

uninsured, and the two men would have been instantly bankrupt had Grose not quietly returned the purchase money to them and sustained the loss himself.

The love and respect his fellow men held for Grose were clear when he died sometime around 1898. It is reported that so many people attended his funeral that sixteen carriages were insufficient to carry all of them to his burial plot at Lakeview Cemetery.

Once in Seattle I. F. Norris, with the help of sons, became successful in two types of businesses: one, ownership of a chicken farm which was located roughly where the West Seattle High School gym is now. The other was the owner-operator of a transfer company, which at one time consisted of five motor trucks. Horse drawn wagons were replaced in 1917.

Ishman Norris arrived in Seattle in 1898, a man of considerable reputation. He had served in the Tennessee Legislature, and in the Oklahoma Territorial Legislature before reaching Seattle and Sound Country as it was called then. Economic success not only meant graduating from horse drawn transportation to motorized ones; it also meant being able to afford a home on Seattle's fashionable Capital Hill. The Caytons were the only other black family living on that Hill. And both lived on Federal Avenue.



*Claude and Lydia Norris*

One of Mr. Norris' sons, Claude, became a Seattle policeman and also a county sheriff, as his father before him had been. After retirement Claude became a trainer for the Athletic Department, Seattle University.

Long before that happened, however, he married Lydia Green who came from Roslyn. Her grandfather even pre-dated the black miners in arriving there. Mrs. Norris told of her grandfather owning his own team of horses and because he owned that team was hired to perform various jobs for the Northwestern Improvement Company, the organization that ran the mines for the Northern Pacific Railroad Company.