur which was favored for hats. Between 1826 and 1830 the fort received an average of over 3529 beaver pelts each year. But this number declined steadily until between 1846 and 1850 the numbers received annually were only 884. The lucrative trade encouraged native Americans and trappers to exhaust the supply of animals.

The Fort was not merely a defensive site. Its lumber mill and flour mill provided goods, along with salmon, which were traded to the Hawaiian Islands for a range of produce. The fort also maintained a herd of cattle for both dairy products and meat.

In the 1840's the numbers of immigrants arriving overland from the east increased dramatically, and this, and the settlement of the boundary at the 49th parallel in 1846 spelled the end of the remarkable rule of the Company. The Company transferred its headquarters to Victoria, but maintained a presence at the Fort, operating a retail store until 1860.

In 1849 U.S. soldiers arrived and took charge of the Fort. A round of new construction began of buildings which could house soldiers and their equipment. All of these developments were hindered by desertion, as soldiers as well as civilians struck off south for the gold fields of California.

The new U.S. army Fort served as headquarters for the Department of the Columbia. Many famous soldiers served there, including

George B. McClellan, Philip Sheridan, William T. Sherman, and Ulysses S. Grant. It was typical of the forts which the government had authorized for the Oregon trail, and in the west generally. Service could be hard and lonely.

Much has been done to restore the Fort to reflect its importance in Washington State's history. The National Park now maintain it as an historic landmark and a visitor's center and living history program are available at the site.

71. **Cowlitz Farm (B-4):**

This was owned by the Hudson's Bay Company subsidiary, the Puget Sound Agricultural Company.

The farm here consisted of 4,000 acres. The produce of the farm was exported to Alaska, Hawaii and to California. The farm commenced operations in 1838.

At one point the Company envisioned bringing in settlers from England or Canada to produce crops on farms, but those who came were disillusioned by the control the Company tried to exercise. If the scheme had worked, it might have triggered a wave of British/Canadian immigration which would have fundamentally changed the history of the area.

Between **Fort Nisqually** and this farm, the Company produced 4,530 sheep, and 1,000 cattle by 1841, as well as growing grains and vegetables.

72. **Nisqually (B-3):**

The Hudson's Bay Company decided to introduce sheep and cattle from California into the Puget Sound region for its farming enterprise, the Puget Sound Agricultural Company. In 1838 it imported sheep from California and drove cattle overland to the Puget Sound area.

The agricultural enterprise was a success, but because the Company was unable to attract settlers, Americans began to squat on Company lands as they became more and more numerous.

73. **Colville (F-1):**

This post is now inundated by Roosevelt Lake reservoir on the Columbia River. It lie north of Kettle Falls along Highway 25.

It was founded in 1825 as a more strategic replacement for Fort Spokane. It was at the northern end of the Kettle Falls rapids. Here the Company also carried on farming operations, growing on 340 acres a range of commodities which they could use to supply other posts, as well as sell to those passing through.

Here Father De Smet baptized many native Americans, and established the mission of **St. Paul's** near by. The post became the most important intermountain meeting place.

In 1871 the post was finally closed.

v. **Archaeological Sites:**

74. **Point Roberts (B-1):**

This is a peninsula of land which is a part of the United States. It may only be reached by driving into Canada. Before the advent of Euro-Americans, this site was an especially rich fishing ground because salmon congregated off the point as they began their migration up the Fraser river. Here the Lummi and other coastal native Americans came to fish.

75. **Ferndale (B-1):**

Along the Nooksack river near Deming and **Ferndale** the Nooksack lived in long houses. These cedar plank structures, sometimes massive in size, provided excellent housing for native Americans along much of the coastal areas of Puget Sound and the coast. Inside the walls were often lined with pallets which formed the beds of the family members. A fire was maintained for cooking and other purposes, and sometimes dried fish was hung from the rafters inside the house. This form of association was extremely sophisticated. Most groups in the Puget Sound area practiced the *potlatch*. Euro-Americans thought this was a religious ceremony, but it was not. Instead, it was a social event in which an individual would mark his social prestige by presenting presents to his family and friends. It is an indication of the natural wealth of the area that these societies had the wherewithal to accumulate wealth and develop social mechanisms for distribution.

76. **Pithouse (F-5):**

This is a form of dwelling used on the Columbia plateau, and excavations of a village have been carried out near to Pasco. These houses are in part sunk into the earth. Poles form a skeleton for the house and on these woven reed mats were placed to form a roof. Archaeologists have found settlement here dating back at least a 1,000 years. Natives wore clothes fashioned of deer skins, and men adorned themselves with necklaces made from the teeth of animals. East of the Cascade mountains native American groups adapted housing which was suitable to the dry climate with its more extreme temperature variations. These dwellings were usually round. Typically, they could accommodate three families. In the summer months native American groups lived in huts constructed from reed mats. These were located usually at higher elevations where temperatures are cooler.

77. **Hoko River (A-2):**

The Hoko river flows from the Olympic mountains north into the Strait of Juan de Fuca west of Clallam Bay.

Here are remains dated to over 3,000 ago. The finds indicate a hunter-gatherer society which relied heavily on fishing and shell fish for its food.

The many native groups along the coast and rivers of Washington in the historic period spoke different languages. The Makah spoke a language called Wakashan, which was distinctive to them. The predominant language family in the Puget Sound area, and over much of the northern part of the Columbia basin, was Salish. However, to the south and east of the Makah on the Olympic Peninsula were people who spoke Chimakuan.

78. **Ozette (A-2):**

This site is located on the Pacific Ocean on the Olympic Peninsula just west of Lake Ozette (Hosetts). Here excavations have determined that the site has been used by native Americans for 2,000 years. The archaeological remains are encased in layers of mud which have served to preserve the artifacts well. This occurred because one or more landslides suddenly buried the village, covering it with wet mud.

These people did not use metals for fishing, possessing wooden fish

hooks, and carved elaborate works of art. Much of what was excavated is displayed at the Makah Cultural and Research Center located in Neah Bay.

The Makah people who inhabited this area during historical times had migrated from Vancouver Island. As an immigrant group, they made war on their enemies, the Quileutes, people already resident in the area.

79. **Manis (B-2):**

This site is located near Sequim on the Olympic Peninsula. Here was found the remains of a Mastadon dating back some 12,000 years. Embedded in its rib cage was a spear point, indicating that human hunters were present. In 1878 remains of a mammoth were discovered in Latah in the Palouse country. In Washington over 5,000 archaeological sites have been noted, and most still await excavation. The prehistoric story of native Americans will be much enhanced by future investigations.

Human habitation of the Pacific Northwest cannot date to a period much older than the find at **Manis** because the ice age which preceded that date covered much of the area with glaciers.

80. **Nahcotta (A-4):**

This community is located on the long spit of land which forms the western edge of Willapa Bay.

At this site artifacts dating back 3,000 years have been recovered. The native Americans in this area during historic times have spoken a language which is part of the Chinook family of languages. This language group gave its name to the Chinook jargon, a kind of hybrid language used for trade among all the native, and Euro-American, traders in the area. Chinook jargon became the language of commerce and diplomacy for all the peoples who wished to converse in the entire region.

81. **Mossyrock (B-4):**

Archaeological sites here can be dated from 8,000 to 3,000 years ago. Here at the reservoir artifacts from different time period have been excavated. Discoveries of this kind often occur because a major

public works project, moving large amounts of earth or inundating the landscape, uncovers artifacts or calls for a full archaeological investigation before the site is lost.

82. **Enumclaw Plateau (C-3):**

The language family of the native Americans in this area was Salish. However, native American occupation of this area dates from perhaps 5,700 years ago when a part of Mount Rainier erupted in a giant mud flow and inundated the surrounding area. There is now an overburden of mud, and under it tools and other evidence of occupation have been recovered.

83. **Marymoor (C-2):**

Important archaeological remains have been recovered at this site dating between 6,000 and 3,000 years ago. This was a hunting camp, and large cascade points made from basalt are associated with the site.

Generally, archaeologists find only imperishable artifacts, stone axes or hammers, bone shaped tools, needles, sometimes human bones. All materials made from organic matter has decayed entirely and completely perished. It happened that organic matter did survive at the **Ozette** site because objects were encased in damp mud which did not allow oxygen to penetrate. The bacteria which would normally have destroyed the organic materials could not survive in that environment, so the organic material was preserved.

84. **Renton (C-3):**

Here artifacts have been discovered from 3,000 years ago. The Duwamish, a Salish speaking people, maintained a village on the site in the period of historic contact.

The site here is a shell midden. Virtually all species of shellfish, including clams, oysters, mussels, and others, have been found at the site. They came from Elliott Bay and were carried to the site in canoes.

As with native American groups throughout the Pacific Northwest, settlement patterns here were along the coast and the river. These provided a natural road which could easily be traversed by canoe.

The dense surrounding forest served to provide game and edible berries and plants to supplement the main diet of salmon.

85. **Native American Remains (F-4):**

The native American culture along the coast from Alaska to northern California, extending inland along the river bringing fresh water to the sea, is interpreted both by carefully understanding how those various groups live today, and also by studying remains from the past. These groups did not use written language to communicate; the only record we have of them is their tools, dwellings, and the materials goods with which they surrounded themselves. Most, not all, of the organic record has long since perished, but stone tools, remains of dwellings and villages, and other kinds of artifacts remain. Collectively they represent the culture of those who lived in the Pacific Northwest for thousands of years before the first contact with Europeans. These remains must be treated with great care if they are to tell us about the past. Where found, their disposition, their relationships all help archaeologists to interpret their significance, and the nature of the culture which employed them.

Naturally, too, native Americans today are sensitive about disturbing the remains of their forebears. They have a role to play in both the recovery of the human story, and how best that story is told today. Native American groups have the right to re-bury human remains with any associated materials found. They may, if they choose, exhibit materials, and generally they wish to cooperate with archaeologists.

86. **Indian Dan/Casamere Bar (E-2):**

The remains at these sites date respectively from 8,000 and 1,000 years ago. They illustrate the life of native Americans in the centuries before contact with Europeans. These two excavated sites represent only a minuscule proportion of the more than 5,000 known sites of pre-historic native American sites. Most of these have not yet been interpreted.

87. **Mammoth Remains (G-3):**

Mammoth remains are not an unusual find. In the Palouse country at Latah in 1878 Mammoth (or mastadon) bones were unearthed. This was an animal which was common at the end of the ice age, but went extinct either naturally or because it was hunted out of existence by humans. Evidence for the latter explanation has been found at **Manis**.

88. **Chief Joseph (E-2):**

At this site, again in the proximity of major dam construction, there has been archaeological excavation revealing habitats from 8,000, 3,000 and in the period after 3,000 years ago. During appropriate seasons, they lived close to the river in round pithouses so they could fish.

A variety of settlements have been excavated, including winter villages. On the south bank of the Columbia river the natives exploited camas roots which grow amongst the sagebrush. On the northern side of the river there is ponderosa pine and douglas fir where they hunted deer, elk, bear, antelope, and they could harvest the foods offered by the forest.

Native Americans living on the Columbia plateau depended historically upon salmon, as did coastal inhabitants, and they also gathered bulbs such as camas which provided starch for their diet. Additionally, bison were hunted in this area probably until the 18th century. The horse was introduced onto the plateau in the early 1700's, and many native groups then took advantage of the greater mobility it offered by concentrating much more on hunting rather than fishing.

89. **Lower Grand Coulee (E-3):**

Between this site and Grand Coulee is the Dry Falls, which was once a channel for a Columbia river swollen with the melt from receding glaciers.

An excavation at Lower Grand Coulee has indicated native American settlement from about 3,000 years ago.

90. **Lind Coulee (E-3):**

This site is located east of Potholes Reservoir about .5 of a mile northeast of Warden off state route 170. This area was the first discovery of ancient man. Here archaeologists have traced human habitation back to 10,000 years ago.

Nothing at the site is visible.

91. **Vantage/Rye Grass Coulee (E-3):**

Here the main east/west arterial, the I-90, crosses the Columbia. There is a wealth of archaeological remains in the area. At Ginko State Park petrified logs can be seen. At the museum on the western side of the River there is an excellent interpretation of the formation of the lava flows which created the unique landscape of the Columbia basin, and the changes in climate which occurred in eastern Washington as a result of mountain building which produced the Cascades. There is, too, graphic displays of the action of plate tectonics which caused these geological events.

Outside the museum are prehistoric rock paintings, petroglyphs; the rocks were rescued from the advancing waters of the lakes created by dam building.

92. **Windust Caves (F-4):**

This site has been dated to at least 8,000 years ago. As the culture of native Americans evolved on the plateau and in the eastern river valleys of the area, the natives did not place the same emphasis upon material wealth as those of the coast. Also, slavery was not nearly as important, and these groups did not use the potlatch. Gradually, after the acquisition of horses, the pit house was abandoned because it was not conducive to the highly mobile life style.

93. **Marmes Rock Shelter (F-4):**

This site is also located along the Palouse, and on the western side north of the **Tucannon** site. This site is dated to at least 9,000 years ago. The inhabitants of the site apparently practiced human cremation. The reservoir created by the Lower Granite Dam has partially flooded the site.

94. **Tucannon (F-4):**

This site is located along the northern most portion of the Tucannon river. The remains are at least 3,000 and may be 6,000 years old.

These native Americans essentially had four types of economies. On the table lands they gathered roots, especially the ubiquitous Camas, they fished for salmon when in season, they gathered berries, especially from woodland, and they hunted for deer and other animals in the region.

95. **McNary (E-5):**

The building of **McNary Dam** led to archaeological investigation of the areas about to be inundated. Reports showed habitation from 3,000 years ago at several sites, and one site is dated at more than 3,000 years old.

In the 18th century the life of many native American groups living in the region of the Columbia river changed drastically because of the introduction of the horse. Wealth became associated with the number of horses an individual possessed, and natives met to trade, as well as race horses. However, those natives living on the plateau did possess canoes, and they used the river with considerable skill.

VI. **Native American Reservations:**

96. **Colville Reservation (F-2):**

This reservation was created by President U.S. Grant in 1872. It was established for several native American tribes, including Nez Perce and Sanpoil. Eleven tribes were grouped on the Reservation.

It was not a reservation created by treaty, but simply provided by the government. When gold was discovered on the northern area of the reservation, the land was reclaimed by the government and turned over to prospectors. Other sections of the reservation were taken for settlement by farmers. Originally, the reservation was approximately three times larger than today. It stretched from the Columbia River to the Canadian border, and from Idaho to the foothills of the Cascades.

97. **Spokane Reservation (F-2):**

This reservation was established in 1881. The Spokane did not agree to terms, and did not move into the area until 1887. The government deliberately chose an area which was poor and undesirable for white settlement. They thus were able to avoid a land rush when the area was set aside, but created long-term problems for the native Americans who had to live there. However, uranium was discovered on the reservation in the 20th century and this provided jobs for tribal members.

98. **Kalispel Reservation (G-1):**

This reservation lies to the east of the Pend Oreille River close to the border with Idaho. It was created in 1914. The Kalispel were ignored in the 19th century treaty negotiations. They were reckoned to number about 600 in the late 1850's. They were loosely confederated with the Flathead and Kutenai. This confederation was granted initially a reservation of over 1,200,000 acres. This arrangement was destroyed in the early 1860's. Reservation agents proved to be corrupt, and the Kalispel became involved in destructive rivalries with other tribes.

They withdrew to carry on their traditional life style. Pressure from railroad and other developers encouraged President Wilson to agree terms with them, creating a small reservation of 4,629 acres.

At the time the reservation was made the government was attempting to turn every native American, regardless of where situated or previous history, into an independent farmer. It was hoped that each family would take forty acres. This policy was largely ignored and the Kalispel continued to live as a tribal community rather than as individuals.

The Kalispel have encouraged economic development as a means of creating jobs for their members. They have ventured into unusual farming schemes, including a buffalo herd, and have also developed industry as well. They, as many other native American tribes, have a policy of buying land located on their reservation when it come onto the market.

The lands they have been given were poor and unpromising; like many other native groups, their existence has been one of struggle and difficulty, but they have continued to battle against these adversities with increasing, if slow to come, success.

99. **Yakima Reservation (D-4):**

This is the single largest native American reservation in the State of Washington. It encompasses more than a million acres. It includes all the area south and west of the Yakima River south of the city of Yakima and reaches west to the foothills around Mount Adams.

In Toppenish, along the eastern edge of the reservation on Highway 97 the Yakima Nation Cultural Center which provides interpretation of Yakima beliefs and life.

The Yakima were forced to retreat onto this reservation after the **Yakima War** in 1858. This tribe was better treated by Governor Stevens than others because he wanted to use the settlement with the Yakima as an inducement to other tribes also to make settlements. Nevertheless, in the years immediately after the settlement, the Yakima found life difficult. The Dawes Severalty Act of 1887 dealt a severe blow to the Yakima because it divided reservations into discreet farms for members of the tribe. It was meant to turn native Americans away from allegiance to tribe, and make them independent farmers. This act was a disaster because it did not take into account various kinds of terrain, rainfall, and the capital needed to farm. Many who took lands ended up selling them out of tribal control.

The reservation system was re-instituted under the New Deal in 1933. They have a policy of buying back their lands whenever they come on to the market.

100. **Shoalwater Reservation (A-4):**

Located on the north side of Willapa Bay along the coast of the Pacific Ocean, this reservation was created by President Andrew Johnson in 1866. This small 335 acre reservation was for the Lower Chehalis and Chinook. Another site, **Chehalis Reservation**, was designated for other Chehalis people. It was originally created for about forty families, but at first they refused to move there, and it was several years before native Americans took up residence.

101. **Chehalis Reservation (B-3):**

The Chehalis Reservation is located south of Oakville along the Chehalis River. The Chehalis were two distinct groups, each speaking a different dialect of the Salish language. The Lower Chehalis were coastal as well as river dwellers, and the Upper Chehalis lived along the river and its tributaries.

European Americans first made direct contact with these people in 1824, though they had been trading for a long time at the Hudson's Bay factories. They, in common with virtually all native American groups, were decimated by smallpox and other diseases introduced by whites.

In 1855 territorial Governor Isaac Stevens met with them and other native American groups on the Chehalis River near Grays Harbor in order to bring them onto reservations of his design. This conference, in part because of outspoken opposition of some of the Chehalis people, who learned that he wanted to create a reservation for them with the Cowlitz other groups who did not even speak Salish, ended in chaos and failure for Stevens. The Chehalis did not remain hostile, and after the **Battle of Seattle** they helped settlers hunt down those who had natives who had tried to destroy the settlement.

The Reservation was established July 8th, 1864 by executive order. Thus, the Chehalis are not treaty natives. They naturally surrendered much territory when they accepted the two areas granted to them, and were offered monetary compensation. A financial settlement was not achieved with the U.S. government until 1962. This caused much resentment among the Chehalis who waited almost a hundred years for a settlement.

102. **Nisqually Reservation (B-3):**

This Reservation is located next to Interstate 5, south of Du Pont, along the Nisqually River.

Governor Isaac Stevens met with the Nisqually and other native Americans living in south western Washington in 1854 to offer them guaranteed reservation lands in exchange for ceding title to the whole of south western Washington. He sought terms which were especially one-sided. In exchange for the surrender of about two and a half million acres, he offered in return three reservations of 1,280 acres each. One of these was for the Nisqually people. The land granted to them was not even on the river so that it would be difficult for them to exercise fishing rights granted in the treaty. Additionally, they received no grazing lands for horses and livestock. They were to receive the services of a doctor, a school, and craftsmen to help them learn new skills.

The chief of the Nisqually was Leschi. It was claimed that he was one of the chiefs who did sign the treaty, but he strenuously denied this. He also said that he refused, when requested by Stevens, to make a map of Nisqually lands.

It was Leschi who led the native Americans of Washington in a general rebellion in 1856. **The Battle of Seattle** or Puget Sound War was the last significant attempt by native Americans to resist increasing settlement by European Americans by force of arms. Though defeated in battle, the resentment of native peoples was at last apparent, and the **Nisqually Reservation** was increased to 4,700

acres, including river frontage, by executive order dated January 20th, 1857. The fact that they had participated in the original settlement also means that the Nisqually are 'Treaty Indians', that is, that they have legal standing because they have entered into a treaty with the United States.

Nisqually difficulties with government authorities were not ended. In 1917 they had 75% of their lands declared derelict by Pierce County, which was anxious to provide acreage for the army to establish **Fort Lewis**. The land was seized and turned over to the army. This is a matter still in contention between the Nisqually and authorities.

Fishing rights have been upheld by Federal Courts, and the Nisqually and other treaty native American groups are guaranteed a percentage of fish in waters over which they have some control.

Pioneer Farm Museum, which is close to Eatonville, tells the story of the Nisqually people.

103. **Muckleshoot Reservation (C-3):**

Muckleshoot is an Anglicized form of the native name, Buklshuhl.

Originally, This reservation is located along the White River a little south and east of Auburn. It is not a contiguous parcel, but a series of parcels which are only connected by narrow necks.

The **Muckleshoot Reservation** was established on 3,440 acres in 1857 by executive order. This, and many other reservations in western Washington, were the direct result of negotiations between Issac Stevens and the leaders of the native American community.

There is located on the Reservation a mission, St. Claire's, and a tribal center.

104. **Puyallup Reservation (C-3):**

This Reservation is located on the Tacoma tide flats and west of Interstate 5. It is now only thirty-five acres. Originally, Isaac Stevens negotiated with the Puyallup and provided 1,280 acres, one of the three parcels or reservations he proposed for all the native Americans in south western Washington Territory in the conference held in 1854. However, the **Battle of Seattle** helped to influence the government, and in 1857 President Franklin Pierce increased the size of the Reservation to 23,000 acres. This he could do because the original

treaty indicated that the land granted could be modified.

In 1864 a boarding school for native American children was founded on the Reservation. This eventually took children from all over western Washington. It continued in operation until 1919.

The Dawes Severalty Act of 1887 was particularly destructive for this Reservation. According to the terms of this act, reservations were divided into individual parcels so that native Americans would learn to farm, and cease to owe allegiance to a tribe. The Puyallup's were given allotments even before the act became law. The Dawes Act stipulated that once land had been distributed to individual families, it had to be held for twenty-five years before it could be sold or disposed in any way. However, in 1893 the businessmen of Tacoma were able to secure further legislation which cut the period from twenty-five to ten years. Between 1895 and 1905 about 7,000 acres were sold, including much of Commencement Bay as well as land along the Puyallup River. Today the Reservation comprises only thirty-five acres. The Puyallup worked through the law in the decade of the 1980's, and today there is a new partnership as the city of Tacoma and the Puyallup work together to restore the environment.

105. **Squaxin Island (B-3):**

This Reservation is located on Squaxin Island near Shelton, Washington. The Island consists of 1,494 acres. It was the third of the reservations proposed by Isaac Stevens in the conference held in 1854 (see, **Nisqually Reservation** and **Puyallup Reservation**).

During the Puget Sound War or **Battle of Seattle** native Americans who remained at peace were ordered to Squaxin Island and other retreats until hostilities ceased.

The language of the Squaxin was Salish, common to many of the coastal native Americans. There was a welter of languages and dialects in this area, and native Americans and traders used a common jargon called Chinook. It has a small vocabulary, but could be understood by all the native Americans and fur traders. *Potlatch* is a Chinook word.

106. **Skokomish Reservation (B-2):**

This reservation is located south of Hoodspoint and north of the Skokomish River. The language of the Skokomish is Twana. They with the Klallams and Chimacums speak this language.

This Reservation was created as a result of negotiations with Territorial Governor, Isaac Stevens, on January 25th, 1855 held at Point No Point. The Twana people expressed many reservations: they did not wish to give up land which provided their livelihood, they were frightened that they would have to integrate with other native peoples, they believed that the sale of land was essentially immoral. They asked that Stevens consider a compromise which would allow them to surrender half of their lands, but keep half. He was adamant, and the Reservation was agreed.

Almost 70% of the Skokomish refused to move, and they continued to live in scattered fishing villages along Hood Canal. However, a reservation was created by executive order of the President on February 25th, 1874. Both the Methodist and Congregationalist churches were active in the affairs of the Reservation.

Today these native Americans make their living by fishing and timber. There are native American displays which may be viewed by the public.

107. **Quinault (A-3):**

The **Quinault Reservation** is located along the Pacific coast between Queets and Taholah. The Reservation was agreed on January 25th, 1856 after negotiations which lasted over a year. It did not gain legal status until 1861. Many of the native peoples refused to live there. It was intended for the Quileute and Hoh people, also.

The Reservation was assigned 190,000 acres in 1873 by executive order of the President, but almost all of this land has been lost to the Quinault through a series of legal complications, most stemming from 1907 when the government began encouraging individual families to buy farms. Chehalis, Cowlitz and Chinook were also permitted to buy lands on this Reservation. Today the Quinaults are left with only about 9,500 acres of land in direct ownership.

The Quinault are fisher folk, taking mainly salmon. The Quinault constructed their own elaborate fish traps in imitation of those used by European Americans, allowing each family a turn at them. They also harvested sea otter for their fur. European Americans competed for

these valuable furs, and in 1860 there was the possibility of war. In 1864 a blockhouse was constructed at the mouth of the Quinault river, and garrisoned with troops.

Salmon stocks have been crucial in their history as in so many of the Northwest's native groups. The first cannery was opened along the Columbia in the 1860's. Over fishing, and the construction of river dams, have been the primary reasons for the depletion of fish stocks. The Quinault carry on a fisheries program today which includes a salmon hatchery, fish processing and a clam business. They work to restore the landscape so that the rivers are no longer in danger of pollution from the land.

108. **Hoh Reservation (A-2):**

This Reservation is just south of the Hoh River on the Pacific coast. It consists of about 400 acres. This Reservation was established by executive order of the President on September 11th, 1893. The Hoh had been party to the Quinault River Treaty in 1855 when their lands had been surrendered for the **Quinault Reservation**.

The Hoh encountered Europeans in 1808 when Russian sailors from the wrecked *Nikolai* fought with them; four were captured by the Hoh, including a woman. She eventually died, but others were finally saved and returned to Russia.

The population of the reservation dropped in the 20th century until it was no more than a dozen families. However, since the 1960's the population has begun to recover. The Hoh maintain an active fisheries conservation program.

109. **Quileute Reservation (A-2):**

This Reservation is located south of La Push along the Pacific coast on the Quilayute River. The river is formed by the confluence of the Soleduck and Bogachiel Rivers.

The Quileute participated in the attack on the Russians in 1808 (see, **Hoh Reservation**). As with other native American fishing peoples, relations with European Americans was uneasy. In 1863 the Quileute almost went to war when a few of them killed a white man along the Pysht River. However, after consideration, the chief of the Quileute, Howyatl, decided to surrender the perpetrators to 'cover the dead', that is, allow payment of the crime by giving up the guilty party. Relations with the white community; however, remained strained. In common with many native American groups in western Washington,

the Quileute left their homes in order to work as agricultural laborers in the hop fields. Even the children were taken from school for this work.

In 1889 while away at this work, a local settler, Dan Pullen, burned an entire village. He was concerned for the title to his home and the fur trading business he had developed at the mouth of the Quilayute River. The Reservation was established by executive order of the President on February 1st, 1889. The Reservation was just over 5,200 acres in size.

110. **Ozette Reservation (A-2):**

The Ozette Reservation was established by executive order of the President on April 12th, 1893. The creation of this 640 acre refuge came about because the population of the village grew as more and more families from the **Makah** fled in order to avoid sending their children to school. These schools were created to teach children English, and to try to make them forget their heritage. In 1868 a **Quinault** chief complained that he would rather see his children dead than in the school. This only caused the authorities on the reservation to relocate the school further from the village so children would have even less contact with their parents. The village was deserted by 1900.

The main interest of this area is the archaeological find. Native American remains date back to 1100 C.E. (see, **Ozette**).

111. **Makah Reservation (A-1):**

This Reservation was established by treaty in January, 1855. It is located on the north west tip of the Olympic Peninsula.

On August 7 1791 Francisco de Eliza led Spaniards ashore at Neah Bay to trade and guard against English incursions into the area. The Makah swapped furs for sheets of copper. This began a more or less constant contact between European and native cultures. For some time they were able to hold their own in an area they had inhabited for at least 700 years. In 1833 a Japanese junk, rather off course, was wrecked at Cape Flattery, and the three survivors were enslaved by the Makah. One of the Makah brought a piece of rice paper bearing a drawing of a ship wreck with three figures to the Hudson's Bay Company, and John McLoughlin ransomed the three.

The Makah are an especially interesting people. They possessed great thirty-five foot canoes which they sent out five at a time to hunt whales with spears up to eighteen feet in length. They believed that the hunt was sacred. They related the story of the Thunderbird which could with the lightning fish seize whales in its powerful claws. Once a whale had been taken and brought to shore, its oil and fat and flesh were all used by members of the tribe for food or to trade with other tribes. Their whale hunting went on through the 19th century. They ranged as far as Alaska, where they were caught poaching seals.

Those who killed whales were specially marked, bearing a cut on the nose, to indicate their courage and prowess. Makah made distinctive hats of cedar bark, conical in shape, often decorated with whales and hunting motifs. Their cedar bark canoes, with distinctive prows, were still used well into the 20th century.

Their way of life could not protect them indefinitely from the new diseases which Europeans brought. In 1853 two Makah who had been to San Francisco brought smallpox into the community and it destroyed about 50% of the tribe. In one village the dead lay unburied because there was nobody left to bury them. It was the equivalent of the bubonic plague in 14th century Europe. Smallpox had very similar effects, too. It carried off both high and low born, disrupting social habits, destroying traditional political and economic relationships. Frightened, unsure what was happening, they fled in the face of the disease, just as Europeans had done. This only carried the illness to yet others, and destroyed the fabric of society as old relationships disappeared.

112. **Lower Elwha Reservation (B-2):**

This small reservation was established because the Klallams, signatories of the Treaty of Point No Point in 1855, did not wish to move to the Skokomish Reservation because it was the land of their enemies. Instead a reservation was granted to them a few miles from Port Angeles, another at **Port Gamble** on the eastern side of Hood Canal, in 1936 and another at Jamestown as a result of purchases by Klallams.

The construction of the **Lower Elwha Dam** earlier in the 20th century meant a dramatic reduction of fish for the native Americans living here.

113. **Port Gamble Reservation (B-2):**

This small Reservation was created in 1936. It is located on the eastern side of Hood Canal near the mouth. It was created for the Klallams and Suquamish people. This and the settlement at Jamestown, just east of Dungeness on the north coast of the Olympic Peninsula, represent two of the three Klallam habitation sites. At Jamestown the land, about 250 acres, was purchased in 1874 by James Balch, who wished to provide a home from which his people could not be evicted. Every Klallam who moved to the site was given land on which to live.

In 1856 a group of northern natives, Stikines, Haidas, Bellabellas and Tlingit raided into Puget Sound, as these fierce tribes had been doing for a very long time. Here they met modern artillery and were forced to surrender in abject humility. They returned the following year and murdered settlers in Bellingham Bay and on Whidbey Island in revenge.

114. **Port Madison Reservation (B-2):**

This is located on the eastern side of the Peninsula north of Suquamish and south of Kingston. This Reservation resulted from the Treaty of Point Elliott (Mukilteo, north of Edmonds) where 2,300 native Americans gathered on January 22nd, 1855 to treat with the Territorial Governor, Isaac Stevens. This one-day conference dealt with all native Americans north of the Puyallup River to the Canadian border in western Washington. The conference included Duwamish, Suquamish, Snoqualmie, Stillaguamish, Swinomish, Skagit, and Lummi. The main spokesman for native Americans was Chief Sealth or Seattle. The various tribes ceded almost all of King, Snohomish, Skagit, Whatcom, Island, and parts of Kitsap counties.

115. **Suquamish Reservation (B-2):**

This Reservation, which includes both sites at **Port Madison**, was created by the Point Elliott Treaty of 1855. One site is located next to the town of Suquamish, and the other is north across the bay.

The Duwamish were also ordered to this Reservation, but they deserted it for their traditional home just south of Seattle. Native Americans working in the lumber mills and as casual agricultural labor.

116. **Tulalip Reservation (C-2):**

The Reservation was formed as a result of the Point Elliott Treaty signed in 1855 by the Duwamish, Suquamish, Snoqualmie, Stillaguamish, Swinomish, Skagit, and Lummi. This Reservation was created for the Snohomish, Skagit, Suiattle, Samish, Stillaguamish, Snoqualmie, and Skykomish.

The Reservation was enlarged by executive order of the President in 1873. Life there was hard. In 1868 it was noted that there were about 300 native Americans living on the Reservation, but two years before there had been 1,000. Gradually, more and more native Americans drifted away in order to find employment and a means to survive. The waters off the Reservation were used by a commercial fishing company in 1900, prohibiting any fish to the Snohomish.

The Dawes Severalty Act of 1887 caused many problems. Many who had received parcels of land by 1895 had moved away from the Reservation so that much of the land was derelict, and they did not even know where their land was located exactly.

In 1861 Father Casimner Chirouse moved to the Reservation, and made many converts to Roman Catholicism. He founded a school which received contract money for the government for each pupil it enrolled. It finally closed in 1896.

This was an old site for native American occupation. Here there were long houses, buildings made of cedar planks with planked roofs.

117. **Swinomish Reservation (C-1):**

This Reservation is located to the west and north of La Connor. It was created by the Point Elliott Treaty of 1855 for the Swinomish, Samish, and later the Lower Skagit. The total area is about 7,000 acres. Because the soil of the Skagit valley is rich, settlers flocked to the area, and encroachment on the Reservation began. In 1873 there had to be an executive order from the president to define the northern boundary.

As with most other coastal and river native Americans in western Washington, the Swinomish were fisher folk, and carry on that tradition today with their own fishing enterprise.

118. **Sauk-Suiattle (C-1):**

These groups of native Americans were ill understood by Isaac Stevens. When the Treaty of Point Elliott was signed in 1855, he assumed these were groups belonging to other tribes. They were assigned to the Swinomish Reservation.

119. **Nooksack Reservation (C-1):**

These native Americans, dependent upon fishing like other native American groups, set out to attend the conference called by Territorial Governor Isaac Stevens in 1855. However, they found the river frozen and could not reach the conference. The Governor assumed them to be signatories and assigned them to the **Lummi Reservation**. Their traditional lands centered on Deming, but included many sites in Bellingham Bay, also.

120. **Lummi Reservation (B-1):**

Located west and a little north of Bellingham along Puget Sound, this Reservation was created by the Treaty of Point Elliott in 1855. The Reservation was enlarged by executive order of the President in 1873. They lived as other western Washington natives by fishing. They had difficulties with settlers fishing off the Reservation, and in the 1890's the Alaska Packers Association built a cannery and a series of fish traps on Point Roberts which effectively intercepted salmon before they could reach the Nooksack. The Lummi sued, but in 1897 judgment was given against them. However, another court decision in 1974 restored fishing rights to native Americans, which helped to restore their lost rights.

121. **Columbia Reservation (E-2):**

This Reservation does not exist. It did. It was intended for the Sinkiuse. The Reservation was established in 1879, but twenty years before miners had found gold. They bitterly protested the boundaries, organized public meetings, and demanded that the reservation be abolished. There were encroachments by cattlemen around Lake Chelan. Miners wanted the Sinkiuse and their leader, Chief Moses, simply transferred to the **Colville Reservation**. William A. Newell, the Territorial Governor at the time, suggested the abolition of all reservations. President Arthur removed part of the Reservation, but this led only to further controversy, and in July, 1883, Moses was obliged to visit Washington, D.C., where he had to sign a new agreement allowing the government to acquire all of the Reservation

by purchase. The Sinkiuse would be transferred to the Colville Reservation, which held their traditional enemies. When the Columbia Reservation had been granted, the then Secretary of the Interior, Carl Schurz, told Moses that the Treaty would last as long as the Cascade Mountains. The Colville Reservation was reduced by 75%.

VII. Dams:

122. **Columbia Basin Irrigation Project (E-2):**

The dams of the Columbia and Snake Rivers provide not only hydroelectric power, but also aid navigation by controlling the flow of the river, and they allow irrigation of surrounding lands.

On the upper Columbia River 909,900 acres are irrigated; on the lower Snake, 110,700; the mid and lower Columbia, 109,300; on the Yakima, 532,000, and in western Washington 81,400 acres are irrigated. This has helped to transform the agriculture of the state, and much of the wheat, hay and alfalfa, apples and dairy farming acres are dependent upon irrigation for prosperity.

As early as the turn of the 20th century, farmers of eastern Washington anticipated a federally sponsored program of irrigation. In 1902 there were some 150,000 irrigated acres in the state, and this had more than doubled by 1910. Money for irrigation schemes came from many investors, but the Northern Pacific Railway was an important contributor because improved agriculture would help its business. Water from these projects was expensive, and many farmers, subject to fluctuating prices, found they could not afford to continue to farm in this way. In 1918 three eastern Washington residents, William Clapp and James O'Sullivan of Ephrata, and Rufus Woods of Wenatchee proposed a dam across the Columbia at Grand Coulee. The first water from the **Columbia Basin Irrigation Project** did not reach the irrigation canals until 1951. Settlers came to Moses Lake and Othello attracted by the prospects of farming irrigated acres.

The **Grand Coulee** has twelve massive pumps to lift water from Banks Lake into what has become a growing network of canals to carry water to over 500,000 acres of the surrounding dry landscape. It was originally projected to irrigate as much as a million acres, but this has never been accomplished. This network supports today about 6,000 farms producing a variety of crops, including potatoes, asparagus, mint, and grapes. The maximum size of a farm eligible for irrigation is 1,000 acres. There are over 300 miles of main canals and 2,000 miles of secondary canals supplying water to an area which stretches over 100 miles north and south of the dam. This, and other dams, also are used for flood control programs.

123. **Grand Coulee (F-2):**

It is at the junction of State Highway 174 and 155. There is a visitor center and tours are available.

Electrical power generation is the single most important energy source in Washington State. Dams on the Columbia, Snake, Yakima and other rivers produce 80% of the State's total energy production. This is in contrast to the national average of only 10% for hydroelectric power nationally.

Dams had been promoted for decades in the Northwest. Congress passed legislation in 1930, but the then President, Herbert Hoover, would not sign the funding legislation. During the Great Depression the federal government sought to introduce programs which would enhance infrastructure and create jobs. The Columbia River held 40% of the nation's hydroelectric generating potential. But it was not electricity alone which motivated the construction of the dam. The Bureau of Reclamation, a government department concerned with securing the better economic performance of various areas of land within the United States. It was this agency which took charge of building the **Grand Coulee** dam. The cost of the entire building project was sixty-three million dollars.

The project was begun in 1934 and electricity was generated from 1941 onwards. The Pacific Northwest during World War II smelted more than 40% of the nation's aluminum. Electricity was crucial to the process. Aluminum was vitally needed by the aircraft industry. The building of the dam thus had an impact on the future of the Boeing Company.

The dam is almost twelve city blocks long, that is, nearly a mile. It has three turbine houses to generate power. It is as tall as a forty-six story building, and is the largest concrete structure in the world. Behind the massive structure of the dam a man-made lake was created as the river backed up. In 1988 its powerhouses could generate 6,163 megawatts of power.

The Columbia today is little more than a series of artificial lakes behind massive dams. The only significant free flowing stretch of the Columbia left is that which is adjacent to the site of Hanford. The effect of dams on fish stocks has become controversial. Even with fish ladders, dams clearly have an impact upon the once abundant fish stocks of the river. There seems no apparent solution to this problem.

124. **Chief Joseph (E-2):**

This dam is located on the Columbia River just east of Bridgeport and where Highway 17 crosses the river.

The dam was constructed by the Army Corps of Engineers in 1946. It is the first dam down river of the **Grand Coulee Dam**. It was built to provide irrigation to the orchards west of the dam. Pumps for that task use electricity generated by the dam. It can generate 2,069 megawatts of power for public consumption. At this and other major dams along the River, provision has been made for locks in case traffic on the river requires them.

125. **Lake Chelan (E-2):**

Not all dams are federal. That located at Lake Chelan was built by private interests which saw the potential for electric power use in the area.

This dam is located near the southern end of Lake Chelan, and utilizes the fall of water from the Lake to the Columbia River. There used to exist falls, but they are usually dry unless the flood gates of the dam are opened to spill excess water.

This dam is capable of generating 48 megawatts of power. Its construction raised Lake Chelan by twenty-one feet which is a great deal when the size of the Lake is taken into account.

126. **Rocky Reach (D-3):**

This dam is located on the Columbia along Highway 97 north of Wenatchee. This, too, is not a federal dam, but was built by the Chelan County Public Utility District in the post war period. It is the largest of the non-federally funded dam projects, producing 1,211 megawatts.

The fish ladder at this site has windows so that visitors may watch fish migrating up river, and there is also a collection of electrical equipment on display.

127. **Rock Island (E-3):**

The dam is located on the Columbia River along Highway 28 south of Wenatchee. This was the first hydroelectric project to be developed on the Columbia River. It was begun by Puget Sound Power and Light Company in 1929, and started to generate power in 1931. It

produces 620 megawatts. This secured a dependable, vital supply of electrical power for the city of Seattle.

128. **Wanapum (E-4):**

This dam is located on the Columbia River along Highway 243 south of Vantage. Built as a non-federal project, it generates 831 megawatts of power. It began generating power in 1965. It is possible to see the powerhouse and watch the salmon migrate through windows in the fish ladder. There are displays concerning the Wanapum and Sinkiuse also at the site.

129. **Bonneville (C-5):**

Bonneville dam is located on the lower Columbia along Highway 14 at the town of North Bonneville. This is a federally constructed dam. This dam was begun in 1933 and finished in 1938. It was built by the Army Corps of Engineers.

Building this dam in the Great Depression helped to create jobs at a time when desperately needed. It generates 518 megawatts of power.

The Bonneville Power Administration was formed in 1937 to take charge of the wholesale distribution of power from the dams on the Columbia River system. Today, electric power is sold to individual power utility districts everywhere in the Northwest and as far away as California.

At the dam there is an excellent display provided by the Corps of Engineers which interprets the production of hydroelectric power.

130. **John Day (D-5):**

This dam is located along Highway 14 on the Columbia River east of Wishram. Another federally built structure, it generates 2,160 megawatts of electricity.

Lake Umatilla behind this dam is used for irrigation purposes. There is, too, locks which raise and lower vessels 113 feet as they move from the river to Lake Umatilla. Not far from the dam is an aluminum smelting plant. Huge amounts of electricity are required to render alumina (the ore) into pure aluminum metal.

131. **McNary (E-5):**

This federally built dam is located east of Plymouth on the Columbia River along Highway 730. It was built at the end of World War II as part of a series of dams in the Pacific Northwest. It is named after Charles L. McNary who was senator for Oregon from 1917 until 1944.

It generates 980 megawatts of power. Just up river from the dam there was once the Umitilla rapids, but as with so many other of the fast flowing, white water sections of the river, they are now inundated by the dam's reservoir.

As with other federal projects, it provides locks and a constant supply of water to the river so that it is navigable all year round.

132. **The Dalles (D-5):**

This dam is located just east of the Dalles along Interstate 84 on the Oregon side of the river.

This is a federally sponsored project. The dam generates 1,807 megawatts of power. There is a visitors' center which includes petroglyphs moved from the gorge before it was inundated.

This structure also includes locks to move shipping up and down the river, and possesses fish ladders. To the east of the dam used to be the beautiful Celilo Falls, but it has been drowned by the reservoir behind the dam.

133. **Ice Harbor (F-5):**

This may be reached by spur road from Highway 124 heading east from the town of Burbank. Constructed with federal funds, this dam generates 602 megawatts of power. It was one of a number of dams proposed for the Snake River. It came on-stream in 1962.

In terms of volume of water discharged, the Snake River is the second largest below the Canadian border in the region of the Pacific Northwest.

The Snake River, as the Columbia, provides significant amounts of water for irrigation projects. Ice Harbor was originally a moorage for steamboats waiting for the ice to break on the river during the cold months.

134. **Lower Granite (G-4):**

This is the eastern most of the federally funded Snake River dams. It was finished in 1975. It produces 810 megawatts of power. As with the other three (**Little Goose, Lower Monumental, and Ice Harbor**), this also contains a system of locks which allows river traffic to pass up and down as far as Lewiston, Idaho. The dam generates 810 megawatts of power.

Salmon used to migrate up the Columbia and Snake river systems in abundance. But it is no longer true. All of the strategies attempted to maintain salmon runs have failed. The river systems have ceased to be important hosts to fish. The waterways today may no longer be defined as important habitats for salmon, but as producers of electricity and as water storage facilities for major irrigation projects. We have won and we have lost; to date there is no way of reconciling the uses of the rivers.

135. **Little Goose (F-4):**

This was built with federal money. It is located about five miles east of Riparia along the Snake River. It was completed in 1970. **Little Goose** provides 810 megawatts of power.

At the time that these and other dams were constructed, the Bonneville Power Authority projected that the need for increased hydroelectric power would double by the end of the century. In fact, demand for power locally has fallen slightly, so that excess power is marketed to California and states at some distance. The Bonneville Power Administration (BPA) was created by the federal government in 1937 to market all the hydroelectric power produced on the rivers of eastern Washington. It sells power to Public Utility Districts or Cooperatives on a wholesale basis, who in turn market electricity to consumers.

136. **Lower Monumental (F-4):**

This dam lies about seven miles south of Kahlotus on the Snake River. This is one of the four federally funded dams on the River. The dam was completed in 1969 and generates 810 megawatts of power.

It is named for a rock formation located next to the River described by Lewis and Clark. As with other federal projects, this is visitor receptive, and it is possible to view the fish ladders at the dam.

In the 1960's it was widely assumed that a power shortage would develop. It was estimated at the time that power consumption would double every decade. The Washington Public Power Supply System was formed in 1957 to build additional generating capacity. This was supported by Public Utility Districts, and the Bonneville Power Administration.

The WPPSS planned a number of different strategies, but primarily they chose to back nuclear generating plants for the additional power they felt would be necessary. A nuclear power plant was constructed on the Hanford Reservation, and bonds issued to finance an additional five other nuclear power plants. However, the costs of nuclear power generation began to increase enormously after serious accidents at existing generating facilities occurred. The costs of the five plants increased from five to twenty-four billion dollars. In the end the WPPSS had to default on the bonds it had issued. This triggered a financial crisis, and a scandal, and in the end those who invested in the utility found they had lost their money. The nuclear power plants, even those partially completed, were placed in storage against possible future use.

137. **Diablo (D-1):**

This, with Ross and Gorge dams, forms a series of hydroelectric facilities along the upper Skagit River along Highway 20 as it curves through the North Cascades National Park. Diablo generates 120 megawatts; Ross, 360; and Gorge, 137.

These dams were constructed by Seattle City Light to provide power for the city of Seattle. The first was begun in 1917.

138. **Elwha River (B-2):**

This dam lies west of Port Angeles about ten miles along Highway 101 then up the extension road into the Elwha valley.

This river actually has two dams, the Elwha and the Glines Canyon dams. The dam on the Elwha was first constructed in 1912, but broke during a heavy rain storm in 1912. It was rebuilt.

These dams are owned by a paper mill and generate power for the mill. They are thus in private hands. They were constructed without fish ladders, and the fish run disappeared. Local native Americans reported that they could hear salmon beating themselves to death against the walls of the dam when it was first in operation.

There are now plans to dismantle the dams. The owner would be fully compensated if federal monies can be secured for the project. The **Elwha dam** is the first major dam in the state to face deliberate destruction in order to restore the river, its fish and the scenic beauty of a pristine valley. Removing a dam is not easy: there are two proposals, one involving allowing the sediments in the reservoir to be washed away naturally, and the other to remove them. Neither plan is cheap, and Congress has not yet appropriated the necessary money for the project.

VIII. **Railroads:**

139. **Wellington (D-2):**

This site, located on the north side of Highway 2 at Stevens Pass, is now accessible along the Iron Goat Trail. This scenic trail has beautiful views over to the Cascade Wilderness area, down to the ribbon of road, and the current tracks of the Burlington Northern Railroad.

When the Great Northern Railway first went over this pass, it built a series of three switchbacks which took trains up the steep pass, into a siding, then when the switch had been thrown, up another segment of the railway. These three switchbacks combined were more than thirteen miles in length. There also existed a two and a half mile tunnel which was commenced in 1897 and began to operate in 1900.

To build the railway Great Northern took some of the trees in Stevens Pass. At the end of the 19th century snow fall in the pass averaged twenty-four feet each winter. When the timber cover had been stripped, it increased the frequency of avalanches so the Company built more snow sheds over the tracks using more timber. This was to protect the tracks by allowing the moving snows to slide over the tracks.

On March 1st, 1910 two trains, a passenger and a mail train were halted at Wellington. There a hotel fed passengers, and the trains could wait on parallel tracks while the snows were cleared from the tracks ahead. Many on the trains stayed aboard. Above the halted trains was a wide, virtually vertical cliff loaded with heavy, wet snow. It suddenly slipped down with enormous force, sweeping the two trains from the tracks and plunging them down a cliff. Ninety-six people died. It was the worst avalanche disaster in railway history. The story was carried by many newspapers all over the country.

As a result of this event the Great Northern Railway decided to construct the Cascade Tunnel at a lower elevation. This eight mile long tunnel, which needs huge ventilation fans to draw fresh air through the length of the tunnel, was opened in 1929.

140. **Northern Pacific (Cheney) (G-3):**

The first railways in the Northwest were built around the falls of the Columbia to provide easier portage for the grain which came from the farms of the interior.

The idea of a transcontinental railroad was promoted by Asa Whitney in 1845. He was a businessman who worked in the area of the Great Lakes, but had trading connections with the far east. To him, a railroad seemed a logical development for business and for the course of empire.

Everybody recognized that the Northwest needed a link with the rest of the nation. There was strong feeling for a transcontinental line. The first was the Pacific Northwest. It was chartered by Congress in 1864, but delayed because of the Civil War. It was one of the land grant railroads. It may be fairly said that these railroads were property companies that happened also to run trains. The size of the holdings of the **Northern Pacific** was equal to all of New England.

From Lake Superior to Puget Sound the Northern Pacific received alternating square mile grants on each side of the track in a checkerboard pattern. The land could be used to sell to settlers and it could be mortgaged for loans. These grants made the railroads running west of the Mississippi River the biggest private land owners in the United States. The railroads also received the right to carry United States mails, although they had to provide special postal rates to the government.

Initially, the major figure in the development of the Northern Pacific was Jay Cooke. He countered the criticism by rivals who favored a more southerly route by hiring propagandists who claimed the area was a mild climate. Work on the railroad from the east did not commence until 1871. It continued until 1873 when the company went bankrupt. The eastern work, which had started at Duluth in 1870, had only built as far as the Dakota Territory. At the end of the 1870's a reorganized Northern Pacific again became active, and would attain success under the direction of Henry Villard. He acquired control of the company in 1881 in a daring financial deal. It was known as the Blind Pool because he simply asked investors to put up money without knowing for what he was going to use it. He collected eight million dollars, and bought the Northern Pacific.

Villard was a German immigrant who had a successful career as a Republican journalist, and married Fanny Garrison, sister of William Lloyd Garrison, the famous abolitionist. He had won a reputation as a railroad entrepreneur by extending a railway line from Portland to Pasco, tapping the grain producing areas of Washington. Also, it connected the line with Portland, and allowed the Northern Pacific to issue bonds on an existing road. Additionally, it secured further government land grants on two million acres with trees worth millions of dollars growing on them.

The Northern Pacific had been coy about which town would eventually be the western terminal. It decided that it would terminate in Tacoma. This town was smaller than Seattle, but it meant that the railroad could develop the water front and piers more easily. A shipping company was formed which included investors from the board of directors of the railroad. In the 1880's the town became a company town dominated by the railroad. A wholly owned subsidiary of the **Northern Pacific**, the Tacoma Land and Improvement Company developed the town; it controlled the Tacoma Light and Water Company, the street cars serving the town, and the company which made gas for lighting and cooking.

From the west the railroad had brought in Chinese workers, just as with the Central Pacific running east from California. They dug tunnels, built bridges and cleared forest as the road pushed west. Finally, at a spot about sixty miles west of Helena Montana on September 8th, 1883 a golden spike, a duplication of the celebration held when the Union and Central Pacific met, was driven by Villard to complete the road. From this time onwards the Northwest was connected to the nation. It was no longer an isolated region, and through encouragement of the company, more and more people came to settle in the Northwest.

In 1887 the Northern Pacific extended its Cascade Division, a line running up the Yakima Valley and over Stampede Pass, where a tunnel was constructed. This gave those in Puget Sound and east of the Cascade mountains direct access to the east without first going south to Portland.

The company advertised its connection to the Northwest on a national and international scale. In 1883 It took out advertisements in newspapers in the U.S. and Canada, and employed 831 agents in Britain as well as 124 in Europe to sell the new lands.

The impact of the Northern Pacific can be measured not just in terms of drawing the Northwest closer to the nation as a whole. The railway, as a major land owner, was anxious to develop its assets. Coal, timber and other resources would be exploited by the company, its subsidiaries, and partners, on an industrial scale not before seen in

the history of the Northwest. It received from the government 1,280,409 acres of land in grants, and another 631,252 acres mainly in the Portland-Tacoma corridor.

Cheney is located west and south of Spokane along Highway 904. It was originally known as Willow Springs, but changed its name to honor a director of the Northern Pacific Railroad, Benjamin P. **Cheney**. He, in fact, patronized the town, donating money and land for a school which developed into Eastern Washington University. The arrival of a railroad could transform the fortunes of a town, making it a market center for surrounding farms, bringing to them the products they needed and desired, and being the point from which their produce was shipped. Routes were re-oriented from the rivers to the new rail routes.

Railroads could make or break the fortunes of cities and towns in Washington. They influenced the labor market, and resource extraction. They were powerful entities, and they were sometimes deeply resented. But their role in developing the Northwest cannot be disputed. They not only brought much easier access to the east, but needed capital. They organized industries on a new scale which left the old pioneer Northwest behind. They were the vehicle for transition to a modern economy with connections to the world.

141. **Great Northern (Omak) (E-1):**

The **Great Northern** (since 1970 the Burlington Northern Railroad, which includes the Great Northern, Northern Pacific, Burlington and latterly the Santa Fe railroads) was built by James J. Hill. He had been a station master for a railroad in Minnesota, and also been involved in a shipping company on the Great Lakes. His capital came from Canadian investors who were not happy with the Canadian Pacific's more northern route which left the rich grain areas close to the U.S. border without an easy outlet for their produce.

Hill built his first railroad from a bankrupt local line, the Minneapolis and St. Cloud, in Minnesota. He connected to an existing line in North Dakota, and then ran a spur north to the Canadian wheat prairies. He acquired interests in a line in Montana which ran from Helena through Great Falls to Butte. He pushed his line in North Dakota west from Minot permitting his railroad to carry the ore from the copper mines of Montana.

Hill supported the ambitions of Seattle to be a railroad terminus, and he encouraged them to build a line north to Everett, and then east through the Cascade mountains at Stevens Pass. In 1889 he changed the name of his company to the **Great Northern**, and then connected the various smaller companies into a single

transcontinental line. The last spike was driven home on January 6th, 1803 on the slopes of Stevens Pass.

The **Great Northern** was not a land grant railroad. It was much more dependent upon the settlement of farmers upon the lands of the Pacific Northwest. This railroad opened areas of the Big Bend and the Okanogan to settlement. James J. Hill's railroad was a more direct connection with the east than the **Northern Pacific**, and Hill had been able to arrange better financing. He developed the docks of the city of Seattle and opened up trade to the far east by carrying cotton and other products to Seattle for shipment east, and importing tea, silks and other goods for distribution in the U.S. The railroad allowed Seattle to compete with Tacoma, Portland and other west coast cities, and helped the city weather the storm of the depression of 1893. Tacoma grew only modestly in the 1890's, but Seattle nearly doubled in size. Seattle came to be about three times the size of its neighbor to the south.

Hill was able after 1893 to gain control of the **Northern Pacific** which gave him dominance north of Oregon. Both railways converged on the city of Spokane, which emerged as the service center for the 'Inland Empire'. It was a railway hub, and serviced the mining and farming interests from the Rocky mountains to the Cascades.

Omak is located along Highway 97 beside the Okanogan river. It is now a larger town than Okanogan. It serves as a focal point for apple growers, and the timber industry. A rail link was vital for those communities which sought growth. It was one of the towns which prospered as the railways opened the northern part of Washington State.

142. **Milwaukee Road (Othello) (E-4):**

This was the last of the transcontinental railroads to come across Washington State. It was the fourth of the transcontinental railways. It opened its route to Seattle in 1909. Its full name was the Chicago, Milwaukee, and St. Paul. In some ways this was the most innovative of the major national lines. It utilized electric traction for its engines when pulling through the mountains of the Rockies and Cascades. Over 600 miles of line was served in this way. It allowed the company to take advantage of cheap hydroelectric power just coming on stream, but it was not enough to make this line a consistently profitable venture.

The Milwaukee Road crossed the Cascades at Snoqualmie Pass, intersecting the **Northern Pacific** which ran up to Stampede Pass. The right of way is now an attractive trail which runs east almost to the Idaho border.

The problem with this route was that virtually all the spur lines which provided lucrative freight business had been taken by the **Northern Pacific** and **Great Northern**.

Railways became a major employer in the state during the first half of the twentieth century. In 1953 they employed 20,784 people

The town of **Othello** is located on Highway 26 north of Pasco. It was built in 1902 on land which was a part of the Northern Pacific land grant, but the Milwaukee Road came through the town in 1907. It has prospered as a farming town dependent upon irrigation to provide the necessary moisture for crops ranging from potatoes to alfalfa. As part of the Columbia basin irrigation scheme, it has been prosperous in the second half of the twentieth century.

143. **Union Pacific (Joso Bridge) (F-4):**

When the **Northern Pacific** was opening the Columbia basin during the 1880's, it worked with the Oregon Railway and Navigation Company, and Portland, Oregon, looked like the likely hub of rail traffic for the Northwest. However, eventually the two companies became rivals.

In 1884 the **Union Pacific** took control of the Oregon Short Line in 1884 in an effort to secure the freight business of eastern Oregon, southern Idaho, and eastern Washington. After a pause because of the financial collapse of 1893, the Union Pacific under the direction of Edward H. Harriman continued to rival the **Northern Pacific** by tying its Oregon line to the transcontinental tracks.

The **Union Pacific** planned to connect eastern Washington to its main line through the local railroads it had acquired. Until its rival had crossed Washington, it was actually cheaper for people in Montana to buy lumber shipped from St. Paul rather than Washington because the freight costs were so high. For a time it looked as though Salt Lake City and Denver might become the freight depots of the Northwest.

The Joso Bridge, located near the confluence of the Snake and Palouse Rivers, was an entry point from the Oregon lines of the company into the ranch and farming country of Washington. This kind of huge capital investment does not always represent a direct benefit to a community, but rather represents the struggle of rival companies trying to secure a predominant position in their markets. Such building projects could create almost instant booms followed by rapid busts when it was realized that little would come of the projects.

The strategy was to connect the Oregon Railway and Navigation Company railroad to the Columbia and Palouse line, but the latter was never built, and the project finally collapsed.

The **Northern Pacific** was able in the end to withstand the rivalry and Washington trade was oriented on an east/west access. Eventually, the two railroads agreed to share a line running between Tacoma/Seattle and Portland.

144. **Cascade Tunnel (Scenic) (D-2):**

This tunnel was built by the **Great Northern Railway** from 1918 to 1929 as a result of the disaster at **Wellington**. The tunnel is eight miles in length, and requires special ventilation in order to maintain an air flow which will ensure that there is no build up of exhaust gases from the diesel trains which ply their way through it today. The tunnel's west side is at Scenic, a town named by the railway, four miles from the crest of the Cascade mountains. The eastern portal is at Berne, also named by the railway to encourage passengers to compare the views with Switzerland, and the Alps. This is the longest tunnel in the western hemisphere. Trains passing through it lose sight of both the entrance and the exit when deep inside. The tunnel has protected rail traffic from the vagaries of snow conditions in Stevens Pass.

145. **Clamshell Railway (Ilwaco) (A-4):**

This is just one of many examples of small railways built to serve the logging industry in the state. The town of **Ilwaco** is located on the northern side of the Columbia River at its mouth.

This little railway was typical of many which were developed by communities to serve their commercial needs. It ran a few miles along the beach between Nahcotta and Ilwaco. Eventually, it was absorbed by the **Union Pacific**.

Besides people this little line carried logs. Lumbering was a key industry in the development of Washington and the Pacific Northwest. Initially, lumber from Puget Sound was traded to California, and by 1883-84 over two hundred million board feet went south. More than a hundred and forty-eight ships were directly involved in the trade. The advent of the railroads opened the interior of the domestic market. This was much more important than foreign trade in timber. Initially, logging took place around the edge of Puget Sound, but by the middle of the 1880's, timber men were moving inland. In western Washington by the beginning of the 20th century lumber camps along

rivers or served by their own railways developed. These were little communities in themselves, with cook house, bunk house, and other basics for those who lived and worked in them.

By the turn of the century many loggers and those in the lumber business from the old Northwest had made their way to the Pacific Northwest because the once abundant forests around the Great Lakes had been totally removed. At this time Frederick Weyerhaeuser came to the Puget Sound after buying 900,000 acres of forest from the **Northern Pacific** land grant. He paid \$6 an acre. In 1914 he and his company opened the world's largest sawmill in Everett. Washington state became the leading producer of lumber in the United States. The railroad and the timber company together owned over 34% of the private timber lands in the state of Washington.

146. **Skykomish (D-2):**

The fortunes of this attractive mountain town were tied to the railway. Located on the western side of Stevens Pass off Highway 2, it developed as the **Great Northern** railway came through. It was a lumbering center, and also was the town which served the thousands of men who labored to build the Cascade Tunnel at the end of World War I. Originally, the town was the point at which an electrified line commenced to give the necessary traction to take trains through the tunnel, but today the enormous diesels which pull the trains stop at the town in order to add more engines for the final climb up the pass.

147. **Stampede Pass (D-3):**

The **Northern Pacific** built their railroad over this pass in 1887, connecting the Puget Sound with the eastern seaboard of the United States. Initially, however, the railroad intended to serve the area from their line running north from Portland. Seattle businessmen, who desperately wanted to be served by a transcontinental line, created the Seattle and Walla Walla line as well as another company to build a railroad over the mountain to give them direct access to the Yakima valley. These plans, though they attracted some capital, never really came to anything practical. It did apply pressure on the **Northern Pacific**, and it began to build a line through Ellensburg and over the Pass in 1887. The initial route involved a switchback, but the company in 1888 opened a tunnel.

IX. Mines/Ghost Towns:

7. **Liberty (D-3):**

This town is located just off Highway 97 nestled in the Cascade mountains.

The mining frontier, in so far as it had a rational development, moved from south to north. After the California gold rush, miners made their way north, striking gold in Oregon, and then finding the metal near Fort Colville in Washington. Miners flocked to the area, and some who went north into British Columbia found gold along the Fraser River, which sparked another rush.

Liberty became a productive gold mining center in 1873. It yielded gold in placer deposits, that is, in gravel beds along the Sauk and other creeks in the area. Individual miners using pans looked for small flakes or nuggets of gold among the gravel and sand of the streams.

148. **Ruby City (E-1):**

The remains of this town are located south of Conconully and north of China Wall.

This town flourished between 1886 and the depression of 1893. It was the product of gold strikes in the Okanogan, and the government's decision to open much of the reservation lands to prospecting. Miners were by nature transient. They flooded into an area only to leave just as quickly. It has been reckoned that total population of eastern Washington in the early 1860's was about 30,000, but that perhaps 10,000 miners descended on the area when news of a strike was circulated. The towns and camps created overnight by miners often had unsavory reputations.

149. **Newcastle (C-3):**

Not all mining towns involved precious metals. This town is just south of Bellevue along Interstate 90 east of Lake Washington. Today this placid suburb of Seattle does not betray its origins as a coal mining town. The town is named for a famous coal mining town in England which had supplied London with its coal in the sixteenth century. A companion community, Coal Creek, was equally vigorous during the same period.

Coal was found here and at **Roslyn** and **Black Diamond**. It is all bituminous coal, relatively soft. By 1903 the area was producing three million tons a year. This and the other coal towns were essentially company towns in which large numbers of miners lived with their families working for wages. Coal was discovered in 1863, but it was not until the arrival of the **Northern Pacific** that a bulk commodity such as coal could easily be transported. The railway was also an important customer. During the late 19th century this area of Puget Sound contained the second highest concentration of population. Production remained high, but did not increase during the first decade of the 20th century, and began to decline after the First World War because of increased use of oil products, and competition from other coal fields.

150. **Roslyn (D-3):**

This town is located on Highway 903 west of Cle Elum. It is an almost perfectly preserved late 19th century mining community.

This community was essentially the creation of the **Northern Pacific**, which began to mine coal here in 1886. This was an industrial coal mining town which in fact, despite its frontier appearance to a 20th century eye, had little in common with the rough and ready gold camps.

Its mines were large, industrial, using adits, that is, sloping tunnels which carried miners and equipment down an incline to the coal face. Coal cars, attached to cables, running on tracks, were pulled out by steam engine.

As a company town, the railroad could and sometimes did intrude into virtually every facet of life. Coal miners were generally better paid than other industrial workers in the 19th century. However, they were paid piece work, which means they were paid by the weight of coal they retrieved, not by the number of hours they worked. Working hours were long, and mining is a dirty, dangerous occupation. There were sometimes fires (all coal mines exude methane gas, which is explosive if not properly ventilated), and industrial accidents.

In 1888 the miners struck, and the company retaliated by bringing African Americans into the community from the east to work the mines for lower wages. One of the most interesting areas of this fascinating town is the cemetery. On a hill side above the community, amid great pines and firs, generations of workers rest from their toil. The cemetery is divided into various ethnic, immigrant groups, and

fraternal orders. Many of the grave stones tell stories of waves of people who traveled from Europe, of the deaths of children, and loved ones carried off all too early in life by disease. In the African American section, of the more than two hundred graves, only a handful are marked. Most lie in anonymity.

151. **Black Diamond (C-3):**

The coal located in the area east and south of Seattle was all bituminous or even softer coal. This kind of coal was limited in its industrial applications, but from the 1880's through World War I it was extensively mined. This town is located on Highway 169 between the Cedar and Green rivers. By 1903 over three million tons were mined.

As with the other coal mining sites in the area, this was carried on in a capital intensive way, requiring much investment in plant and machinery. Capital for such ventures in the 19th century almost always came from outside the state. This meant that most of these concerns were in the hands of absentee owners, and this often added to the friction between managers and workers. This mine opened in 1884 and in the following year the **Northern Pacific** constructed a spur line to the mine so that it became easy to carry away coal. The adit here was sunk to several thousand feet, and production ran to several hundred tons of coal each day.

As with the other mining towns in the area, Black Diamond was a company town. Houses were owned by the occupants, but the land they stood on continued to belong to the company. In the midst of a bitter labor strike in 1921 the company ordered the miners to move their houses off company land.

This and the other mines went into slow decline from the end of World War I as oil products and better grades of coal began to compete.

152. **Monte Cristo (D-2):**

The remains of this once booming mining town lie off the Mountain Loop Highway some eight miles east of Silverton. There is an excellent and popular hiking trail which begins there and leads to Monte Cristo mountain. Not far along the trail are some of the adits cut into the rock by the miners who exploited the mineral wealth of this area. It is usual to see people panning for gold in the stream.

The story of the strike is probably apocryphal. Two prospectors returning from the mountains late in the day made their way along the trail, one looked up to see the sun, low in the sky, glinting off a vein of silver in the cliff face above them. "We will be as rich as the Count of Monte Cristo!" he is supposed to have said.

Silver was first mined here in 1889, but it was a remote site, and access was always the chief difficulty. Eventually, a company financed by John D. Rockefeller invested in the town, and constructed a railroad which ran along the north bank of the Stillaguamish river to carry the ore to Everett. Several million dollars in precious metal were taken from the site, but the railroad, even though it was narrow gauge, was constantly overwhelmed by the river during flood season. The costs of repair proved to be greater than the monies coming from the mines. In 1897 after a flood, it was decided not to rebuild and the railroad was sold to the **Great Northern**, which used it as a timber extraction railroad. However, the mines and activity at the site gradually wound down until it was completely abandoned.

153. **Ronald (D-3):**

This town is located on Highway 903 just northwest of **Roslyn** and Cle Elum. As with its neighbor, **Roslyn**, it too was a coal town almost entirely controlled by the **Northern Pacific** company which ran the town almost completely. As with other coal towns in the area, Italian immigrants made up the first wave of miners brought to the area. Many other immigrant groups also participated in winning coal from the earth in the period after 1886 and before World War I. For many years the company resisted the fight by miners to have a union recognized, but by 1918 most mines had arranged contracts with the United Mine Workers Union.

154. **Ruby Creek (D-1):**

After profitable a gold strike along the Fraser River in 1862, many prospectors came from the south to the new gold fields. Passing through Washington, they began to prospect, and gold was discovered in the Okanogan, as well as elsewhere.

Gold was found here, now Ross Lake, in 1878. Within two years a rush was on, a town built near the present community of Rockport, No great amount of gold was found; a community which had grown up virtually over night just as quickly disappeared.

155. **Lone Jack Ledge (C-1):**

This site is located east of Glacier along Highway 542. Gold was discovered here in 1897 and it quickly set off a rush as thousands came to the area in hopes of winning a fortune. As with almost all the districts in Washington, placer mining was used, but a spur rail line was constructed to the area, which allowed ore to be transported out cheaply, and the mine worked for the first two decades of the 20th century.

Discoveries of gold and other metals were important in Washington history, but they could not equal the enormous silver strike at Coeur d'Alene in Idaho, where more silver was extracted than at Comstock in Nevada. Nevertheless, mining would often open an area, provide infrastructure, and excite interest. Many sites closed quickly, but others developed into logging communities or other kinds of activities.

x. **Historic Lumber Sites:**

156. **Port Gamble (C-2):**

This town is located on the edge of Puget Sound on Highway 104 on the northern end of the Kitsap Peninsula.

Early logging in the Puget Sound area took place along the water where timber could be cut and then placed aboard waiting ships to take it to distant markets. This town was founded as a lumber camp in 1853. It was exploited by the Pope and Talbot Company, which was active at **Port Ludlow**, also. At first almost all the cut timber was shipped to California, mainly San Francisco, but eventually a trade which encompassed the entire Pacific basin was developed. The pattern of cutting was to stay along the shoreline, then up the river valleys. Eventually, the mill here took logs from all around the shore of Hood Canal. This was because it was easy to raft the logs to the mills. By 1884 the various mills in Puget Sound were processing a million board feet of timber each day. Trees were cut with axes and two man saws.

The timber industry grew remarkably from 1880 onwards. In that year about a million board feet of timber was sawn, but ten years later this had increased by a factor of fifteen. By 1888 over 10,000 men lived in the logging camps and made their living from cutting timber.

157. **Port Ludlow (B-2):**

This town is located south of Port Townsend on the northeastern corner of the Olympic Peninsula.

The town was founded in 1853 as a lumber camp. It was taken over by Pope and Talbot in 1879. In the early days ships would make harbor at Port Townsend, and then buy cargoes from the various mills around Puget Sound. Some 148 ships regularly serviced the lumber trade to Australia, Chile, Argentina, the Hawaiian Islands as well as China. As a bulk cargo, these exports were relatively low value. It was only the very cheap land which the mills acquired, or the right to cut timber, called 'stumpage', which allowed the trade to flourish. Eventually, the transcontinental railways provided a means of shipping lumber to the rest of the United States, and local building booms created demand at home, also.

The 1880's was a boom period. The forests of the old Northwest, those states around the Great Lakes, were depleted; lumber men flocked to the Pacific Northwest to utilize the timber resources here.

In the first decade of the 20th century, Washington became the number one supplier of timber to the rest of the country.

158. **Yestler's Mill
Skid Road (C-2):**

The settlement at Seattle more or less was founded on the timber industry. By 1852 Henry Yesler was supplying timber to San Francisco from his mill where the Duwamish River flows into Puget Sound. The mill stood at what is now Pioneer Square. Yesler cut timber from the steep hills directly behind the mill. He had constructed a skid road. Logs were partially buried in the earth corduroy fashion, greased, and then logs could be skidded down them to the water of Elliott Bay for cutting at the mill. This founded the term skid road or 'skid row', which eventually came to mean the seedy part of town, as the old part of Seattle declined as the business district moved north.

Henry Yesler with other founders of Seattle were active in the promotion of their town. He bought additional lands, and became a real estate speculator in order to increase his own fortunes as well as those of the town he helped to build.

XI. Special Feature

159. Hanford (E-4):

This site is located about twenty-five miles north of the city of Richland on the western side of the Columbia river.

The Hanford Nuclear Reservation was opened in 1942 to produce plutonium and weapons grade Uranium for the atomic bomb. Essentially, two methods were recommended by scientists. One, involving centrifugal force, was developed at Oak Ridge in Tennessee. The other method involved 'breeding' enriched Uranium in nuclear reactors. Scientists were unsure which method would produce the most material, so the government decided to build both plants. At Hanford it established nuclear reactors for the latter method.

During the years of World War II the numbers at the Reservation swelled to over 50,000. The first reactor went on line in 1944 to provide Plutonium for the Manhattan Project, the War time project to build, and test a nuclear weapon. During the Cold War the capacity of Hanford was gradually extended to provide weapons grade material for America's growing nuclear arsenal. At one time Hanford consumed 80% of all the power produced by **Grand Coulee Dam** and used the waters of the Columbia river to cool the reactors.

Hanford in 1986 was revealed to be a major polluter of the environment. Radioactive iodine, spills of plutonium and many radioactive heavy metals had been released into the atmosphere or the river or into ground water. Infant mortality in counties downwind of the reactors soared in the period after the reactors became critical.

Today Hanford is the site of the largest federally sponsored clean-up program in the United States. By the end of the 1980's the people of Washington were utterly appalled by revealed conditions at the site. So far billions of dollars have been expended by the federal government in an attempt to clean the site, but the amount of contamination seems monumental, and it remains doubtful if the area can be made wholly safe for living creatures.

Because of the secret nature of the work at Hanford, the last stretch of free flowing Columbia River is there. The ancient landscape and the hideous degradation of the new may be seen all at the same time.

Some Activities

- I. Trace the routes of the major railroads across Washington State on the map and explain why they followed those routes. Consider geographic factors, where farms and cities were located, and the kinds of products railroads expected to carry from Washington to other parts of the U.S.
- II. Note the locations of native American reservations in Washington. Where are the largest? Why do you think they are in the locations they occupy? Find three native American groups which were primarily fisher folk. Find three that combined fishing with hunting for game.
- III. Note the course of the Columbia river through Washington. What role does it play in agriculture? Fishery? Power generation? Nuclear power?
- IV. Locate the major battle sites between settlers and native Americans on the map. Explain native American tactics, and how soldiers were able to overcome them.
- V. Find the major fur trading posts of: the Hudson's Bay Company, the North West Company, the Pacific Fur Company, and explain how they influenced the historical development of the state.
- VI. Study the map, note the mountain ranges, major rivers, and different kinds of terrain. Consider how these would affect settlement by native Americans; by settlers.

Appendix A

Historical Sites

I. Battle Sites (21):

1. (F-5) Cayuse War
2. (F-5) Touchet
3. (F-4) Tuccannon
4. (D-4) Yakima War
5. (C-3) Connell's Prairie
6. (D-4) Union Gap
7. [Liberty - see under mines]
8. (D-4) Naches
9. (C-2) Seattle
10. (G-2) Spokane
11. (G-2) Spokane Plains
12. (G-3) Four Lakes
13. (G-3) Steptoe Butte (Rosalia)
14. (C-3) White River Massacre
15. (G-2) Horse Slaughter Camp
16. (G-3) Hangman Creek
17. (E-1) McLoughlin Canyon
18. (C-5) Cascades
19. (B-1) Lummi / Haida / Orcas Island
20. (C-2) Port Gamble
21. (C-4) Randle
22. (A-2) Point Grenville / Destruction Island

II. Forts (29):

23. (B-3) Nisqually
24. (E-2) Okanagon
25. (D-4) Simcoe
26. (F-2) Spokane
27. (B-3) Steilacoom
28. (A-4) Stevens
29. (B-2) Townsend
30. (B-5) Vancouver
31. (F-5) Walla Walla
32. (F-5) Nez Perces
33. (B-2) Warden
34. (F-1) Colville
35. (D-5) Dalles
36. (B-2) Ebey
37. (B-2) Flagler
38. (G-2) George Wright
39. (C-2) Lawton

- 40. (C-3) Lewis
- 41. (B-1) English Camp
- 42. (B-1) American Camp
- 43. (A-4) Fort George
- 44. (B-3) Fort Henness
- 45. (C-2) Fort Ward
- 46. (A-3) Chehalis
- 47. (A-4) Columbia
- 48. (F-4) Taylor
- 49. (A-4) Canby
- 50. (B-2) Casey
- 51. (B-2) Davis Blockhouse
Crockett Blockhouse
Alexander Blockhouse

III. Missions (14)

- 52. (G-3) Nisqually (Protestant)
- 53. (G-3) Tshimakain (Protestant)
- 54. (F-4) Wailatpu (Protestant)
- 55. (B-5) St. James (Roman Catholic)
- 56. (A-4) Stella Maris (Roman Catholic)
- 57. (B-3) St. Joseph (Roman Catholic)
- 58. (B-4) Cowlitz (Roman Catholic)
- 59. (E-5) St. Anne's (Roman Catholic)
- 60. (D-4) Mother Joseph (Roman Catholic)
- 61. (F-1) St. Paul's (Roman Catholic)
- 62. (G-2) St. Francis Regis (Roman Catholic)
- 63. (G-2) St. Michael's (Roman Catholic)
- 64. (G-1) St. Ignatius (Roman Catholic)
- 65. (E-4) Simco (Roman Catholic)

IV. Fur Trading Posts or Factories (8):

- 66. (A-4) Astoria
- 67. (F-4) Nez Perce
- 68. (E-2) Okanogan
- 69. (G-2) Spokane House
- 70. (B-5) Vancouver
- 71. (B-4) Cowlitz Farm
- 72. (B-3) Nisqually
- 73. (F-1) Colville

V. Archaeological Sites (22):

- 74. (B-1) Point Roberts
- 75. (B-1) Ferndale
- 76. (F-5) Pithouse
- 77. (A-2) Hoko River

- 78. (A-2) Ozette
- 79. (B-2) Manis
- 80. (A-4) Nahcotta
- 81. (B-4) Mossy Rock
- 82. (C-3) Enumclaw Plateau
- 83. (C-2) Marymoor
- 84. (C-3) Renton
- 85. (F-4) Native American Remains
- 86. (E-2) Indian Dan/Casamere Bar
- 87. (G-3) Mammoth Remains
- 88. (E-2) Chief Joseph
- 89. (E-3) Lower Grand Coulee
- 90. (E-3) Lind Coulee
- 91. (E-3) Vantage/Rye Grass Coulee
- 92. (F-4) Wind Dust Caves
- 93. (F-4) Marmas Rock Shelter
- 94. (F-4) Tucannon
- 95. (E-5) McNary

VI. Native American Reservations (26):

- 96. (F-2) Colville
- 97. (F-2) Spokane
- 98. (G-1) Kalispel
- 99. (D-4) Yakima
- 100. (A-4) Shoalwater
- 101. (B-3) Chehalis
- 102. (B-3) Nisqually
- 103. (C-3) Muckleshoot
- 104. (C-3) Puyallup
- 105. (B-3) Squaxin Island
- 106. (B-2) Skokomish
- 107. (A-3) Quinault
- 108. (A-2) Hoh
- 109. (A-2) Quileute
- 110. (A-2) Ozette
- 111. (A-1) Makah
- 112. (B-2) Lower Elwha
- 113. (B-2) Port Gamble
- 114. (B-2) Port Madison
- 115. (B-2) Suquamish
- 116. (C-2) Tulalip
- 117. (C-1) Swinomish
- 118. (C-1) Sauk-Suiattle
- 119. (C-1) Nooksack
- 120. (B-1) Lummi
- 121. (E-2) Columbia

VII. Dams (17):

- 122. (E-2) Columbia Basin Irrigation Project**
- 123. (F-2) Grand Coulee**
- 124. (E-2) Chief Joseph**
- 125. (E-2) Lake Chelan**
- 126. (D-3) Rocky Reach**
- 127. (E-3) Rock Island**
- 128. (E-4) Wanapum**
- 129. (C-5) Bonneville**
- 130. (D-5) John Day**
- 131. (E-5) McNary**
- 132. (D-5) The Dalles**
- 133. (F-5) Ice Harbor**
- 134. (G-4) Lower Granite**
- 135. (F-4) Little Goose**
- 136. (F-4) Lower Monumental**
- 137. (D-1) Diablo**
- 138. (B-2) Elwha River**

VIII. Railroads (9):

- 139. (D-2) Wellington**
- 140. (G-3) Northern Pacific (Cheney)**
- 141. (E-1) Great Northern (Omak)**
- 142. (E-4) Milwaukee Road (Othello)**
- 143. (F-4) Union Pacific (Joso)**
- 144. (D-2) Cascade Tunnel (Scenic)**
- 145. (A-4) Clamshell Railway (Ilwaco)**
- 146. (D-2) Skykomish**
- 147. (D-3) Stampede Pass**

IX. Mines/Ghost Towns (8):

- 7. (D-3) Liberty**
- 148. (E-1) Ruby**
- 149. (C-3) Newcastle**
- 150. (D-3) Roslyn**
- 151. (C-3) Black Diamond**
- 152. (D-2) Monte Christo**
- 153. (D-3) Ronald**
- 154. (D-1) Ruby Creek**
- 155. (C-1) Lone Jack Ledge**

X. Historic Lumber Sites (4):

156. (C-2) Port Gamble

157. (B-2) Port Ludlow

158. (C-2) Yestler's Mill Skid Road

XI. Special Site (1):

159. (E-4) Hanford