Sunday, April 7, 1963 Section A

THE WEEKLY INTELLIGENCER.

VOL. III. SEATTLE, WASHINGTON TERRITORY, MONDAY, AUGUST 16. 1869. NO. 3.

THE INTELLIGENCER.

PUBLISHED EVERY MONDAY MORNING, BY

S. L. MAXWELL,

PROPRIETOR.

TERMS:

For One Year, (in advance.) - - -	$3 00
" " (if not paid in advance,)	4 00
For Six Months, - - - - - -	2 00
Per Month, - - - - - - -	50
Single Copies, - - - - - -	12

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BUSINESS CARDS.

IKE M. HALL,

Attorney and Counselor-at-Law,

SEATTLE, W. T.,

Having permanently located at Seattle, will practice in the Courts of the Territory. Particular attention given to collections, business in the Land Office, and the management of decedents' estates. jy5

A. N. Merrick,

ATTORNEY-AT-LAW AND PROCTOR IN ADMIRALTY,

SEATTLE, W. T.,

Will attend to cases in all parts of the Territory

☞ Particular attention given to the prosecution of private claims at Washington. jel4

MARSHALL F. MOORE,

ATTORNEY-AT-LAW,

Will practice in the District and Supreme Courts of the Territory. Connected with reliable firms in Washington, New York and San Francisco, he is prepared to attend to cases in the Departments, Court of Claims and Supreme Court of the United States, and to general business in all the above cities. jy5

Dr. S. G. Calhoun,

PHYSICIAN AND SURGEON,

SEATTLE, W. T.

a12

S. GARFIELDE, Olympia, W. T. — J. MC NAUGHT, Seattle, W. T

GARFIELDE & McNAUGHT,

ATTORNEYS-AT-LAW,

Will attend to business in all portions of the Territory.

W. H. ROBERTSON, M. D.,

PHYSICIAN AND SURGEON,

SEATTLE, W. T.

my10

John J. McGilvra,

ATTORNEY-AT-LAW.

SEATTLE, W. T.,

Will attend to business in all parts of the Territory.

PHOTOGRAPHIC GALLERY!

SEATTLE, W. T.

W. F. ROBERTSON, PHOTOGRAPHIC ARTIST of Puget Sound, formerly of New York, would inform the Ladies and Gentlemen of Seattle and vicinity, that he has opened a

PHOTOGRAPHIC GALLERY:

Next to Mr. Plummer's Store, and is prepared to execute all orders he is favored with in the most artistic manner. Photographs taken from Cartes de Visite to Life Size.

Also, Ambrotypes, Melanotypes, Stereoscopes, Ivory Types, and the justly celebrated Sun Pearls, taken, and satisfaction given.

Miniatures inserted in Lockets, Brooches and Finger Rings. Views taken of Mills or Residences; Old Pictures copied into any size desired.

☞ The Ladies and Gentlemen of Seattle and Puget Sound are cordially invited to call and examine specimens. o12

L. B. ANDREWS,

REAL ESTATE

AND

GENERAL BUSINESS AGENT!

SEATTLE, W. T.,

HAVING PERMANENTLY LOCATED AT Seattle, in the above entitled business, we hope by strict attention and fidelity to all matters that may be entrusted to us, to merit the confidence of the public. Patronage respectfully solicited.

OFFICE ON COMMERCIAL STREET, (OPPOSITE HINDS, STONE & CO's.) d14

RAILROAD HOUSE,

SEATTLE, W. T.

THE PROPRIETOR OF THIS FAR-famed establishment begs leave to return thanks for liberal patronage in the past, and having recently renovated and refitted his establishment he would respectfully ask a continuance of the same.

This Establishment in the future will be conducted as a first-class RESTAURANT. Meals to be had at all hours. The Table will be furnished with the best the market affords. The Dining Hall is under the care of F. STAPLEGRAP, who is always on hand to attend to the wants of the needy.

The Proprietor assures the public that he will spare no pains to make this a first class Restaurant. No regular boarders taken.

M. F. MONET

Seattle W. T. July 26th, 1869.

THE FAVORITE STEAMER

WILSON G. HUNT,

W. J. WAITT, MASTER.

Leaves OLYMPIA for VICTORIA and Ports on Puget Sound every MONDAY MORNING.

For freights or passage, at greatly reduced rates apply on board.

mh15tf J. MYRICK, Agent.

THE DEATH OF SUMMER.

By the lengthening twilight hours,
By the chill and fragrant showers,
By the flow'rets pale and faded;
By the leaves with russet shaded;
By the gray and colored morn;
By the drooping ears of corn;
By the meadows overspread
With the spider's wavy thread;
By the soft and shadowy sky;
By the thousand tears that lie
Every weeping bough beneath—
Summer, we perceive thy death!
Summer, all thy charms are past;
Summer, thou art wasting fast;
Scarcely one of all thy roses
On thy faded brow reposes.
Thrush and nightingale have long
Ceased to woo thee with their song;
And, on every lonely height,
Swallows gather for their flight;
While the wild wind's dreary tone,
Sweeping through the valleys lone,
Sadly sighs, with mournful breath,
Requiems for sweet Summer's death.

[Communicated.]

SEATTLEITES IN WEBFOOT.

Not the least pleasant among the many occurring incidents of travel is the meeting of old friends and former associates, and happy is he who, when wearied by a long day's journey and sickened by the smoke and dust, if amid the many changing scenes and throng of strange faces, he is able to distinguish one that is familiar—one that will extend the hand of welcome. Such meetings always revive old recollections and incidents of long ago. At any rate such is my experience.

In nearly all of the different towns that I have visited in this State, I have met former residents of Seattle, who, under the impulse of the "Roving Devil," have drifted away.

The first familiar face I met was that of Henry Hathaway. The young folks about town will remember him as the "Gem of the Territory." He is now teaching the young webfoot ideas how to shoot, and says he likes Oregon, because of the "little red apples and rosy cheeked girls" which it produces.

The next I met was Mr. James Morrison late proprietor of the Western Terminus Restaurant, whom the theatrical portion of the community will remember as the "Suicide," though he looks very hearty for a man who had been guilty of self-murder.

Drifting around Oregon City the other day, who should I run against but John Reilly, without the O! The law fraternity of Seattle will perhaps remember him as the hero of a very famous dog case. Some of the ladies also will remember a certain dog soup, with which he had something to do.

Over at Forest Grove I heard of, but did not see, Mr. Irving Ballard, son of Dr. Ballard, of White River, who is a student in the Forest Grove College. He seems to be very much respected in that community.

At McMinnville, I put up at the McMinnville Hotel, and was a little surprised to recognize in the landlord our worthy friend, Zumwalt, who used to carry on the teaming business in Seattle. The "roving devil" came very near having to leave him there in charge of the grim messenger in white; he has not yet entirely recovered from that attack of the measles. He and his excellent lady deserve credit for keeping a good house.

McMinnville is quite a lively little place. It is to be one of the principal points on the West Side Railroad. The *Courier*, published at this place, is conducted by J. W. Johnson, a limb of the law, formerly of Seattle. He was at one time Auditor of King County. He is assisted by a son of L. J. S. Turney, ex-Acting Governor of Washington Territory.

I also made the acquaintance of Doctor Myers and Mr. Sargent, both former residents of Olympia. Mr. Sargent is one of the principal merchants of the place. In conversation with the Doctor he expressed himself much better pleased with the country in this vicinity than on the Sound. He has a good practice here. I imagine this country is much better adapted for his profession than the salubrious and bracing atmosphere of Puget Sound. Perhaps that has something to do with the Doctor's opinion of the relative merits of the two places.

A great many questions were asked me concerning Professor Hall and Justice Smith, former residents of this place. The McMinnville College, where the Professor lately held forth in sublime magnificence as the supreme monarch, is now vacant and silent! The mystic utterances of science are hushed within its halls! He has gone, and silently the old edifice stands waiting for the coming of another, upon whom his mantle shall fall.

I next visited Salem, the Capital of the State, which is a very pleasant city. It is laid out in a very sensible manner. The streets are all ninety-nine feet wide, which adds very much to the appearance and convenience of the place. Not only is the city itself beautiful in the extreme, but there is more pretty ladies there than I ever saw in any other place. I would advise the Puget Sound bachelors, when they come to Webfoot for a wife, not to spend any time about Portland wearing "blue ribbon," but strike for Salem direct.

Dr. Bissell and Mr. James Campbell, formerly of Seattle, and Capt. Henness, formerly of Olympia, are now counted as residents of Salem. Her many friends will regret to learn that Mrs. Bissell is quite dangerously ill.

I returned to Portland in time to witness the sailing of the Gussie Telfair. She had a large amount of freight, and her decks seemed to be crowded with passengers. Among them was a gentleman who is going over to Seattle, to see what are the inducements for starting a theatre, with the view of bringing out a troupe this fall. This will be delightful news for a great many.

Well, Mr. Editor, I guess here is about enough for one dose. So I will close. If I meet any more of these "roving devils" I will let you know. C. H. H.

Portland, August 5th, 1869.

NORTHERN PACIFIC RAILROAD

[From the Chicago Advance, July 15.]

Within eight months of the present time ground will undoubtedly be broken for the constuction of the Northern Pacific Railroad, which is to extend from Duluth, at the head of Lake Superior, 1,774 miles to Seattle on Puget Sound, thus forming the shortest possible link between the waters of the Pacific ocean and those of our Northern Lakes. The Northern Pacific Railroad Company was chartered by Congress during the administration of President Polk, and the leading spirits in the enterprise were southern politicians and capitalists, John C. Breckinridge, Beriah Magoffin and several other members of the Kentucky political "ring" being among the projectors. It is even said that one of the secret but potent influences which prompted the repeal of the Missouri Compromise was the strong desire felt by these Southern schemers to use slave labor in building their Northern Pacific Railroad, supplemented by the hope of thus being enabled to plant slavery permanently on the Northern frontier of the Republic. Before the outbreak of the rebellion the franchise of the Company passed into Northern and loyal hands, and the character of the present managers of the enterprise is sufficiently indicated by the fact that Gov James Gregory Smith of Vermont is the active and intelligent, President of the Company.

The North Pacific road has a munificent land endowment but, thus far, no loan of government credit. No government bond subsidy, such as that granted to the Central and Union Pacific, will be asked for the Northern line. The latter is in the hands of thorough-going business men, and financiers of more than national repute, who propose to build the road on business principles, putting their own means into the work and thus furnishing the best possible inducement for others to do the same. The grant of government lands already made by Congress to the Northern Pacific Road consists of ten alternate odd-numbered sections, or 12,800 acres, per mile through the States of Wisconsin and Minnesota, and twenty alternate sections, or 25,600 acres, per mile through the Territories. Along the main line and its branches this grant embraces nearly Fifty Million acres of untouched soil, stretching, in a belt thirty miles wide, from Lake Superior to tide-water on the Pacific slope. Not only is this land subsidy imperial in extent, but, with unusual few exceptions, it is rich in character. For the first hundred miles west from the Eastern terminus the road will pass through an almost unbroken pine and hard-wood forest, and for seven hundred miles more it will traverse a region of rolling prairie interspersed with timber, which is the very home of winter wheat, and which will, before many years, furnish bread to millions of people living in more southern latitudes. Then comes the mountain region of Montana and Idaho with its mineral wealth and grazing lands. Crossing the Rocky Mountain range at a point where it is so broken down into scattered elevations as hardly to deserve the name, the Road will enter the fertile valley of the Columbia river, and thence through a pass in the Cascade Range to tide-water on Puget Sound. Unlike the Union Pacific the proposed Northern route passes through few waste lands, arid plains, sage deserts and alkaline valleys

In its general course the Northern Pacific Road will follow the line of the forty-seventh parallel, passing nearly through the center of Minnesota, Dakota, and Montana, the north part of Idaho, and the central portion of Washington Territories. The Cascade Range will be crossed either at Cowlitz Pass, 4,210 feet above tide-water, or at Snoqualmie Pass, whose summit is only 3,145 feet above the sea level.

With our faulty geographical education we have been in the habit of regarding our extreme Northwest Territories as hardly less frozen and uninviting than Labrador. On the contrary one leading advantage the Northern Pacific Road will have over the present completed line will consist in the fact that, although located six degrees farther north, it will be easily kept free of snow the year round, while the more Southern line, as shown by experience, will inevitably be blocked during many weeks of winter. Buffalo and antelope habitually leave the line of the Union Pacific during the winter months to graze in the milder climate of the Upper Missouri valley, 400 miles to the north. No point on the Northern Pacific Road will be farther north than the latitude of Southern France, while the entire line will be three hundred miles South of the latitude of London. The isothermal line which marks the average summer temperature of 70°, passes through Northern Italy, Central Pennsylvania, Chicago and St. Paul, and sweeps up quite across our northern frontier into the Saskatchewan Valley in the British Possessions, thence deflecting southward through New Mexico and Arizona. Where the Central Pacific Road crosses the Sierra Nevada snow falls to a depth of thirty to fifty feet, and for many miles in the open country along that line the snow lies from five to ten feet deep in winter. Where the Northern Pacific reaches its highest altitude in the pass of the Cascade Range, the snow has never been known to be more than eleven feet deep in the severest winter, while in the open plains between the Rocky Mountains and the Red River it rarely reaches a depth of two feet and a half.

This climatic difference in favor of the Northern line is due mainly to the difference in altitude. For instance, along the whole length of the Northern Pacific line not more than 250 miles will have an elevation exceeding 3,000 feet above the sea, while 1,100 miles of the present Pacific Road is more than 4,000 feet above the same sea level, and over 500 miles of the Union Pacific has an altitude of 7,500 feet. While the highest point on the present line is 8,262 feet above tide-water, the highest point on the North Pacific will be less than 4,000 feet above tide-water. These suggestive figures at once explain the seeming paradox of going North to find mild weather.

The leading mind of the Northern Pacific movement is the same that did so much to organize our financial success during the war of rebellion, and the prestige of the name of Jay Cooke & Co. among capitalists everywhere will of itself go far to set the enterprise on its feet and render certain its success. The above-named house will act as the Fiscal Agents of the Railroad Company, will be represented in the board of direction, control the assets and negotiate the bonds of the road, and be ample power to see that the means raised through their agency are properly and economically expended for the legitimate purposes of the enterprise. Having once staked the reputation of their house upon the honorable success of this great work, these gentlemen will hardly fail to keep a constant and watchful eye upon its management. The contract between Jay Cooke & Co. and the authorities of the Railroad Company is already closed with this exception, that the former insist upon making a personal inspection of the proposed route before entering actively upon the work. Accordingly two parties, starting respectively from Puget Sound and Lake Superior, begin this week the survey of the route, the Fiscal Agents of the Company being represented in each expedition. This preliminary examination of the line will probably be completed by the first of October next, at which time the two parties will come together, compare notes and submit their report. The latter will embrace full information and statistics, not only concerning the topography of the route, but also in regard to the character of lands adjacent to the line, capabilities of soil, mineral resources, fuel supplies, character of the population, prospects of local traffic for railroad, etc. Immediately on receiving this report, should it be of a favorable character, Messrs. Cooke & Co. will enter upon the gigantic work they have undertaken. Contracts will be let and the construction of the Northern Pacific Railroad at once begun. The road is expected to be completed in five years, at a probable cost of $12100,000. In connection with the work of construction, a Bureau of Immigration will be organized, having agents in all the countries of Northern Europe, to encourage and facilitate the migration of labor who will at first obtain employment on the railroad, and gradually become proprietors of the farm lands along its line.

Wadd, in conclusion, a few facts regarding distances which are suggestive: From the Pacific at San Francisco to the lakes at Chicago it is 2,423 miles; from the Pacific at Seattle to the lakes at Duluth it is only 1,774 miles. From Seattle to Chicago by way of Duluth (all rail) it is 2,0 miles. From New York to San Francisco, via Chicago and Omaha, it is 3,3 miles; from New York to Puget Sound, via Chicago and the Northern Pacific route, it is 3,040 miles. Finally, from New York to Shanghai, via Chicago, San Francisco and the Midway Islands, it is 0123 miles; from New York to Shanghai, via Chicago, the Northern Pacific and Puget Sound, it is 8,756 miles.

Dr G. M. Phillips,

DENTIST,

WOLD RESPECTFULLY INFORM THE citizens of Puget Sound that he has settled permanently on the Sound, and can be found at the OCCIDENTAL HOTEL, SEATTLE, after 1st Sept. of July, for one month. All those wishing work will please call.

MISCELLANEOUS.

NOTICE!



NOTICE IS HEREBY GIVEN THAT THE Steamer PHANTOM leaves SEATTLE every MORNING (Mondays excepted) at 8 o'clock; arrives at Port Blakely at 9 o'clock, touching at Freeport; leaves Port Orchard at 11, touching at Point Agate at 12 o'clock; leaves Port Madison at half-past 1; leaves Port Blakely at 4, and arrives at Seattle at 5 o'clock.

J. A. SUPPERN, Captain.

☞ Parties in Port Gamble or Seabeck wishing to visit Seattle or above mentioned ports, can cross the trail to Point Agate, and rely upon meeting the steamer at the schedule time advertised above.

ja25 J. A. S.

STOVES! STOVES!

STEWART & ANDREWS,

SUCCESSORS TO

H. McAleer,

Have the Largest and Best Assortment of

COOKING, BOX AND PARLOR STOVES!

Ever offered for Sale on Puget Sound!

We have also received a number of

Portable Ranges,

And the Celebrated

BUCK'S EXTENSION-TOP STOVES

WITH HOT WATER RESERVOIR!

Also, a General and Extensive Assortment of

KITCHEN FURNITURE!

French and English Enamelled Wares,
Britannia and Japan Wares,
Tin, Copper and Sheet Iron Wares

TIN AND METAL ROOFING!

JOB WORK.

All Job Work pertaining to the business done at the shortest notice, and in the most WORKMANLIKE MANNER.

Orders from abroad promptly attended to. Prices to suit the times.

☞ Call and examine our stock.

TERMS CASH.

J. T. STEWART, S. P. ANDREWS.

Seattle, July 26th, 1869.

SEATTLE BAKERY!

LEONARD REINIG, PROPRIETOR.

THE PROPRIETOR OF THE SEATTLE BAKERY respectfully informs the residents of Seattle that he has just opened, in connection with the Bakery business, a

GROCERY, PROVISION AND PRODUCE STORE,

And he will keep constantly on hand

BREAD, PIES, CAKES, CRACKERS, AND PILOT BREAD.

Also, Family Groceries, Fruits, Vegetables, Nuts, Candies, etc.

Also, on hand, a lot of Superior

Tobacco & Cigars.

☞ My prices will be reasonable, and in accordance with the times. my17

RUSSELL & SHOREY,

MILL STREET, OPPOSITE THE NEW MILL,

SEATTLE, W. T.,

IMPORTERS AND DEALERS IN

FURNITURE AND BEDDING!

KEEP CONSTANTLY ON HAND AND FOR SALE

CHOICE FURNITURE!

Consisting in part of Chamber Sets;
Plain, Painted Chamber Sets;
French, Cottage and Ornamented Bedsteads—all sizes;
Black Walnut, Breakfast, Centre, Card and Extension Tables;
Common, Wood Seat, Cane Seat, Dining, Office, Rocking and Children's Chairs;
Washstands, Tea Poy Tables;
Spiral Spring Mattresses.

ALSO,

American Spring Beds;
Patent Elastic Sponge Mattresses and Pillows;
Spring Lounges, in Reps and Damask.

ALSO,

Curtains and Pictures, Mouldings, Oval Frames and Engravings;
Coffin Trimmings, Handles, Screws and Tacks.

FURNITURE repaired, with neatness and despatch

PICTURES FRAMED.

Orders from abroad promptly attended to.

TERMS CASH.

RUSSELL & SHOREY.

Seattle, December 21, 1868.

J. T. Kenworthy,

FASHIONABLE TAILOR,

ADJOINING STORE OF A. SCHUPP'S STORE,

COMMERCIAL STREET.

BEGS TO INFORM THE PUBLIC THAT he is now prepared to carry on the Tailoring Business in all its branches. Being thoroughly experienced, he will make up Clothing in the most fashionable manner: and also carry on the Cleaning and Repairing of Clothes.

Terms moderate. ja23

THE FIRST DECADE, 1863-1872:

First Seattle Paper Was Forerunner Of P-I

By Fergus Hoffman

ONE HUNDRED years ago, in hot anger and cold blood, an irate reader fired a Derringer ball into the heart of an Olympia newspaper editor and opened the way for Seattle's first newspaper, the pioneer forerunner of today's Post-Intelligencer.

The gunman was Horace Howe Jr., who strode into the back office of the Overland Press at Olympia on Jan. 7, 1863; he was seeking vengeance for his father, libeled in print by the 34-year-old editor, Bion F. Kendall.

There were political undertones to Washington Territory's first great murder scandal which never have been fully explained. The killer, though eventually charged with murder, was freed on bail, and aside from a rumor of his death in California the next year, disappeared from history.

Not so the hand press on which the Overland Press was printed. It stands today in its heavy, black wooden frame at the Seattle Museum of History and Industry, a monument to the history of Pacific Coast journalism. On it, most historians agree, were printed the first newspapers in California, Oregon, Washington and Alaska.

IT WAS THIS RAMPAGE PRESS which printed Seattle's first weekly and semi-weekly newspapers and briefly, the first daily published anywhere in Washington Territory. James R. Watson, a California Forty-niner who also had worked as a printer on Victoria, B.C., newspapers, was working for Kendall when the editor was murdered. Shortly afterward, he purchased the old press and a few fonts of type, paid a visit to Seattle to solicit advertising, and then returned to Olympia where he printed a four-page prospectus edition "The Washington Gazette," on Aug. 15, 1863.

The prospectus, though it bore a Seattle dateline, was merely a sample of Watson's wares.

"King County, Seattle and vicinity want a newspaper — that best and cheapest promulgator of all sorts of useful information," Watson editorialized, "and the little sheet herewith presented as a prospectus for such an institution is offered with the conviction that no community is more deserving of it or better able to support it."

Such an institution, however, was more easily urged than achieved, for it was not until Dec. 10, 1863, that Watson was able to publish The Seattle Gazette, Vol. I, No. 1.

"After considerable vexations and delay, owing to want of mechanical assistance . . . we are able to present the public with the first number of the first paper printed in Seattle," The Gazette announced in its first editorial. "It is neither so large as a barn door nor the London Times; but it is the best we can offer for a beginning and is, we trust, sufficient for the time and place."

Simultaneously, Watson plunged into controversy in an editorial urging the Territorial legislature to provide funds for a road across the Cascades, preferably through Snoqualmie Pass. He also urged the moving of the capital from Olympia.

"Under no party dynasty since the organization of the Territory has the present Capital been anything better than a political trading post or slaughter house," Watson charged. "It is a seething cauldron wherein is cooked the annual hell-broth which has poisoned the rest of the commonwealth — a hive wherein the drones hold absolute sway."

Independent in politics, devoted to the Union cause in the midst of the Civil War, and less than diplomatic in his vigorous, hard-punching editorials, Watson soon acquired enemies in Seattle, but he also seems to have gathered an influential group of friends.

He had no money—just the press, type, ink and newsprint — but it is likely that he paid no rent to Henry Yesler, the generous pioneer mill operator who let him use the second story of a building which stood next door to Yesler's general store.

HERE WATSON SET UP his press and type cases on one side of the room, using the other side for his living quarters. Housekeeping involved sweeping, which sent clouds of dust over the type and newsprint, so Watson skipped the sweeping. A. P. DeLin kept DeLin's Hotel next door and gave Watson his meals on credit — probably taken out in DeLin's one-column advertisements in the Gazette.

To produce the little four-column, four-page weekly, Watson told his subscribers, cost an annual rate of about $2,000. He asked 12½ cents a copy or $4 a year. His advertising rate probably was based on "one dollar a square" or 10 lines of type, for the first insertion, but regular advertisers such as Yesler, Dexter Horton, Samuel L. Coombs, the University of Washington and others received substantial discounts.

Charles Plummer advertised his "Cheap Cash Store" and the Fashion Saloon offered hot coffee, cakes and oysters at all hours to its barroom clients. Similarly, the Exchange Saloon offered oysters, "served any style," while Dr. D. S. Maynard advertised his services at the new Seattle Hospital, with the "new lying-in department" in charge of Mrs. Maynard.

THE GEM SALOON BELOW the Gazette office was not an early advertiser, but it was here in the evenings that Watson gathered with his cronies. Sitting on rawhide-bottomed chairs placed around the big iron stove, the friends of the pioneer publisher whiled away the hours telling stories, entertaining pursers and skippers from visiting lumber schooners and the little steamers that plied the Sound.



INDIAN CAMP ON EARLY SEATTLE WATERFRONT
Tents, Canoes At Site Of Present-Day Bell Street Terminal
—(Seattle Historical Society Photo.)

Watson's conviviality long since had won him the nickname of "Ollapod," a Spanish phrase for a highly spiced pot of stew—which takes little imagination to convert into "Stewpot"—but he wore the nickname proudly, often referring to Ollapod in the columns of the Gazette.

A bachelor, he made frequent excursions to Olympia, Port Madison, Port Blakely and other points on the Sound, dutifully reporting them to his readers. Steamer captains traveling between Olympia and Victoria regularly brought him the latest copies of such eastern newspapers as the New York Tribune, from which the Gazette each week reprinted the Civil War news.

The Gazette paid little attention to local news. Everyone in the fir-clad hamlet clustered around Yesler's sawdust pile knew it long before the Gazette made its appearance on Monday mornings. Aside from Ollapod's editorial comments, the most frequent news items were reprints from other Puget Sound newspapers.

STILL, THE GAZETTE MADE progress, so much that by March 29, 1864, Watson conceded that the readers felt "considerable dissatisfaction" with the way the paper was rapidly filling up with advertisements. He launched a circulation drive, offering a gold watch and other premiums, to readers who would not only renew their own subscriptions for six months but also secure a new reader.

The Gazette circulation at this time was probably about 200, but Watson promised the readers that success of the drive would enable him to double both circulation and the size of the paper. A month later, the premium offer was withdrawn; not one-third of the goal had been achieved.

Still, the Gazette struggled on, feeding its readers with "local" items such as these:

"That supposedly uninhabitable region near the Snoqualmie Pass sent to this market last week 6,000 pounds of excellent bacon. Yesler, Denny & Co. purchased the lot."

"Thanks—To Capt. Finch for late Victoria and Olympia papers; to Dick Ward, for some excellent cherries, and to Dr. Smith for a fine roll of his sweet fresh butter."

"FREEPORT—Lamb's Point (the Duwamish Head of 1963) opposite Seattle, the location of the extensive lumber mill of Williamson & Co., has by unanimous consent received the name of Freeport. The large new mill and the accompanying homes of the workmen make quite a little village where a few months ago nothing but the green hillside was to be seen."

"ANOTHER EXCURSION — Ollapod with a select party of friends visited Freeport a few days since. . .

"Olla and Jeems and Horny and Bill
"Went over, last week, to Williamson's mill;
"They ate and they drank, and all but Olla
"Got 'slewed' with a 'sling' like Goliath—
O, golly!"

The cheerful publisher showed not such a congenial countenance when it came to the Civil War. All out for the Union, he repeatedly attacked Seattlites suspected of Southern sympathies—though he carefully refrained from naming them. In turn, they organized a campaign to reduce his advertising and circulation.

"In our experience in newspaper publishing we have lost 50 (subscribers) at a single pop, and gained as many new ones at another," the Gazette noted on May 17, 1864. "Two of our patrons —just two—recently sent in orders to stop their papers when they expire!"

Charging that an attempt to silence the paper was under way, Watson sneered:

"Our Union-loving proclivities are offensive to the dunghill chivalry of this region!"

Basically dependent upon timber for income, the Seattle pioneers of Gazette days almost all acquired a calloused familiarity with the ax and saw. A small trade grew in supplying the settlers of the White, Green, Black, and Sammamish Valleys with staples and hardware, but Seattle's preeminence as a distribution center was far in the future. Yesler's mill provided virtually the only payroll, exporting logs and lumber to the San Francisco market.

WATSON FROM THE FIRST, however, foresaw the wave of the future as a billowing economy based on the excellent coal deposits in King County. He published a rough woodcut map of Newcastle, showing the transportation route to Seattle, and urged formation of a company to exploit the coal deposits there.

Local foundries tested samples of the coal, while Watson himself provided a bin near his office where coal owners could deposit samples for testing "in lots of 200 pounds." That this also provided the Gazette proprietor with free fuel was tacitly understood.

But in the mild spring of 1864, another subject **"dropped down among the dry bones of humanity like a brand of wild-fire in a field of stubble."** The Mercer girls were coming!

Asa S. Mercer, brilliant if eccentric younger brother of Judge Thomas Mercer, one of the first Seattle pioneers, had arrived fresh from college in 1861. Young Mercer had been well acquainted with such men as Daniel Bagley and Dexter Horton back home in Illinois, so he was well received in Seattle.

He helped to clear the grounds for the University and became its first president in 1862. Largely prompted by Judge Mercer and aided by private subscriptions, Asa Mercer went East late in 1863 on a romantic expedition that focused national attention upon Seattle for the first time.

HIS MISSION WAS TO persuade as many "unattached females" as he could to emigrate to Puget Sound. Bachelors in Washington Territory outnumbered white women by 9 to 1, but Mercer said nothing of the matrimonial motives on his trip; instead, he stressed the need of the community for school teachers, seamstresses, housekeepers. Twelve young women responded to Mercer's invitation, leaving New York in March, 1864.

In Seattle, Ollapod's anticipation knew no bounds:

"Unmarried and marriageable ladies, girls, female women—and this is Leap Year, too! Ye gods! What has bachelordom done to incur this stupendous blessing. Coal has declined, and calico is coming up!"

As the Gazette charged no fee for printing marriage and birth announcements, Watson argued that he was entitled to **"pick and choice of the sweetmeats."**

From San Francisco, Mercer and his bevy traveled by lumber schooner to Port Gamble, then transferred to the sloop Kidder, which fetched them to Yesler's wharf at 11 p.m. May 16.

"Owing to the lateness of the hour, the girls were all quartered at DeLin's Hotel," the Gazette reported the next day.

The next afternoon **"A S. Mercer and his company of fair ones"** were honored at a public reception at the University. There were speeches, but Ollapod seemed to have lost his original enthusiasm, for he did not record them. A little flatly, he reported:

(Continued on Page 10)

THE TOP
Northwest Business School
— SINCE 1932 —
Exclusive Training — Leading to Exclusive Positions
Peterson School of Business
1905 Third Avenue Seattle 1, Wn.

75 YEARS OF RELIABILITY IN REAL ESTATE

TO THE WIDE knowledge and experience that comes with being one of the oldest real estate firms in Seattle, we add the distinction of being the COMPLETE real estate organization—with allied services in mortgage loans, financing, insurance, investments and property management. What's more, the entire Northwest is our service area, through our affiliation with ten Sherwood & Roberts offices in Washington and Oregon.

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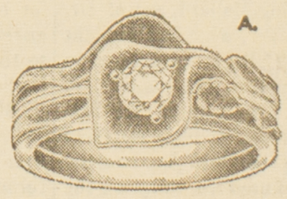
SEATTLE ◆ BELLEVUE ◆ SOMERSET ◆ REDMOND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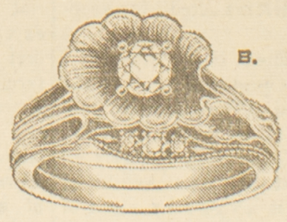
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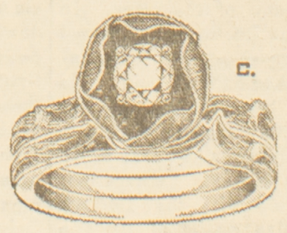
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SEATTLE'S GOLDEN RULE JEWELERS • CORNER FOURTH AND PIKE
OPEN MONDAYS 'TIL 9 P.M.

This Special 100th Anniversary Edition Salutes Two Puget Sound Region Pioneers--P-I And Seattle

By Stan Reed
Editor, Post-Intelligencer Centennial Edition

IT HAS BEEN said that, in this business of newspapering, printer's ink gets into your blood. I take no exception to the diagnosis, for ink is the lifeblood of communication in the publishing of news. I have been undergoing such transfusion for years.

But, more important by a fontful, this printer's ink that greets you each morning in The Post-Intelligencer is charged, in turn, with the blood of those who gather, write, edit, print, distribute — and read — the daily biography of this city, the nation, the world and space itself.

The lifeblood of the region gets into the ink of The P-I. It always has. For 10 decades past. That is one major reason this newspaper is able to celebrate its 100th anniversary this year.

A CENTURY HAS PASSED since Seattle got its first newspaper — the Gazette, forebear of The P-I. This year we start our second century of publishing. We start it with pride of service and achievement. In token of that pride, we present this special Centennial Edition.

The 10 sections, each devoted to one decade of this journal's life, are designed to recapture the spirit, temper and measure of both The P-I and the wilderness-turned-metropolis it has served since 1863.

Try as you may, you can't separate the two. The P-I has been an inseparable part of the city's character from the time it first began serving the few hundred residents of the frontier village to the present day, when Seattle is a city of more than half a million.

But we're dealing with a century of publishing—scores of millions of words and thousands upon thousands of pictures presented to reflect the pessimism and enthusiasm, cowardice and courage, sorrow and joy, poverty and prosperity of the peoples of this city.

IT CAN'T ALL BE represented in one edition, not even this giant version. What may be missing here is not ignored. It simply reflects a space problem. Our Canaveral of coverage can't put an entire century into orbit.

The profile of Seattle is here, though, in sharp-etched relief. Each of the 10 covers is a reproduction of a front page from the newspaper of that decade. Some are classics of journalism.

The third decade cover is one. It presents Page 1 of the two-page issue of June 7, 1889, a detailed report of the Seattle Fire that destroyed the downtown area.

"The story which is told this morning needs no elaboration," The P-I said soberly in Column 1. "Our whole business and commercial district, the very heart and center of the city, upwards of 50 blocks of business buildings, is this morning a glowing heap of ashes."

The building at Yesler Way and Post Street in which The P-I had been published since 1881 was destroyed that fateful day of June 6.

NOT AN ISSUE WAS missed. Quarters were set up in the Hynes residence on the northwest corner of 4th Avenue and Columbia Street. With two foot-operated job presses and a few cases of type snatched from the flames, the next day's edition, No. 27 of Volume XVI, was published.

The emergency edition is a monument to the initiative and devotion of The Post-Intelligencer staff. The blood count was high in the printer's ink that day. Ditto for the issue of July 17, 1897, which introduces the fourth decade section.

On that front page which ushered in the Gold Rush here and changed Seattle from a depression-ridden city to a boom town that continued to boom for years, was bannered "Latest News From The Klondike."

The P-I had scooped the entire world with a report of the arrival of the steamship Portland here with a ton of gold and "68 rich men."

THIS EDITION SALUTES two pioneers of the region, Seattle and The Post-Intelligencer, both headed down the second centennial road, still together after more than three dozen thousand days of life together.

Pioneers they both still are, though stumps no longer mark the downtown area, and city and newspaper share in progress mutually attained between the day of sail and this era of atomic-powered craft.

Each day of life brings forth new challenges to be met with pioneer determination. How much greater, still, are the challenges of a newly met century.

It was in the P-I

November 25, 1872

SANDWICH ISLAND PULU

THE UNDERSIGNED IS PREPARED to manufacture to order

Beds, Mattresses, Pillows,

ETC., ETC.,

made from the Celebrated Vegetable Dry Moss of the Sandwich Islands, known as

PULU.

For sale also by the Bale.

Also on hand, and for sale,

Kegs of A No. 1 HAWAIIAN SUGAR!

All of which will be sold cheap.

N. C. HALEY,

IN POST OFFICE BUILDING.

Seattle, W. T., Sept. 28th, 1872. s30

Legislature Wastes Time Getting Start

It was in The P-I

March 18, 1872

THE FOLLOWING critical commentary on the Washington Territory Legislature was published in The Seattle Gazette on January 9, 1864:

After wasting half the legal session time in organizing and adjourning for the holidays, both branches of the Legislature convened last Monday, it may be reasonably expected, to enter upon their proper labors.

If, however, it is intended to spend the remaining half of their time in quarreling over irrelevant questions of national politics, in which Territorial discussion is voiceless and powerless for good or evil, the members will save some credit, if nothing more, by adjourning at once and going home to their constituents.

IT IS DOUBTFUL whether this Territory would not be as well or even better off today if it had never had a legislature; it is equally questionable whether it now needs legislation half as much as the General Government needs the money required to pay for it; but it is morally certain that neither government nor Territory can be in the least benefitted by futile discussions of Presidential proclamations and measures of war or peace in our legislative body.

There are already indications of a party squabble over a series of Union resolutions, similar to that which disturbed the harmony and occupied the time of the legislatures of last year and the year before.

How legislators expect to serve the interests of their constituents by indulging in such proceedings is difficult to conceive.

As a Territory we have no part in the making of Presidents nor voice in the National Government, nor are we ever likely to have, while our legislators waste time and opportunities, which should be devoted to developing our Territory into a populous sovereign State, in unavailing quarrels about matters foreign to the powers and purposes of their organization.

IT CONCERNS the nation very little whether Assemblyman A or Councilman B, in our little Territorial Legislature, shall be a war or peace man; and, with the National Congress, the armies of the United States and ten or fifteen millions of people to back him, it probably concerns Uncle Sam still less, whether the whole handful of men in this distant corner of his domain shall think proper to endorse or reject his manner of conducting war or making peace.

Nevertheless, some of our legislative Solons, with a self-sufficiency that could be amusing were it not injurious to local interests, plunges into national politics as if the salvation of the republic hung upon the thread of their opinions.

WHEREIN they or their constituencies profit by such a course no man can tell.

Favors which might be obtained from the General Government by harmonious and united appeals are lost in the conflict of party politics; measures of importance to different sections of the Territory, which could easily be adopted by a proper unity of action, are defeated by the bitter spirit of partisanship, and thus the years roll on, and few or none of the objects for which legislatures are created are ever accomplished.

We have seen the working of this spirit in former legislatures and we see it now; will not the servants of the people lay aside their political prejudices, and for once fulfill their mission, or do they prefer returning to their constituents with no better excuse for non-performance of duty than that they quarreled with their own bread and butter and dropped the substance of every good to grab at the shadow.

500! 500!!

500!

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NEAR SEATTLE,

PRICE, $30 TO $100

PER ACRE.

TITLES WARRANTED!

These Choice Lands are Situated on the Shores of

LAKE UNION

AND

LAKE WASHINGTON!

D. T. DENNY.
Seattle, Feb. 12th, 1872. f12

May 13, 1867:

Party Nominee For Prosecutor

J. W. Stevens Esq. has been nominated by the Union party as candidate for Prosecuting Attorney in the Walla Walla District of Washington Territory, consisting of the counties of Walla Walla, Stevens, Klickitat. It is believed with a proper effort he can be elected.

CASH LOANS TO $1,000

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THE HOME OF CUSTOMERIZED SERVICE

Prompt and Confidential
Phone or Come in Today

ALAN FINANCE CO., INC.

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BUILDING TOGETHER...

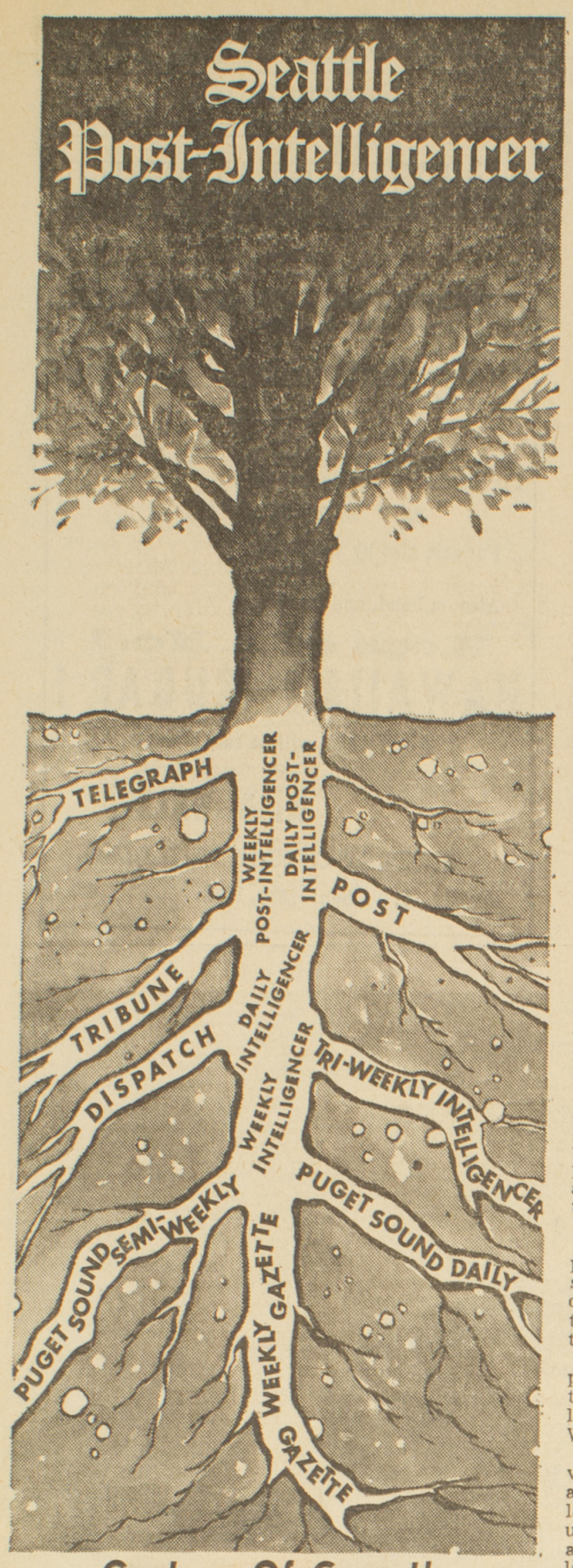
It takes more than 100 years of existence to make a centennial celebration significant. The Post Intelligencer, serving as a guide for its public and providing a stimulus for its community's growth, has achieved this distinction.

In the ninety-six years since our first train chugged across the prairies to the mountains, the Union Pacific, too, has been closely associated with the growth and development of the West. The story of its building is one of excitement and heroic effort of men and women who dreamed the dreams and did the deeds. A nation tensely waited for the telegraph signal made by the maul striking the golden spike at Promontory Point, Utah, on May 10, 1869, which announced completion of the first railroad from the Missouri River to the Pacific Coast. The excitement and pageantry attending the arrival of the first train, are part and parcel of the saga of the West.

Times have changed. The hardships of the past have given way to progress thru hard work, initiative and enterprise in which the railroad shared. The railroad's original purpose remains the same—to develop agriculture and industry in the West and to serve their growing needs with dependable, versatile transportation service. Thus the area's interests and those of the railroad blend in a productive, fruitful effort.

Those who live in the West, feel an undercurrent of vitality and continued growth. In anticipation of this growth Union Pacific has spared no effort to build the most efficient railroad that modern technology and aggressive management can produce. We aim to help you grow, and we plan to grow with you.

UNION PACIFIC RAILROAD



Century Of Growth

THIS ARTIST'S conception of The Post-Intelligencer shows the present-day newspaper as the end result of 100 years of growing in the rich soil of the region's social, economic and cultural life. With the taproot Gazette and other feeder-root newspapers, The P-I has branched up into its second century of growth.

Suffrage Bill Backed By Denny

TWO political issues —woman suffrage and liquor laws— were dominant in Washington's territorial days and during many of the subsequent years of statehood.

Bills to give white women the vote and to adopt a duplication of the Maine prohibition law were introduced at the first session of the 1854 Territorial Legislature. Both bills were defeated.

Arthur A. Denny, Seattle pioneer, introduced the suffrage bill. He also was an active sponsor of legislation to curb liquor.

FOR A SHORT period, late in territorial days, women had the right to vote, hold office and serve as jurors. This was provided by a law passed by the 1883 Legislature, but early in 1887 the Territorial Supreme Court declared the law invalid.

When the State Constitution was submitted to voters in 1889, two additional articles, voted upon separately, called for woman suffrage and prohibition.

The proposed constitution was approved, but the suffrage and prohibition articles were rejected.

Woman suffragists finally succeeded with their campaign in 1910, when male voters overwhelmingly approved a votes-for-woman amendment submitted by the 1909 Legislature.

THE SUFFRAGE campaign was won on a national scale later with ratification of the 19th Amendment to the United States Constitution.

"Wet" and "dry" campaigns continued, both in the state and the nation, following 1889, the year of Washington's statehood.

Dry forces won successive victories in the state with adoption of local option laws, a "permit" system under which saloons were abolished and a "bone-dry" law which antedated federal prohibition.

After federal prohibition had become unpopular, Washington became one of the leading states in the repeal movement and adopted a "state store" system when the 18th Amendment was supplanted.

In 1948, Washington State liquor laws were further liberalized to permit sales by the drink.

Dec. 17, 1863:

Skookum Apples Special Treat

Mr. Walters from Skookum Bay laid on our table, a few days since, a lot of the most luscious and beautiful apples we have seen or tasted for many a day.

We "owe him one" for the treat, and will say he has more of the same sort for sale on board a craft which is now visiting the ports on the Sound. Everybody buys 'em.

Dec. 17, 1863

Gazette Changes Publishing Day

We had chosen Thursday as the day of the week for publication; but find that Saturday will suit the mails and boats better. The Gazette will therefore be published every Saturday.

Dec. 17, 1863:

Paper Tells Of Ist Snow

In the December 17, 1863, issue of The Seattle Gazette, the second edition of the newspaper that was The Post-Intelligencer's original forebear, appeared the following whimsical report of the first snow of the season:

The first fruits of genuine winter were brought to this market by Old Boreas on Sunday morning last before daylight.

He had spread his fleecy commodity nearly an inch thick over hill and vale, to the shivering disgust of poor mortals who were not prepared for his coming, but old Sol, the spongy monopolist, got up early and absorbed the whole stock in trade in about two hours — not leaving enough to form a snowball for the boys.

March 22, 1869:

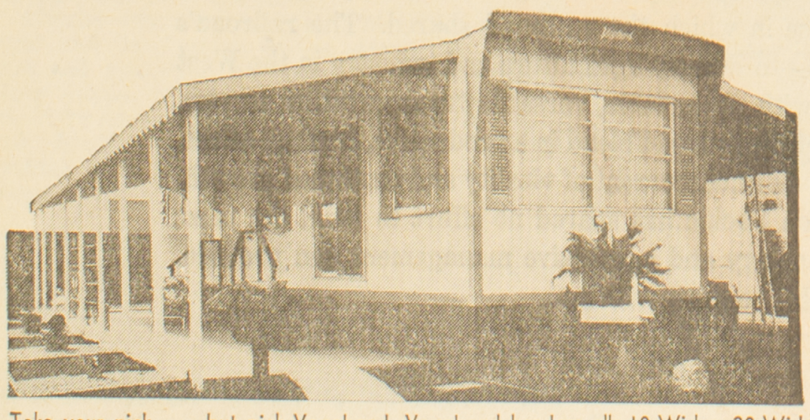
Ship Varuna Makes Calls

We were favored with two visits during the past week of the steamer Varuna, Cap. S. Jackson. She is 65 feet long, 13½ feet beam and 6 feet depth of hold.

She is owned by Messrs. Colman & Glidden, of Port Orchard, and for speed stands unrivalled on the Sound.

Her engines, which were built in San Francisco, are from patterns furnished by J. M. Colman, Esq. Her towing capacity surpasses the expectations of her owners, and her seamanlike qualities will compare favorably with any hitherto built on Puget Sound.

Enjoy a Carefree Life in a
VAGABOND MOBILE HOME



Take your pick . . . but pick Vagabond. Vagabond has 'em all: 10-Wides, 20-Wides, Rollouts. Dozens of different floor plans. And all built with the famous Vagabond "extras" . . . patented radiant heat; Verti-Vent sidewall construction; every one a Gold Seal home; every one an easy-to-live-in, easy-to-care-for quality home. See Vagabond at Holiday Mobile Homes today.

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Send Complete Information on Mobile Home Pictured Above:
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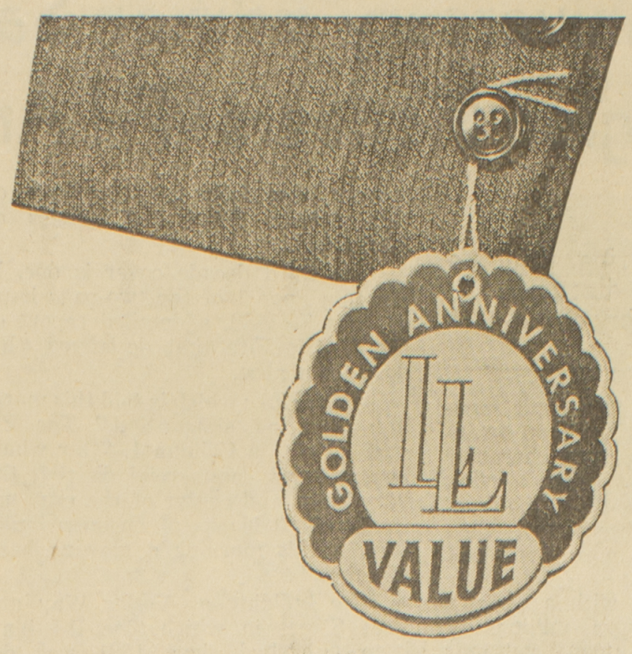


you're going to see a lot of this tag this year . . .

RIGHT IN 1913!

The Right Clothes for Father and Son



Father or son get the same satisfactory attention and clothes of equal merit at this great upstairs store.

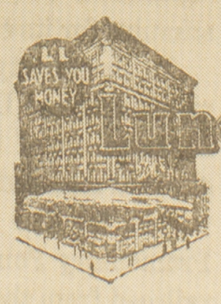
If you are a busy father or mother it is perfectly practical to let your boy come here alone to buy his suit. We'll look after him as carefully as though you came along.

Men's Suits and Overcoats $15.00 to $45.00

Boys' Suits and Overcoats $7.50 to $22.50

Our upstairs cash selling plan enables us to positively sell for less. Boys wearing knickers can now buy their clothes at this upstairs store at the same relative saving that has made this store so popular with their older brothers and their fathers.

NEW FALL HATS
Now Being Shown
How It Upstairs and Save Money!



Lundquist-Lilly Clothes Shop
JOSHUA GREEN BLDG. 4TH AND PIKE

AND STILL RIGHT! . . . for the third and fourth generations

This ad appeared in 1913, the year Lundquist-Lilly was founded. The things it said then are true today. Of course the prices have changed, and the styles are different, but father and son still get the same satisfactory attention. Only now it's gone down to the grandson and great-grandson in many customers' families.

We welcome the new generations, and we especially welcome you newcomers, too. You'll find we're a "comfortable" store to do business with.

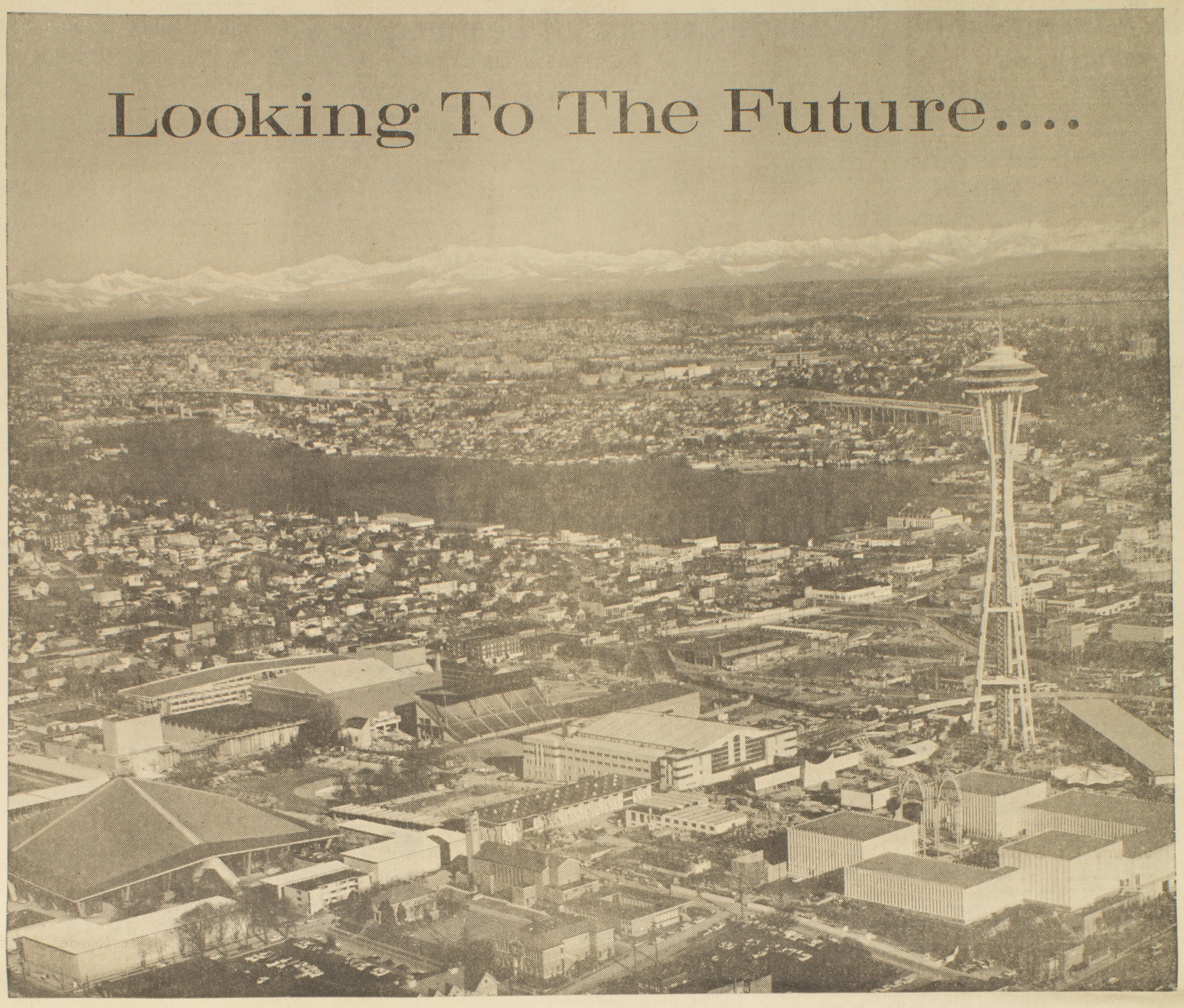
The COMPLETE store for MEN since 1913

Lundquist Lilly

FOURTH & PIKE AT WESTLAKE and in TACOMA, 940 BROADWAY

(You may notice we've moved "downstairs" during the past fifty years)

Looking To The Future....





The SEAFIRST Banker is ready to serve the financial needs of business and the family in growing communities throughout Washington State

To meet your requirements today . . . to provide sound advice and financial help in your plans for tomorrow . . . the Seafirst Bankers rely on experience gained in the past. And you can rely on Seattle-First National Bank to provide financial service for every money-matter . . . now and for your future. Backed by the lending resources of the Northwest's largest bank, your Seafirst Banker stands ready to serve as your financial partner.

Since its founding in 1870, Seattle-First National Bank has been one of the many working partners in the building of Seattle and the economic development of the State of Washington. Today, in the Seattle-King County area, there are 38 Seafirst Offices providing you with the full range of modern banking services, in convenient neighborhood locations.

Across the State, from Westport to Tekoa and from Bellingham to Vancouver . . . there are Seafirst Bankers in 104 offices ready to give you complete banking service and sound financial advice.

93 years of banking experience in the growing Northwest is yours to command, when you talk over your plans with a Seafirst Banker . . .

. . . a man who banks on your future.

You're always welcome at...

SEATTLE 1st NATIONAL BANK 1870

SEATTLE-FIRST NATIONAL BANK

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

U.W. Grew From Tiny Sapling In Territorial Days Into A Giant Among Modern Centers Of Learning

By Irv Blumenfeld
Director, University of Washington News Service

IN 1861, WHEN Seattle had fewer than 300 white residents and the entire Territory of Washington had a population of about 10,000 persons, a small group of settlers gathered in a clearing in the wilderness at the outskirts of the village on May 20 to lay the cornerstone of the University of Washington Territory.

That a university came to be established in Seattle under such primitive conditions is a tribute to the faith, hope and vision of those early pioneers. It also was due to the unclerical "skulduggery" of the Rev. Daniel Bagley. The colorful pioneer Methodist minister took advantage of a technicality in a Territorial law to build a University building before some other town could snatch the "plum" away from Seattle.

IN THOSE early Territorial days, the political prizes were the permanent capital, the state prison, the state asylum and the university. And there was much log-rolling in the legislature among rival communities to get one of these institutions designated for its locality.

Through the maneuvering of King County legislators, the Territorial Legislature in November, 1860, conditionally established the location of the University in Seattle, with the requirement that 10 acres of suitable land be donated and deeded to the Territory for campus and building site.

A COMPANION measure in January, 1861, established a Board of Commissioners with Mr. Bagley as chairman. The board also was authorized to select and sell federally granted lands, at $1.50 per acre, to finance the clearing and improvement of the site.

But, in the minds of the King County legislators was the lingering thought that, long before a university could be established, they could trade this "paper" site in exchange for the Territorial capital at a future session of the legislature.

Chairman Bagley disagreed. He firmly believed a university's value to the community ultimately would be greater than a state capital — or even a prison or an asylum. With the eloquence of an evangelist, he finally converted other civic leaders.

ONE OF chairman Bagley's first "converts" was Arthur A. Denny, who agreed to donate a tract of some eight acres in the woods on the outskirts of town. Judge Edward Lander and Charles C. Terry provided the additional adjacent acreage necessary to make up the 10 acres. Then Mr. Bagley borrowed $20 to cover initial office expenses and began selling land from the public domain to finance the establishment of the university.

Though "clearing and improvement" of the land had been specifically authorized there is some question whether the construction of a building came under the heading of "improvement." But this technicality didn't bother Chairman Bagley. Under his prodding, the clearing of the wooded ground began in March, and the building was ready for occupancy in November.

Regardless of the legal question, it is certain that the legislature did not expect anyone to build a university so soon. Had Chairman Bagley not been a man of action, the university might have been re-located to some other town at a later date.

ture came to Seattle in December, 1861, to make trouble for those people who had converted a paper university into an actual institution, the astute Mr. Bagley was equal to the occasion. He "assumed" they were coming to officially dedicate the new facility and had the visiting delegation met with a brass band.

Faced with an accomplished fact, the committee made the best of it and lent their dignity and authority to the official ceremonies. In later years, Mr. Bagley proudly boasted: **"I am the man who stole the university."**

When the university opened in November, 1861, the enrollment consisted of one student qualified for collegiate standing and

WHEN AN unfriendly committee from the legislature "thirty - some" primary students. Asa Mercer, who later become famous for his "Mercer Girls," was the first principal and teacher.

TO HELP solve the enrollment problem, Mercer hired a canoe and two Indians to paddle him to logging camps and settlements to induce young men to enroll. The party covered 400 miles from Olympia to Bellingham in three weeks and Mercer succeeded in recruiting about a dozen students.

In his book, "The First Century at the University of Washington," Prof. Charles M. Gates comments: **"The promise of jobs cutting cordwood on Saturdays was necessary if these young stalwarts of the forest were to see the advantages of getting an education."**

Not all of Mr. Bagley's contemporaries shared his vision and enthusiasm. And for many years his critics were right. Dr. Frederick E. Bolton, another university historian, refers to the Territorial institution as **"a phantom university in a wooded wilderness."**

GROWTH OF the University was slow during its first 40 years, lagging far behind the rate of population increase. Until 1875, no legislative appropriations were provided, and then only $1,500 for repairs. The presidents were forced to operate on a private-school basis, deriving their pitiful incomes from tuition fees and from what profits they could derive from the operation of a dormitory. The first collegiate degree was not bestowed until 1876 and only 15 degrees were conferred in the first 25 years of the University's life.

Several times before 1880, the University's doors were closed because of poverty or lack of students. Once, on April 13, 1868, the University and its grounds were offered for lease in an advertisement in the Seattle Weekly Intelligencer.

During the early years, a steady procession of presidents helped the institution survive, under almost impossible conditions. The second president, William E. Barnard, complained because Seattle had **"two distilleries, eleven drinking establishments and gambling is openly practiced even on Sunday. These are the influences we have had to encounter in our efforts to build up an institution of learning."**

The Rev. George N. Whitworth was the University's third and sixth president, and each time his term ended when the University closed because of lack of funds. In later years, he founded and gave his name to an academy which eventually became Whitworth College in Spokane.

IN 1877 THE University was re-opened, never to be closed again. However, the new president, Alexander J. Anderson, faced the same difficulties as his predecessors. The years of his presidency witnessed substantial progress, but they were a constant struggle that never saw the University rise above a precarious hand-to-mouth existence.

At one time, President Anderson, his wife and their four sons all were on the teaching staff. He resigned in 1882 with the sober warning that **"the University could last no more than a year longer if the appropriations requested were refused."**

Anderson's successor was Leonard J. Powell, a man of energy and enthusiasm who refused to share Anderson's pessimism about the future of the University. He strengthened the curriculum and managed to obtain a $3,000 appropriation from the 1884 Territorial Legislature. Thereafter, the Legislature continued to make some provision for the struggling school.

By the time Washington gained statehood in 1889, the thriving city of Seattle surrounded the University that once had been "too far out." Under the urging of a freshman legislator, Edmond S. Meany, the 1891 Legislature approved the re-location of the University to a 160-acre site on the shores of Lakes Washington and Union, and at the next session this was enlarged to 582 acres. The legislature also appropriated $150,000 for the first building which became Denny Hall.

ON SEPTEMBER 4, 1895, while workmen were still putting the finishing touches on the building, faculty and students began their first term on the campus, under a new president, Mark W. Harrington.

The first year of the new regime was a time of fresh beginnings and high ambition when, for the first time, the University took on something of the character of an actual center of higher education.

After limping along under the administration of two acting presidents, the University acquired a dynamic leader with the appointment of Frank P. Graves as president in 1898.

THE GRAVES administration, although hardly four years long, was a time of rapid growth, when gestures led to actions and blueprints became realities. These included the establishment of a College of Engineering, a

(Continued on Page 8.)

UNIVERSITY OF WASHINGTON TERRITORY!

THE REGENTS OF THIS INSTITUTION propose to LEASE it for a term of years, and for this purpose invite Bids or Proposals until the First day of July, 1868, from Teachers competent to conduct an Institution of this kind. Propositions to lease it as a sectarian institution will not be entertained. The Regents reserve the right to reject any proposition deemed unsuitable. References will be required.

The Institution embraces ten acres of ground, well cleared and fenced; the University Building proper; President's House, Boarding House and Outbuildings, with a good supply of running water. It is pleasantly and healthfully situated in Seattle, W. T., is well suited to school purposes, and is in condition to be occupied immediately.

Proposals to be sent to the President of the Board of Regents, Hon. B. F. DENNISON, Port Townsend, W. T. a13-6

☞ *Olympia Standard and Tribune, Portland Herald and Oregonian, Salem Democrat, San Francisco Weekly Alta and Sacramento Weekly Union, please copy, six insertions, and send bill to this office.*

University For Lease

THIS ADVERTISEMENT in the April 13, 1868, edition of the Seattle Weekly Intelligencer offered the University of Washington Territory and its grounds for lease. Several times in the history of the institution, the University's doors were closed because of lack of funds and students.

Sept. 2, 1867:

Black River Span Ready

We learn through the kindness of Mr. C. H. Hanford, that the new bridge across Black River is now completed, and it is spoken of as really a fine piece of work.

The bridge was erected under the superintendence of Mr. O. C. Shorey, of the firm of Shorey and Russell, the contractors.

The abutments are twenty feet high, built of cedar logs, and the stringers, which span the river, are seventy - five feet long. The structure is exceedingly strong and substantial, and reflects great credit on the contractors.

King County may now boast of as good, if not the best, bridge in the territory.

1,107 In 1870

A United States census placed Seattle's population at 1,107 in 1870.



To Seattle's Post-Intelligencer

HAPPY 1ST CENTURY OF SERVICE TO THE PACIFIC NORTHWEST

One year after your newspaper began publication, President Abraham Lincoln signed the Charter Act that created the Northern Pacific Railway. When you were 20, in 1883, NP railroad crews from east and west met at Gold Creek, Montana, drove the last spike and completed the first transcontinental railroad across America's Northwest.

Back in those days NP was instrumental in bringing settlers to this area. Today passengers on NP's famous Vista-Dome North Coast Limited come and go in unexcelled comfort. Happy 1st century anniversary to a fine Pacific Northwest newspaper, the Seattle Post-Intelligencer.

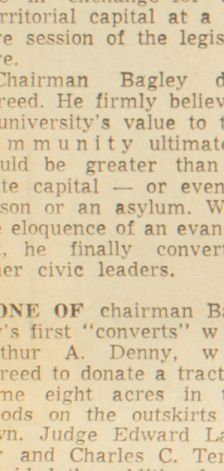
NORTHERN PACIFIC RAILWAY

NORTHERN PACIFIC RAILWAY

Route of the Vista-Dome North Coast Limited

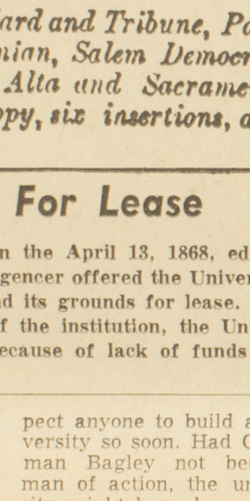
The Best thing to hit Seattle in a hundred years!

Gil's first & original Famous Hamburgers and Col. Sander's Kentucky Fried Chicken



Gil Centioli

Two good things they didn't have in the "Good ol' Days" are wonderfully delicious Gil's Hamburgers and Col. Sander's Kentucky Fried Chicken. Yes, suh! These Gil's specialities taste every bit as good as Mom's—and are prepared fresh-on-the-spot in the immaculate kitchens of all five Gil's locations. Smart people know their goodness — and "goodness knows" you can't beat the price anywhere!



Col. Sanders

Our famous Col. Sander's Kentucky Fried Chicken is prepared by the exclusive recipe held only by Gil's in Seattle! Buy it by the Barrel, Bucket or Box, $4.75, $3.95, $1.05.

GIL'S FIRST & ORIGINAL Self Service DRIVE-INS

Rainier District	West Seattle	Broadway District	Bellevue	North End
4406 Rainier	35th and Avalon	1001 E. Pine	210 - 104th N. E.	1010 Aurora
PA. 3-6144	WE. 7-3043	EA. 5-3450	GL. 4-1517	AT. 3-5000

The Seattle Gazette 'Best We Can Offer'

ON DECEMBER 10, 1863, the first edition of The Seattle Gazette was published here. The newspaper, the original ancestor of today's Post-Intelligencer, was introduced to the city's reading public with the following editorial:

After considerable vexation and delay, owing to a want of mechanical assistance in fitting up and arranging our printing apparatus, we are enabled to present the public with the first number of the first paper ever printed in Seattle.

It is neither so large as a barn door nor the London Times; but it is the best we can offer for a beginning, and is, we trust, sufficient for the time and place.

IF, HOWEVER, that encouragement which has been promised, and which is alike the interest of every member of the community to offer, shall be forthcoming, it may be confidently expected that not many moons will wax and wane until among the institutions of this thriving place may be counted a newspaper as respectable in size and appearance as any in Washington Territory.

The time is near at hand when we are to have at least one important town on Puget Sound. We have an abiding confidence that Seattle is to be that place.

If superior natural advantages are, as they must and ought to be, taken into account in determining the locality, it stands preeminent to all its neighbors.

Its fine harbor, being also the uppermost one on the Sound; the unequaled agricultural resources of the surrounding country; the inexhaustible coal mines found in its immediate vicinity; its extensive and increasing lumbering manufactories; its centrality and consequent adaptation as the seat of commerce as well as of government, all point it out as the prospective emporium of Puget Sound and Washington Territory.

BUT IT WILL NOT do for our people to rest satisfied with what nature has bestowed upon them and make no efforts of their own for improvement.

We want roads, bridges, wharves, schoolhouses, churches, printing offices and population. It takes all these to make towns, cities and a prosperous people, and the more numerous they are, in a country naturally capable of sustaining them, the better it is for the whole and each constituent part of the community.

He that will not contribute of his means to the support of these may fancy his economy is saving a penny or two, but he is actually losing pounds by his parsimony.

We recall these truisms at this time because many people refuse to encourage any new enterprise, and especially that of a newspaper, unless they can see some direct personal advantage flowing therefrom.

IT IS WELL SUCH persons should be reminded that in the economy of this world no one vocation is independent of another, and that whatever contributes to the welfare of the whole adds also to the prosperity of all its parts.

So, if rightly conducted newspapers are progressive institutions and aid in the development of countries, building of cities, etc., they are a public benefaction and deserve the unanimous support of every member of society.

"Know all men by these presents," that the long sought and often promised printing machine which proposes to grind out a Gazette for the people, is now bona-fidely established in the town of Seattle; that the veritable thought-projecting engine is absolutely in loco, and the little metallic a.b.c's are clicking and talking and will continue to click and talk from the second story of the building adjoining Mr. Yesler's store, as long as the necessary fuel to keep steam up and the machine in motion shall be forthcoming from the good people of Seattle, King County, Puget Sound "or any other man."

Without further hints as to the one thing needful to push along our undertaking, more than an emphatic denial of the popular error that printers and editors neither eat, drink nor wear clothes, we **"cast our little sheet upon the waters,"** trusting that everybody **"will find it before many days."**

Dec. 17, 1863:

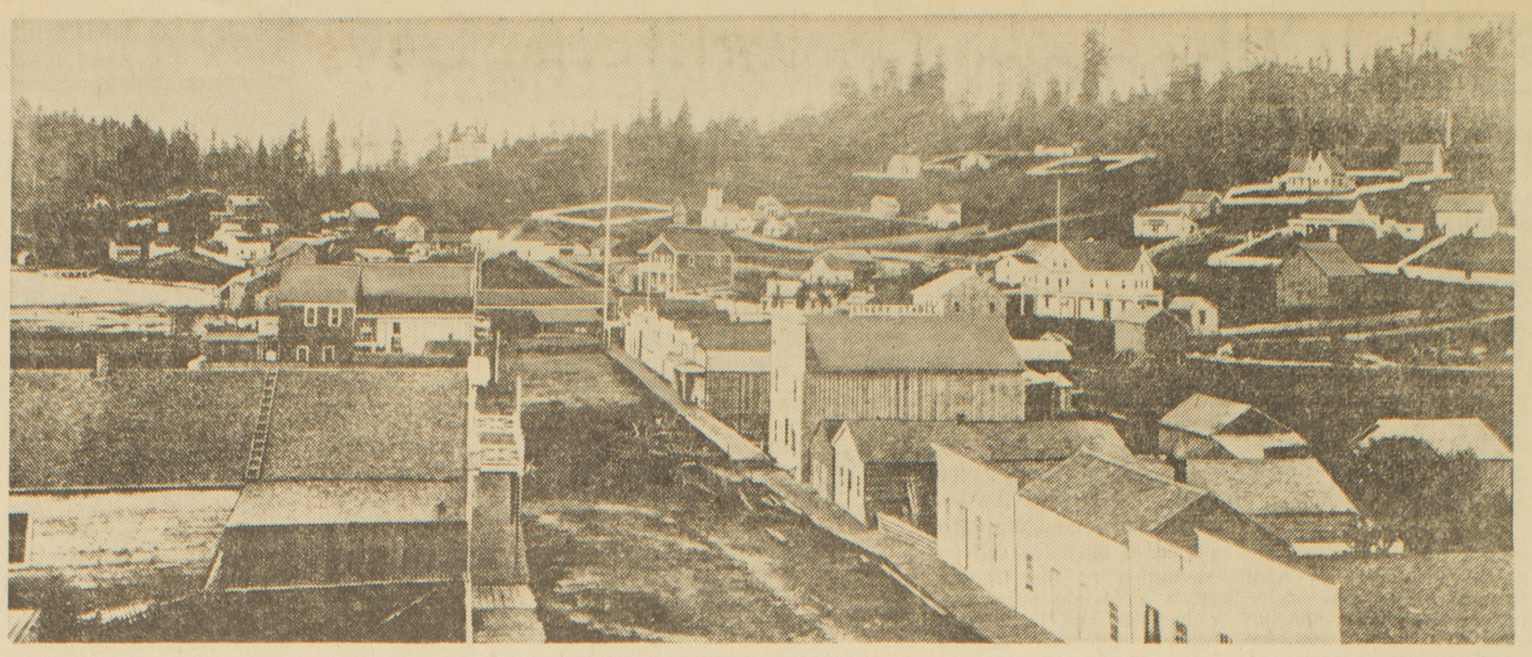
Hay Nets Good Price

From less than 30 acres of ground Mr. C. C. Terry cut this year about 100 tons of hay, which is worth at the barn not less than $15 per ton.

There's fifteen hundred dollars for a fortnight's labor in harvesting the crop.

MR. ALVORD raised 1,600 bushels of onions on a lot of five acres on White River, which were sold at our wharves last week for $1.50 per bushel; there's two thousand and four hundred dollars from a little spot of earth not half so large as one man may cultivate!

Still we hear every day men complaining that agriculture won't pay in Washington Territory. The richest claim in Boise wouldn't pay these croakers.



13 Years After First Settlers Arrived

LOOKING NORTH UP Commercial Street (now 1st Avenue S.) this photograph taken in 1864 shows the University of Washington Territory on the wooded slope beyond the street end, to the left of tallest flagpole. To the right of the pole, halfway up the hill, is Seattle's first church. Large building farther to the right, with another smaller flagpole, is the old Occidental Hotel. —(Seattle Historical Society Photo.)

Dec. 26, 1863:

Cattle Sacrificed

The steamer Pacific had a rough time on her last trip up, and was compelled to throw overboard about 30 cattle.

May 13, 1867:

Hon. A. A. Denny Given Thanks

We have received the Daily Congressional Globe regularly for a long time, for which we are indebted to the kindness of Hon. A. A. Denny.

Mr. Denny will also please accept our thanks for a copy of the Bankrupt Law.

May 13, 1867:

Purser Gets Thanks

Mr. Nat Crosby, the obliging purser of the steamer New World, will please accept our thanks for many kinds of favors.

Jan. 9, 1864:

Word To Wise

Rothschild, of Port Townsend, is getting rich. Cause why—he advertises in the Gazette.

Figures Show Population Growth Here

FOLLOWING is a list of census figures that shows the decade-by-decade population growth of Seattle from its pioneer beginning to the present time:

1851—24.
1860—250.
1870—1,107.
1880—3,533.
1890—42,837.
1900—80,671.
1910—237,194.
1920—315,312.
1930—365,583.
1940—368,302.
1950—467,591.
1960—557,087.
1963—561,800.

First Library

Seattle's first library association was founded on August 1, 1868.

BEGINNING THIS FALL:

COASTWIDE BANKING SERVICE THROUGH ONE BANK!



It's a special pleasure for us to congratulate the P-I on its 100th anniversary, because we have one of our own coming up next year. Like Seattle's oldest newspaper, it has been our continuing aim to improve the extent and quality of our service to this great area.

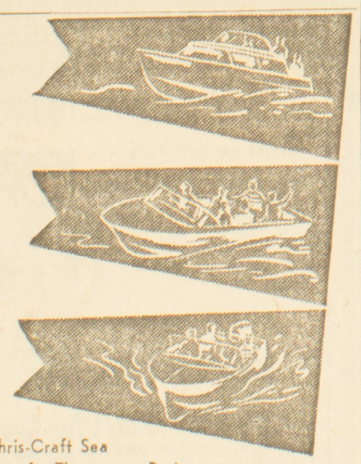
So, with a salute to the accomplishments of the P-I, we would like to re-emphasize a recent announcement of our own: that *The Bank of California, late this summer, will open an imposing Southern California Headquarters in Los Angeles.*

What does this mean to Seattle? It means that business firms doing business up and down the coast can now concentrate their entire coastwide banking in one bank. This not only provides a direct, immediate connection between Seattle and other major coast markets, but also opens a direct banking relationship in Seattle to firms headquartering in California, Oregon and Washington.

If your firm has continuing interests in Los Angeles, San Francisco and other California cities, and in Portland and Tacoma, you may find a talk with the people in our Seattle Office both helpful and profitable. And you'll be especially interested to know that the chief executive in our new Los Angeles Office will be John Schutt, Senior Vice President and a long-time resident of Seattle.

THE BANK OF CALIFORNIA
NATIONAL ASSOCIATION
815 SECOND AVENUE • SEATTLE
OFFICES IN SAN FRANCISCO AND OTHER CALIFORNIA CITIES • PORTLAND • TACOMA • AND SOON IN LOS ANGELES
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

YOUR PLEASURE IS OUR BUSINESS



boats specifically! Chris-Craft Sea Skiffs, Roamer, Tollycraft, Thompson, Bertram, Glasspar, O'Day Sailboats—the very best afloat . . . as well as Evinrude motors at

BOATS INC.
Serving The Pacific Northwest
1001 N.E. Boat Street ME. 3-2337

UW Called 'Phantom In Wilderness'

(Continued from Page 6.)

School of Mines and a School of Law.

The new president took over a school of fewer than 200 students; he left it with an enrollment three times as large. He gave the University tremendous impetus by strengthening programs that had become weak and resuming some that had been abandoned.

He also attracted to the University faculty highly trained scholars from the best graduate schools in the United States. Because of a shortage of high schools in the state, President Graves resumed college preparatory instruction, but this was permanently discontinued in 1902.

Upon the resignation of President Graves in 1902, Thomas F. Kane, a member of the faculty, was appointed acting president and a year later he became president. During Kane's administration, some of the most important programs in the University's history were established.

HE APPOINTED 125 new members to the faculty and these, with Graves' appointees, constituted a teaching staff that placed the University in line with some of the best institutions in the country. During his tenure, enrollment increased from 630 to 2,824. Service to the state was recognized as a function of the University and the place of research in the University program emerged.

The Alaska-Yukon-Pacific Exposition, held on the campus in 1909, attracted additional attention to the University. In clearing land for the Exposition buildings, the campus wilderness was pushed back and, as a result of the Exposition, the University acquired three permanent buildings. Two of these buildings, Meany Hall and the present Architecture Hall, are still in use. The third, Mechanical Engineering, was razed only a few years ago.

Because of crowded facilities, many of the temporary Exposition buildings also were used for many years. In a larger way than merely physical, the Exposition expressed the emergence of the University from the isolation of the geographical frontier into world-wide frontiers of the search for knowledge.

UNDER THE administration of President Henry Suzzallo, from 1915 to 1926, the University continued to progress. An energetic and dynamic educator, he impressed his own personality upon the university and also undertook the broader task of representing the University to the state at large.

The years of World War I were years of sacrifice and disruption though the University continued to maintain most of its usual program, despite a 30 per cent drop in enrollment. Suzzallo placed special emphasis on the improvement of teaching and the stimulation of research and scholarly activity.

The University acquired a more distinct identity during the decade following 1915. By the end of Suzallo's term of office, the University was no longer an overgrown college. It had become a well-organized university with a much-improved balance between liberal arts studies and specialized training and between undergraduate and graduate study.

OVER THE 11-year span of his administration, University enrollment had more than doubled, reaching nearly 8,000 students, and an intensive building program, quadrupling the number of structures, was completed.

University construction continued to forge ahead after the mid-Twenties, with 10 new major structures added during the period of M. Lyle Spencer's presidency from 1926 to 1933.

Some notable events included the University's acquisition of the 484-acre tract at Friday Harbor for biological research and the 2,200-acre Pack forest for training and research and the awarding of the 1928 Pulitzer Prize in U.S. History to Vernon Louis Parrington for his monumental "Main Currents in American Thought."

In the seven-year period after 1926 the faculty increased by one-third, from 296 to 398. In the early years of the depression, enrollment, which had been steadily rising, dropped to 6,000, but by 1936 it had resumed its upward trend, topping 10,000 students for the first time in history.

DURING THE administration of Dr. Lee Paul Sieg from 1934 to 1946, a considerable measure of administrative consolidation was accomplished and the office of president was restored to a central position of responsibility. He also emphasized academic excellence, saying **"We have no business turning out 'fairly' good lawyers and engineers. Mediocrity has no place anywhere, but in a university it is evidence of unfitness."**

World War II saw another sharp drop in civilian enrollments, but during this period intensive planning was conducted for the post-war period.

The mounting pressures of growing student population keynoted the early post-war existences of the University under Dr. Raymond B. Allen, who served from 1946 to 1951. In the 40 years since 1910, the state's population had doubled while University enrollment increased almost eight-fold to 16,650 in 1948.

IN ADDITION to significant academic developments, this was a "brick and mortar" period with an intensive construction boom that more than doubled the University floor space by 1952. A highlight of this era was the establishment of new Medical and Dental schools, which together with the School of Nursing and the College of Pharmacy, formed a Division of Health Sciences.

First classes in medicine and dentistry met in the fall of 1946 in attics and basements of the crowded post-war campus. Four years later, when these first classes were graduated, the medical and dental schools were in full-scale operation, the first units of the Health Sciences Building has been completed and plans were well under way for the present University Hospital.

The first alumnus of the University to serve as full-time president was Dr. Henry Schmitz, who served from 1952 to 1958. Dr. Schmitz came at a time when the period of rapid expansion was being completed and when it was necessary for the University to consolidate its position while preparing for future growth. He gave particular attention to reorganizing University operations, launched a long-range academic planning program and set up a Permanent Council on Gifts, Trusts and Bequests which has stimulated private support of scholarships and endowment programs.

THE UNIVERSITY was approaching its centennial year when Dr. Charles E. Odegaard assumed the presidency in 1958. His administration inaugurated a period of intensive self-examination of the University's academic programs, objectives, and its role in higher education of the state. The centennial year in 1961 culminated with an Academic Convocation at which President John F. Kennedy was the principal speaker.

Today, the University ranks high among America's major educational institutions. With an enrollment of nearly 20,000 students, it is among the 15 largest universities in the nation. But its stature is not measured by size alone; the University is recognized for the excellence of its undergraduate, and graduate and professional programs as well as for the scope of its research activities and its services to government, business, industry and the professions.

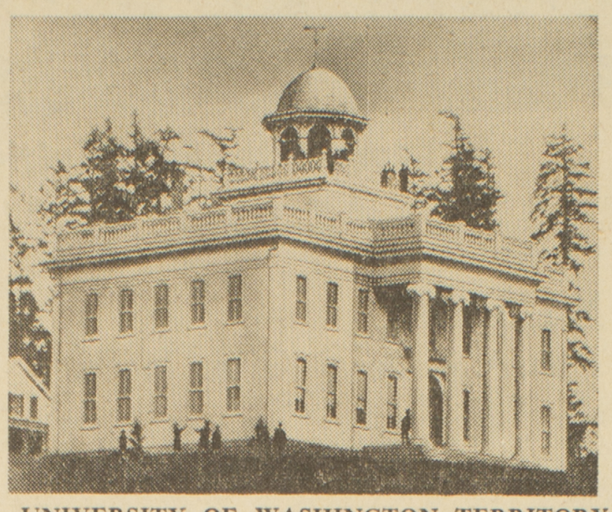
Significant new developments at the University are designed to fulfill the University's role as an institution specializing in programs leading to a four-year baccalaureate degree and beyond. Undergraduate education has been strengthened by improved admissions procedures, revised curriculum, the initiation of "honors" programs for superior students and expanded student counselling services.

ANOTHER IMPORTANT trend in recent years has been toward an increasing number of students who continue their education beyond the baccalaureate degree. In the past 30 years, while the total University doubled in size, graduate and professional enrollment increased more than five-fold, from about 800 to more than 4,300. However, while expanding its activities in graduate training, research and public services, the University continues to emphasize its fundamental commitment to the undergraduate program.

The challenges to the University are as great today as they were in 1861. While it is proud of its heritage as a pioneer educational institution, the University is determined to continue its tradition as a pioneering educational institution.

Looking toward the University's second century, President Odegaard, in his Centennial Convocation address, told students and faculty:

"I call upon you to have the courage to set your goals upon the highest standards, to feel the confidence warranted by proved accomplishments in the past, to settle day after day only for something better tomorrow than was achieved today and to show the humility which comes from knowing that our business will never be finished and that a great university can never conclude that it is near its goal."



UNIVERSITY OF WASHINGTON TERRITORY
Established In The Wilderness

Sept. 28, 1868:

Cargo Of Spars

At Utsalady, the ship John Sidney is taking on board a cargo of spars, for Callao.

Maison Olympic

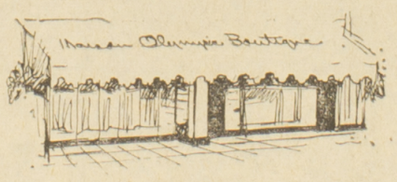
THREE OUTSTANDING SHOPS LOCATED FOR YOUR CONVENIENCE

Maison Olympic is not just one, but three distinctive shops featuring the finest in women's apparel, accessories and a unique collection of unusual gifts. We only LOOK expensive!



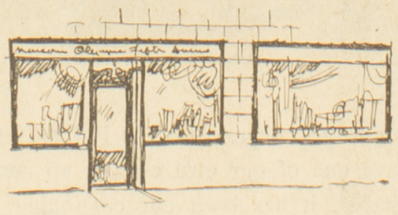
OLYMPIC HOTEL

1206 4th Avenue in the Olympic Hotel Arcade. Our "Talk of the Town Shop" noteworthy for the finest collection of women's fashions, accessories and gifts selected from around the world.



PLAZA BOUTIQUE

Located in the Olympic Hotel Drive-In Plaza, Maison Olympic Boutique is particularly inspiring to men and women gift shoppers. Always a dazzling array to choose from.



FIFTH AVENUE

Our bright new shop located at 1312 5th Avenue, next to the 5th Ave. Theatre. Choose from a myriad of fine women's apparel, accessories and gifts on Seattle's "Fashion Smart" Fifth Avenue.



We Salute the

Seattle Post-Intelligencer

on its

100th Anniversary

KING COUNTY LABOR COUNCIL

(AFL-CIO)

Chet Ramage, Ex. Sec. Treas. Harry Carr, Pres.

FROM SEATTLE POST-INTELLIGENCER, FRIDAY, DECEMBER 13, 1889.

SAMUEL L. CRAWFORD.
CHARLES T. CONOVER.

REFERENCES—Every Bank and Business Man in Seattle.

Crawford & Conover

Invite the attention of investors to the following

SAMPLE INVESTMENTS

From their property list:

Business Property

60x120 feet at the southeast corner of Front and Seneca streets; a fine business location; reasonable terms. Price, $50,000. — $50 000

60x120 feet on east side of Front street, adjoining corner advertised above, for $40,000. The two lots, giving a double corner 120 feet square, will be sold for $90,000. — $40,000

Full lot, 60x120 feet, on the east side of Front, between Lenora and Virginia. This is the "Bates property." It contains valuable improvements and is cheap at $13,000. — $13,000

Thirty feet frontage, the west side of Front street, between Bell and Battery. — $10,000

Lime Property.

222½ acres of land at Port Langdon, on Orcas Island, with an unlimited supply of lime. This property has been partially developed and contains a kiln house and other improvements. To close up an estate at once the property will be sold at barely half its value. We especially invite investigation of this matter, as we are convinced that it is a very rare opportunity to secure valuable property at a nominal figure. — BARGAIN

Brick Yard.

Lease for ten years of 130 acres of land, together with well equipped brickyard now in successful operation, $8,000. — $8,000

Choice Residence Lots

Double corner, 120 feet square, at the northwest corner Spring and Sixth streets, containing a good residence, $12,000. — $12,000

Lot and two good houses at the southeast corner of Seventh and Madison streets. — $10,000

Full lot at the southeast corner of Madison and Fourth streets. In our judgment this is the most desirable residence lot in Seattle. It is a corner lot on the choicest residence street in the city, and it is practically the only lot on the street where the view cannot be obstructed. — $5,500

Lot on the east side of Seventh street, between Union and University, for $4,250. — $4,250

Three lots on Depot street, near Broadway, with magnificent view, $2,300. — $2,300

Cosy cottage on Fifth street, between Union and University, with fractional lot, for $1,750. — $1,750

Desirable lot on Washington street, near Twelfth, for $1,700. — $1,700

Two fine lots on Roy street, in Queen Anne town; $1,600 each. — $1,600

Building sites on Sixth street, between Union and University, $1,500. — $1,500

Cheaper Building Lots.

Double corner in Nob Hill addition for $1,000. — $1,000

High, sightly lots on Depot street, west of Broadway. These lots afford a perfect view of the entire city and harbor. — $750

Lots in Edes & Knight's addition, south of Renton addition. — $600

Sightly lots in Collins' addition, west of Lake Union; corners, $600. — $500

Lots in Bigelow's addition - - - — $500

Lots in Bigelow's addition - - - — $300

Acre Property.

The Oneida Gardens, platted in five-acre tracts, for sale in a body at $100 per acre. This is good land, half of it is cleared and 20 acres improved. The property is located north of Lake Union, and it is a bargain at this price. — $1,200

Twenty acres of the richest kind of beaver dam land, almost adjoining Ravenna Park. It is nearly all drained and cleared. The surrounding land is platted. — $6,000

Thirty acres north of Union bay, on the line of the Seattle, Lake Shore & Eastern railroad. — $6,000

7½ acres opposite the White house, in South Seattle; three acres in garden. — $4,500

12½ acres adjoining the town site of Fall City; suitable for platting. — $2,500

20 acres near Green Lake - - — $2,000

30 acres at Port Orchard, adjoining the navy yard. — $1,000

Single acres in Day's Acre Gardens. These acre tracts are within half a mile of the Green Lake electric road. The land adjoining is platted into lots and is selling readily. — $300

Business Chance.

The Olympic hotel on West street, near Virginia, will be leased for a term of years. This fine hostelry will be ready for occupancy January 1. It contains 138 rooms, is conveniently arranged and supplied with gas, electric light and all the modern conveniences. — Hotel for Lease

Crawford & Conover

CRAWFORD & CONOVER, INC.
Oldest Real Estate Firm in Washington
8040-8050-35th Ave. N.E. LA 5-7900, LA 3-5555

CRAWORD & CONOVER, INC. *IS NOW CELEBRATING ITS* 75th ANNIVERSARY

IT IS ONE OF SEATTLE'S MOST ACTIVE FIRMS IN ALL PHASES OF REAL ESTATE, INSURANCE, AND FINANCIAL BUSINESS.

THE FIRM IS A LEADER IN LAND SALES—BUSINESS AND COMMERCIAL PROPERTY DEVELOPMENT AND IN RESIDENTIAL SUBDIVISIONS IN MANY PARTS OF WASHINGTON WITH OFFICES IN SEATTLE LYNNWOOD, PORT TOWNSEND AND SEQUIM.

THE FIRM IS AN AUTHORITY ON LAND IN THE SEQUIM-PORT TOWNSEND AREA.

IT IS DEVELOPING OCEAN GROVE AND COTTON PARK NEAR PORT TOWNSEND AND SUNLAND AND VIEWRIDGE IN SEQUIM.

ALBERT BALCH HAS BEEN PRESIDENT AND OWNER OF THE FIRM SINCE 1941.

H. WARREN LEITCH IS EXECUTIVE VICE PRESIDENT AND MANAGER.

BRANCH OFFICES IN:

LYNNWOOD, WN.
19321 HIWAY. 99
PR 8-1141

SEQUIM, WASH.
HIWAY. 101, SEQUIM
PHONE 683-5521
OR 683-4491

SUNLAND, SEQUIM
VIEW RIDGE, SEQUIM

OCEAN GROVE
PORT TOWNSEND, WASH.
PHONE 203W

Maynards Agree To Remain

On August 25, 1867, a group of Seattle citizens sent a letter to The Intelligencer, expressing concern over the imminent departure of Dr. and Mrs. D. S. Maynard from the area. The letter said:

"We, the undersigned, citizens of Seattle, hearing of the contemplated departure of our worthy and esteemed friends, Dr. Maynard and wife, who have dwelt so long in our midst, and have done more for suffering humanity than any other two individuals in Washington Territory—they have always practiced charity towards the sick and destitute, and often saved them from premature graves, and restored them to health and prosperity.

"For such noble deeds and many others too numerous to mention, they have our admiration and most sincere regards, and we are convinced that their departure would be a great loss to our village and the community at large, and we earnestly solicit them to remain among us."

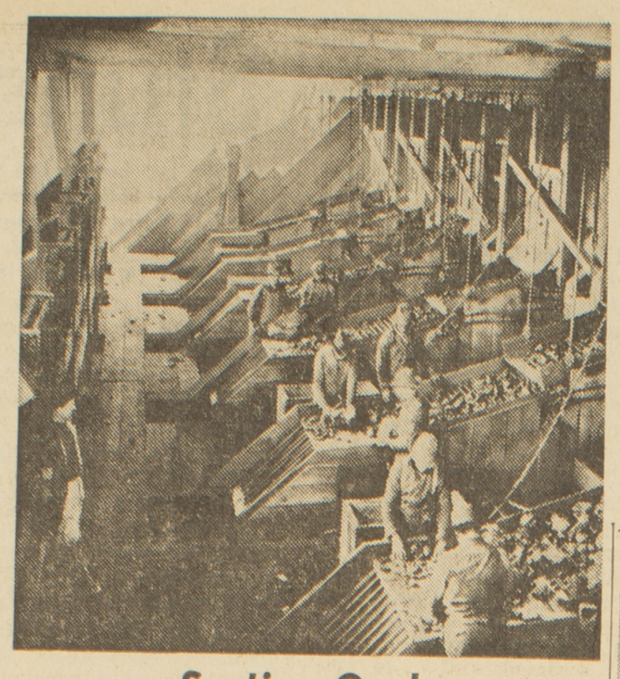
A week later the following note from Dr. Maynard, addressed to "Messrs. Miller, Stone, Steele and others," was published in The Intelligencer:

"Your note, expressing your kindest regards for myself and wife, together with your solicitations for my stay with you, together with the reminiscences of the past, prompt me to reconsider my hasty conclusions, and accede to your unexpected solicitations.

"With sincere thanks for this expression of your regards, I am, truly yours to serve, D. S. Maynard, M.D."

Charter Granted

On December 2, 1869, Seattle was granted a new charter by the Territorial Legislature.



Sorting Coal

AT THE NEWCASTLE mine, coal is sorted in the 1870s. Coal was first discovered in King County in 1853 on Black River, followed by discoveries on Coal Creek and at Newcastle and Black Diamond. The first find in Washington was in 1833 on the Cowlitz River.

—(U. W. Library Photo.)

Dec. 17, 1863:

Discovery Of Coal Causes County Stir

FOR several weeks past our community has been considerably agitated about the coal discoveries in the eastern portion of this county.

The excitement at times has reached such a pitch as to recall to the minds of old Californians the "gold fevers" of that auriferous country, and the subject in the mouth of excited citizens and strangers is almost as prolific of gas as the coal itself is said to be.

WE HAVE refrained from much speaking on the subject until the facts were sufficiently developed to enable us to speak of the matter advisedly and with certainty.

Within a week or two past the coal region has been visited by numerous citizens and strangers, all of whom have returned with the most encouraging reports of the richness and extent of the mines.

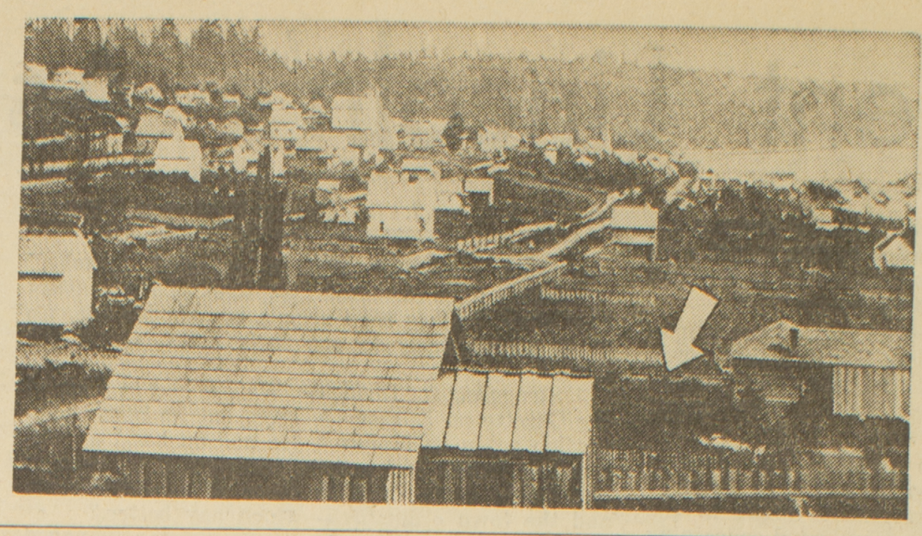
Mr. H. Butler of this town last evening returned from the Squak country from a prospecting tour in company with Mr. Craig, Aiken and Bigley — gentlemen from San Francisco who, we are informed, represent a large capital seeking investment.

THESE gentlemen fully confirm previous reports upon the subject.

Coal Track

IN PHOTOGRAPH at the right, arrow points to the Seattle Coal and Iron Co. railroad tracks over which coal from Newcastle was carried from Lake Union to bunkers on the Seattle waterfront at the foot of Pike Street. This view of the city in 1871 is south from approximately 2nd Avenue and Pine Street. Beacon Hill shows in background.

—(Seattle Historical Society Photo.)



Jan. 9, 1864:

Robber Enters S. B. Hinds Store

The store of Mr. S. B. Hinds, in this place, was broken open last night and a quantity of clothing, boots, etc., stolen. The house was entered at the front door, the thief having broken out a large pane of glass. The amount and value of the stolen goods are not known. The sheriff is in pursuit of the suspected robber.

CAN YOU NAME THAT WONDERFUL YEAR?

(IN WHICH WARSHAL'S OPENED IN SEATTLE)



JACK DEMPSEY

is Heavyweight Champ, he won the title from Jess Willard just 3 years before Warshal's came to Seattle. Last year he won his famous fight with Georges Carpentier. The year is . . . ?



BABE RUTH

has a few years to go yet before he establishes the all-time home run record. Ruth hit "only" 35 home runs the year Warshal's came to Seattle. The year is . . . ?



BILL TILDEN

has been U.S. Men's Singles Champ for two years already and will capture that title for three more years before Rene Lacoste succeeds him. The year is . . . ?



GENE SARAZEN

won the U.S. Open and the PGA this year, both for the first time. He beat the great Bobby Jones by just one stroke to capture the U.S. Open. The year is . . . ?

JUST NAME THE YEAR AND PICK YOUR PRIZE!

Just to make this little contest interesting to you sports fans, we have set aside some items from which we invite you to pick your prize. Come into our store at 1st and Madison and tell any clerk what year Warshal's came to Seattle. If you are right, you pick your prize from the items shown to the right.

- Folding Cup
- Nelson Salmon Plug
- Black & White Film 620, 127, 120, 1 Roll
- Pack of Golf Tees
- Rubber Baseball

WARSHAL'S SPORTING GOODS

1st & Madison
MA. 4-7300

65th & Roosevelt
LA. 5-6060



Birthdays are a time for toasting so it's only natural that the 6,500 of us in the brewing industry celebrate by saluting the 750 members of the Post-Intelligencer. After all, we've been friends for a hundred years or ever since bewhiskered Ezra Meeker (looking down from above) made local farm news by harvesting the first crop of hops in the fertile Puyallup Valley. Today, Washington leads all states in the production of hops and is recognized as one of the brewing capitals of the world. Happy 100th Birthday to the P-I.

TOAST!

THE WASHINGTON BREWERS INSTITUTE: BLITZ-WEINHARD • CARLING • LUCKY LAGER • OLYMPIA • RAINIER

President Lincoln's Assassination Stuns City

(Continued from Page 2.)

"All now adjourned to the beautiful grounds adjoining the University and, after having beheld with admiration and delight the beauties of a Western sunset, sought their respective homes."

On June 4, 1864, Watson announced the temporary suspension of publication. Seattle's first newspaper had lasted exactly six months; its publisher needed time to raise money for more equipment with which to enlarge its size.

A half year of effort in behalf of **"the advancement of the interests of Seattle and King County"** had witnessed **"more improvements made in the town, and more information promulgated concerning the resources of the surrounding country"** than in the previous six years.

"What part of this result has been owing to the existence of a newspaper in our midst, we leave others to say," Watson added, "claiming only the right to enjoy our own opinion about it."

On August 6, Watson resumed publication, changing the name to Seattle Weekly Gazette and announcing that "extras" would be issued occasionally to subscribers who would pay 50 cents additional to the $4 annual fee. Southern sympathizers, however, were still against the truculent Unionist.

"We put the papers in the Post Office as usual," he noted the next week, "but several Copperhead individuals were so fearful of their being committed to the support of a Union newspaper in their own town for another six months that they refused to take them out."

Describing his enemies as **"small potatoes and few in a hill,"** the Gazette editor by the end of August had lost 15 subscriptions **"and 33 new Union patrons have supplied their place."** Times were growing hard, however, and three weeks later the Gazette carried a notice urging its friends to pay up their subscriptions.

"Our enemies," the notice concluded, "are requested to go to the devil, and save their father a long journey after his children."

Another long journey on October 25, 1864, when the Western Union Telegraph Co. completed its line to Seattle, putting the city in **"electric communication"** with the outside world for the first time. The first public communication, for which Watson solicited contributions of 25 cents per individual, arrived at 4 o'clock the next afternoon.

The Gazette editor hurriedly issued Seattle's first "extra," a one-column galley proof containing 46 lines of Civil War news under the heading, **"Citizens Dispatch—Latest War News—First Dispatch to Seattle."**

"The Dispatch was ordered and paid for by the citizens," Watson advertised later, urging his subscribers to support a miniature "extra" entitled "People's Telegram."

Three columns wide, the People's Telegram was designed primarily for other Puget Sound points which as yet had no telegraph.

"Some persons to whom telegraphs are new may think the price of the little sheet exorbitant," Watson admitted as he advertised subscriptions at one dollar a month—in advance. "Every mill and town on Puget Sound could take from 25 to 50 copies and never feel the expense."

But the subscribers were not impressed. Four issues later, Watson folded the Telegram, saying it cost $10 to $15 a column for the service.

"It so strained the liberality of some people to contribute two-bits," Watson reported bitterly, "that they have exhibited symptoms of rheumatism ever since. Rather than cripple anyone for life, we must permit folks to get their news 'round the Horn."

Struggling for financing, Watson had to suspend the Gazette on January 3, 1865, but he began publication again on March 4. He had on hand a "volume" of letters and articles contributed by readers but **"must defer them in favor of advertisements and the town ordinances—which pay better."**

Nevertheless, The Gazette proprietor managed to pay for telegraph news, publishing the fall of Richmond, the surrender of Robert E. Lee, and other Civil War developments, as well as covering the Seattle scene in his local columns.

THE ASSASSINATION OF President Lincoln on April 15 stunned Seattle as it did the nation. The Seattle pioneers, supporting A. A. Denny for election as delegate to Congress, assembled at University Hall for an evening of political speeches, but the somber news changed the meeting to a sad memorial session with prayers led by the Rev. Daniel Bagley and a eulogy by Denny.

The Gazette appeared, every column black-bordered in turned rules, and Watson devoted much of his space to a Lincoln tribute which even a century later speaks eloquently not only of the martyred President but also of the pioneer Seattle editor:

"All that we know is," Watson wrote, "the greatest of our statesmen, and the truest of our patriots, has left this earth forever, and that the English language is insufficient adequately to express the sorrow which fills millions of freeborn hearts . . ."

With that, the Gazette plunged into full support of Denny and the Union Party. In June, when Washington Territory sent Denny to Congress, the Gazette exulted:

"This event is about as important to the Territory as the fall of Richmond and Lee to the nation."

On August 19, however, Watson announced the sale of The Gazette to a group of practical printers of whom an Olympia man, Robert Head, was the leader.

"That The Gazette still lives and has been triumphant in everything for which it was so bitterly opposed by so few," Watson said in farewell, "is our pride and their shame."

The new owners lasted only until February 16, 1866, when they sold out to Ike M. Hall, a pioneer Seattle attorney and bill collector, who changed the newspaper's name to Puget Sound Semi-Weekly and attempted to bring it out twice a week.

Hall published the Semi-Weekly for only five issues, changing it back to a weekly after April 19, but the next week he issued the Territory's first daily newspaper, The Puget Sound Daily.

As a daily and weekly proprietor, Hall was struggling against the economic tide. With little time and less money, he found the going hard. The daily was suspended after 81 editions on August 11.

"Times are hard, as everybody knows," Hall wrote, "and as a consequence, the Daily does not receive the support it otherwise would."

Shortly, Hall sold the weekly to George Reynolds, but on March 18, 1867, Hall had to take the paper back. He changed the name, again, to Puget Sound Gazette, but the paper did not flourish; Hall was elected county auditor, abandoned the newspaper business, and left the printing plant and equipment to the Rev. Daniel Bagley and his son, Clarence.

SEATTLE WAS WITHOUT a newspaper of any kind until August 5, 1867, when Samuel L. Maxwell, an industrious printer from San Francisco, came to Seattle and talked the Bagleys into accepting his note for $300 for the old press, printing equipment and good will of The Gazette. Looking over the limited supply of type, Maxwell found few letters large enough for a new name to be played on Page One. Thus was the "Intelligencer" named.

Maxwell hurriedly dusted off the forms, inserted standing advertisements which had been gathering dust for months, and in his first issue apologized to the advertisers for not having had time to consult them about it. He promised to supply The Weekly Intelligencer to Gazette readers whose suscriptions had been suspended.

"We lay before the public the first number of the Weekly Intelligencer," he wrote, "fully confident that there are enough willing hearts and able hands on the shores of this inland sea to second our efforts in making it a success."

All parties wishing to subscribe, he warned, should call at the Intelligencer office early, **"as we don't intend to issue a larger number of papers than our subscribers demand."**

Maxwell's timing could not have been better. The Civil War, which had slowed the growth of the frontier, was a thing of the past. As the first Intelligencer went to press, a surveying party set out to explore Snoqualamie Pass for the budding Northern Pacific Railway, and the seeds of a Seattle land boom were sown.

Interest in King County coal mines began to grow, and Maxwell could boast that The Intelligencer **"is the only printing office north of San Francisco, in any state or territory west of the Rocky Mountains, that uses coal for fuel."**

For a city of only some 400 people, The Intelligencer provided lively reading. Maxwell wrote of Chen Cheong, a Chinese who pirated a bride whose fare from the "Celestial Kingdom," had been paid by another Chinese, and of the settlement whereby Chen Cheong paid $110 **"for a release in full of all claims and incumbrances"** by his rival.

News was clipped weekly from Victoria, San Francisco and Eastern newspapers, supplemented by articles from Washington newspapers and by telegraphic reports.

ON PAGE 3, MAXWELL regularly chronicled the shooting scrapes, mill accidents, politics and ship departures, the important visitors, even the condition (disgraceful) of the wooden sidewalks along Front Street. Of James Murphy, a sailor killed in Pinnell's Saloon, Murphy could write charitably:

"He was an obliging, kind-hearted man and when sober was generally esteemed; but, he was addicted to intemperance, and while laboring under its effects was a — well, no matter, let him rest!"

Maxwell kept his eye on everything, noting the two Indians arrested for passing a due bill forged with Henry Yesler's name and the brief visit of William H. Seward in July of 1869. Seward, speak-

(Continued on Page 11.)

IN THE WIDE WORLD, 1863-1872

THE bitter War Between the States continued, and President Abraham Lincoln (who had turned down an appointment as first Governor of Oregon Territory) issued the great Emancipation Proclamation ... The high-wheeled bicyle gave way to the pedal-and-crank type ... Mendelian theory of neredity was established ... Sympathizers with the Irish Rebellion invaded Canada ... Alaska was purchased from Russia by the United States, and the Suez Canal was opened ... England was at war with Abyssinia, and Gen. Ulysses S. Grant became President of the United States ... The Franco-Prussian War broke out, and in the New World the Pacific Railway was completed ... William I was proclaimed Emperor of Germany, and in Brazil the slaves were freed ... Chicago suffered its Great Fire ... There was a revolution in Spain ... And Great Britain passed the Ballot Act.

—NARD JONES

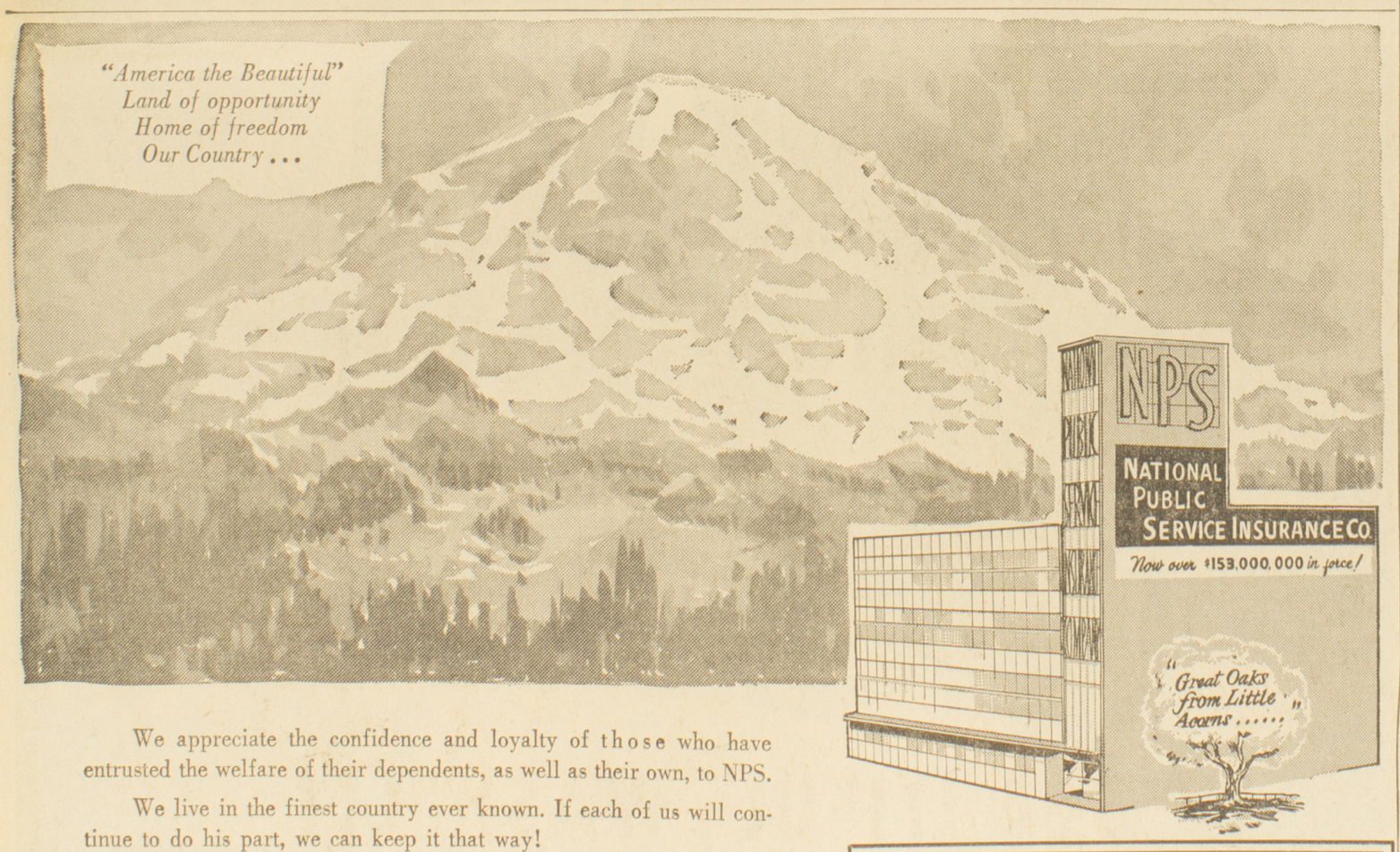
Nov. 9, 1868:

Store Engages Best Tailors

Mr. John W lch, of the Seattle Clothing Store, informs us that he has secured the services of two of the best tailors o the coast.

One of them, Mr. Michael Sheil, is an old resident of this town, and is generally considered to have no superior as a "cutter."

The other, Mr. James T. Kenworthy, has also an excellent reputation in his branch of the business. Mr. Welch has just opened his extensive stock of goods, which arrived last week.

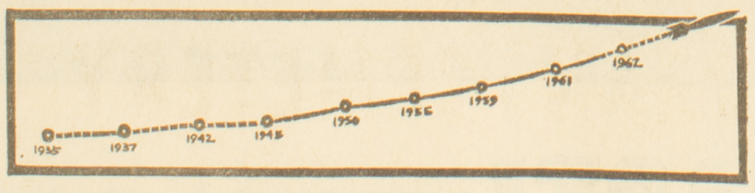


We appreciate the confidence and loyalty of those who have entrusted the welfare of their dependents, as well as their own, to NPS.

We live in the finest country ever known. If each of us will continue to do his part, we can keep it that way!

FINANCIAL STATEMENT
(December 31, 1962)

Assets	$28,893,748	Total Surplus to Policyholders	$2,348,874
Paid-Up Capital	$393,064		
Surplus	$1,955,809	Face Amount in Force,	$150,856,203

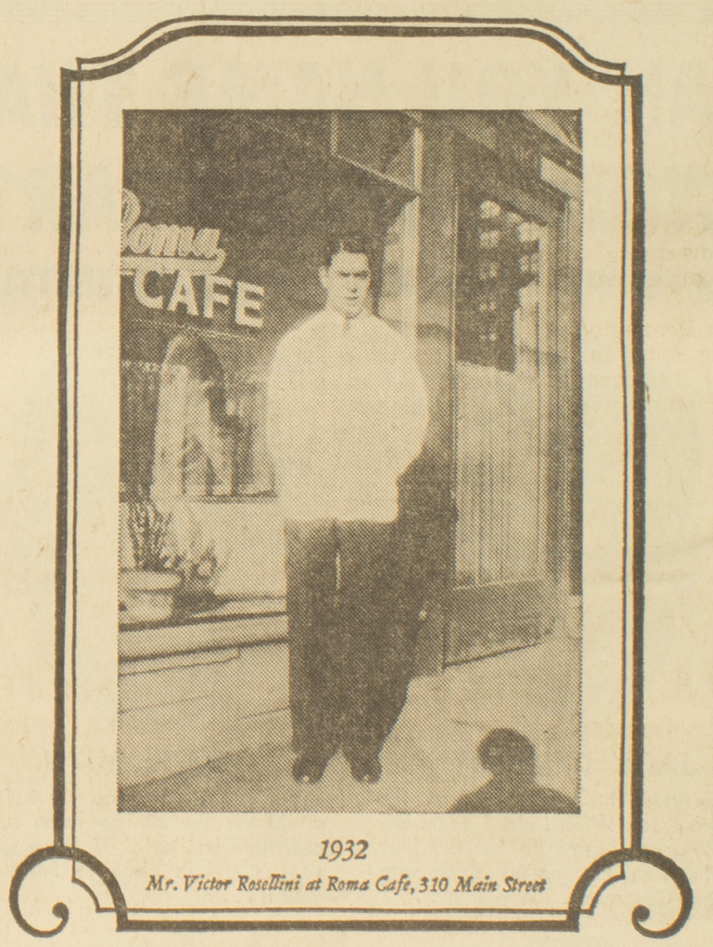


National PUBLIC SERVICE INSURANCE CO.
2124-4th Ave.

America has been good to NPS, for which we are deeply grateful.

OFFICERS AND DIRECTORS

CHAS. H. LEBER, *President and Director*
D. J. CHRISTENSON, *Executive Vice President and Director*
M. G. BROOKSHIRE, *Secretary and Director*
C. W. HURLBUT, *Treasurer and Director*
A. H. HORGEN, *Assistant Secretary and Director*
I. G. RICHARDS, *Assistant Treasurer and Director*
H. A. THORSVIG, *Vice President and Director*
GEORGE W. MARTIN, *General Counsel and Director*
F. H. FISHER, *Vice President and Director*
G. P. OSTERDAY, *Vice President and Director*
ROY M. CHRISTIANSEN, *Vice President and Director*
F. M. BURG, M.D., *Medical Director*
W. R. EASTON, *Advisory Board*
D. D. HYER, *General Division Manager and Advisory Board*
C. H. LEBER JR., *Supervisor and Advisory Board*
H. C. THORSVIG, *Supervisor and Advisory Board*
E. N. BELLINGER, *Supervisor and Advisory Board*
F. MILLAN PECK, *Supervisor and Advisory Board*



1932
Mr. Victor Rosellini at Roma Cafe, 310 Main Street

My Commencement

Actually, it all started in San Francisco in 1928. My mother and I re-opened the place on 17th & Market Street called the Tunnel Restaurant. (We didn't change the name because we couldn't afford to change the sign.) Then, in 1932, Momma and I returned to Seattle and with Poppa Fritz opened the Roma Cafe. In those days, my high school pals, including Morrie Alhadeff, Al Franco and Jack Calderon, used to hang around the back door.

In 1936 I graduated back to the big time at Bimbo's 365 Club in San Francisco. This was partly due to the fact that Bimbo is my brother-in-law, but also because William Randolph Hearst got his start in San Francisco! While I was at Bimbo's, I met a fellow named John Poggetti who was working at Amelio's Restaurant. He also became my brother-in-law about this time. So, in 1949, when I decided that an old Garfield High School boy should exchange a white coat in San Francisco for a black one in Seattle, I brought him along. Come and see us. After all, it's been 35 years!

Victor Rosellini

Rosellini's FOUR-10
410 UNIVERSITY STREET

Victor's 610 PINE
610 PINE STREET

Subscriptions For Paper Gained By Lottery

(Continued from Page 10.)

ing from the deck of the steamer Wilson G. Hunt, prophesied that in 10 years Seattle would make "50 years' growth" and rival in population and wealth many of the older states.

IN JANUARY OF 1870 the city was outraged by a sex criminal who molested a young girl. Captured by a vigilante mob, he was whipped out of town. At Steilacoom, two men accused of murder were killed by another vigilante group. The Intelligencer reported the developments, in detail, and carried a subscriber's letter warning lawless men to leave the city.

"But will not these acts of violence tend to damage the reputation of the Territory abroad, and cause many a man to say, now seeking a home, this is not the place for me?" the temperate Maxwell asked in an editorial. "Let our citizens endeavor in the future to assist in the proper enforcement of the laws, and such acts of violence, which tend to make this land a by-word and a reproach, will prevail no more."

Although Western Union reduced its rates by almost 50 per cent to encourage new business—to 75 cents for 10 words to Victoria and Portland, for instance—service still was not dependable and The Intelligencer often had to explain. A late January storm caused 20 line breakages north of Seattle and 12 to the south in a distance of 40 miles.

"Is it any wonder," the readers were asked, "that we have received no dispatches?"

The readers may have wondered, but they were probably more interested in Dexter Horton's new five-ton safe, set up in his fine brick building where he opened Seattle's first bank. Or in the loose horses wandering about the city's muddy streets; Maxwell asked the "city fathers" to do something about the nuisance.

HE REPORTED THE ORGANIZATION of the Seattle Jockey Club on May 30, 1870, described men and "work cattle" removing numerous huge stumps from Third Ave., and the completion of Yesler's Pavilion, to be used on Sundays, as soon as paint and plaster dried, by Plymouth Congregational Church.

Population was climbing steadily and Maxwell by June of 1870 guessed it was 1,600 or 1,800. With **"saloons enough for every corner, with vessels constantly arriving and departing, breaches of the peace are of rare occurence. No arrests have been made in weeks."**

By Christmas, Seattle was prosperous. The various "Sabbath schools" decorated Christmas trees for the children; at the Pavilion, numerous presents hung in the evergreen boughs—including "a deed of gift of Mr. and Mrs. A. A. Denny of a lot to Plymouth Congregational Church. The lot is a valuable one, and very eligibly situated."

Visions of real estate danced in the heads of almost every Seattle resident as public agitation mounted to have the Northern Pacific terminus located in Seattle—or Tacoma or Olympia.

PROMOTERS BOOMED LAND IN The Intelligencer advertising columns. Maxwell himself purchased Seattle lots, and subdivisions blossomed on paper.

Philo Remington of the munitions company toured the Sound in July 1871, and for weeks afterward The Intelligencer listed his purchases of Seattle real estate. He paid $4,000 to Arthur Denny for 36 lots, $400 to Maxwell for a single lot. The publisher prudently reinvested $25 of his gains in another lot on Lake Union.

Prospering, and with advertisers competing for his space, Maxwell increased the size of The Intelligencer on August 7, 1871, starting the fifth volume of the weekly.

"We claim for Seattle the credit of having published in it the largest newspaper, both in respect to size and amount of matter, which is anywhere issued in the Territory," he trumpeted. "The increased support which this journal has received during this past year has necessitated this enlargement."

There never was a better country "for profitable employment and individual enterprise," the Intelligencer claimed a few weeks later, saying that every man willing to work could earn $2 a day grubbing and clearing for the Northern Pacific. In September, the paper noted proudly that a Portland newspaper had said:

"Whoever would not buy real estate in Seattle should put in his pocket neither purse nor scrip, but cash, and plenty of it."

In four weeks, Maxwell gained 174 subscriptions by offering a lottery with a sewing machine and a shotgun as the prizes. He had received them in payment of advertising.

MEANWHILE, SEATTLE HAD acquired another newspaper with the establishment of The Alaska Times and Seattle Dispatch by Thomas G. Murphy on October 30, 1870. Murphy offered no competitive problem to The Intelligencer but later a fire-breathing editor named Beriah Brown succeeded to Murphy's property and issued the first number of The Puget Sound Dispatch.

Brown, a newspaper veteran whose career spanned the continent and 40 years, was a master of invective and agitation, and he made The Intelligencer his prime target. Maxwell, ordinarily sedate and easy-going, finally devoted most of one week's local items to an attack on Brown:

"Like the reptile warmed into life," Maxwell addressed his opponent, "you fling your venom around. One week the slime is showered on men who would scorn to recognize you as belonging to their race; on another, the old settlers are villified and blackguarded in a style that none but you are capable of doing."

The first of Seattle's newspaper wars was under way, but Maxwell lacked little enthusiasm for the fray, letting Brown carry most of the wordy battle. Instead, The Intelligencer was more concerned with such dangers as the legislature's effort in October, 1871, to limit interest rates to 10 per cent per annum.

A limit on interest, the paper editorialized, would be "detrimental" to the citizens of the territory.

"The payment of money for the use of money has got to be recognized as a legitimate transaction," The Intelligencer insisted.

Though business slowed somewhat in 1871 on most of Puget Sound, due to a depressed lumber market and the indecision about the N.P. terminus, The Intelligencer boasted that Seattle enjoyed a "commerce and business equal to a city treble its size." It was the center of trade for farmers, loggers and milling ports around the Sound and had tripled its size in four years.

Growth continued in 1872. L. Reinig advertised the city's first commercial supply of ice cream; taxable property in King County, real and personal, amounted to almost $1.5 million — an increase of nearly a half million in one year.

PUGET SOUND'S FIRST RAILROAD—and the first narrow-gauge road in the territory — started hauling coal cars from the Seattle waterfront to Lake Union on a complicated steamer and rail route which brought coal from the mines at Newcastle, beyond Lake Washington.

By the end of 1872, The Intelligencer could boast that Seattle had "at least 2,000 inhabitants." Maxwell printed a "complete directory" of the city's businesses and institutions, with the firms which advertised in The Intelligencer listed in capital letters.

The city, he noted, contained about 8,000 acres within its limits. Only a small part of this was cleared of giant firs, but in the clearings on the hillside most of the pioneers had built homes. **"A flat of a few acres at the water's edge is the business quarter."**

With satisfaction, Maxwell counted exactly 515 buildings within the cleared area; five years ago, there had been only 75. The "commercial emporium of Puget Sound" claimed not only two brick buildings, but many of two-story wooden frame construction.

MAXWELL BOASTED THAT "a more quiet and orderly town" could not be found in the New England states. He pointed to its assets: temperance societies, five churches.

"And, finally, The Intelligencer, which has grown up with the town and whose files will exhibit a faithful chronicle of past local events, and a continued zeal and labor in behalf of Seattle, which have had no small share in contributing to her present enlarged prosperity."

Thus, modestly, Seattle's first newspaper ended her first decade.

Nov. 9, 1868:

Ship Arrives From Portland

The steamer Geo. S. Wright arrived here on Saturday morning from Portland, via Victoria and Port Townsend. She brought five passengers and considerable freight. She left in the afternoon for Olympia.

In this connection, we would endeavor to impress upon our merchants the importance of extending to the steamer a liberal share of support, for it will eventually redound to their advantage.

SHE WOULD, doubtless, make regular trips if she received proper encouragement, and by so doing show to the outer world that the mercantile community of this section are alive to their own interests.

The traveling public should also patronize her, for Capt. Langdon and his officers have the reputation of making their passengers as comfortable as possible. Do patronize the Wright!

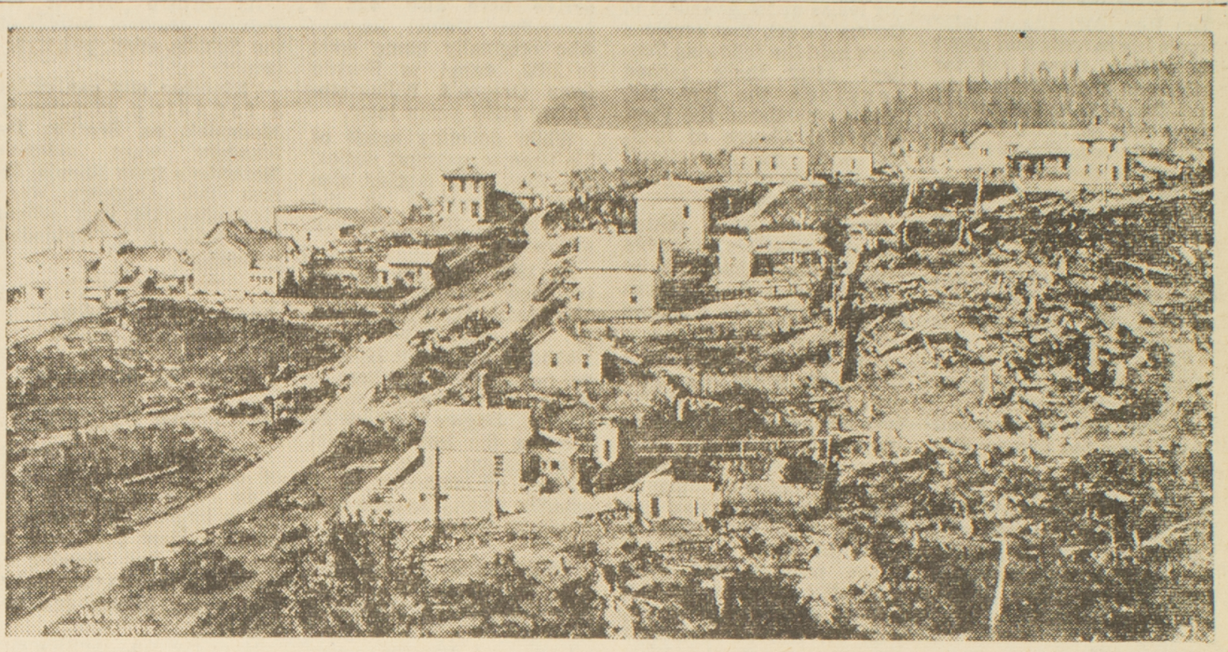
Sept. 28, 1868:

Newly Bought Steamer On Way

The steamer Columbia, lately purchased by Renton & Co. of Port Blakely, left San Francisco on the 19th. She is to call into Coos Bay, for a cargo of coal, on her passage, and therefore may not be expected to reach Port Blakely before the middle of this week. She is to be commanded by Capt. Gove, late of the bark Oak Hill.

Mercer Girls

The first group of Mercer Grils was greeted on May 16, 1864, by Seattle bachelors.

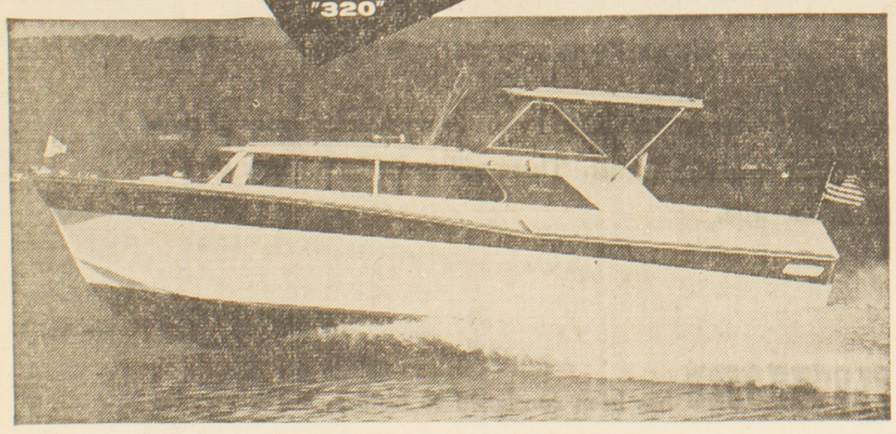


—(U. W. Library Photo.)

Development By Pioneer Seattleite

HERE IS BELLTOWN, just north of present-day downtown Seattle, which was platted in the early 1860s by W. N. Bell on his original claim of 320 acres. Bell was a member of the party that landed at Alki Point in 1851 and later crossed the bay and founded Seattle. A son of his was the second white boy born here.

THE WINNER! Fairliner "320" —AND STILL CHAMP!!



TODAY, see why FAIRLINER leads the Fleet again in '63. Puget Sound's No. 1 seller in '62 is newly designed to Full-Fun-Sized 27', 30', 32' and the new 40' Empress. The fully equipped FAIRLINER 27' is ready to turn the key and cruise at $8,697.

ONLY FAIRLINER gives you such . . .

. . . **STYLE**— the most copied look on the water is even Sleeker, with FAIRLINER'S new "Full Flared" hulls, fiberglass sheathed for Carefree Maintenance.

. . . **SPACE**— all '63 FAIRLINERS are longer and wider for more living-room and more fun-room. Larger galleys make living and entertaining aboard even more convenient.

. . . **STRENGTH**— the famed DEEP-V FAIRLINER bottom with its double strength Reverse Lap planking is bronze fastened to the most rugged interlocked Girder Framing.

. . . **SPEED**— smooth new V-8 engines, all hydraulic shifts and premium components, from single 215 HP to twin 560 HP give comfortable, honest cruising speeds of 22 to 34 MPH.

PUT A FAIRLINER IN YOUR FUTURE TODAY—AND HEAD FOR FUN TOMORROW

PUGET SOUND MARINA, INC.

2144 Westlake Ave. North . . . on Lake Union

The leading Interment Properties in the Pacific Northwest

. . . serving Greater Seattle over 70 years!

BEAUTIFUL WASHELLI

EVERGREEN MEMORIAL PARK

PACIFIC LUTHERAN CEMETERY

Aurora Avenue North

4 Pioneers Methodist Leaders

TAKE THE names of David Denny, David and Catherine Blaine and Daniel Bagley, and you have the names of some of Seattle's leading pioneers. Take the same names and you also have the leading early Methodists in Seattle.

Young Denny — who at the age of 19 was one of the first three white men to land in Seattle—was one of the founders of the first Methodist Church here.

Pastor of that first church was the Rev. David Blaine who, with his bride Catherine, arrived here in the fall of 1853.

THE BLAINES landed at Alki Point on a late November Saturday and the next day, Sunday November 27, he conducted the first religious services here. The Rev. Mr. Blaine later wrote his parents that about 30 settlers turned out for afternoon and evening services that day. At the close of those first services, the letter continued, Charles Terry, one of the settlers:

"Of his own accord took his hat and passed it around among the auditors. He turned the contents out on a table and I scraped them into my pocket. When we counted the collection it amounted to $12.50."

Terry, when later asked about the collection, is reported to have said:

"I don't know much about Methodism, but I know that much."

That first offering stood as a record in Blaine's ministry for some time to come. During the next 12 months he was to receive only $150 from his so-called Puget Sound "auditors."

THE DAY following those first services, the Blaines paddled the five miles to central Seattle in an Indian canoe.

It was there, in a boarding house at 1st Avenue and Cherry Street, that services were held the following Sunday. After those second services, the Rev. Mr. Blaine established the First Methodist Church of Seattle with an "overflow" membership of four—one of which was his wife.

The congregation rented the only quarters available—a one-room shack, 13 by 14 feet, with so many cracks in the walls that windows were not necessary.

The Rev. Mr. Blaine was firm in the belief that whatever bore the name of The Methodist Church should be representative of the best. Thus, despite the fact there were no painted buildings in Seattle, he painted his church and parsonage a beautiful white.

The present-day First Methodist Church at 5th Avenue and Marion Street, with the largest Methodist congregation on the West Coast, is a direct descendant of David Blaine and his congregation of four.

THE NEXT clergyman to arrive here also was a Methodist. Daniel Bagley, who originally came west in 1852, came to Seattle from Oregon's Willamette Valley eight years later.

While devoting much of his time to pastoral duties, the Rev. Mr. Bagley also was instrumental in the founding of the University of Washington.

In 1863, Seattle gained two new voices. One was The Seattle Post-Intelligencer; the second, Nehemiah Doane, a Methodist Episcopal pastor appointed here to serve the Dennys' white Church. Bagley then led in forming the town's second congregation, the Brown Church of Methodist Protestants, at 2nd Avenue and Madison Street.

THIS CHURCH was the forerunner of the present-day Capitol Hill Methodist Church.

Thus did Seattle grow. And with it, the Methodist Church. Today — as 100 years ago—the church is one of the leading denominations in Seattle.

As Bishop Everett W. Palmer, resident bishop of the Seattle area, put it recently:

"No other city can claim a founding so uniquely Methodist as Seattle. Its founders were staunch Methodists from Illinois. Its first two churches were Methodist. Its first school was held in a Methodist parsonage."



SEATTLE'S WOODEN BUILDINGS AND WOODED HILLS
Looking North On Front Street (Now 1st Avenue) From Cherry Street In 1860s
—(Seattle Historical Society Photo.)

March 22, 1869:

Lots Available At Low Prices

We learn that a number of our land owners have it in contemplation to lay out in lots various pieces of land in close proximity to the town, and dispose of them at prices so reasonable that every person can obtain one.

Hurry up, gentlemen; there is no double you can dispose of them, for it has been a matter of complaint that lots could not be had here at a reasonable price.

Sept. 2, 1867:

Large Grain Harvest Due

Mr. C. H. Hanford informs us that the farmers are now busily engaged in the grain harvest, and if the present weather continues a very large crop will be gathered.

Although the hay crop has not turned out very favorably the present year, the grain, especially oats and spring wheat, bids fair to realize the farmers' best wishes.

The rain in the month of July, which proved so detrimental to hay making, made the growing grain head out and bear plenteously. The hay crop promises also to be very large.

School Opened

Seattle's first public school, the Central School, was built in 1870 at a cost of $3,500.

Dec. 17, 1863:

Seattle To Be A Brick Town

There is an abundance of the best material, with other facilities of more than ordinary convenience, in the vicinity of Seattle for the manufacture of brick. Who'll take?

Already there is a demand for brick in this market, and by the time yards are opened and the manufacturing commenced, there will be a ready sale for all that can be made. Seattle is to be a brick town.

May 13, 1867:

Political Gathering

A grand political gathering at Olympia took place on Saturday last. The steamer Resolute of Port Madison, the Cyrus Walker of Port Gamble and the Colfax of Seabeck carried passengers free of charge.

Nov. 9, 1868:

Word Told Of Murder

From one of the passengers of the John L. Stephens we learn a telegram had been received in Portland stating that Captain Mitchell, who was so much amongst us last summer in command of the U.S.S. Saginaw, was murdered on the 21st inst. on Sutton Street, San Francisco, by a blow upon the ear with a slingshot.

The murderer was arrested, but the cause of the deed was not stated. Since leaving here, Capt. Mitchell had been promoted to the command of the Savannah.

By a telegraphic report we learn that the Coroner's jury returned a verdict that he came to his death by a blow which fractured his skull.

James Dollar On Nome Run

The SS James Dollar, formerly the SS J. S. Kimball, has been placed on the Nome run, and will leave Seattle June 9 at 2 p.m.

SULAK
MANUFACTURING COMPANY
whose skilled operators have the knowledge, skill and experience to quickly solve any of your mechanical problems with the finest machines that the market provides . . .
DOFF THEIR HATS TO THE
POST-INTELLIGENCER ON ITS 100th Birthday



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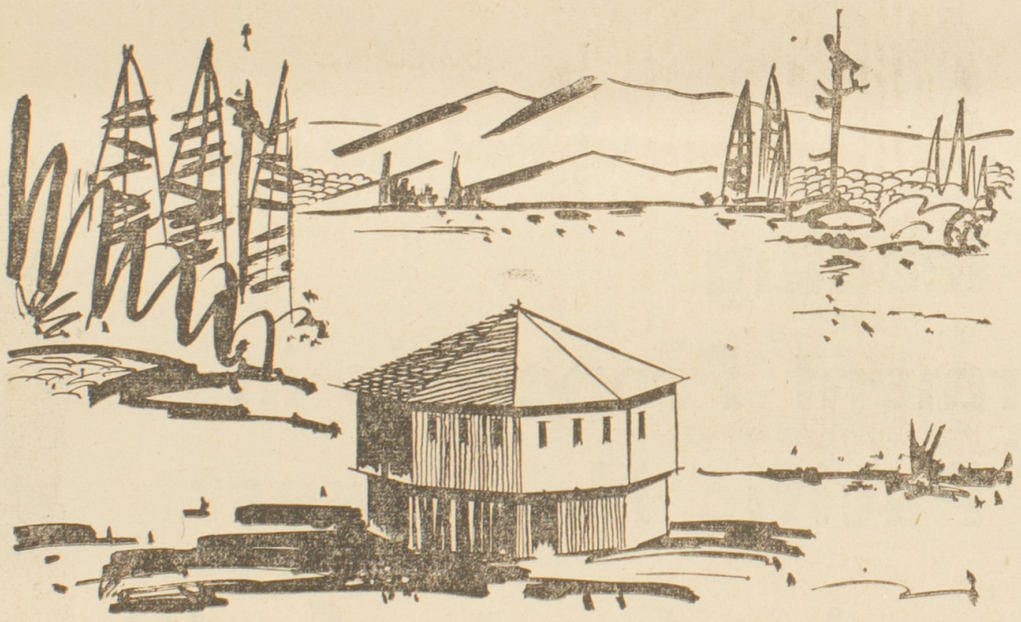
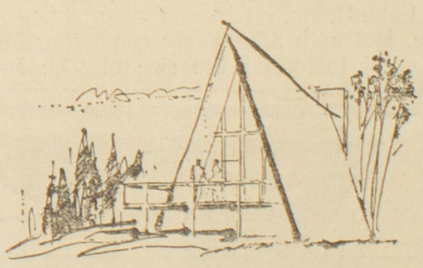


"INDIANS!" a dreaded word in Teekalet that frequently sent Pope & Talbot men running for the shelter of the little eight-sided blockhouse that stood just a few yards from the mill. The year was 1853 . . . the mill was a 45'x70' shed that housed equipment shipped around the Horn from Maine . . . the humble beginning of the Pope & Talbot operation at Port Gamble.

The demand for lumber soon exceeded the capacity of the Teekalet mill and a program of expansion and improvement was initiated. Today, the original site is in the heart of a four acre complex of docks and yard space—supported by a 75,000 acre tree farm that surrounds the area.

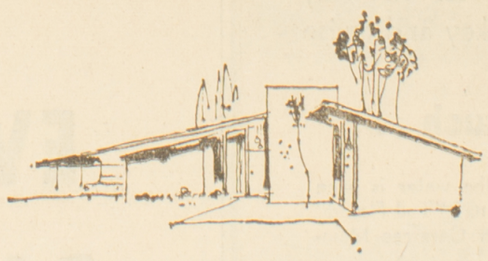
Pope & Talbot mills in Washington and Oregon continue to meet the fast-changing requirements of the building and construction industry. A recent development is a new distributing yard in Kenmore—equipped to supply material in any quantity and cut to size . . . for a house on your block or a blockhouse.

THE CALL OF THE WILD (and semi-wild) continues to hold a strong fascination for residents of the Pacific Northwest. With the passing of years, the development and sale of recreational property has become an increasingly important part of the Pope & Talbot operation. Today, P&T is uniquely qualified to satisfy your recreational requirements. We serve as exclusive agents for much of Western Washington's prime land . . . salt water frontage, lake frontage, mountain and river front acreage . . . a great variety of offerings from the San Juan Islands to the southern tip of beautiful Hood Canal.



Choice recreational property—as yet unspoiled by the heavy-handed caress of civilization—is rapidly disappearing from the market. There will never be a better time to heed your personal call of the wild.

THE TEEKALET BLOCKHOUSE has been consigned to history, but it remains a symbol of shelter to the men and women of Pope & Talbot. The planning and development of residential communities such as Broadmoor, Sheridan Heights and other prestige areas has become a major part of the Pope & Talbot service to the Puget Sound region. Today, whether you prefer the convenience of a planned community with the economy of pre-paid improvements —a handsome, mature home in an established area—or perhaps a choice lot where you may one day express your personal desires and tastes in the creation of a new home—Pope & Talbot can be of service to you in five convenient offices throughout Western Washington.



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over a century of service on Puget Sound

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Freeland, Washington

LAKE SERENE
(at Mukilteo cut-off)

EVERETT
South B&M Shopping Center

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18004 60th N.E.

GROWING IN 1963

Seattle's Sporting Past Encompassed Colorful Era

By John Owen

IT COMES AS SOMEWHAT of a shock to learn, upon resurrecting Seattle's sporting past, that Royal Brougham was NOT writing about Jack Hurley in 1863. Horses were running, for sizable purses, without Joe Gottstein; boats were racing on Puget Sound with nary a twisted quill shaft and foot-races were run under the auspices of neither the NCAA nor the AAU.

GRAND CENTENNIAL CELEBRATION

Excitement? This advertisement, for Seattle's Independence Day Celebration in 1876 speaks for itself:

Reading the Declaration of Independence
Music by the German Band
Oration

A Strawberry lunch provided by the ladies of La Conner. Boat racing, canoe racing, and horse racing, and other amusements in the afternoon.

THERE WAS horse racing on the Lummi reservation, a foot - race "for a small purse of coin" in Snohomish and a regatta in Elliott Bay, marred by "rumors that the boat to which the public expectation was chiefly directed was found to have been clandestinely handicapped in a peculiar fashion which prevented her from winning the race."

And a few hundred miles East of Seattle a sort of archery tournament had been in progress. This is how it was first reported here on June 9, 1876:

OMAHA, June 8. — Dispatches received from the department headquarters this forenoon dated Fort Laramie June 7th, says an Indian courier from Red Cloud brings the report that just before he left an Indian arrived from South Tongue River and found there twelve hundred and seventy - three lodges under Sitting Bull, Crazy Horse and others, who were on their way to Powder River to fight. Gen. Crook on his return met same band that Egan saw on May 17th. They told him they met Custer's troops and had fought them all day, many being killed on both sides. No result reported."

The final score, which could be classified as the upset of the year, read; **Indians 10, Army 0. A shutout!**

A less - hazardous sport was "sweeping" Seattle.

"Ole Gunnison . . . has fitted up the basement of the Wisconsin House in fine style and has two splendid (bowling) alleys which are complete in all their appointments. In connection with this alley he has a first-class saloon."

Seattleites, shielded from civilization by the tall firs, didn't realize that baseball was the Russian national game and, by 1886, had embraced it as their own.

On July 4 of that year, despite a drizzling rain, "nearly one thousand persons went out to the race track to witness the international match game of baseball between the Amity nine of Victoria and the Seattle Reds. Mr. Woodwall, of the Fourteenth Infantry, was chosen umpire."

AFTER TWO innings Seattle led 8-0, but "at this juncture the Victorians refused to continue the game on account of the rain, although the Reds urged that five innings be played, so that bets might go."

However Mr. Woodwall, backed by the might of the Fourteenth Infantry, called it no contest.

In that same year, the steamers North Pacific and Edith raced from Tacoma to Seattle. Bill Muncey and Mira Slovak never put on a better one.

By 1890, Brougham still hadn't arrived on the journalistic scene but his predecessor, the late Portus Baxter, had. He was official scorer for Seattle's first professional baseball game, when the locals beat Spokane Falls 11-8 in a Pacific Northwestern League game at Madison Park.

IT WAS at about this time that collegiate sports burst — maybe crept is a better word — onto the horizon.

The University of Washington fielded its first track team in 1891 and established school records of 5 feet in the high jump, 10.5 seconds in the 100-yard dash, 17-7½ in the broad jump. And the team's top pole vaulter cleared the dizzy height of 8 feet, 7½ inches. It would be safe to report the UW athletes were not pampered. Quartermiler Tom Alderson delivered The P-I at 3 a.m., attended classes, delivered the Press-Times in the afternoon and then turned out for track.

And this report, on one of the first basketball games played in Seattle, emphasizes that though the game has changed, the complaints haven't. On Dec. 5, 1896, the YMCA defeated the Seattle Athletic Club 8-5 and this paper's reporter, who was obviously witnessing the sport for the first time, was somewhat disillusioned.

"Referee P. D. Hughes tossed the ball up in the air at the center of the hall and Captains McCulloch and Phillips jumped up into the air and struck at it. When two men jump and strike at the ball under such circumstances, each intends to knock the ball toward the other men's goal," the reporter explained.

"In this case, Phillips got in the first blow, or the hardest if it was a tie, and the ball went flying toward the south end of the hall. The YMCA players wanted to put the ball into a sort of basket at the south end of the hall, while the SAC men were correspondingly anxious to make a basket at the north end of the hall.

"There was a great scramble, immediately followed by a whistle, which indicated that some unlucky player had committed a misdeed, technically termed a foul. Under the new code of rules that is being followed fouls cut a big figure. If a player fouls the ball it gives his opponents a throw for goal. If the ball settles in the basket and forgets to jump out, then one point is put down."

And the author concluded his article on this note:

"Taking the game as a whole, it was a disappointment. There were too many fouls."

No, the complaints have changed very little. Neither have the nation's sporting fads. Fifty-mile hikes? Humbug!

JAN. 8, 1897.—"David S. Frazer of Aberdeen has reached Belleville, Ont., on foot en route to Boston. Frazer began his long walk on a wager of $3,000 that he would walk from Aberdeen to Boston, 5,200 miles, within a period of six months and fifteen days. He is several days ahead of schedule."

In 1904, this paper's Bellingham correspondent had something even more startling to report.

BELLINGHAM, Jan. 28—There is a new star in the sporting world. His name is Frank A. Gotch . . . It seems preposterous to the average man to be told that there exists a man twenty pounds lighter than Tom Jenkins, for six years the undefeated world's (wrestling) champion, who can make him quit like a dog, but that is just what Frank Gotch made him do last night."

A couple of years later, in 1907, a somewhat gentler sport captured the fancy of the Seattle fans. In fact, at least 20,000 spectators turned out to watch the crew race here between Stanford and a Washington eight coached for the first time by a somewhat unorthodox young man named Hiram Conibear.

"Amid the noise occasioned by the tooting of whistles, blowing of horns and other din-producing instruments . . . the eight-oared crew of the University of Washington crossed the finish line of the four-mile course on Lake Washington a winner by a good four lengths over the Leland Stanford University oarsmen yesterday," The Post-Intelligencer reported.

"Notwithstanding the confidence of the students in the ability of the crew, the ease with which they captured the big regatta . . . was a surprise to the majority of the local rah-rah crowd," the report continued. "Dan Murphy, the able coach of the Stanford crew, is a man with a reputation in training oarsmen that is national in its scpe. When it became known that Murphy was taking all bets, fear crept into the hearts of the local supporters."

Obviously, at that date, Seattle already had a gambling tolerance policy.

The greatest ball game ever played in Seattle? That's easy. It took place on August 6, 1909, when Seattle edged Portland 2-1 in 13 innings.

"One play stands out above all others just as Mount Rainier overshadows all other big masses of rock and ice in the Pacific Northwest — Mike Lynch's phenomenal catch that saved the game in the thirteenth inning. No words can adequately describe the rush of Mike across center field with defeat staring him in the face; his indomitable nerve in going headon into the fence and, most wonderful of all, how he got up the boards and with one hand pulled down the ball."

The P-I headline writers said it was "Seattle's greatest game" so don't argue, you probably weren't around.

A FEW YEARS later, Royal Brougham became sports editor of The Post-Intelligencer. And for over 50 years he has watched Seattle's sporting scene from a front-row seat.

He has covered four Husky Rose Bowl appearances and uncounted championship fights. In 1938 he watched a young rookie named Fred Hutchinson chalk up 24 victories and a .318 batting average for the Rainiers. Two years earlier he saw Hitler's Superman myth exploded by a human bomb named Jesse Owens at the 1936 Berlin Olympics. At this same event, Brougham rapped out a prize-winning story on Washington's Olympic crew victory—an article that never appeared in his own newspaper unbeknownst to him, the P-I halted publication the day before because of a strike.

BROUGHAM watched, and reported, the Steele-Hostak ring classics, the sight of the first hydro roostertail on Lake Washington, the Western championship basketball teams of Washington and Seattle U., the construction and operation of gridiron steamrollers piloted by such men as Gil Dobie, Jim Phelan and Jim Owens.

But there was probably no event more important, more exciting or more bazzarre than the 1919 Stanley Cup hockey match here between the Seattle Metropolitans and Les Canadiens of Montreal — an event Brougham covered with a typewriter and a mask, as protection against the smallpox and influenza epidemics sweeping Seattle.

THE METS shocked the hockey world by thoroughly whipping Montreal 7-0 in the opener of the best - of - five championship series. The teams split the next two games and suddenly Seattle was just one victory away from hockey's world championship.

The Mets, led by Cully Wilson, Frank Foyston and Jack Walker, and Les Canadiens, sparked by such greats as Newsy Lalonde and Bad Joe Hall, swept up and down the ice in that climactic fourth game displaying brilliant — and dead even — hockey. They were tied 0-0 after the first period, after the second and the third. A furious overtime period still failed to break the deadock.

AGAIN THE players were sent out onto the ice. Their movements were awkward, their reactions purely automatic. Referee Mickey Ion finally ruled that the game was over — a draw.

"When the referee's whistle brought the memorable game to a close, the rival players dropped to the ice in sheer exhaustion," Brougham's story reported. "Several members of the home club had been playing the final minutes on their nerve, and were carried from the ice at the conclusion of the bitterly contested match."

When they replayed the match, the Mets boomed to a 3-0 lead in the first two periods and Seattle fans were preparing for a noisy salute to this city's first world champions. But, led by the colorful and inspired Lalonde, the Canadiens scored three times in the third period to tie the score, then won 4-3 in overtime. The Stanley Cup was tied 2-2. The fifth, and deciding game of a memorable series loomed as one of ice hockey's classic matches.

But the game was never played.

Several Seattle players had been injured in the brutal battles. Five Montreal players were hospitalized here with influenza. A few days later Hall, one of Montreal's all - star defensemen, died of the disease and all plans to play the postponed fifth game were abandoned.

As a result, the hockey record book lists one of the sports most electrifying Stanley Cup series in this manner:

1919—No decision.

It was in The P-I

Sept. 30, 1872

RACES! RACES!

THE FALL MEETING OF THE Seattle Jockey Club will be held at the Seattle Course, commencing on

Wednesday, Oct. 23d, 1872,

and will continue three days, as follows:

FIRST DAY.

Jockey Club Purse, $800. Mile heats, best two in three, to rule.

SECOND DAY.

Proprietors Purse, $200; Free Handicap for all horses; Mile heats, best two in three.

Twenty per cent. entrance to above races added to purses.

THIRD DAY.

Sweepstakes, $50 each; Gate Money added by Proprietor; Mile heats, best three in five; Three to enter and two to start for the above purses.

FOURTH DAY.

Sweepstakes, $50 each; Gate Money added. Single dash of one-half mile, to rule. Free for all Washington Territory and Vancouver Island horses.

The above Races will be conducted according to the Rules and Regulations of the Richmond Jockey Club, Rules 10, 11, 13, 27 and 28, being stricken out.

ROBERT ABRAMS, President.
C. C. PERKINS, Secretary.
Seattle, W. T., August 19th, 1872.

From the publisher best known for Northwest historical-interest works—

For 1963, FIVE NEW SUPERIOR PICTURE-CLASSICS*



—and one so new we haven't a picture of it yet!

GHOST TOWN TRAILS by Lambert Florin. Third in Western Ghost Town series. All new—covers towns not previously included, in the Western states, plus B.C. and Black Hills of S. Dakota. More than 200 photos, location maps.

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ESKIMO ADVENTURE by Edw. L. Keithahn. Another little journey into the primitive with a young school teacher and his wife at Eskimo village of Shishmaref in the mid-1920s. Photos by author. Page size 6x9".

Newest Superior title, by author of "Curtis' Western Indians" —

INDIANS As the Westerners Saw Them, by Ralph W. Andrews. Actual experiences of settlers, traders, with Indians of the great plains, from personal records. More than 215 photos of famous chiefs, braves, squaws, camps as they really were!

Send in the coupon NOW to reserve your copies of these fine books at pre-publication price of $10.00 each—to save $2.50 over the published price of $12.50 each this fall. *(except "Eskimo Adventure," which is $5.95).*

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..... MONUMENTS IN CEDAR ..... OLD FORTS
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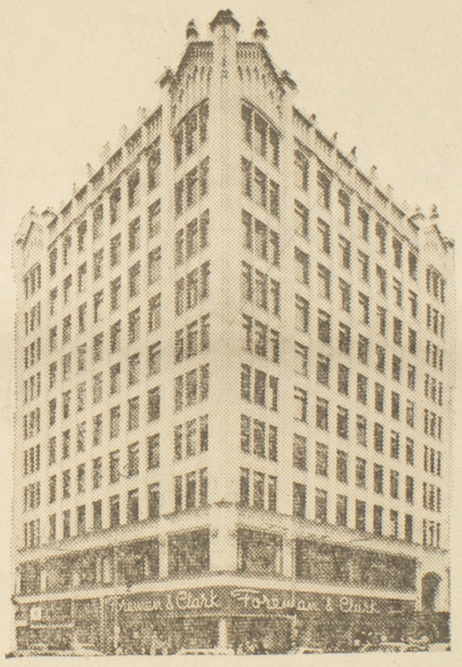

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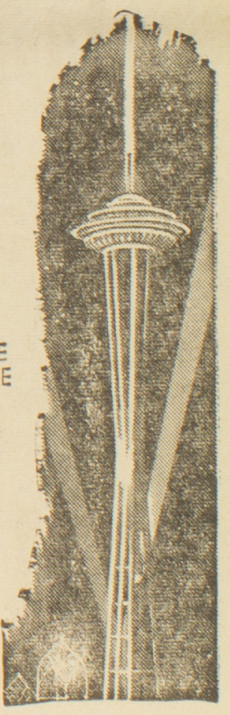

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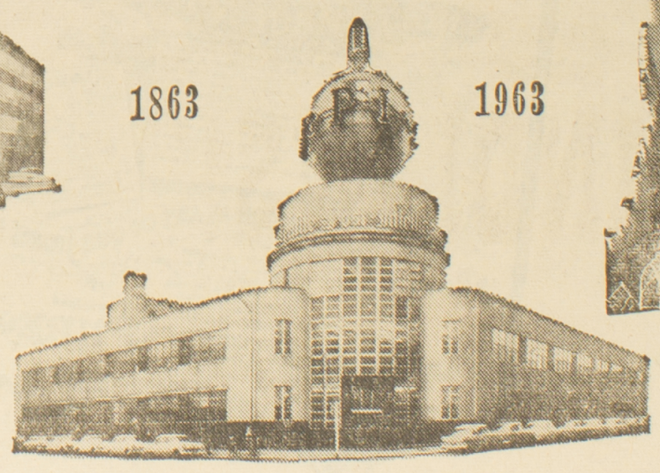
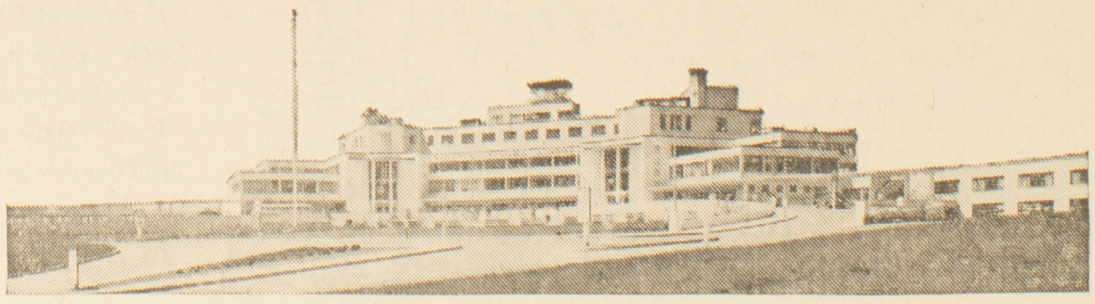
1863 1963



SEATTLE POST-INTELLIGENCER



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First in retailing
First in grocery marketing

FIRST IN VALUE

since 1859



1931
Seattle's first A & P Store opens at 410 Broadway



1892
An early day statement of A & P policy.



1963
Fourteen modern A & P stores now serve the Seattle area, Bellevue and Bremerton.

REMEMBER when you discovered the full and real name for "A & P" was *The Great Atlantic and Pacific Tea Company?* Chances are, you, like most people, wondered—*"Why such an old-fashioned sounding name? And, why tea? What does tea have to do with A & P when it's just one of the thousands of items carried on their shelves?"*

Well, we agree, we could have modernized and shortened our name years ago—but, after all, *The Great Atlantic and Pacific Tea Company* was the name we started with in 1859—one that we felt said a good deal about our organization. We are, modestly but for a fact, *"Great"*—the largest food retailer in the entire world. And we do extend from the Atlantic to the Pacific and from Canada to Mexico. As for tea—this is pure sentimentality, but then it began with tea!

One hundred and four years ago, in a little store on Vesey Street in New York City, a tea merchant named George Huntington Hartford pondered a problem common to storekeepers of the day. How could he improve business when his primary product, tea, was marked $1.00 a pound — so prohibitive in price that only the wealthy could buy it? Finally he reached a solution! Buy direct from the China tea importers, eliminate the wholesale dealer's price, and transfer the resultant savings on to the consumer in the form of a lower retail price. To the delight of his customers, and the astonishment of his competitors, this reasoning proved sound. Immediately he was able to reduce the price of tea from $1.00 to 30c a pound. Business prospered and George Hartford of The Great Atlantic and Pacific Tea Company unwittingly changed the course of modern merchandising and set the stage for the greatest retail advance of the century.

In the years that followed, A & P expanded rapidly, adding new lines, new food products and new stores. Yet, from the small neighborhood grocery stores to the rural delivery wagons of the early century, to the supermarkets of today, *The Great Atlantic and Pacific Tea Company* has kept its *"old-fashioned"* name and its original doctrine *—good food for the greatest number of people, at the lowest possible price.*

A&P — A CUSTOMER OF NORTHWEST INDUSTRY

The Great Atlantic and Pacific Tea Company, as the world's biggest food salesman, is also the world's biggest food buyer. As such, it is a vital support to the economy of every area it serves. The Pacific Northwest is no exception. Each year, the local meat, dairy, seafood, vegetable, fruit and processed foods purchased by A & P represents a vast expenditure in the Northwest for Northwest products.

WHAT WE SAID BACK IN 1892 STILL GOES!

There's still *"No Humbug With Us"* at A & P. Our policy today, as has always been, is to provide you with the finest quality, greatest quantity, and widest selection of products—*at the lowest possible price* compatible with fair returns for producers and wage earners alike. Today we say *"Take the Total Tape Test."* Compare the price of a cartful of groceries from A & P with that of any other store. We think you'll agree with our own comparison shoppers who report that week after week, month after month, A & P's *everyday* prices are consistently lower than for the same items elsewhere. *Shop A & P, see for yourself!*

THE GREAT ATLANTIC & PACIFIC TEA COMPANY, INC.
A&P Super Markets
AMERICA'S DEPENDABLE FOOD MERCHANT SINCE 1859

THERE'S AN A&P SUPER MARKET LOCATED NEAR YOU

BELLEVUE	UNIVERSITY VILLAGE	523 BROADWAY EAST	85TH & PHINNEY	1215 EAST UNION	E. 145TH & 15TH AVE. NE	SW 157TH & FIRST AVE. S.
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THE DAILY INTELLIGENCER.

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THE DAILY INTELLIGENCER

BY

DAVID HIGGINS.

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THE WEEKLY INTELLIGENCER.

This old and popular journal of Western Washington, with the largest circulation of any Paper in the Territory, is published every Saturday morning. Terms: Three Dollars per annum, in advance; otherwise, $4.00.

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July 11th, 1873. jy15

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PARTICULAR ATTENTION GIVEN TO COLlection of debts. Taxes paid for Non-Residents free of Charge.
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AMURDERER'S REMORSE.

The murderer's remorse and the visions that haunt his troubled slumbers have furnished the theme for many an exciting sketch, but the free surrender and unsought acknowledgment of a self-confessed man-slayer rarely appears in police annals. The regular bearing at the Central Station yesterday afternoon had been concluded, the audience had dispersed, and Alderman Carpenter was about leaving, when a blue-coated and brass-buttoned patrolman, nervously grasping a man of peculiar appearance, hurried into the hearing-room and announced that he a had murderer in custody. The prisoner gave his name as William Devitt, and his residence as "nowhere." Officer Smith, of the Nineteenth Police district, testified that on Sunday evening, while he was standing at Twenty-third and South streets, the prisoner approached him and said: "I want to give myself up. I have committed murder." The officer then questioned him, and subsequently at the station-house, in regard to the matter, and learned the following particulars: About five years ago Devitt was employed as a laborer on a railroad near Uniontown, Fayette county, Pa., about eight miles from Connellsville. Together with three or four compaunions, all of whom, as well as himself, were intoxicated, he was passing through the woods. They met a stranger, who Devitt thinks was a railroad "boss." Being in a quarrelsome humor, Devitt, and a man whom he terms his "partner," had a controversy with the stranger about some trifling matter. The argument advanced to a war of words, when Devitt and his "partner" seized a large log of wood, and striking the man on the chest, crushed in his breast, causing almost instant death. Devitt's "partner" ran through a corn-field, but had not proceeded far before he was captured. Devitt himself was arrested the following day, and the two men were lodged in jail, though in separate cells. Devitt succeeded in forcing open the window of his prison apartment, and lowering himself to the ground by means of the blankets cut into strips, effected his escape. In subsequent conversation with Alderman Carpenter and with the *Times* man, Devitt stated since his escape, five years ago, he had wandered about the country, mainly through the Southern States, working upon various railroads. His compaunion in crime was convicted of man-slaughter, and was sentenced to five years in the Western Penitentiary, Pittsburg. "I have not had a night's rest nor a day's luck since that time," said Devitt, in earnest tones. "Everywhere I go the murdered man is before me; everything I do his blood-stained corpse distracts my attention and grants me not a moment's peace. We were all intoxicated, but I want to go back and be tried, as I would then feel far more satisfied." The unfortunate man was accordingly committed to await the action of the authorities of Fayette county. Devitt is twenty-eight years of age and a native of Ireland. His countenance is a peculiar one. It bears a look both of hardened criminality and firm determination. At first glance he appears but a boy in years, but upon closer inspection lines that tell a tale of daily torment and a look of premature age are plainly discerned. In talking he has a careless, unconcerned way of expressing himself, leading to the inference that he either was of unsound mind or was narrating a false tale for the furtherance of a private scheme. The man who, in San Francisco, announced himself as the Nathan murderer, when brought to New York admitted that his sole purpose was to obtain a free pass to the latter city. At the Central Station, however, two years ago last Christmas day, an individual delivered himself up to Turnkey Holloway as the murderer of a man in Maryland and was subsequently sentenced to eighteen years imprisonment. The police authorities yesterday rather mistrusted Devitt's tale, and accordingly telegraphed the authorities at Uniontown. A reply was received last night stating that a murder of the character that Devitt describes had been committed about five years ago and one of the accused parties had managed to escape. Officers from Fayette county will probably arrive here to-day, and Devitt's wish will be gratified.—*Philadelphia Times.*

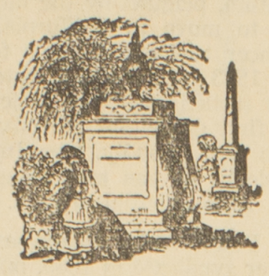
JOURNALISM IN 1776.

There were no daily newspapers in the time of the Revolution. Of some fifty papers which were born, and lived, or died between 1743 and 1783, all were weeklies or semi-weeklies. There were forty-three such in existence at the end of the war. They were poor affairs, viewed in the light of the journalism of to-day; but, measured by their times, displayed considerable enterprise, and exerted an immense influence. It was their characteristic that they aimed not so much to print the news of the locality in which they were published as to bring to that locality news from distant parts of the country and of the world. In fact, the newspapers of the Revolution had comparatively little to do with news of any kind. The gathering of it had not been reduced to a system. The publisher was his own editor and reporter. There were no telegraph tolls to pay; and, had there been, there would have been no money with which to have paid them. News traveled to the paper by private conveyance. It was two months coming from Great Britain, and six months from Constantinople. That useful and widely known individual, "a gentleman of undoubted veracity," lived however, in the country at that time, and rendered valuable services The papers were filled with political sayings, satires and lampoons. By many of them, the largest liberty of discussion was allowed; and there were noticeable tendencies to the freest sort of speculation. Of journalism in the modern sense of the term, elaborated, enterprising, competitive, lavish in outlay, and presenting a field for the highest attainments and most carefully acquired professional skill, there was absolutely nothing. And yet we must accord to journals of the Revolution, small irregular, struggling sheets that they were, the credit of a generally heroic spirit, and a very noble achievement in shaping the the patriotic temper of the times.

"MY SON" said a Boston parent, as his eighteen-year-old offspring stood, carpet bag in hand, up on the threshold, "you are going to the Centennial. Promise me that during your absence you will shun bad company and keep your feet from the doors of alehouses and billiard saloons." "Father" replied the young man, with the memmory of the last caucus floating in his mind, "I cannot. I go uninstructed and unpledged."

MISCELLANEOUS.

PUGET SOUD STONEYARD



M. J. CARKEEK
At the Foot of Second Street, SEATTLE
Every variety of Cemetery Work executed in Marble and all other Stone, with neatness and dispatch.
Also, all kinds of Masons' Building Material kept for the market.
All orders promptly filled, and satisfaction guaranteed.
Seattle, October 16, 1875.

THE AVERILL PAINT
The best
MIXED PAINT IN USE
in all
Colors & Shades

THIS PAINT
Is prepared in liquid form, READY for USE—requiring no further addition of oil or spirits. It is of PURE WHITE, and of any shade or color.
It is composed of the best materials known to the trade—Pure Linseed Oil, Strictly Pure White Lead, Pure Zinc, and the purest coloring matter procurable for tinting, which by our peculiar process of manufacture, are so thoroughly united that they cannot separate. Hence, it will never chalk, crack or peel off; does not run from seams or nail holes; and for brilliancy of color, and beauty of finish, it is without a rival.
Put up in ½, ¾, 1, 2, 3, 4 and 5 gallon Packages, and in barrels.
For sale in Quantities to suit
By
W. A. JENNINGS
SEATTLE,
AGENT FOR PUGET SOUND

SHIP CARPENTER *TOOLS*
WUSTHOFF & WALD
Are in receipt of a
NEW STOCK
of
SHIP CARPENTER TOOLS.
A SPLENDID ASSORTMENT
Call and see them.

WORK OXEN
Good and well-broke Oxen
FOR SALE
At Smith's Cove, three miles below Seattle.
A GOOD STRONG WAGON wanted in exchange for well-broke Oxen. Enquire at the abovenamed place, or at this Office. m20tf

MISCELLANEOUS.

SEATTLE BAKERY
AND
PROVISION STORE
Mill Street, Seattle, W. T.
L. REINIG, Prop'r,
MANUFACTURES
Bread, Cakes and Pastry
OF ALL KINDS!
Deals in GRAIN FLOUR, GROCERIES and PROVISIONS, of the best quality. Receives OREGON PRODUCE by every steamer. Keeps FRUITS, PASTRIES, CANDIES and CONFECTIONERIES, prepared in the neatest style.
Also, TOBACCO and CIGARS.
☞ Prices moderate. Articles delivered at private houses in Seattle.
*** Orders filled to all parts of the Sound. s20

C. L. MITCHELL,
Manufacturer & Dealer in First Class
HARNESS & SADDLERY
MILL ST., BETWEEN FIRST AND SECOND
SEATTLE, W. T.
SADDLES,
BRIDLES,
HARNESS
And everything appertaining to the Trade constantly on hand.
Carriage Trimming
DONE TO ORDER, and prompt attention given to all orders for NEW WORK or REPAIRING.

Star Mills,
Corner of
FRONT AND SENECA STREETS,
SEATTLE, W. T.
I. W. BUZBY, Prp'r.
Manufacturer of
EXTRA FAMILY
FLOUR
Always on hand.
GRAHAM,
CRACKED WHEAT,
and CORN MEAL,
GROUND FEED
BRAN,
SHORTS,
MIDDLINGS,
and CHICKEN FEED,
All orders left with CHILBERG BROS. promptly attended to.

THOS. JACKSON,
The popular proprietor of the old Blakely Hotel for years, has moved to this city, and has opened the old
UNITED STATES
HOTEL
As a
First-Class Saloon
and
BOARDING HOUSE
THOS. JACKSON, Proprietor.
Seattle, April1, 1876.

NORTH PACIFIC STEAM BREWERY
Picht & Mehlhorn,
Manufacturers of
CREAM ALE, PORTER
and
Lager Beer
Having succeeded to the business of the North Pacific Brewery, we will sell our Cream Ale, Porter, and Lager Bear, which is acknowledged to be the best in the market, at prices that will compete with any other brewery in the Territory. We will not be undersold.
Having increased the facilities of this popular establishment, our patrons can rely upon their orders being promptly filled.
PICHT & MEHLHORN.
Referring to the above, the undersigned thanks his former patrons for their liberal support, and solicits a continuance of the same for his successors. MARTIN SCHMIEG.
Seattle, January 20, 1876.

MISCELLANEOUS.

SAMUEL KENNEY,
Merchant Tailor
Has just received a new and choice
STOCK OF GOODS
For Spring and Summer wear.
FASHIONABLE SUITS
Made to order.
Commercial Street, Seattle, W. T.

BOARD AND TUITION
can be obtained for
Two Young Ladies
wishing instruction in
French, German, & English Studies
Apply to MRS. GUTTENBERG.

Home MANUFACTURES!
The Puget Sound Wooden Ware Manufacturing Company, just organized, will during the present year engage in the manufacture of all kinds of
WOODEN WARE
and they are now making a superior article of
WOODEN BOWLS
which they will sell for less money than the imported article can be purchased for.
SEND FOR PRICE LIST.
Address: THE PUGET SOUND WOODEN WARE MANUFACTURING COMPANY, Lock Box No. 209 Mill Street, Seattle, W. T. m13

Ye Strangers
and all who feel weak and want to be restored!
KNOW YE
That you can have your spirits resuscitated, and the inner man satisfied, by calling at the
PUGET SOUND REFRESHMENT ROOM
WHERE
Steaks, Chops,
And all the delicacies of the season are served in the best New York style.
Ice Cream
by the Glass, and supplied to Parties and sent in quantities to any place where there is steam communication.
Fresh Made Candies,
And an Assortment of
FINE CAKES
Constantly on hand. Wedding Cakes made to orders on the shortest notice. Ball Suppers and Parties supplied.
May 13th, 1876.

SEATTLE NURSERY
One mile east from Yesler's wharf, on the stage road to Lake Washington.
Fruit Trees,
SHRUBBERY
....AND....
Choice Plant
FOR SALE.
ALSO
A few choice lots of Dahlia bulbs, and Cabbage, Cauliflower and Tomato plants, for sale by
C. W. LAWTON, Proprietor.

BOATS
for
Sale or Hire
Apply at
Robinson's Ship Yard.
Parties can be supplied with row or sail boats, with or without man in charge.
WM. W. ROBINSON.

MISCELLANEOUS

Seattle Planing Mills
G. W. STETSON, Manager.
SASH, DOORS
BLINDS, FRAMES, SHUTTERS, AND WOOD FINISH
of every description.
SEASONED LUMBER OF ALL KINDS CONSTANTLY ON HAND.
FEED GROUND
At our GRIST MILL, at Reasonable Rates.
Seattle, W. T., Feb. 19, 1876.

BOOK & STATIONERY STORE
JOHN L. JAMIESON
(Next door to Schwabacher Bros. & Co.)
COMMERCIAL STREET, SEATTLE, W. T.
SCHOOL AND MISCELLANEOUS BOOKS
STATIONERY, MUSICAL INSTRUMENTS, ALBUMS
Cutlery and Fancy Goods.
THE CHOICEST CIGARS AND TOBACCOS.
Subscriptions solicited for S. F. and Eastern Periodicals.

THE ARCADE.
JUST OPENED
the
FINEST AND MOST
Fashionable Stock
OF
DRY GOODS,
DRESS GOODS,
FANCY GOODS
Ladies' and Gents' Furnishing Goods, Men and Boys' Clothing, Hats, Caps, Trunks, Valises,
Ever brought to this city.
☞ Our stock has been selected by ourselves personally, and knowing the requirements of the trade, we feel safe in saying that we have the best selected stock in this market, and at low prices.
BOYD, PONCIN & YOUNG.

FAMR
OF
181 ACRES
For Sale
Situated about two miles from the city of Port Townsend, Jefferson County. The county road leading to Port Discovery Mill, Chimacoom Bay, and Port Ludlow Mill, runs right through the farm.
One hundred acres under fence, 60 or 70 for cultivation, 20 acres in red clover and doing well.
Plenty of water, a cistern of 30,000 gallons, a pond and spring.
A good two story house 26 by 48, barn, stable, sheds and other necessary buildings.
A good orchard 12 years old, with 200 trees of various kinds.
Two good milch cows, farming tools, two good horse teams, etc., etc., for sale if wanted.
The above land with all its improvements, will be sold for something less than $14 coin per acre, if applied for soon.
Title, U. S. Patent.
For further particulars apply at this office, or at the house of
T. M. HAMMOND, on the premises.

I HAVE LEASED THE
Brick Yard
Known as the Plummer yard, for a term of four years, with the intention of
SUPPLYING THE DEMAND
At reduced rates.
Will be prepared to furnish to order in June next.
C. McALLISTER.
Seattle, March 27, 1876.

SEATTLE
BROOM FACTORY
ISAAC CHILBERG, Proprietor
CHERRY STREET, near Second, SEATTLE.
Brooms kept constantly on hand to meet the requirements of the trade, and brooms made to order to suit purchasers.
Three descriptions of brooms are made, which are equal to the best of the kinds imported, and which will be sold by wholesale at San Francisco prices, and by retail at Seattle prices.
Also, WISPS AND CHILDREN'S BROOMS.
Brooms delivered to any part of the city without additional charge.
☞ Ask your grocer for the Seattle Broom.
Seattle, April 15, 1876

1776 July 1876
Grand Centennial Celebration!
At Seattle,
July 4, 1876
The citizens of Seattle have determined to celebrate the Centennial Anniversary of American Independence on the coming 4th of July, and in order to observe the day in a manner befitting the occasion, hereby extend a cordial invitation to everybody throughout our Territory to join with us, and make it worthy of the great event
BY ORDER OF THE COMMITTEE.
March 11, 1876.

THE SECOND DECADE, 1873-1882:

Yesler's Whistle Toots--Seattle Gets Up, Grows

SPLITTING the January darkness in shrill, harsh accents that shrieked through the shrouds of the sailing ships moored alongside, the steam whistle at Yesler's sawmill awakened Seattle's 2,400 citizens to the year 1873 with its customary summons to work at 5 a.m. There was work to be done this year, The Weekly Intelligencer pointed out, because certainly now the Northern Pacific Railroad would choose Seattle as its western terminus.

George Foster, veteran warehouseman for Henry Yesler, snapped open the spanking new $135 gold Waltham watch given to him by Yesler at Christmas, and set about loading the waiting vessels. The bark Chris Mill, brig L. P. Foster and the three-masted schooner James Townsend were taking lumber for San Francisco, while the schooner Ocean Pearl rocked and bobbed as tons of Newcastle coal cascaded into her hold.

DAVE HIGGINS, who for three years had edited The Intelligencer for Sam Maxwell, hated that mill whistle. Yesler, to be sure, was the town's richest man; "by far the heaviest taxpayer in King County," Yesler had paid $1,296 in 1872.

But to call his men to work with the whining whistle blasts that lasted from 15 to 30 minutes each morning meant waking up the entire town, Higgins complained.

"We should think it not necessary to wake from their slumbers a population," Higgins wrote, "merely for the sake of reminding the employes of that establishment that it was time for them to be at work."

Thus, grumpily, The Intelligencer greeted the New Year. In another column, it snarled at "Old Molly Brown,"—the Beriah Brown who edited The Seattle Dispatch. Brown, striving to put his little sheet on its feet, had charged in print that "gambling, drinking and licentiousness reign to such an extent that five squaw brothels and one white one are supported in the little town of Seattle."

MONTHS EARLIER, Publisher Maxwell had called for legislation to eliminate the "unnamed evil" which "besets every town and milling port on the Sound," but he insisted that Seattle nevertheless was a quiet and orderly town. Now he summed up Brown for his readers as one who:

"Gloats over an opportunity for a diatribe on obscenity . . . and is as corrugated with fatty tissues of pruriency for unclean things as is possible for anyone."

Seattle's reputation was vital to the little, landlocked town. With the rest of the pioneers, The Intelligencer looked to the coming of the first railroad as the advent of a sound economy based on the commerce of the hinterland. Now, it seemed, the year would see the Northern Pacific add at least 40 miles to its rails from Tenino, bringing the line across the Puyallup River to within 25 mil ; of Seattle.

HOPES ROSE AND FELL. In February the paper printed a New York denial that the N. P. was in financial trouble. In March it editorialized that the "inside management" of the company was grabbing "nearly all the land" around Tacoma through a subsidiary and planned to make that point the terminus.

IN EARLY SUMMER, business slumped. Yesler's sawmill shut down briefly, while thousands of tons of Seattle coal piled up in San Francisco, so the Seattle coal company shut down its Newcastle production "to avoid glutting the market and to repair the plant." Seattle's two major sources of income were closed.

"These dull times that are now upon us may be reasonably looked upon as only the quiet preparation to usher in a period of great prosperity," The Intelligencer said confidently.

Then, in late June, came "the sensation of the week." Two Northern Pacific officials arrived to solicit bids for the terminus. They implied that the city making the best offer would be awarded the prize.

"Subscribe promptly, and give all you can," The Intelligencer urged its readers. "Before going to press, we will add one thing more. It is this:

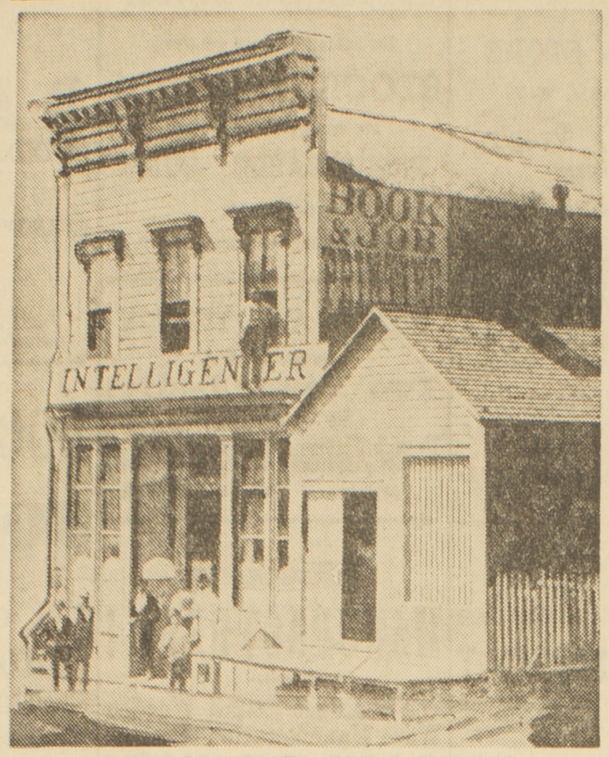
"Our citizens are going to make donations to that extent that if by any strong freak of miscalculation the terminus shall not be awarded to Seattle, we can build a line ourselves, from here to the nearest point somewhere back of Tacoma."

EAGERLY, money was donated. And a week later the N.P. turned Seattle down.

"We have located the terminus on Commencement Bay," said a telegram sent to Denny.

That was all. Tacoma had won. Seattle was furious.

"We have nothing to fear from the rivalry of any terminus city on the Sound which is only the terminus for the Columbia River line," The Intelligencer shrilled. "We must go to work, organize a company, secure capital, and build a railroad for ourselves across the Snoqualmie Pass. That alone will be our permanent salvation."



INTELLIGENCER BLDG. IN 1876
Daily Published In 600 Block of 1st Avenue

The hard, bitter times bit harder as the winter deepened into February, 1874. Not for a decade had the "dwellers on Puget Sound" complained so much, The Intelligencer noted. The paper struck home—the home of the workingman — with a keynote sentence:

"The true watchword for every lover of his country is this: Put down the price of interest and put up the price of labor."

BUT SEATTLE DREAMED of the future—and acted. The Seattle and Walla Walla Railroad, it appeared, could be built for $14,000 a mile as a narrow-gauge line. The company, formed in 1873, had 6,500 acres of land, including almost three miles on Elliott Bay, plus 600 town lots in Seattle and subscriptions from about 100 stockholders. On May Day, 1874, the word was go.

That morning, every steamboat in the harbor and all the mill whistles pierced the quiet with long, continued blasts. Church and school bells tolled and cannon thundered. Boarding steamers and barges, virtually the entire population headed for the starting point on the banks of the Duwamish River to build the first miles of the Seattle and Walla Walla. Three hundred men used picks and shovels and wheelbarrows, while boys slashed brush and women and children prepared a picnic lunch.

John Denny, father of Arthur, the founder of the city, and thus recognized as the "father of Seattle," stood in a wagon at noon and made a speech; so did Judge Orange Jacobs. The final speaker was Henry Yesler who clambered into the wagon, looked up at the sun, and told his listeners to quit fooling around and get back to work.

BY SUNDOWN, THREE MILES of right-of-way had been cleared and leveled. It would be years before the road even reached the nearest coal mine, but a start had been made.

In the late autum, plagued by the illness of his wife and anxious to move to California, Maxwell sold The Intelligencer to Dave Higgins for $3,000.

Seattle ended 1873 on a definite note of progress. As darkness settled over the little town on December 31, the first gas lamps the city had ever seen flickered into life. Proudly, The Intelligencer noted that four blocks of gas mains supplied five street lamps and 42 residential meters.

THE CITY'S FIRST GAS franchise had been granted to a pioneer syndicate in 1869, but not until Charles E. Burrows of Salem, Ore., arrived in Seattle early in 1873 was anything done about it.

Burrows had $13,000 and found it not at all difficult to persuade Dexter Horton, Arthur A. Denny and John Collins to join him in a new franchise. The gas plant was built on the beach (near the present Milwaukee Road station). For several years, the coal for the plant was delivered by steamboat when tides covered the sprawling mud flats which flanked it.

THE WEEK THAT Dave Higgins took over The Intelligencer marked a turning point; he reported the arrival of "a large and powerful locomotive" to serve the rail and steamer route which brought coals from Newcastle—3½ miles east of Lake Washington—to the Seattle waterfront.

There were about 100 coal cars used at the mine. As fast as a string was loaded, it was run down to the eastern lake shore where it was carried across the lake on the steamer Chehalis for the portage of 80 rods across the neck of land which then separated Lake Washington from Lake Union. Hauled across portage by the locomotive, the train went aboard the steamer Lina C. Gray for the run into the Seattle chutes at the foot of Pike Street.

One hundred and fifty tons of coal, The Intelligencer boasted, could be moved easily every day.

TO THE PIONEERS, almost all of whom well remembered the bitter winters of the eastern states and the great plains, Seattle winters usually were mild. The Intelligencer seldom failed to marvel at flowers in bloom on New Year Day, but January of 1875 started out differently. Lake Union froze over almost completely and was as quickly criss-crossed with skaters.

On January 20, a strong wind sprang up and blew great floes of ice out of the Duwamish River and onto Elliott Bay. The little sidewheel steamer Ruby, crossing to Seattle from Port Madison, couldn't batter her way through the ice and had to turn back. Crowds gathered on Yesler's wharf to view the phenomenon—which could mean the loss of Seattle's pride, her highly vaunted ice-free harbor.

Then the steamer North Pacific appeared, knifing straight through the ice to the cheering crowds on the wharf, and Seattle's reputation was saved.

THAT SPRING, BUSINESS expanded. Workmen attacked the original Yesler mill, abandoned in

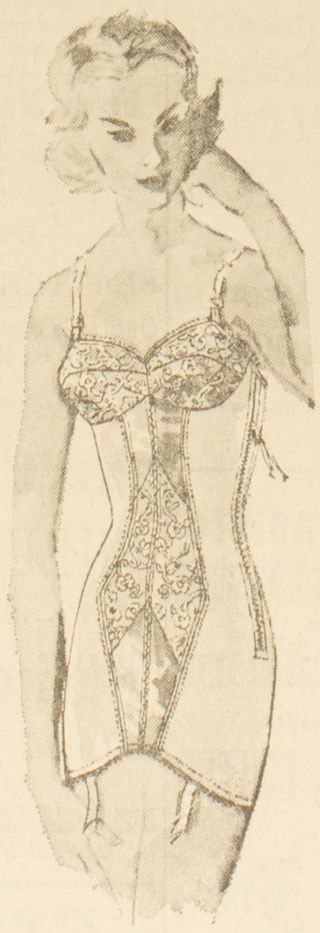
(Continued on Page 7.)

it's like old times





BY Smoothie®



The art of corsetry is more than 4,000 years old and has contributed to feminine attractiveness through steel strips and whale bones . . . cleverly sewn into garments. The rubber thread, Lastex, introduced in the "30's" has now given way to "Lycra," a new elastic lightweight fiber . . . .

®"Lycra" is DuPont's trademark for its spandex fiber.

Consult Our Trained Corsetieres
A Perfect Fit Means a Perfect Figure

Betty Manning

at 4552 UNIVERSITY WAY ME. 2-0311

Vincent D. Miller, Inc.

SEATTLE REAL ESTATE

a family affair
WITH US

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VINCENT D. MILLER

4th AVE. AND SENECA ST.
MAin 2-6450



BALCOM & VAUGHAN
the Northwest's Largest Selection of Pianos and Organs
MASON & HAMLIN • WEBER • BOSENDORFER
WURLITZER • CONN • CABLE PLAYER
• PIANOLA

JOINS

in honoring the

100 YEARS OF SERVICE IN THE PUGET SOUND AREA
Seattle Post-Intelligencer
MAin 2-2000 The Great Newspaper of the Great Northwest Established 1863

Bill Baker
and
Sandy Balcom
present the 1963
"CENTENNIAL"

Wurlitzer

"ALL TRANSISTOR"
Home Organ
The Quality "Budget-Priced" Instrument



WURLITZER ORGANS
for nearly a half-century

Exclusively at . . .
ME. 2-3434
Balcom & Vaughan
PIANOS ORGANS

MAIN STORE
4319 STONE WAY NORTH
Burien Store—(Formerly Vance Music)



Before Seattle Moved Out Onto Bay Area

MUCH OF THE WATER area in this 1881 view of Seattle from Beacon Hill now is solid land, filled in with dirt gouged from the city's hills in successive regrading projects. Today's railroad depots are situated near the curve of the railroad trestle crossing the bay to coal bunkers on the peninsula.

—(U. W. Library Photo.)

Lake Washington-Sound Canal Proposed In 1877

IN THE MARCH 15, 1877, edition of The Daily Intelligencer there appeared the following editorial comment in support of a proposed canal between Lake Washington and Puget Sound:

The water system of King County is anomalous. It presents a strange network of communicating rivers, lakes and salt - water bays.

A consequence of this complicated system is a retarded and incomplete discharge of the floodwaters and a constant surfeit of water in the interior.

THE FORTY square miles of water surface and fabulous depth of Lake Washington, at present, has no outlet except by way of Black and Duwamish rivers into the head of the bay, a distance, considering the windings of these rivers, of over twenty miles.

Scientific measurements, as well as obvious observations along the rapids of Black River, attest the fact that the summer level of this lake is not less than 15 or 20 feet above the high tide level of the Sound.

INSTEAD OF such a crooked "getting down stairs" as this, the lake might easily be made to discharge directly into the Sound by an outlet only three miles in length, by way of Shilshole Bay and Lake Union.

This "Little Lake," a short distance north of the city, accordingly stretches one arm westward to the Sound at Shilshole Bay, and another eastward to within only about a fourth of a mile from Lake Washington.

To cut a channel across this short portage, and possibly clear out and deepen a little the outlet of Lake Union, is all that is needed to form a direct water communication with Lake Washington, drain and reclaim many thousand acres of the richest land in the country, now swampy and uncultivated, and save the farmers of the river valleys in great part from the mischief of the winter and more particularly of the summer floods.

IT HAS BEEN estimated that $6,000 would suffice to open a ditch across the portage, sufficient for the purpose of drainage and to answer the requisite purpose of transportation for some time to come.

In fact, we are informed that a responsible citizen of the county stands ready to take the contract at the figure stated.

A better investment of that amount of private or public money, for the county in the aggregate, and the majority of our citizens in detail, could not be made.

It is safe to estimate the swamplands of White River and Duwamish valleys that would be drained at 10,000 acres, besides a large amount along the shores of the lake and its tributaries.

The lake would be made a vast reservoir affording speedy discharge to receive and deliver the surplus waters of the rivers and carry out into the Sound the loads of silt which they now disgorge into the harbor, instead of, as now, making a receiving reservoir of the river valleys for the surcharge of itself and its numerous tributaries in times of freshets.

KING COUNTY is, in truth, a rich country agriculturally. It only needs to be utilized.

In the North European countries along the Baltic, which are naturally similar to our own, they drain by means of steam power and dykes, not only the marshes, but also the lakes whose surface is below the level of the ocean.

Their lands sell for $500 per acre, though not a whit more productive than our river bottoms.

It was in the P-I

September 26, 1874



Seattle and Walla Walla Railroad and T. Co.

OFFICE ON MILL STREET, NEXT DOOR TO "AUDITOR'S OFFICE," SEATTLE, W. T.

Said Company are now at work upon the Road, and all are invited to aid in the enterprise by taking Stock. Now is the time to subscribe.

A. A. DENNY, President.
ROSWELL SCOTT, Secretary. je9

June 19, 1881:

Work To Push New Rail Line

General J. W. Sprague, of Tacoma, received a telegram on Friday evening from Mr. Oakes, who is in San Francisco, saying that arrangements had been made to commence the work of construction on the Cascade division of the Northern Pacific Railroad at once, and push the road from the Sound across the mountains as rapidly as possible.

June 14, 1876:

Holdups Here On Decline

Owing to the vigilance of our new police force, or to the hasty departure from town of the "hold up your hand" fraternity, there have been no robberies perpetrated in this city for a week past.

IN THE WIDE WORLD, 1873-1882

THE King of Spain abdicated, and the nation became a republic . . . Egypt received her autonomy, but England was warring on Ashantis ... A coup d'etat in Spain upset the new republic and Alfonso XII became king ... England gained control of the Suez Canal, and Philadelphia displayed her Centennial Exposition . . . General Custer and his troops were massacred by the Sioux, and Alexander Graham Bell introduced his telephone ... The British fleet steamed through the Dardanelles to stem the Russian advance on Adrianople ... Thomas Edison invented the phonograph ... Partition of Africa began ... France started the Panama Canal ... The Anti-Polygamy Bill was enacted by the United States ... Revolts and assassinations and wars were taking place all over the globe, but Koch had isolated the tuberculosis bacillus.

—NARD JONES

June 15, 1876:

Sacramento Offers Engines

The Fire Engine Committee having received a reply from San Francisco, to the effect that no hand fire engine was to be had at that place, made inquiries of the Mayor of Sacramento. They received a reply immediately, to the effectt hat that city had six to spare, ranging in price from $300 to $800.

Mayor Gatzert informs us that immediate measure will be taken so that the city may avail itself of this opportunity. He also hopes to have an engine here with all the necessary apparatus by the time the cisterns, which are now being built, are completed.

MacDougall's....Seattle's First Department Store

Seattle—Oregon Territory 1875

The First Store, 1875



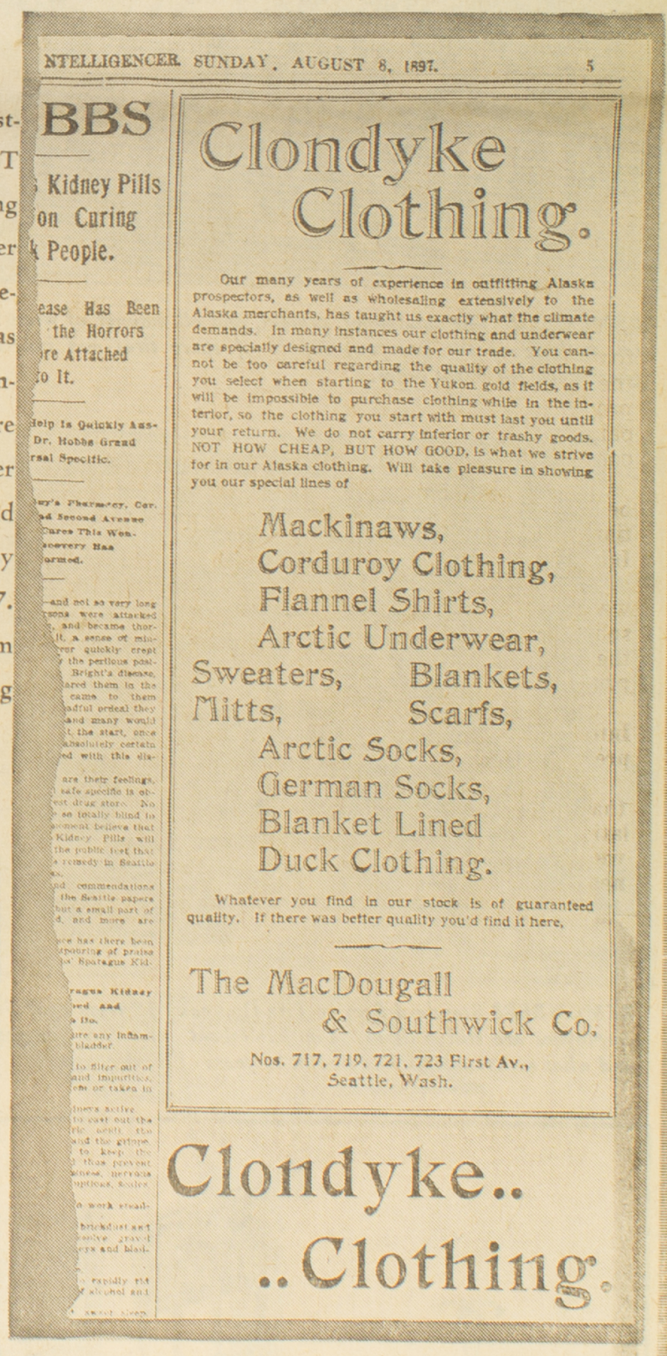
ULYSSES S. GRANT WAS PRESIDENT OF THE UNITED STATES WHEN THE FOUNDERS OF MacDOUGALL'S OPENED THEIR FIRST STORE IN SEATTLE (THEN CALLED THE SAN FRANCISCO STORE).

DURING THE GOLD RUSH WE WERE A MAJOR SUPPLIER OF KLONDIKE CLOTHING, BOOTS AND MINERS HARDWARE.

MacDougall's, Seattle's FIRST department store, salutes the Seattle Post-Intelligencer on its hundredth anniversary! MacDougall's, the FIRST department store in Seattle, opened its doors in 1875 in a frame building on the west side of old Front Street between Cherry and Mill (Yesler Way). A store of many firsts, MacDougall's installed the FIRST telephone in a Seattle retail store in 1883. THE FIRST electric lighting was displayed in Seattle on April 24, 1886 and MacDougall's boasted an installation of five 2000 candlepower lamps . . . the first Seattle retail store to be illuminated with the newly invented light. THE FIRST passenger elevator to be installed in a Seattle retail store was in MacDougall's and the FIRST illustrated advertisement for a Seattle retail store was used by MacDougall's in the Seattle Post-Intelligencer on November 9, 1887. Truly a store of many firsts, MacDougall's has grown with Seattle from its pioneer days and continues to keep pace with a great and growing Seattle!

MacDougall's in 1963





INTELLIGENCER. SUNDAY, AUGUST 8, 1897. 5

BBS

Kidney Pills
on Curing
k People.

ease Has Been
the Horrors
re Attached
o It.

Help is Quickly Ass-
Dr. Hobbs Grand
rsal Specific.

Clondyke Clothing.

Our many years of experience in outfitting Alaska prospectors, as well as wholesaling extensively to the Alaska merchants, has taught us exactly what the climate demands. In many instances our clothing and underwear are specially designed and made for our trade. You cannot be too careful regarding the quality of the clothing you select when starting to the Yukon gold fields, as it will be impossible to purchase clothing while in the interior, so the clothing you start with must last you until your return. We do not carry inferior or trashy goods. NOT HOW CHEAP, BUT HOW GOOD, is what we strive for in our Alaska clothing. Will take pleasure in showing you our special lines of

Mackinaws,
Corduroy Clothing,
Flannel Shirts,
Arctic Underwear,
Sweaters, Blankets,
Mitts, Scarfs,
Arctic Socks,
German Socks,
Blanket Lined
Duck Clothing.

Whatever you find in our stock is of guaranteed quality. If there was better quality you'd find it here.

The MacDougall & Southwick Co.

Nos. 717, 719, 721, 723 First Av., Seattle, Wash.

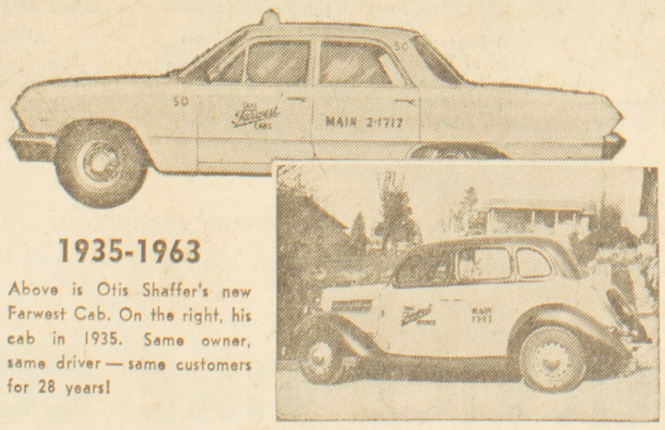
Clondyke.. ..Clothing.

MacDougall's
MAIN 3-7700 SECOND & PIKE

Congratulations to The P-I from

FARWEST

SEATTLE'S FINEST DRIVER OWNED CABS



1935-1963

Above is Otis Shaffer's new Farwest Cab. On the right, his cab in 1935. Same owner, same driver — same customers for 28 years!

Look for the Green Cab

Seattle's first with 2-way radio!

MAin 2-1717

City Council Lauded For Grading Streets

IN THE AUGUST 10, 1876, issue of the Daily Intelligencer, the City Council was praised for its work in initiating standard grading of the city's streets, and starting improvement work that eventually resulted in the Seattle street system of today.

In addition to lauding public servants, the article gives a picture of some of the problems our early citizens faced in developing a frontier town into a metropolitan city. Following is the article.

The improvement of Front Street, which is the first fruits of the City Council whose term of office has recently expired, cannot fail to be considered by those who are interested in the welfare of our rising city, and more especially by those who have their means invested in property on Front street, as of great and vital importance to the property of the city.

UNTIL VERY recently our city has been without any system of surveys or grades, and no one owning property within its limits has been able to locate, within several feet, the position of their lots or to ascertain the elevation of the street fronting thereon when graded.

The want of this necessary information has debarred property owners from making substantial and permanent improvements with any assurance that they would not at some future time find that they had built either beyond their boundary lines or far within them, or that when the streets were ultimately graded they would be so far above or below the grade that the value of their investments would be materially depreciated.

OUR CITY is now, however, provided with a complete system of grades, extending over more than thirteen miles of streets and embracing the entire area of the city, bounded by Pine Street on the north, by Eighth Street on the east, and by Elliott Bay on the south and west.

In addition to this, and as a necessary preliminary to the establishment of the grades, the city has been accurately surveyed over nearly this entire area, and the street lines marked by monuments, from which extensions of the surveys can at any time be made at a comparatively small expense.

THE CITY authorities have been furnished with a topographical map of the city, upon which is shown by contour lines the height above tide water of all parts of the city, and the irregularities and undulations of the ground.

In addition to this, there has been made a profile of each street, upon which is laid out the elevation of the natural surface of the ground at all points along its center line, as well as that of the proposed grade line which has been legally established by ordinance.

An inspection of these profiles will afford at a glance, approximately, the amount of work to be done to bring the street to the established grade.

BESIDES the monuments, of which there are upwards of sixty, there are over one hundred and sixty benches or points showing the elevations above tide water, and from which the grade at any point can readily be laid out.

The improvement now being made on Front Street extends from James Street to Pike Street, a distance of 3,000 feet, passing throughout the entire distance along the water front of the city.

The lowest point on this street, at its intersection with James Street, the extreme southerly end of the part now being improved, is 12 feet above high water mark.

FROM THERE it ascends by easy grades to Pike Street, where an elevation of 107 feet is attained.

Over the lower part of the street where, owing to the low elevation above the water, the heavy business houses are destined to be located, the ascents are very easy and well adapted for heavy traffic, in no case between James and Spring streets exceeding a rate of 4 feet in 100 feet.

North of Spring Street, on the more elevated parts of Front street, the grades are heavier, but nowhere do they exceed 7½ feet in 100 feet, and this only between Union and Pike streets, at the extreme northern end of the improved portion of the street.

THE ROADWAY when completed will have a width of forty-two feet exclusive of twelve feet on either side for sidewalks.

Owing to the great undulations of the surface over which the road passes, the improvement of the street involves a large amount of work.

The amount of embankment within the limits of the proposed improvement is approximately 26,000 cubic yards, whereas the amount of earth afforded by the excavations on the street will be but 17,000 cubic yards, leaving a deficit of 9,000 cubic yards.

THE CITY Council, to provide for this deficiency, have authorized the partial grading of Cherry, Marion and Madison streets, between Front and Third streets, where a large amount of earth will have to be removed to bring them to the established grade.

Throughout the length of Front street, wherever the improvement requires high embankments, a retaining crib constructed of logs will be built to retain the embankment on the bay front.

The total cost of the improvement, including the work on Madison, Marion and Cherry streets, is estimated at a little under $12,000 in currency.

THE VALUE of the improvement to the city can hardly be estimated. When the work is done, it will be the only thoroughfare in the city that will be completed to an established grade and upon which stores and warehouses, that are intended to be permanent, can at once be built.



LOOKING NORTH FROM 9TH AND MADISON IN 1880s
Queen Anne Hill In Left Background, Lake Union To Right
—(Seattle Historical Society Photo.)

Horton Heads YMCA

A group of leading citizens formed the city's Young Men's Christian Association on July 10, 1876. Dexter Horton, the banker, was elected chairman.

Nov. 9, 1877: Conditions Of Streets Criticized

The conditions of our streets are positively execrable. Never very excellent in their best state, their state grows worse year by year with the increase of wear from augmenting commerce.

Our city presents a very unfavorable contrast in this regard to the manner in which the public highways are administered in Portland.

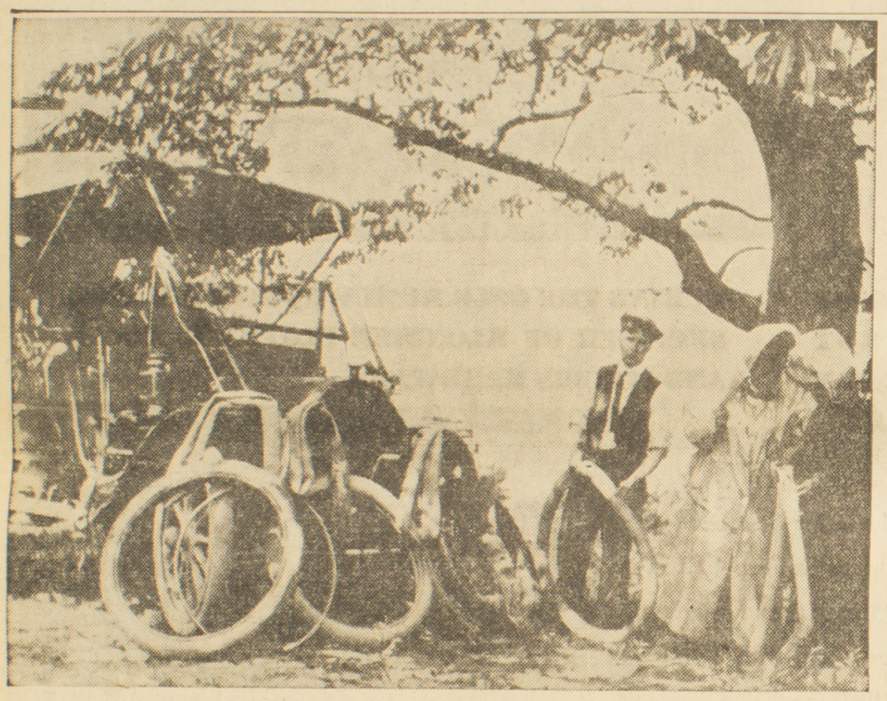
In the first place, neat plank or Nicholson pavements have been extended throughout all the main streets, whether occupied for business or residence, and, in the second place, those pavements are regularly swept and kept clean.

THE PLANKED ways we have along the business front are in wet weather a perfect slough of slush and the sawdust pavements become a wallow.

The laying of a few plank roadways along the most frequented streets, and the employment of a scavenger to keep them in order, would be a judicious investment on the part of the city.

June 21, 1876: Fraser River At High Mark

A British Columbia dispatch says the Fraser River at Sumas is a foot higher than high-water mark nine years ago, and is still rising.



REMEMBER? The sandpaper, cement, and all manner of wrenches and chisels, to say nothing of the generous supply of spare tires and innertubes. Tires were guaranteed for 3,000 miles.



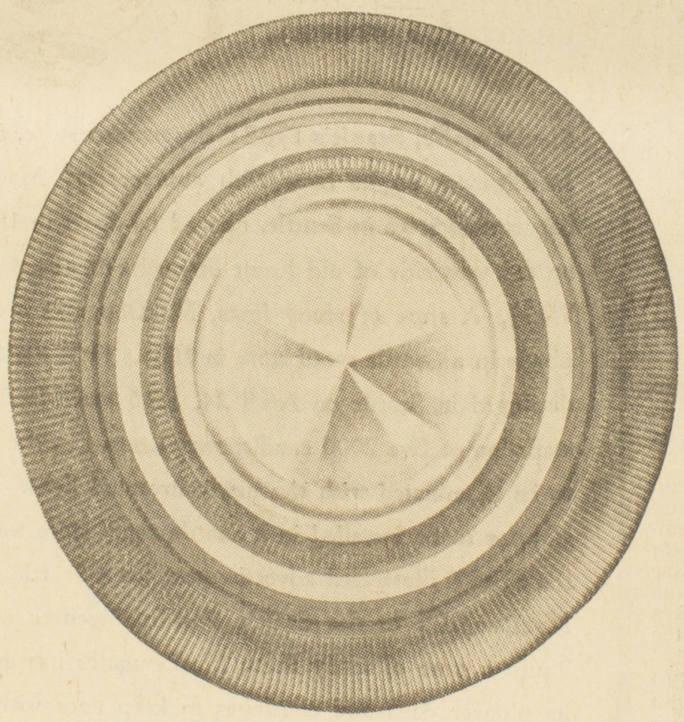
REMEMBER? Standard Service Tire Company 35 years ago? Some of the original employees are still with us. You can't beat experience for getting the job done, and what experience they've had in 35 years of service.



REMEMBER? When you need honest, reliable, experienced, assistance you can reply on us. We have the most modern and largest independently owned tire outlet in the Pacific Northwest. Look for the big U.S. Royal Sign at Fairview & Denny. Plenty of Free off the street parking.

STANDARD SERVICE TIRE CO. SAYS!

"Some Things Are Better Than 'The Good Old Days' SERVICE AND TIRES ARE DEFINITELY TWO OF THEM"



NOW! Standard Service Tire Co. guarantees U.S. Royal Masters for LIFE against road hazard, and defects in material and workmanship, Plus a 40,000 mi. or 40 month mileage warranty all on a "no cost" replacement basis. Come in and read the guarantee and you will be convinced that the U.S. Royal Master is the lowest "cost per mile" tire you can buy.

STANDARD SERVICE TIRE CO. IS "FREE ENTERPRISE" IN THE TRUEST FORM

Standard Service Tire Company is the only large 100% independently owned tire outlet remaining in the Pacific Northwest. The Management, locally born and raised, has built a strong organization devoted to serving their customers well. Many of the original customers of Standard Service Tire Co. still rely on U.S. Royal Tires and the honest experience of the employees. We started small, grew with the city, and are continuing today as a successful undertaking, thanks to our faithful customers and employees.

We feature: new tires—recaps—wheel alignments—balancing—brake service—seat belts—car radios—TV—stereos—accessories, also radio dispatched service trucks and the most reliable products and service available. Our motto — "Safety Is Our Business" applies first and foremost. Customers can be assured that we always try to please—try us and see.

Your U.S. Royal Tire Headquarters



Phil Buck
Mgr. Renton Store
2nd & Logan
BA. 6-2222



Art Bogaard
Mgr. of Truck
Service Store
4th S. & Mass.
MU. 2-5027



Walt Chalmers
Mgr. Everett Store
2131 Broadway
AL. 2-4144



Al Coury
Mgr. Store No. 1
Fairview & Denny
MU. 2-6300

"We invite individuals or groups to visit our recapping plant. It is one of the largest, most modern and most complete plants in the state. Come in any time."

STANDARD SERVICE TIRE CO.

Serving Seattle Since The "Get Out and Get Under" Days!

Fairview and Denny — MUtual 2-6300

EVERETT
2131 Broadway
AL. 2-4144

SOUTH END
4th So. & Massachusetts
MU. 2-5027

RENTON
2nd & Logan
BA. 6-2222

March 21, 1877:

Latest Triumph Of Genius: Instrument Can Carry Voice

THE LATEST triumph of inventive genius is an instrument for transmitting sounds between distant places as per magnetic telegraph. The inventor, Professor A. Graham Bell of Massachusetts, recently gave a lecture at Salem, descriptive of his contrivance, on which occasion he exhibited some interesting manifestations of its wonderful properties. An exchange gives the following account of its operation:

"An intermittent current was first sent from Boston by Thomas A. Watson, Professor Bell's associate. This caused a noise very similar to a horn from the telephone.

"The Morse telegraph alphabet was then sent by musical sounds, and could be heard throughout the hall. The audience burst into loud applause at this experiment.

"A telephonic organ was then put into operation in Boston. 'Should Auld Acquaintance Be Forgot' and 'Yankee Doodle' were readily heard throughout the hall and heartily recognized.

"At this point Professor Bell then explained how he learned to transmit the tones of the human voice, and paid a grateful tribute to Mr. Watson.

"Professor Bell asked Mr. Watson for a song, and 'Auld Lang Syne' came from the mouthpiece of the instrument almost before his words were ended.

"Mr. Watson was then asked to make a speech to the audience. He expressed himself as having more confidence 18 miles away than if he were present. His speech was as follows:

" 'Ladies and gentlemen. It gives me great pleasure to be able to address you this evening, although I am in Boston and you are in Salem.'

"This could be heard 35 feet distant — that is, all over the hall — and brought down the house with loud applause.

"A system of questioning was then carried on and Mr. Watson was asked if he heard the applause.

"The answer was, 'I am not listening; try again.' The applause was given and its receipt at once acknowledged in Boston.

"Coughing and singing were then heard and a variety of questions were then asked from the Salem end, and among them, 'What news from the Electoral Commission?' followed by the distinct answer of 'I don't know of any.'

"But the news came fleeting along that the engineers of the Boston and Maine Railroad had struck. General Coggswell asked if the trains were running; the answer was clear and distinct that they were not at 5:30 o'clock.

"Professor Bell introduced the Rev. E. C. Bolles, who said: 'I shake hands with you cordially in imagination 20 miles away.'

"The Rev. E. S. Atwood asked, 'Does it rain?'

" 'It does not in Boston,' was Mr. Watson's answer.

"Professor Gage, the electrician, then spoke through the telephone, endeavoring to have his voice recognized. This could not be done, as Mr. Watson was not familiar with the voice.

"Mr. Shaje Zeawa was recognized, Mr. Watson being perfectly familiar with his tones. One of the assistants in Boston then said that 'Hold the Fort' would be sung in Boston, and the tune which followed was readily recognized.

"Professor Bell closed his lecture by briefly stating the practical uses to which he was confident the telephone could be applied."

It is really an interesting subject of conjecture as to what various useful and agreeable purposes such a convenient contrivance — a talking telegraph, as it were—may be put.

AMONG OTHER THINGS, it might enable audiences in different remote places to listen, synchronously, to distinguished lecturers, concert performances and the like, the public halls being connected by the telephone in the same way as the telegraph offices are by the wires.

By this means, poor country churches might enjoy the benefit of the best preaching talent by getting telephonic connection between their chapels and the metropolitan pulpit.

People in the interior, by this means, could be ear-witnesses to interesting trials in court and the forensic displays of the great lights of the bar.

TO CARRY SURMISE a little farther, if we had but had it a little sooner, we, out here on Puget Sound, might have attended the immortal proceedings of the Electoral Commission, and listened comfortably to the President's inaugural address in propria voce. But imagination might run wild in such conjectures and we forbear.

If there does not happen to occur some hitch in the operation of this great wonder, which shall remand it to the same fate with the "Avitor" and the various patents for perpetual motion, and the philosopher's stone, we may predict that it will serve the same purpose to the talking and musical world that the printing press and telegraph do for the writers and readers.



City Of 1882 Dominated By University Campus

THIS VIEW OF SEATTLE in 1882 is from Denny Hill, above the site now occupied by the Moore Theater. Graded street from lower center to upper right is 3rd Avenue. First cross street is Pike. The University of Washington Territory on its 10-acre campus is at upper center. To the left of the University is Providence Hospital. Already, Seattle had become a city of shade trees and gardens.

—(U. W. Library Photo.)

June 4, 1877:

Gem Of Ocean Sails With Coal

The bark Gem of the Ocean, loaded with 1,100 tons of Seattle coal, went to sea yesterday evening.

Store Opened

Seattle's first department store, the San Francisco Store, was opened on November 1, 1875.

Rising Metropolis

Seattle's population in 1880 was 3,533, according to an official United States census.

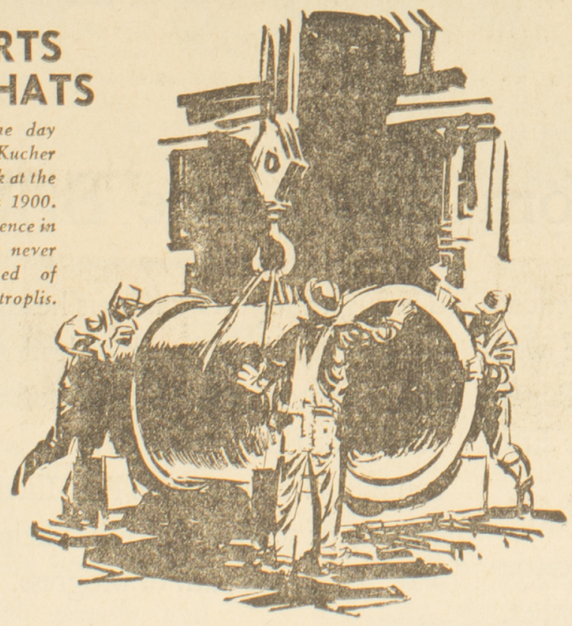
June 4, 1877:

Olympia Visitors

The Messenger brought down twenty passengers from Olympia Saturday evening and will leave on her return trip at 8 o'clock this morning.

BOILED SHIRTS and HARD HATS

were the order of the day when Charles W. Kucher built his foundry back at the turn of the century in 1900. His vision and confidence in the future of Seeattle never wavered. He dreamed of Seattle as a great metroplis.



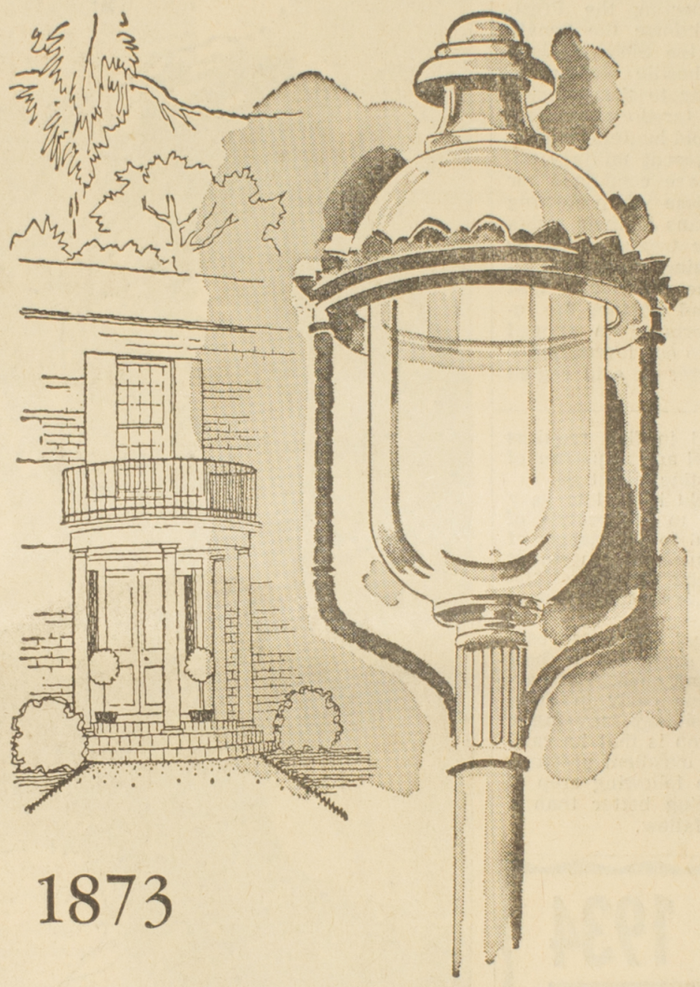
He saw the needs for durable, long lasting cast iron fittings for water mains, municipal fittings and sewer accessories. They are still being cast in the plant he founded and they serve communities in all the Pacific States.

In this missile age, Olympic has kept pace with the times and its huge foundry, machine shop and pattern works fabricate items that are shipped around the Pacific rim.

And like the P-I, we hope to be serving these communities for another short 30 years when we celebrate our centennial.

OLYMPIC FOUNDRY COMPANY

John W. Kucher, President
Member GRAY IRON FOUNDRY SOCIETY
5200 Airport Way S.

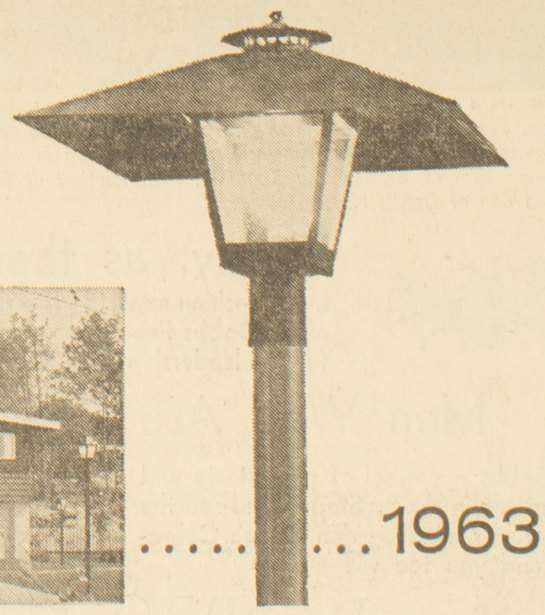


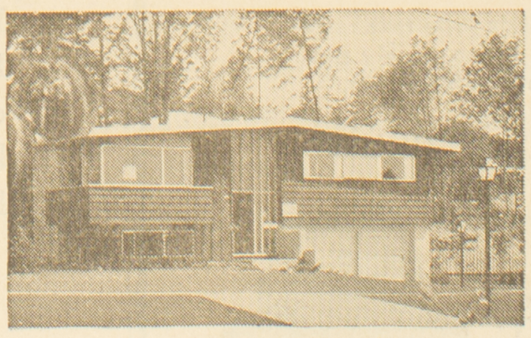
FROM A MELLOW ERA OF ELEGANCE— TO A BRILLIANT AGE OF ACHIEVEMENT

1873

GAS—and the enchanting gas light—first came to Seattle 90 years ago. Since June of 1873, the gas company—known then as the Seattle Gas Light Company—has served Seattle continuously. In its modest beginnings, gas was provided for 42 homes and 5 street lamps. The new fuel was carried through mains made of hollowed-out fir logs. The little town of Seattle boasted a population of 3,500. By 1890, things were booming: Seattle had grown to 43,000; the gas company served 1,174 customers, and 61 proud homemakers cooked on a fabulous new invention: the gas stove! Through the years, the city and the gas company grew.

In December, 1956, a new era began: bountiful NATURAL GAS arrived, bringing its multiple benefits of speed, efficiency, economy and cleanliness. Today, this modern fuel serves hundreds of businesses and industries and thousands of homes. Airplane plants, hospitals and schools, iron and steel mills, greenhouses and bakeries, paper mills, packers and dairies and newspapers benefit from natural gas fuel in a thousand diversified ways. New industries have come. Washington Natural Gas Company's customer list today totals 101,000; tomorrow it will be larger. From the charming gaslight era of yesteryear, to the dynamic age of today and all the tomorrows, your gas company will continue to serve—to help Seattle grow and prosper, to make your home more pleasant, to make homemakers' work easier. If *you* would like to know more about natural gas, call us—at MAin 2-6767.





.....1963

WASHINGTON NATURAL GAS COMPANY

Serving 39 communities, with offices in:

SEATTLE TACOMA EVERETT OLYMPIA BELLEVUE PUYALLUP CENTRALIA



Here Is Seattle Waterfront In 1878 — City's Maritime Door To The World

THIS PANORAMIC VIEW shows the Seattle waterfront of 1878 between Mill Street (now Yesler Way) at the left and Pike Street to the right. Steamer Dakota at the far right takes on coal at bunkers jutting out into Elliott Bay at the foot of Pike Street. Coal cars from Newcastle and Coal Creek were carried on barges across Lake Washingon, then on a narrow-gauge railroad to Lake Union, put on barges again, then brought on narrow-gauge tracks to the Seattle bunkers. At extreme left is Yesler's wharf. At center is hull of bark Windward, which was anchored for many years at the foot of Columbia Street.

Flax Cultivation Asked In Territory

Seattle Post-Intelligencer
6 B Sun., Apr. 7, 1963

DIVERSIFICATION of agriculture and industry was of concern to the residents of the Puget Sound country in the pioneer days, as well as today. In the following editorial, published in the March 12, 1877, issue of The Daily Intelligencer, it is proposed that the area further diversify its agriculture with the cultivation of flax.

It is less than ten years since Puget Sound farmers began to experiment with hops as a diversion of the monotony of the almost exclusive cultivation of hay and potatoes that had prevailed since the first settlement of the country.

The experiment was a thorough success and a great improvement in respect to product and profit over the old staples.

BUT ALL DO not want to take hold of hops. If the culture of another equally profitable novelty could be introduced, it would be a bonus to our agriculture.

Among our earliest reminiscenses of this country was seeing on one of the first two or three occupied claims in this country a waving field of blue-blossomed flax.

A finer growth than was there displayed could not have been expected, but we are not aware that anyone in this Territory has since tried its culture.

WE HAVE never seen a second cultivated patch of it, but it is found promiscuously in fields devoted to other crops in the form of an obtrusive and ineradicable weed, thus demonstrating its right to our soil, and that it is "to the manor born."

Just at the present time there is a great deal of discussion going on in Oregon in regard to the extensive cultivation of this textile staple and the local manufacture of its numerous useful products.

This is due to the rapidly growing demand in that State for those articles.

An Oregon firm, Messrs. Parish & Miller, have already erected a mill in Oregon for the preparation of tow and lint for export to the linen factories in the North of Ireland for final working up.

There is another factory in San Francisco, established by H. M. Crane, for the manufacture of twines and thread, which offers to pay 15 cents a pound in Salem for Oregon dressed flax of this year's crop.

FOR SEEDING an acre of ground in flax requires one bushel and a quarter of seed, costing about $4.

The yield is said to vary from 300 to 800 pounds of lint and 6 to 10 bushels of seed — probably in direct ratio to the fertility of the soil and the thoroughness of culture.

The usual toll for threshing and scutching is half the lint and seed. The harvest begins early in July.

A subsidiary advantage of this crop is that its raising is an excellent preparation for a following crop of grain, being better than a summer fallow.

Probe Due On Sioux

WASHINGTON, July 10, 1876. — On motion, the Senate today adopted a resolution requesting the President to inform the Senate whether the Sioux Indians made hostile demonstrations prior to the invasion of their territory reservation by gold hunters; whether the present military operations are conducted for the purpose of protecting said Indians in their rights under the treaty of '68, or of punishing them for resisting the violation of that treaty, and whether the recent reports of an alleged disaster to our forces under Gen. Custer in said region are true.



FRONT PAGE NEWS IN 1934



Citizens were startled in the early thirties when this spanking team and grand carriage, complete with coachman and footman, appeared on Seattle streets. Front page news stories and pictures were carried resulting in widespread publicity for the young firm of Bender and Kohlstad, then located at 309 Pike St., and their featured line of Dobbs Hats.

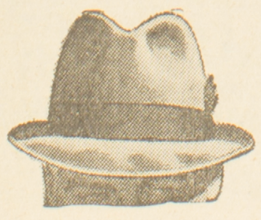


Today, as then
men's fashion experts write rave reviews about Dobbs fine styling, quality and fashion leadership in hats for men.

Men Who Are Particular

find Dobbs a symbol of good taste and correctness in dress. Stop in and see the distinctively new 'Golden Coach Collection' and you too will

Choose DOBBS



Since 1925 the store for men who care

BENDER & KOHLSTAD

1626 FIFTH AVE. NEXT TO FREDERICK & NELSON

"Instantly the Room Was Made Brilliant"

With those words the Seattle Post-Intelligencer described a great new wonder. The date was March 23, 1886. The story told about Puget Power's parent company turning on the first electric lights in Seattle.

Long before those lights were lit, the Seattle Post-Intelligencer brought to this area another, equally important kind of light: the "light" of knowledge, of information, of insight into local, regional and world affairs.

Through the years, while its headlines recorded history, its editorials offered leadership, echoing its own determination to work for a better way of life for this community. Today we proudly congratulate the Seattle Post-Intelligencer on a century of service which has helped "light the way" along the path of progress.

PUGET SOUND POWER & LIGHT COMPANY

PUGET POWER

Serving 850,000 people in 270 of the most electrified communities in the nation

Seattle Experiences First Tide Of Emigration

(Continued from Page 2.)

1868 when Yesler built a new plant, and removed the original steam boiler, finding it "nearly as good as new." Eighteen feet long, 42 inches in diameter, with two 14-inch flues, it was set up on Yesler's wharf to power a new grist mill. Unimportant? Well, as The Intelligencer said, that first steam sawmill boiler on Puget Sound "pioneered one of the greatest lumber producing countries on the globe."

With Yesler himself in the van, Seattle picked up speed. At a cost of $15,000, he and others extended the Yesler wharf by 160 feet. Together with the Renton Coal Co., wharf and bunkers and the Talbot Coal Co. wharf, Seattle gained a full frontage to deep water of 500 feet—room front and rear for six vessels at a time, besides wharfing for the regular Sound steamers. This was progress, 1875-style.

PUBLISHER HIGGINS TOOK time out from the community's progress briefly in December, just long enough to boast that his newspaper had four times the circulation of The Tribune, and six times that of the Dispatch.

He noted that Territorial Chief Justice Joseph R. Lewis—a strong friend of Beriah Brown of the Dispatch — refused to let attorneys publish legal notices in The Intelligencer. The money—about $200 a year—wasn't important, Higgins wrote; it was the principle of the thing. Besides, he added, the chief justice was "a base slanderer and liar, and a corrupt man."

Counting all noses under 21 years of age, the Seattle school authorities found 1,103 at the end of the year and estimated the total population at about 3,500. The town was crowded and, The Intelligencer admitted, newcomers frequently left because they could not find homes to rent.

THIS WAS THE beginning of the first real tide of emigration Seattle had felt. San Francisco, now linked with the East by rail, sent many emigrants by ship to Puget Sound; five steamships a month ran direct to Seattle from the Golden Gate. Maritime-wise, Seattle was the favorite of San Francisco. More ships entered San Francisco from and left for Seattle than any other single port.

The Intelligencer itself was prospering as the city grew. As always, Henry Yesler seemed to be at the bottom of it. The bearded pioneer, as generous a man as Seattle ever knew, ambled up and down the sawdust streets, whittling on a stick with a large jackknife.

He bankrolled the town merchants, even to the extent of underwriting revenue bonds for those who dealt in beer, liquor and cigars. This was risky business, as Uncle Sam would spare Yesler no more than the merchants if anything went wrong.

"Well, somebody has got to help the poor fellows along," Yesler shrugged.

But there was no one to help Yesler himself when his generosity caught up with him. Though he and his wife between them owned 320 acres of what today is some of Seattle's most valuable real estate, his cash position wasn't good in 1875. He owed $60,000 and was paying 2 per cent a month interest on the debt.

HE WANTED TO CUT it down. And that year the territorial legislature legalized lotteries. Yesler snapped at the chance. He told Clarence Bagley to print him up 60,000 tickets to sell at $5 coin each. Then he took large advertisements in The Intelligencer, offering his mill and 5,574 other prizes

The mill and its property was valued at $100,000 and was to be the grand prize. Rentals from it averaged $700 a month. The other prizes were to be in real estate and cash.

The the bubble burst in 1876 when Chief Justice Lewis, Higgins' adversary, ruled lotteries illegal, but by that time Seattle was caught up in a business boom. Higgins was ready to expand himself.

THE INTELLIGENCER publisher turned to Yesler. If Yesler would put up a building for him, Higgins said, he would put out a daily newspaper for Seattle. Along about April of 1876, Yesler started construction of a two-story wooden frame building at the foot of Cherry Street on Front Street. The building was 24 feet wide and 50 feet long.

In May, the first power press ever to reach Seattle—a Potter cylinder press—was installed in the basement of the new building. There, too, was the composing room and press room, while the first floor was fitted up as a job printing shop behind the editorial, business and mailing rooms. The third floor was rented as a photograph gallery to two brothers.

On July 5, 1876, the first number of The Daily Intelligencer was delivered to its readers. Guaranteed for delivery before 6 a.m. every day except the Sabbath, it cost 25 cents a week. Higgins also continued the weekly Intelligencer for outlying customers, predecessor of the newspaper which was to become before too many years the most powerful in Washington.

WITH THE NEW PRESS Higgins brought to Seattle a new pressman, Samuel Leroy Crawford, age 21. With him, Crawford brought the game of baseball, and shortly was the playing captain of Seattle's first nine, the Alkis. The son of Oregon pioneers, Sam Crawford was born at Oregon City.



Early Home Of P-I

HERE IS THE building in which The Post-Intelligencer was published from 1881 to 1889, when it was destroyed by the Seattle Fire. It was at Yesler Way and Post Street.

He learned printing and presswork in Olympia as a teen-ager, and it was there Higgins hired him.

Higgins' timing of his expansion was excellent, for 1876 blessed Seattle.

"At no time in the history of our pioneer city has its growth been so rapid as during the 12 months just closed," The Intelligencer said on January 1, 1877. "In fact, its growth during this brief time has astonished the most sanguine citizens."

More than 200 buildings had been erected during the year, "large numbers of mechanics had been employed on private and public improvements," and the Seattle and Walla Walla Railroad stretched 15 miles from Seattle, almost to the Renton and Talbot coal mines.

FROM NEWCASTLE, 87,618 tons of coal had been brought across the tramway route to Seattle during the year and 500 people were living in Newcastle village. Seattle's sawmills, foundries and machine shops operated at capacity, as did the only flouring mill. Times were good.

As the year drew to a close, The Intelligencer spoke of the crystal-clear, moonlight December nights, the deep mud holes frozen solid in the streets and the wagon ruts rimmed with frost. Seattle was still a country town, and from the White River Valley the steamer Comet brought record crops of potatoes, fruit and vegetables to the seven Seattle markets. The postmaster at Port Angeles, N. Meagher, came to town in the schooner Perry with 1,200 bushels of potatoes and 200 bushels of turnips.

"We saw several potatoes from the lot that weighed nearly 6 pounds each, while many of the turnips went as high as 25 pounds apiece," The Intelligencer said. "Mr. Meagher raised 3,000 bushels of potatoes from seven acres and 1,000 bushels of turnips from only three-fourths of an acre, and that without aid from any of the fertilizers used by Eastern farmers."

ON CHRISTMAS DAY the Intelligencer reviewed the Yule tree festivities staged at most of the churches for the youngsters and apologized for the brief space devoted to Father F. X. Prefontain's midnight mass at the Catholic church—it ran past the paper's deadline. And at Schwabacher Bros., J. C. Lipsky opened his gift from Bailey Gatzert and found a deed for a 50-by-120-foot residential lot on the south side of 3d Avenue, 60 feet west of Spring Street. It was valued, said the Intelligencer, "at over $1,000."

The diphtheria epidemic which scourged the nation in the late Seventies reached Puget Sound, and usually the victims were children. Several died in Seattle, including 5-year-old Evelyn Hanford, daughter of Edward and Abby Hanford. It was Thaddeus, their oldest son, who had come to work for Higgins as "junior editor," who wrote her brief obituary.

HANFORD, A GRADUATE of the University of Rochester, had plenty to do; he was the entire reportorial staff. He covered the waterfront and the countryside, the city council and the county commissioners, the jail, the schools, the justice courts—everything. Every day he filled three or four columns with local paragraphs, produce prices, real estate transactions, personal notices, hotel guest lists.

The same day the Intelligencer warned parents to guard their sons from the opium habit.

"The fact is undeniable that a number of these dens of iniquity exist in this city," Hanford wrote, "and that they are frequented by a large number of boys, as reported, we have no doubt.

"Parents who have the physical and moral welfare of their boys at heart should know where they spend their evenings. In a city like ours, where so many snares are set for their ruin, parents cannot be too vigilant."

On March 7, 1877, at 7:50 a.m., "the beautiful new engine, A. A. Denny," rolled out from the Seattle and Walla Walla Railroad depot at the foot of 2nd Avenue, pulling "the elegant new coach and four platform cars provided with seats for the occasion." Two hundred and fifty Seattle citizens were aboard for the inaugural trip, all the way to Renton.

The Denny puffed slowly across the long trestle across the tideflats to the head of Elliott Bay, reaching the race track four miles south of town in 29 minutes, and Steel's Landing near the mouth of the Duwamish in an hour. Settlers along the way stood in their farmhouse yards and cheered.

J. M. Colman, the man largely responsible for the successful construction of the railroad, was the locomotive engineer that day, "lowering the speed over the dangerous places and driving at a lively

(Continued on Page 8.)

TODAY

Seattle's privately owned and operated parking garages provide employment to over 600 people and have approximately $26,000,000 invested capital at no cost to the taxpayers.

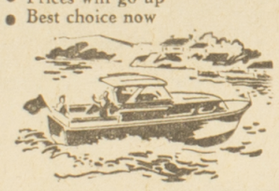
Congratulations to The P-I on its 100th Birthday

SEATTLE PARKING ASSOCIATION INC.

SINCE 1928

SUN MEANS FUN At OCEAN GROVE

- 43 miles from Seattle
- Choice incredible view
- In narrow S-U-N belt
- Prices will go up
- Best choice now





- Warmer—less wind in winter
- Cooler in summer
- Invigorating salt air atmosphere
- Usually when it's cloudy, rainy in Seattle, there are blue skies and sunshine at Ocean Grove

- 265 growing days a year highest in Washington
- 200 days sunshine
- 17 inches of rainfall
- Driest climate on coast outside southern California





- Glorious sunsets
- Fantastic cloud formations
- Fishing center of Olympic Peninsula
- Beach privileges
- Beach living
- Boating and sailing center
- Hunting paradise
- Golf—2 nearby courses

- Large wooded lots
- Retirement paradise
- Vacation fun
- Investment opportunity
- Scenic wonderland
- Clean, fresh air





- Skiing—snow or water skiing
- Schools—new and paid for
- Churches nearby in Port Townsend
- Ideal permanent, vacation or retirement home site
- Boat havens surround

$1,895 - $2,495

Many lower, a few higher 10% down, $10.00 to $37.00 a month.

Prices so low, they should rapidly increase in value.

Ocean Grove ESTATES

DIRECTIONS: 8 miles southwest of Port Townsend, just north of Chevy Chase Golf Course. OPEN EVERY DAY

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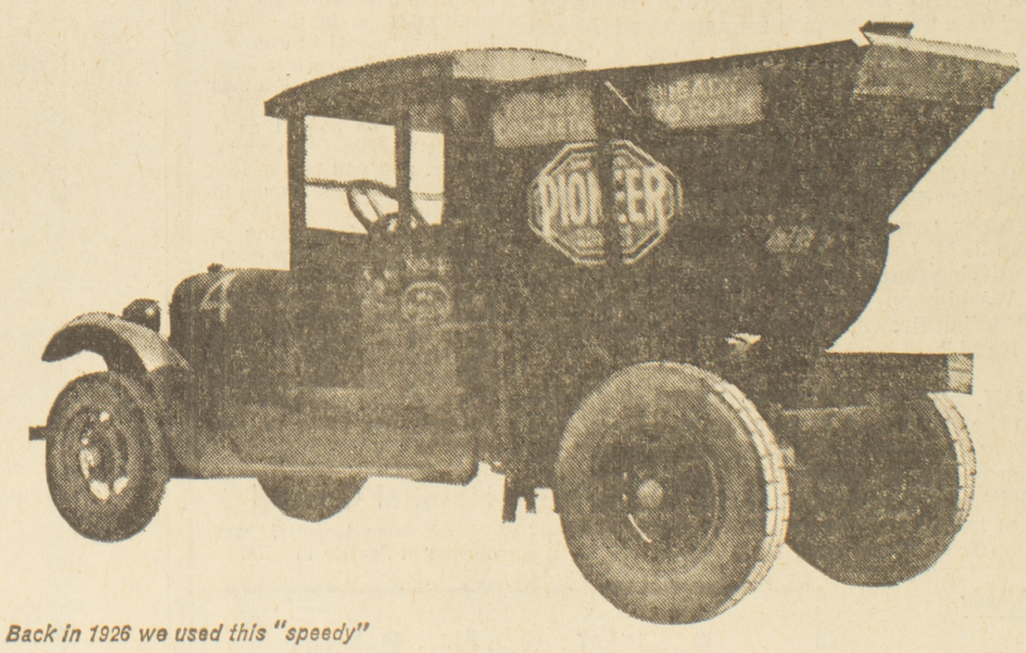


Back in 1926 we used this "speedy" Graham to deliver ready-mixed concrete

While you've been building a great newspaper, we've been supplying (since 1907) sand and gravel and concrete to build such things as highways and floating bridges and schools and office buildings and, most recently, the World's Fair.

PIONEER
SAND & GRAVEL COMPANY
901 Fairview North • MAin 2-2900 • 910 West Spokane

Future Importance Of Fisheries Predicted

(Continued from Page 7.)

rate over other portions of the road." The trip back from Renton took 80 minutes.

THEN THE BARKENTINE Modoc, built four years before at Utsalady, Whidbey Island, lay alongside the new coal wharf and eight tons of coal from the Renton mines—the first carload on the new railroad—thundered into her hold.

Times were changing, but down at Yesler's wharf it was hard to keep enough cordwood on hand for the local steamers—only three of which were coal burners. The woodburners used 150 to 170 cords a month, the contractor getting $2.50 a cord after paying his choppers $1.25.

The Intelligencer said the supply at the wharf frequently was less than a cord or two ahead of demand. The wood was cut along the shores of the bay and brought to the wharf in scows. Sometimes the contractor paid 25 cents a cord stumpage to the land owners, but in places like Belltown—far out on the beach beyond Virginia Street—property owners charged nothing to get the land cleared for free.

Downtown, across from Jake Levy's cigar store, Hanford saw "the latest thing out in Seattle—a genuine metropolitan boot-black." Prices were 10 cents a shine, 75 cents for big boots. "Go and get your boots blacked and see how it seems."

And he saw drunken Indians on the city streets. The saloon keepers swore to him they never sold liquor to Indians. They came into the grog shops to buy cigars.

"Would it not be wise," he asked, "to try some of these dealers on charges of selling intoxicating cigars to Indians? Scarcely a day passes but dunkern Indians are seen on the streets, all drunk on cigars, of course."

The Intelligencer complained, also, of the drain sewers which ran down the city streets, discharging on the beach at half tide. Another sore point was the reluctance of pioneer landholders to sell residential lots to newcomers. The cheapest lot on 5th Avenue, "back of the University," was held at $1,150, with more than 50 big stumps on it. An adjoining lot, half cleared, was held at $1,400, and would cost $175 to grade.

"That our city is not growing is very evident," the paper said. "It never will grow while men who paid nothing for their town lots ask San Francisco prices for them . . . the three principal lot-owners of this city were donated their land by the federal government. These three men, who always want their pound of flesh in advance, are driving out transient capital by their exorbitant demands."

Noting that rents on two-thirds of the town's business buildings average 7 to 9 per cent of the original cost, The Intelligencer quoted a frustrated visitor:

"Your Seattle pioneers are a very peculiar people. They want to have a big city here, but they don't want anyone to live in it except themselves."

Hanford's enthusiasm wouldn't dampen, however.

"If you want good grouse shooting, clam baking and salt water fishing," he advised the subscribers, "try Eagle Harbor or Blake Island. For trolling, try the north side of Sandy Point and run up Salmon Bay for camping. Or take the morning train on the Seattle & Walla Walla and get off at the Black River bridge. The trout fishing is inferior, but it is fine camping."

Along the waterfront, Indians from down-Sound rested briefly every day, en route to the Puyallup Valley hop fields for the harvest. The Intelligencer's "man about town," as Hanford styled himself, visited the Swinomish flats "back of La Conner" and saw five lareg steam threshers turning out 1,800 bushels of grain a day, "as far as the eye can see." Fields here yielded 75 to 90 bushels of barley and 125 to 130 bushels of oats to the acre. Diking and reclaiming the marshlands, the Swinomish farmers found the soil rich and fertile; Samuel Calhoun diked a three-quarter acre between two sloughs and harvested 110 bushels of oats.

WHILE HANFORD GADDED, Higgins feuded. The Dispatch told its readers the Intelligencer stole all its "telegraphic" dispatches from the Oregonian when the newspaper reached Seattle. Hanford printed a letter from J. M. Lyon, Seattle manager of Western Union, certifying that The Intelligencer was the "only paper in Washington Territory receiving special dispatches." Beriah Brown, he added, was an "unscrupulous old fraud."

AGAIN, THE PAPER HAMMERED at the fire danger in the eight-block business district. Merchants were paying as much as $50 a month in insurance, in addition to rent on wooden buildings. A one-story brick building could be built for $3,000, "rent for $100 a month at least," and the insurance on merchandise would drop from 8 per cent to 2.

To critics, The Intelligencer responded:

"We will speak of things just as we see them, and some of these days when the numerous shells along Commercial and Mill Streets are swept away by a fire, somebody will give this paper credit for a little common sense and foresight."

WHILE HANFORD CAMPAIGNED, Higgins feuded. He had been attacking the county commissioners for voting $600 to send a representative to Washington, D.C., to try to persuade Congress to rescind the Northern Pacific's vast land grants. Higgins favored the cancellation, but he felt the business community, not the public, should pay for the effort. Commissioner Russell Stearns caught him in a restaurant one evening and told him he had heard, and believed, that Higgins was employed by the Northern Pacific to undermine the prosperity of Seattle.

"We replied that any man who would believe that slander, is a fool," Higgins wrote, "and anyone who would assert it is a wilful liar—whereupon Mr. S. withdrew."

PREDICTING THAT SALMON within five years would be "almost as great a source of wealth to us as either coal or lumber," The Intelligencer urged that the legislature regulate the mesh size of seines and forbid erection of weirs and traps which would not let young salmon escape. Fishery conservation had raised its head.

The slack times in coal and lumber lingered on into 1878, and Dave Higgins was making plans. He had been with The Intelligencer most of the time since 1870. With three other men, he had started the San Francisco Call in 1856; two years later he founded the Chronicle in Victoria, B.C. Sam Maxwell, his brother-in-law, had persuaded him to move to Seattle, but now he was thinking about moving on. Eastern Washington was tempting. (But eventually he returned to Victoria, where for 40 years he owned and published The Colonist.)

Now Higgins called Hanford into conference. The younger man had invested $5,000 in The Intelligencer some months before. Higgins offered to buy Hanford out, or vice versa.

"I'll buy," Hanford said, and the price was set at $8,000.

Higgins said farewell to the readers on April 8, 1878, and Hanford's name appeared on the masthead. Higgins wrote that "from his ability as a writer and the experience he has gained in the newspaper business since he has been associated with me for nearly two years past," Hanford would maintain The Intelligencer as "the leading journal."

AS A BUSINESSMAN, Thaddeus Hanford proved unsuccessful. He did manage to swap Beriah Brown a heavily mortgaged White River farm for The Dispatch, merging it into The Intelligencer on Sept. 30, 1878, to the raucous laughter of all the other Sound newspapers. Hanford remained business manager and both Brown and he listed themselves as editors. They called their new organization "Intelligencer Publishing Co." Hanford explained to the readers:

"To the promotion of this work will now be added the vigorous pen and sage experience of our whilhom contemporary, Mr. Beriah Brown, who by reason of his venerable age, eminent public position and national reputation as a writer cannot but prove a valuable coadjutor upon our editorial staff. . ."

A few days later, Kirk C. Ward and Benson L. Northrup offered new competition, starting The Seattle Post on October 15.

Northrup, a Civil War veteran, came to Seattle

(Continued on Page 10.)



Big Snow Of 1880 Cripples Seattle Business

CREWS ON THESE VESSELS in January of 1880 had to shovel snow from their decks to keep them afloat, so heavy was the snowfall. Snow was four feet deep in the area before the business-crippling storm was over. A wharf, stable, pattern shop, two blacksmith shops and a number of sheds collapsed under the weight.

—(Seattle Historical Society Photo.)

June 4, 1877:

Wiltons To Appear

The Wilton Troupe, which has met with such general favor here on former occasions, as also during the current season, will put upon the boards tonight, for the first time in this city, the great moral drama entitled "Ten Nights in a Bar-Room" or "The Fatal Glass."

It is to be played as a benefit to Miss Georgie Hayne, and will be the last appearance of the troupe in this city.

Desirous of securing a crowded house on the occasion, and that all may have a chance of witnessing this great drama, which is something of a specialty with the Wilton Troupe, and in which they are said to greatly excel, the manager has reduced the price of admission.

Hospital Opened

Providence Hospital was opened in Seattle in 1878.

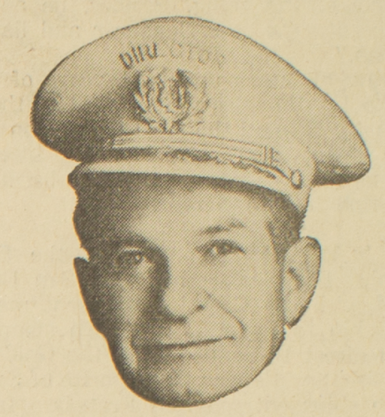
Aug. 5, 1876:

Kittitas Opens Road

The settlers of the rich valley of the Kittitas have this season opened up a road to Priest's Rapids, on the Columbia, distant 28 miles from the county seat of Yakima County.

This point is a considerable distance above Walla Walla, at the head of a long stretch of interior navigation on the Columbia, and is nearly the geographical heart of the Territory.

It will be remembered that Mr. Morris, the engineer of the Seattle and Walla Walla Railroad, in his report submitted to the Directors last year, made a recommendation that the line be carried across the Columbia at Priest's Rapids, instead of continuing down the Yakima to its mouth, thus saving a good many miles of distance and many thousand dollars of cost, besides gathering a large central traffic at the Rapids as soon as reached, about midway of the line to Walla Walla.



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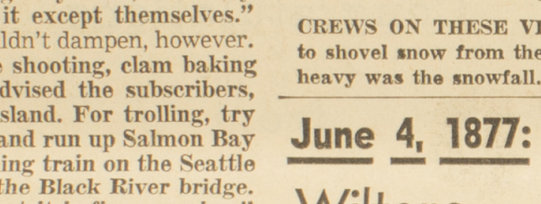

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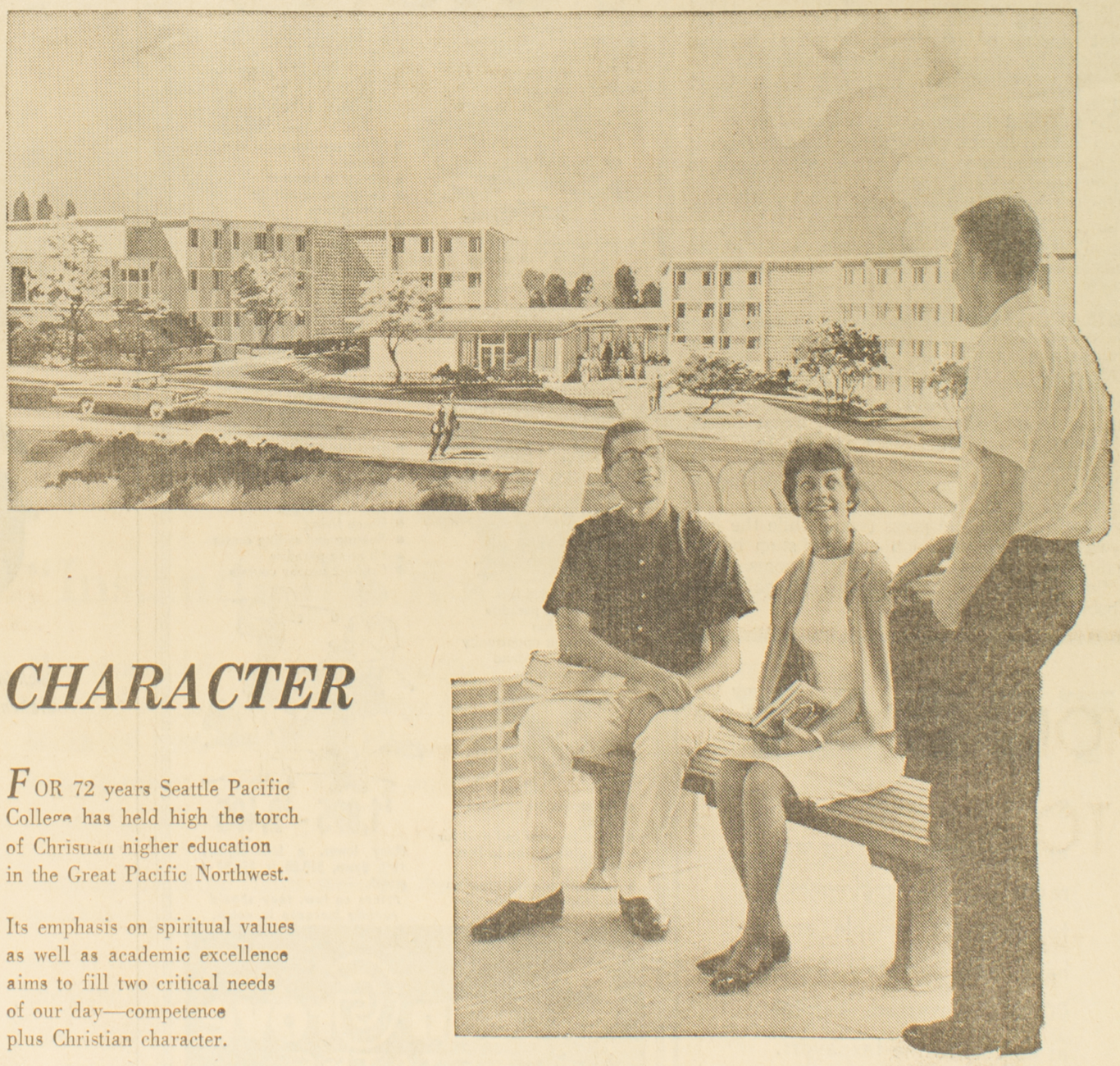


CHARACTER

FOR 72 years Seattle Pacific College has held high the torch of Christian higher education in the Great Pacific Northwest.

Its emphasis on spiritual values as well as academic excellence aims to fill two critical needs of our day—competence plus Christian character.

SEATTLE PACIFIC COLLEGE

Two summer terms in 1963: June 17 to July 12 and July 15 to August 9

President Hayes' Seattle Visit Was Gala Affair

RUTHERFORD B. HAYES, 19th President of the United States, visited Seattle on October 11, 1880. The report of this first Presidential visit to the city was published the next day in The Daily Intelligencer. Following is the news article:

For several days our people have been looking forward with great interest to a promised visit from the President of the United States and the distinguished party accompanying him.

In order that Seattle should not be behind in showing her appreciation of this visit, our Mayor and City Council took the matter in hand, and their exertions, backed up by competent committees and the united aid of an enthusiastic and patriotic people, proved highly satisfactory and successful.

THE STREETS had been placed in splendid order, and the decorations in front of some of the business houses were as fine as are seen on the 4th of July. A handsome evergreen arch was stretched across Mill street, from which, in large letters, could be read for several blocks "Welcome, Our President."

THE COMMITTEE of Arrangements were informed by telegraph that the steamer bearing the distinguished guests would probably arrive about 1 o'clock, and as it had been arranged to meet and escort her to the city by other steamers, from Alki Point, orders were given to leave the city at half past 11 o'clock.

The Fanny Lake took the lead, having on board the Reception Committee, composed of the Mayor and Common Council, Bailey Gatzert, S. Baxter, Geo. D. Hill, M. R. Maddocks, H. L. Yesler, A. J. Anderson, O. Jacobs, Chas. Prosch, W. H. Pumphrey, H. G. Struve, Judge Greene, Beriah Brown and K. C. Ward, Gen. F. W. Sparling, G.A.R. and staff composed of Dr. Hilton, Rev. J. F. Ellis, Chas. Root, Capt. Geo. D. Hill, Roswell Scott, J. H. Griswold, reporters of the press and several invited guests.

SHE WAS followed by several other steamers loaded down with people anxious to see the President.

On arriving around Alki Point the steamers came to a halt and awaited the arrival of their expected guests. As the Geo. E. Starr approached, the Fanny Lake met her and transferred the committee on board. There they were met by Governor Ferry, who introduced them one after another to the President, Mrs. Hayes and other members of the party.

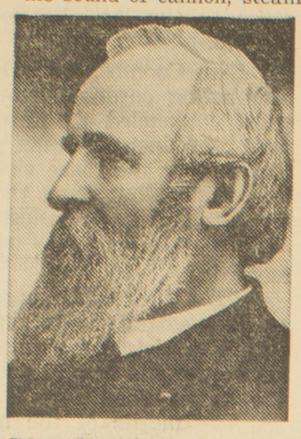
The steamers then formed in procession in the following order:

Geo. E. Starr in the center, with the Goliath, Josephine, Libby, Success and Celilo on the port side, and the U.S. Revenue cutter Oliver Wolcott, Blakely, Fanny Lake and Nellie on the starboard.

AS THE Starr passed the smaller steamers, one by one, the throngs of people on their decks cheered and shouted. President Hayes stood on the bow of the Starr and as each peal of welcome went up, he raised his hat in grateful acknowledgement of the compliments.

The Presidential party on the Starr was composed of the following persons: Mr. and Mrs. Hayes, Webb Hayes, Gen. Sherman, Rachel Sherman, Gen. McCook, Dr. Huntington, Mrs. Audenried of Washington, Mrs. Hunt of Oakland, Mr. and Mrs. Herron of Cincinnati, Mrs. Mitchell of Columbus, John Jameson of Washington, and Secretary of War Ramsey. They had been joined up the Sound by Governor Ferry and wife, Gen. Howard and wife, T. F. Oakes, Geo. J. Ainsworth, General Sprague and Mr. Holman.

As soon as the procession of steamers came within hearing distance of the city the sound of cannon, steam



RUTHERFORD B. HAYES
First Presidential Visit

whistles and church bells proclaimed that a warm reception was awaiting our approaching visitors.

THE WHARVES along the water front were fairly packed with anxious people, while from every mast and pole in sight floated the glorious stars and stripes. The vessels Two Brothers, J. B. Bell, Antioch, Lizzie Williams, Whistler and Aureola added to the display by spreading their bunting to the breeze.

The day was clear and delightful, not a cloud being visible in the heavens; indeed, a more charming day could not have been desired for the occasion.

On arriving at the wharf the party was transferred to carriages and conducted to the Occidental Hotel by an escort composed of the officers and members of Stevens Post G.A.R., headed by the band.

CHIEF JUSTICE R. S. Greene, to whom had been assigned the duty of welcoming the President on behalf of the people, stepped forth on the balcony and spoke as follows:

"Your fellow citizens of Seattle and vicinity want me to say to you and your party a few words of welcome and introduction. That we are all heartily glad to see you must have already appeared from our countenances and conduct.

"We are particularly pleased to meet you, sir, both because of the position you occupy and the high character we have heard of you.

"Allow us to congratulate you that, after having traveled so long and so far, you have been permitted by a kind Providence safely to arrive at this, the geographical center of your jurisdiction."

After several very complimentary remarks, the President said:

"We are to go to the coal mines and return to meet our friends here at 8 o'clock and hope to shake hands with you all."

The illuminations at night were grand and beautiful. Hotels, stores, offices and private residences were illuminated with candles, lamps and gas, the effect of which was enchanting.

Bonfires were lit in the street, the band played, and the people moved on in an endless throng.

AT THE door of the Opera House was a living jam, while inside was another. The adornment at the reception room was exceedingly tasty.

There President Hayes and Mrs. Hayes, Secretary Ramsey and General Sherman warmly shook the hands of over two thousand persons.

Thus was concluded one of the most delightful and memorable days in the history of our little city; a day on which she surprised her own citizens as well as her guests, and a day long to be cherished among the fondest recollections of the past.

The party goes from here at an early hour this morning to complete a tour of the Sound. The shortness of their time will preclude another visit to Seattle.



YESLER MILL REDUCED TO RUBBLE BY FLAMES
Damage From 1879 Fire Amounted To $100,000

—(U. W. Library Photo.)

Oct. 19, 1879:

Territory Solvent; No Debts

FROM the printed report of T. M. Reed, Auditor of Washington Territory, we learn a few facts of general interest. The report is for the two years ending Oct. 1, 1879, and it evidences a very large growth in all that constitutes material prosperity.

The Territory is out of debt and has money in the treasury. Its receipts during the two years were $111,005.25, and its expenses $108,612.32.

The revenue of the next two years is estimated, over and above all losses, cost bills, &, at $145,960, while the estimated expenses are $106,300—nearly forty thousand dollars less than the revenue.

A REDUCTION of the Territorial tax to three mills on the dollar, Auditor Reed thinks, will pay all expenses and leave a surplus of $2,000.

This is indeed gratifying. The expense estimates include $50,000 for the insane, $25,000 for convicts, $9,000 for Prosecuting Attorneys, $7,000 for Auditor and Treasurer, $5,000 for printing, $5,000 for incidentals, $2,200 for the University, $1,600 for Superintendent of Public Instruction and $1,500 for library and librarian.

THE ASSESSMENT of 1878 aggregated $18,978,436.26 and that of 1879 $21,021,832, or an increase in the single year of $2,043,395.74.

The increase of 1880, it is supposed, will be just as great, or greater.

The Territory's population, as ascertained by the imperfect census returns, was 50,511 in 1878 and 57,784 in 1879.

The Auditor does not think the population reported by the census great enough by ten per cent, and doubtless he is correct.

The number of male citizens of 21 years and upwards is reported at 16,032.

A careful perusal of this little pamphlet induces the belief that our Territorial affairs are in the hands of competent, trustworthy men, who are administering them with economy and prudence.

Nov. 20, 1880:

Railroad Wharf Framework Up

The frame was put up on the railroad wharf yesterday, for a roundhouse, or house for the engines to run into when not in service. Its dimensions will be 40x100, and its completion will be pushed ahead as rapidly as men can do the work.

The turntables for Newcastle and this end of the route are also in process of construction on the wharf.

June 17, 1876:

Death Of A Bear

A large black bear was killed last week on the ranch of J. L. Flowers, near Rentonville.

June 15, 1876:

Snohomish Gets Mill

Mr. Haskell of Snohomish City is putting up a water mill of about 10 horse power, at the forks of the Skykomish and Snoqualmie. He has sent to San Francisco for his machines, which he looks for on the next trip of the City of Panama, and expects to have it in running order by the first of September.

It will have a capacity of about 2,000 feet of lumber per diem, besides grinding feed, etc. He intends in the future to add improvements in the shape of a planing and stave machine.

We are glad to hear of such enterprise down the Sound.

July 21, 1876:

City Launches First 3-Masted Barkentine

Seattle can reasonably take pride in the handsome vessel launched yesterday, the first three-masted vessel that has thus far been produced at her yards.

She was built, throughout, of our common yellow fir lumber, pruchased from Colman's mill, which has been pronounced by experts the best timber in the world for ship building.

The construction has been under the general direction of Capt. S. J. Gilman, one of the owners, but under the special supervision of Mr. Benjamin Bigelow, master carpenter, who undertook the enterprise last winter, by the day, and of whose work Capt. Gilman speaks in terms of the highest praise, as he has performed a No. 1 job and got the vessel off in good shape.

THE AVERAGE number of men kept steadily employed in her construction has been about twelve.

The dimensions are, length over-all, 152 feet, keel, 135 feet 3 inches, breadth of beam, 35 feet 8 inches, and depth of hold, 13 feet 2 inches.

She is expected to register about 450 tons standard measurement, but is calculated to carry 600 tons of coal and 150,000 feet of lumber as deck load.

Her owners are John H. Flickinger, one half, Sheldon Allen, of San Francisco, one fourth, and S. J. Gilman of Seattle, one fourth.

HER RIGGING outfit arrived on the Eureka, and it is thought she can be rigged and loaded ready for sea in the course of a month, as the spars are already for the most part prepared.

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Seattle Area Paralyzed By Big Snow Of 1880

(Continued from Page 8.)

in September, 1875, as foreman in The Intelligencer office. The next year he rented the Intelligencer job printing office from Higgins, where he published the North Pacific Rural, a monthly paper for farmers. This, with Ward, he changed into The Post, a daily. Ward's brother, Mark, joined the firm, the two brothers buying out Northrup, but the paper was never financially successful.

HANFORD, MEANWHILE, ran into financial trouble with The Intelligencer and was forced to sell to Thomas Prosch, owner of The Pacific Tribune, and to Sam Crawford. Crawford borrowed $5,000 for his share. Absorbing The Tribune in 1879, The Intelligencer picked up another branch on its family tree, and the new owners discovered to their chagrin that Hanford, unknown to them, had left their new property heavily saddled with debt.

The big snow of 1880 hit. In 22 winters in five different towns on Puget Sound, Prosch told the subscribers on January 8, he had never seen anything like it. Averaging from the waterfront to Lake Washington, he said, the snow stood four feet deep. Hundreds of men were put to work at $1 an hour shoveling snow from buildings. All business was suspended as Seattle fought the weather.

In October, Seattle's railroad terminus ambitions quickened when the Oregon Railway and Navigation Co., a Northern Pacific subsidiary, bought the Seattle & Walla Walla Railroad, rolling stock, shops and wharves for $300,000.

The Intelligencer found time to wax sarcastic about its struggling competitor, too.

"The Post of this city is unlike the leopard, for it can change its spots, and change them very easily. It began as a morning paper, changed to an evening, and afterward to a morning. It began at 12½ cents a week, and changed to 25. All this changing, and more that we might name that would be less to its credit, has been made within two years . . ."

The Intelligencer broke off the squabble, however to cover a more important event. Across Mill Street was stretched a huge evergreen arch and the letters, "Welcome, Our President." President Hayes, first Chief Executive to visit Seattle, arrived on the steamer George E. Starr.

Escorted by Stevens Post, Grand Army of the Republic, Mr. Hayes drove in a carriage to the Occidental Hotel where Chief Justice Joseph R. Lewis said in a welcome speech that Seattle was the center of the country. The President admitted he had heard the same claims made in California and Oregon.

"But," he added tactfully, "ladies and gentlemen, the center of our country is wherever our flag flies."

Business turned up, Seattle coal selling in San Francisco at $10.50 a ton (and $4 in Seattle). From Olympia late in the year came an important statistical item: That port had shipped 532 tons of Olympia oysters in 1880 to Oregon, California, Sound ports and Victoria.

BUSINESS WAS GOOD at Newcastle, too, The *nancier who had captured the Northern Pacific, Intelligencer noted. Henry Villard, the railroad fi-*had bought the mine and the 22-mile railroad leading to the Seattle waterfront. About 600 people, mostly Welsh and Irish, lived in the coal village; 250 men and boys, working 12-hour shifts around the clock, produced 600 to 700 tons of coal a day.

Business was not good at The Seattle Post, however. Burdened by increasing debt, the Ward brothers nevertheless were planning to move the paper into a new plant—the brick Post Building—at Yesler and Post. Instead, two Seattle capitalists, John Leary and George Harris, who had gained stock control of The Post, agreed with Prosch and Crawford to merge the two papers, and The Post-Intelligencer was born.

"By uniting business, property, and interests," The Post-Intelligencer said, the new owners would be able "to issue a better paper than either could do without."

Prosch, buying out Crawford's interest, owned half the new enterprise; Harris and Leary held the rest. Crawford remained with Prosch, however, and between them they ran the paper.

The merger was announced in The Intelligencer on Oct. 1, 1881, and on October 3, a Monday, the first issue of The Post-Intelligencer was published. It claimed to be "the regular successor" of The Gazette, Alaska Times, Puget Sound Dispatch, Tribune, North Pacific Rural, The Post and The Intelligencer, ignoring in passing its other ancestors, brief-lived Puget Sound Daily.
The Puget Sound Semi-Weekl,y Weekly, and the

NOW THE POST-INTELLIGENCER turned its attention to the visit of Henry Villard, firmly believed by all Seattle to be a benevolent and omniscient wizard who overnight would transform the town into a railroad city.

"All were anxious to get a glimpse of the greatest financier and shrewdest railroad man that ever visited this Northwest coast," The P-I reported on October 7.

THIS WAS AN ECONOMIC turning point for the new paper, just as much as for the city. No one doubted the future; land prices began to creep up. A boom was in the making.

Even Prosch joined in the real estate boom, selling six lots in the Pontius addition for $1,800 in April. He had paid $575 for them the previous August. Lots in another plat which sold for $14 a year earlier went at $150 each; four- and five-acre tracts on Lake Union, formerly held at $500, went for $1,600.

HARRIS AND LEARY took no active part in the merged operation, leaving to Prosch the editorial and business problems. With Sam Crawford as his entire local staff, Prosch directed both the daily and weekly Post-Intelligencers. The four-page weekly, issued on Fridays, measured 26½ by 23 inches, 10 columns to the page, and was packed with reprints of articles from the daily paper and with long, detailed descriptions of local and regional business and politics, travel letters and national news.

"The Post-Intelligencer is not yet a very great newspaper, but that it will be in due time we trust and believe.

"It is quite as great a paper, though, comparatively speaking, as the town, and we further believe that it is considerably greater. At least, there is no other town in the world of Seattle's population, wealth and business in which so large and expensive a newspaper is published as The Post-Intelligencer."



First Department Store

HERE IS THE San Francisco Store, Seattle's first department store. In 1878, when this photograph was taken, it was flanked on the left by the business establishment of W. A. Jennings, specializing in "groceries, hardware, wines, liquors and cigars."
—(Seattle Historical Society Photo.)

Besides Crawford, Prosch had one assistant in the business department, three city delivery men, one pressman, a printing foreman and five typesetters. Standing at their wooden cases, the printers handset about 300,000 ems of type a week—equivalent to the handling of 1.5 million separate small pieces of metal as they set the type and then distributed it into the cases again.

And as "the cylinder of our steam press is required to make 14,000 revolutions per week, while the carriers get over about 90 miles of ground in the same time," Prosch found himself directing—for the time and place—a costly business. With some wonder, he totted up accounts for The Post-Intelligencer's first three months and found he had spent exactly $5,903.27. Paper and ink took $957.39, while telegraphic news cost $1,596.85. The rest went for salaries, composition, presswork, lights, fuel and commissions.

NEVERTHELESS, THE PAPER prospered. Lively, opinionated, informative and vigorously in favor of Seattle's growth, it grew in stature and circulation just as the city itself was burgeoning out of a small town into the first real indications that it soon would become a real city.

As "the largest and most widely circulated paper in Washington Territory," The Post-Intelligencer cost $26,411.34 to publish in the full year of 1882. Costs of $1,800 a month in the first quarter had risen to $2,400 in the final quarter.

Despite rising costs, the paper benefited from the good times which prevailed. The land-poor pioneers suddenly found real estate advancing. During the year, more than 2,000 separate parcels of land were transferred at prices ranging from $25 to $50,000. Coal exports mounted, logs went to prices "never heard of on this coast," and the hop crops of King County valleys gave growers profits of from 100 to 1,000 per cent. Imports and exports on Puget Sound increased by 50 per cent over 1881, while Seattle's population jumped from 4,500 to 6,000.

RECORDING ALL THIS day by day, The Post-Intelligencer also kept its readers well informed on other matters, commenting editorially between paragraphs as it reported the news, often forming and leading public opinion. Typical was the paper's coverage of the lynching of three suspected murderers on January 18. Benjamin Payne, held in the county jail for the murder of Seattle Policeman David Sires and two Oregon convicts, James Sullivan and William Howard, were hanged by mob action.

Sullivan and Howard were accused of the hold-up murder at 3d Avenue and Marion Street of George B. Reynolds, head salesman in a Seattle clothing store.

Reynolds, walking back to the store after supper at his home a block away, was accosted by two men. He attempted to draw his own revolver and was shot to the ground by one of the men.

Within minutes of the shooting, as Reynolds was carried on a door to his home, the fire bell rang and "about 200 of our best citizens congregated at the engine house." A vigilante committee was formed and patrols sent out to search the city for the two men suspected of the murder.

Reynolds, conscious to the last, died at 8 p.m. Two hours later, searching Harrington & Smith's wharf, the vigilantes found the two suspects buried in a stack of hay. One of them carried a loaded revolver with one cartridge empty. The revolver had recently been fired.

"By some mistake," The Post-Intelligencer reported the next morning, "the members of the committee who had them, instead of taking them to the committee rooms for trial, turned them over to the officers and they were hustled off to jail . . ."

As the news of the capture spread, a mob gathered at the jail. Sheriff Wyckoff and Chief McGraw sat with the prisoners in the office as the jail door was battered down. The vigilantes found themselves facing Wyckoff's drawn revolver. A parley followed and the vigilantes accepted the officers' word that the prisoners would be taken before a magistrate at 9 o'clock in the morning.

But long before that hour The Post-Intelligencer had reached its readers with its account of the murder and capture.

"This is no time for humbug and delay," the news article concluded. "If these fellows are proven to be the murderers of George Reynolds, we hope they will never reach the jail alive again.

"Had Paine, the murderer of David Sires, been strung up to the nearest telegraph pole, this atrocious crime would probably not now have to be recorded."

In the same edition, an editorial set the stage for the day's swift action.

"TRY HANGING," said the caption. "The summary, business-like hanging of two or three murderers at this time in this city would have a moral effect that would stand us in good stead for years to come . . . an outraged people are tired . . . nor will it be surprising to see them seek, at **their own hands, the redress which the law in these latter days seems to deny them."**

Hustled from the jail to Yesler's Hall through a surging crowd which The Post-Intelligencer the next day took pains to deny was a mob, the prisoners were examined by two magistrates. Some 20 witnesses testified. Then Justice Coombs spoke:

"I am convinced that the evidence is sufficient to hold these men without bail for their appearance to await the action of the grand jury, and they are now turned over to the officers and remanded to the jail. The committment will be sent up as soon as I can make it out."

Instantly, lynch law, carefully plotted in advance, went into effect. Spectators grappled with the officers and judges, while others seized the prisoners and rushed them out a back exit, down the alley and across Occidental Square (now Yesler Place) to Henry Yesler's house, where two timbers had been placed between two maple trees in the yard.

"In less time than it takes to tell it," The Post-Intelligencer reported, "Messrs. Sullivan and Howard were dangling in the air, in the presence of about 2,000 people, comprising ministers, lawyers, doctors, businessmen and honest law-abiding citizens, all of whom, with one or two exceptions, approved the people's doings."

A half hour later the "vigilantes" hacked a passage through the high board fence of the jail, chopped open the heavy wooden doors and broke open two iron doors to reach Benjamin Payne, murderer of Officer Sires. Within minutes, protesting his innocense to the last, Payne died on the improvised gallows.

Sam Coombs, not only justice of the peace but also acting coroner, immediately convened an inquest, impaneled six jurors from among the city's most prominent citizens, and accepted their quick finding that the three victims "came to their death by hanging, but from the evidence we are unable to say at whose hands."

The next morning The Post-Intelligencer commented:

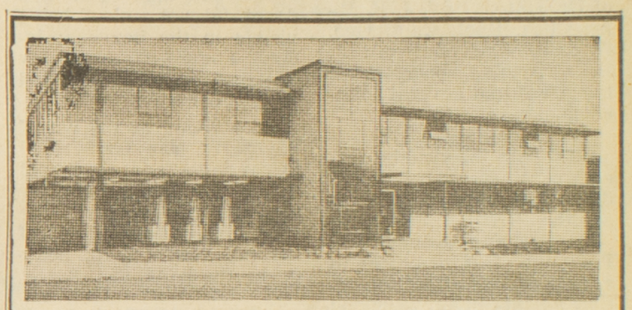
"The 18th of January will long be remembered as an eventful day in the history of Seattle. Business was virtually suspended all day yesterday, most everyone having decided to devote one day to the public good . . ."

The merits of the matter aside, the vigilante action met with almost entire approbation by Seattle's citizenry. Months afterward, when a visitor asked Henry Yesler why he had not removed the scaffold from his maple trees, the town's richest man shook his head and chuckled, "Oh, no! Those trees never bore fruit but once, and that was the best fruit trees ever bore."

At Christmas, Seattle was confident, booming, growing. Loggers were promised two-year contracts at $6 a thousand board feet. The city's six sawmills couldn't meet the demand for commercial and residential construction in Seattle alone.

And at Piper's the pioneer candy store, candy statues of Henry Yesler, "knife and stick in hand," were the Yule novelty of 1882.

"These can be turned out in any desired numbers," The P-I explained, "so every citizen may have a Yesler in his sweetest mood."



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"The San Francisco Examiner, now three quarters of the way toward its own Centennial, is proud to salute its sister newspaper, the Seattle Post-Intelligencer, on the occasion of its 100th birthday. Such occasion is we believe an ideal time to look to the future and to this end we offer on this page a reprint of an Examiner editorial."

Growth is Life . . . Growth is Promise

A CALIFORNIA CREDO

▸ California has become the speartip of the American forward thrust ▸ But bigness has brought problems and challenges ▸ Can the people of California rise to them? ▸ We answer yes

ONCE AGAIN the advent of a new year has found the editors of The San Francisco Examiner engaged in a reflective examination of the affairs of the Golden State and fabled city we serve. As always in this annual stock-taking, our purpose has been to make certain that the editorial policies of The Examiner are soundly based on knowledge and thought.

We have been putting to ourselves those large questions about the present and the future that befit the time:

In what manner and to what purpose has California become the most populous State? Bigness alone holds little virtue. What are we making of our bigness?

Is California safeguarding those distinctive and cherished California values that drew the new millions here? Does California have the foresight and dynamism required to absorb gracefully into its spacious household all the other millions destined to come? Can California absorb bursting growth indefinitely while also sustaining the Nation's finest education system and other primary sources of its economic power?

And what of San Francisco? As mother city of this phenomenon—the financial, management and cultural capital—it finds itself undergoing a rejuvenation and vertical expansion of epic proportions. Can San Francisco manage this expansion, yet plan so wisely as actually to enhance its priceless qualities of visual beauty and generous spirit?

OUR ANSWERS to these large questions range from a hopeful yes to a positive yes. Our affirmatives are without Micawberish sentiment, though we confess to optimism. Rather, they are based on knowledge of and reflection about the kind of people who make up that big, round 17.5 million population figure—in short, the quality of our citizenry.

Historical forces, long at work, have brought about in California the marriage of a forceful, imaginative and numerous people to an abundant land in a beneficent climate at a special time in man's affairs.

We see here the first full flower of the westering movement of Americans, a movement that is part of our national instinct and as old as the Nation itself. The forty-niners, first to obey that westering instinct, were readily recognizable as a restless breed — venturesome, hopeful, bold. Less well recognized has been the fact that those who have come to California in all the years since—including those who still come—have been marked by a large ferment of the free of spirit, the confident, the innovators.

Such an exuberant society was bound to produce larger-than-life nonsense—offbeat evangelisms, Thirty-every-Thursday schemes to get rich quick, beatniks, Hollywood excesses. But for many of the same reasons this society's accomplishments-that-count are larger than life too.

California the home of 20 Nobel Laureates, not only far more than any other state but more prizes than Russia has won in all the 61 years since the awards were founded—

California the home of one-fifth (137) of all the members of the National Academy of Sciences—

California the home of one-third of the Nation's architects—

California the home of the Nation's best paid teachers ($6,900 average), the greatest number of pupils (4.5 million), the greatest number attending college (500,000), the highest ratio of college graduates (10 per cent)—

This is the real California citizenry, a gifted and energetic people, a people that loves beauty and learning, above all a confident people.

Today this people possesses nothing less than the opportunity to serve as the speartip of the American forward thrust, the Nation's keen cutting edge turned to the future.

IN THIS citizenry is the solid source of the conviction held by The Examiner's editors that California will meet all the many challenges of bigness, and meet them uncommonly well. Our own task is to continue to earn the right to be a voice of leadership in this exciting enterprise.

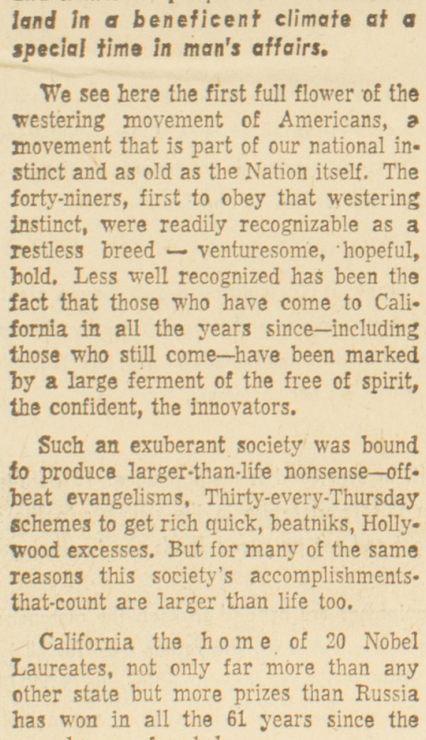
As a San Francisco institution we have studied first the validity of our editorial policies in our home city and home metropolitan area. And we have discovered that one year of time has wrought remarkable changes.

During 1962 San Francisco began actual construction on approximately $350 million worth of apartments, homes and businesses in redevelopment projects. This was the culmination of a decade of dreaming, planning and razing of blight.

The redevelopment work coupled with the lively boom in new high-rise business towers, hotels and luxury apartments markedly altered not only San Francisco's skyline but the cityscape in general.



The year also saw a vigorous beginning made on a task too long neglected: The restoration and modernization of the city's main thoroughfare, Market Street.

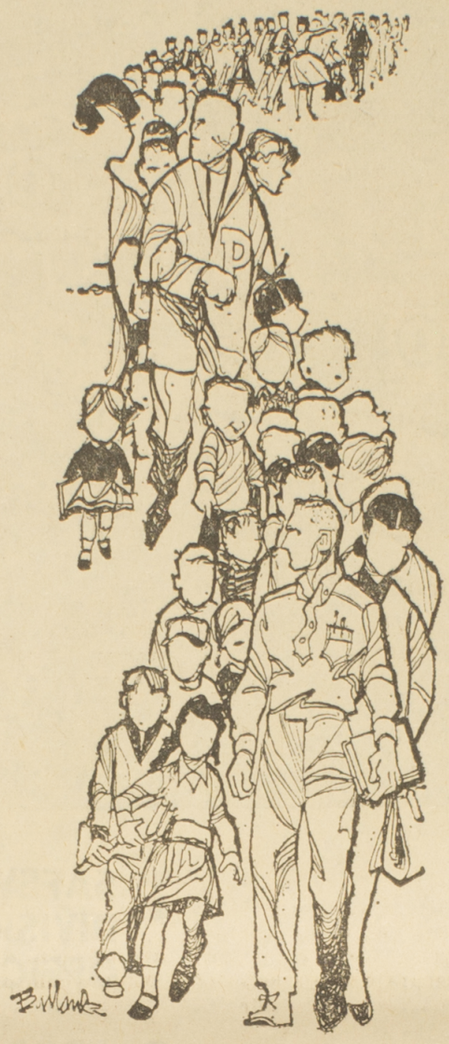


THE MOST remarkable event of the old year came in its last days when the citizens of three core counties of the San Francisco Bay area voted by an astonishing 61 per cent majority to spend a billion dollars on rapid transit. The citizenry commanded the construction of a 75 mile network of sleek, automatically operated transit trains traveling both below and above ground at speeds of more than 70 miles an hour—the Nation's first modern rapid transit system tailored in every detail to challenge the automobile.

Moreover the citizens voted to provide $792 million of the cost by taxes on their homes and businesses.

This, we submit, was an enlightened act of courage and confidence unparalleled in modern American municipal history—a striking demonstration of the California cutting edge turned to the future.

We of The Examiner are immensely happy with the work of the old year. The Examiner was a vigorous champion of rapid transit, of redevelopment, of the Market Street restoration, and of maintaining the favorable business climate that stimulated the construction boom.



But every old task finished or begun brings new ones to the fore.

● The Examiner advocates an expanded program of urban renewal, and continuation of this program at the fastest practical rate.

● The Examiner advocates that the golden opportunity to rebuild a beautiful Market Street, afforded by the coming of two transit subway levels to the street, be seized to the fullest. We advocate radical surgery where necessary to open up new cross streets, arcades and plazas. We advocate selective use of the redevelopment tool to accomplish this.

● The Examiner advocates greater speed in the redevelopment project to create sites for light industry and related enterprises south of Market.

● The Examiner advocates stronger code enforcement to prevent the creation of new slums.

● The Examiner advocates closer attention to the housing needs of the economic middle class so essential to the city's life.

● The Examiner advocates further improvement in the climate of law and regulation that has encouraged the growth of private enterprise.

● The Examiner advocates strengthening of the City Planning Department as the most effective way to guide San Francisco's vertical growth while preserving those visual values that make ours a jewel among cities.

● The Examiner stands for the protection of all those qualities—cultural as well as physical—so cherished by its citizens, and so necessary to San Francisco's stature as a major convention and tourist center.

SOME HAVE interpreted the big public vote for rapid transit as a vote against freeways. We do not. We believe the public shares the opinion put forward by every expert who has studied the transportation problem: That the public's needs can be met only by means of an integrated freeway system AND rapid transit.

● The Examiner advocates completion within San Francisco of the freeway network laid out as a minimum requirement by the City Planning Department. We believe first priority should go to a Panhandle-Park-Presidio freeway connecting downtown with the Golden Gate Bridge.

● The Examiner advocates the maximum use of freeway tunnels within the city and, where this is not possible, depressed and landscaped freeways.

● The Examiner calls for the greatest possible emphasis on excellence of design in every aspect of the rapid transit system.

● The Examiner urges that the State and city, acting jointly, fix at the earliest possible time the terminal points for a second San Francisco-Marin crossing.

TURNING NOW to the affairs of the metropolitan region, we find all the old problems of disordered growth remain. The region numbers 3.7 million people, and they are increasing at the rate of 150,000 a year. They are people bound together by geography and a common destiny, yet held apart by an archaic maze of city and county boundary lines.

There are hopeful signs. The rapid transit system will exert a profoundly centripetal force upon the three-county core of the region, binding it together as a true metropolis instead of a vast agglomeration of urban sprawl.

Too, even the most parochial of our citizens have begun to realize that disorderly growth and wasteful duplications are a direct result of the region's political fragmentation.



● The Examiner renews its advocacy of a Golden Gate Transportation Commission as the logical first step in creating a framework of metropolitan government. Such a commission should begin with unified operation of the Bay area's toll bridges, seaports and airports. To this framework should be added, slowly and as needed, other regional functions.

● The Examiner advocates a companion measure establishing a Bay area planning agency, to serve as the region's planning arm in matters affecting two or more counties.

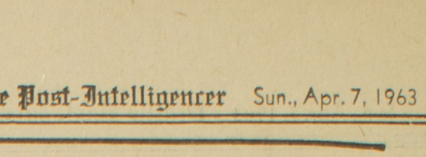
SHIFTING ATTENTION to the larger realm of the State as a whole, let us begin by calling attention to a notable fact we pointed out in our New Year editorial of last year. This is that the State Government has been able to do a much better job of preparing for this era of bursting growth than have the cities, the counties and the metropolitan areas.

Over the last decade a succession of able Governors and thoughtful Legislatures has developed broad, sound programs to meet growth in three basic areas. These are education, water and highways.

The State Government's one conspicuous failure has been its inability to provide the metropolitan regions with unifying tools.

The State suffered two setbacks during the old year.

In June the people turned down a bond issue of $150 million to expand the State park system. The defeat was deserved, for the measure was excessively political and extravagant. Yet a need remains, both for more parks and fuller development of existing ones.





In November the people voted down a measure designed to protect farmlands from the onrush of urban sprawl. This was unfortunate. California cannot afford to surrender to the subdivider the rich soil that provides 25 per cent of the Nation's food and produces a $3 billion annual income. Instruments must be found to encourage our people to build upward or on untilled hillsides.

Balancing these setbacks was the overwhelming approval by the people of a $270 million construction bond issue, mostly for institutions of higher learning. This is a burden Californians gladly bear; they have experienced the inexhaustible dividends of learning more fully, perhaps, than any people anywhere.

● The Examiner advocates greater attention by the Legislature to the needs of metropolitan areas.

● The Examiner advocates resubmission of a State park bond issue, shorn this time of pork barrel features.

● The Examiner urges a fresh legislative search for effective legal instruments to protect farmlands from urban sprawl.

● The Examiner advocates an annual State review and assessment of the California business climate.

● The Examiner advocates continued emphasis on academic excellence as the foremost aim of the California public school system.

● The Examiner reaffirms its support of California's unique tripartite system of higher education.

● The Examiner reaffirms its support of the State water plan.

● The Examiner advocates greater emphasis in future State freeways on landscaping, good structural design and intelligible signing.

● The Examiner advocates development of a system of scenic State highways designed for the motorist's enjoyment rather than speed.

● The Examiner advocates an expanded system of roadside rests.

● The Examiner advocates greater concern with rehabilitation of State welfare recipients, and their return to productive lives.

● The Examiner asserts the wisdom of constant, long range planning by the State Government. We believe that sound planning, no less than a superb educational system and a vigorously free economy, is imperative to meet the challenges of growth. We believe that given these three — an educated youth, a strong free enterprise system and good planning — all things are possible in California.

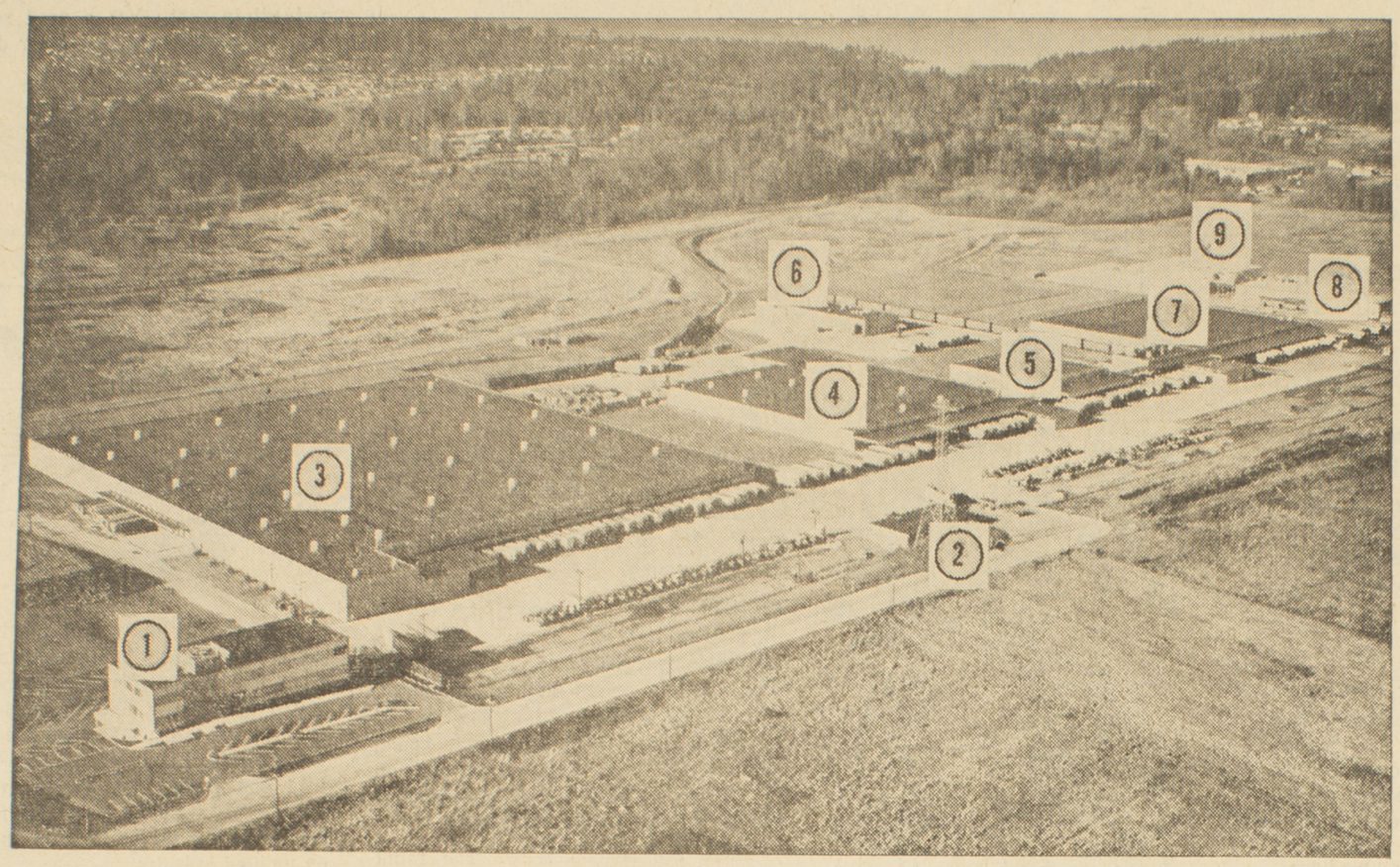
THERE IT is—an editorial policy blueprint expressing, we believe, the dynamism of our time and place.

It faces forward. It is flexible. It is, we hope, unafraid. It is as thoughtful as was in our power to make it.

Growth is life. Growth is change. Growth is the promise of all our tomorrows. We await them eagerly.

1924 SAFEWAY 1963

WE ARE PROUD OF OUR 39 YEARS OF SERVICE TO THE NORTHWEST!



DISTRIBUTION CENTER

Safeway's huge distribution center at 1227 124th N.E. in Bellevue covers a total of 51 acres of land with 15 acres under roof and 19 acres of paving and blacktop. Five spur tracks from the Northern Pacific serve all buildings. This highly efficient operation assures Safeway customers of the finest in foods and service every day of the year.

The approximately 500 employees of Safeway are proud to be a part of the rapidly expanding business community of the great Pacific Northwest, served by the Post-Intelligencer for 100 years.



OLD STORE

The picture on the left is one of the 1st Skaggs-Safeway Stores located in Portland, Oregon. The store is open and ready for it's Saturday business. You will note that stores of that time put all their fresh produce out on the street directly in front of the store.

NEW STORE

The picture on the right shows the big contrast in stores of yesteryear and of today. The modern stores offer the latest in modern designs and colors — automatic doors, refrigerated produce and meat sections, fast efficient checkout service and prices everyone can afford. Shopping at one of these new markets makes the day enjoyable.

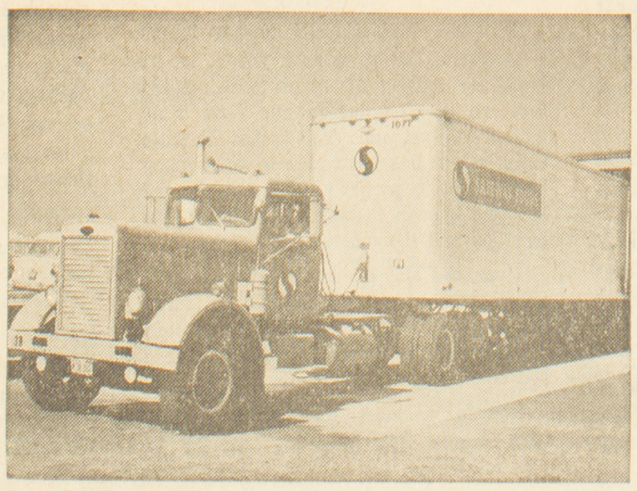




SAFEWAY COFFEE HISTORY began in 1904, when Dwight Edwards Sr., hitched up his wagon and started selling coffee. Edwards, an importer, roaster and packer of coffee, was succeeded in the business by his son Dwight Edwards in 1915, the same year the Safeway's parent store was founded by M. B. Skaggs at American Falls, Idaho. In 1931 young Edwards sold his company to Safeway Stores, remaining with the organization for 25 years. "Edwards Coffee" remains the Company's premium brand vacuum packed coffee.

MODERN TRANSPORTATION

The picture on the right shows SAFEWAY'S modern trucks which transport groceries, produce, meats and frozen food from a centrally located warehouse to the store overnight which insures the customer the freshest products available. These trucks are driven by our experienced and courteous drivers.



1. SAFEWAY DIVISION OFFICE

This modern office building is headquarters for the Northwest area, housing executive and accounting offices. Remington-Rand electronic computers print invoices used by the warehouses for filling orders.

2. PRODUCE BUYING OFFICE

This building is the control center of Safeway's huge fresh fruit and vegetable business. Here buyers work at a fast pace to assure Safeway customers the finest produce from all over the world for their dining pleasure.

3. GROCERY WAREHOUSE

This building, 256,000 sq. ft. in area, receives merchandise by truck and rail, with room to unload as many as 16 rail cars inside all at once! Over 4,000 items are stocked and handled by the most modern electrical equipment available. An "in-floor" Towveyor system moves completed orders to the loading area.

4. PRODUCE WAREHOUSE

Much of Safeway's produce supply is Washington grown. Seven giant coolers keep the various items at specified temperatures and proper humidity. A complete banana ripening and processing department is contained in this building, which allows us to present only top quality bananas for our customers.

5. FROZEN FOOD WAREHOUSE

This building is 18,000 sq. ft. in area, and is maintained at 10 degress below zero. Refrigerated trucks maintain this temperature in the delivery to the stores. Frozen fruits, vegetables and the heat-and-eat prepared foods are increasing in popularity.

6. TRUCK REPAIR SHOP

A fleet of 250 pieces of equipment are needed to keep the merchandise rolling to our stores, twenty-four hours a day. A complete repair shop for all types of repair and maintenance keep the fleet in tip-top condition for the 5,000,000 miles that Safeway drivers travel each year. Safeway drivers have an enviable safety and courtesy record.

7. MEAT WAREHOUSE

Safeway's "Superb Meats" are carefully handled in this building. An aging cooler with a capacity for 5,000 quarters of beef is the feature of this building. Sausage and corned beef products are made fresh daily. Various degrees of temperature hold pork products, chickens, turkeys and smoked meats at peak flavor and freshness.

8. MILK PLANT

Safeway's own famous Lucerne Dairy Products are made in this plant. Features of this plant are the 12,000 gallon stainless steel milk tanks, three 2,500 gallon cottage cheese processing tanks with motorized stir rods, automatic carton filling machines, a complete scientific laboratory for testing all products.

9. ICE CREAM PLANT

This plant manufactures Safeway's Lucerne Party Pride and Snow Star Ice Creams, featured at Safeway Stores. This plant has a capacity of 1,500 gallons per hour, and at peak summer periods, operates 24 hours a day. Products are not touched by human hand; mixing, cartoning, wrapping and freezing are handled automatically. A storage room is maintained at 25 degrees below zero for finished products.

SAFEWAY *the place to Buy!*

Sunday, April 7, 1963 Section C

POST-INTELLIGENCER.

VOL. XVI. SEATTLE, WASHINGTON, FRIDAY, JUNE 7, 1889. NO. 27.

THE POST-INTELLIGENCER.

TEMPORARY HEADQUARTERS—Cor. Fourth and Columbia streets.

BY MAIL:

Daily, 1 year, in advance	$10 00
Daily, 1 month, in advance	1 00
Weekly, 1 year, in advance	2 00
Weekly, 6 months, in advance	1 25
Sunday, 1 year, in advance	2 00
Weekly and Sunday, 1 year, in adv'ce	3 50

BY CARRIER (in the city.)

Daily, per week ..... 25 cents

SEATTLE, FRIDAY, JUNE 7, 1889.

THE FIRE.

The story which is told this morning needs no elaboration. Our whole business and commercial district, the very heart and center of the city, upwards of fifty blocks of business buildings, is this morning a glowing heap of ashes. But a single important business building, the Boston block, is left standing. Every bank, every wholesale house, every hotel, every newspaper office and nearly every store has been swept out of existence. Property which yesterday morning represented upwards of ten millions of dollars has been utterly destroyed. The facts speak for themselves. In the presence of such a calamity it would be useless to multiply phrases. No other American city ever suffered a loss proportionately great.

But great as is this calamity there is good fortune in the fact that it is attended with comparatively little personal distress. The residence districts remain practically untouched, and even those whose money losses are terrible are comfortably housed in their accustomed homes. It is another fortunate fact that the heaviest losses will fall upon those best able to support them and to replace the property which has been destroyed. On the part of those who might be called poor there is scarcely any direct loss, and the indirect losses will not seriously affect them.

While Seattle has received a terrible blow, there is not the slightest danger that it will be a fatal one. Obstacles, as is well known, have heretofore served only to stimulate our people to new and geater efforts, and the spirit which has heretofore sustained the city has not deserted her in this hour of calamity. Not one of the business establishments which is homeless this morning will be more than temporarily embarrassed by the misfortune that has fallen upon us. While the flames are yet active, and while the embers are still glowing, preparations are making for reestablishing every line and department of our business. Our city will be rebuilt at once, and we have assurance from many sources upon a plan much more liberal and extensive than formerly. The relationship of trade and commerce between Seattle and the country at large will not be broken, nor even seriously disturbed.

We believe that it will be comparatively but a short time until the immediate loss which has befallen us will prove to be indirectly a great and permanent blessing. From the ruins of Seattle there will spring a new Seattle, just as from the ruins of Chicago there sprang a new and mightier Chicago.

We will not at this time undertake to point out the lessons of this disas ter. They are obvious. The city has trusted to fate for protection against inevitable dangers and has suffered the penalties of indifference and neglect of important public demands. Of these demands in their relationship to our future affairs the POST-INTELLIGENCER will have something to say and we trust that in the light of yesterday's sad experience will get a more attentive hearing from the public.

The POST-INTELLIGENCER was among the heavy losers by yesterday's fire. Its general offices, its presses and its full equipment of heavy machinery have been destroyed. But we have no thought of more than a temporary embarrassment which we feel assured the public will cheerfully overlook. The paper is temporarily housed in a dwelling at the northwest corner of Fourth and Columbia streets and will be issued every day, but for the present in somewhat diminished form. New machinery has already been ordered by telegraph and we hope to be able within a very short time to present to the public the POST-INTELLIGENCER in its usual form.

A SEA OF FIRE

The Business Part of Seattle in Ruins.

Sixty-Four Acres of Ground Swept.

Thirty-Two Blocks of Smoking Debris.

The Loss Will Exceed Ten Millions.

A Little Blaze at Madison Street Becomes a Giant of Destruction Ravaging All the Lowlands to the South--Fire-Proof Brick and Frail Wood Alike Food for the Forked Tongues---The Phœnix,

The business portion of Seattle is in ruins. Between the hours of 2 and 3 'clock yesterday a wall of fire sprung up at Madison and Front streets, and traveled southward to the water front in a column whose left swept along Second and Third streets, and whose right licked up the docks, wharves and warehouses of the water front.

In this district, an area of over twenty blocks, only blackened walls and ruins mark the spot where yesterday stood the city's commercial center. At this time the amount of the loss is incalculable.

HOW IT SNARTED.

Tho fire was caused by the overturning of a glue pot in Jim McGough's paint shop, under Smith's boot and shoe store, at the corner of Front and Madison streets, in what was known as the Denny block.

In an instant the whole paint shop was in flames and the fire burst through the floor above before a single thing could be carried out of the room.

The Denny block was a frame structure, extending along Front street, from Madison to Columbia, running back to the alley. The basement and hallways in the building seemed to serve as flues to draw the flames, for black clouds of smoke poured from every window, door and crevice in the structure from one end to the other, within five minutes from the time that the alarm was first given.

LOOKED EASY TO CONQUER.

The flames, however, had only burst from the north end of the building and the fire department set to work to check the fire, which at this juncture seemed easy to control. Engine Co. No. 1 attached to a hydrant at the corner of Front and Columbia streets and laid two lines of hose. Another stream was run from the hydrant at the corner of Front and Columbia streets, and Engine Co. No. 2 took its place in the rear of the burning building and commenced pumping salt water.

NO WATER TO BE HAD.

A cheer rose from the crowd as the beat of engine No. 1 was heard, and two streams of water were turned on to the fire, but the cheer of hope died away in a wail of despair when after a few minutes' pumping the streams became so weak that they did not reach the top of the building, showing that there was no water with which to fight the fiend of fire, which by this time had reached the center of the building.

Then it was that the possibility o a general conflagration first struck the crowd, and every one set to work with a will They broke into the stores in the block and carried goods into the streets where they were cast down in heaps. This work did not last long, however, for the fire, within twenty minutes from the time it broke out, had reached from one end of the block to the other.

A herculian effort was made to save the row of frame buildings on the east cide of Front street, immediately opposite the Denny block; but no thought was given to the opera house block, which stood with its solid looking walls looking as if they could defy the flames.

THE OPERA HOUSE REACHED.

Suddenly came the cry of "the opera house is on fire" and an arrow of flame shot up from the mansard roof of the building in answer to the cry. By this time the Denny block was in a seething sea of flame and it was out of the question for men to stand in front of the wall of fire to work on the opera house. The whole block of wooden buildings north of the opera house, had by this time shared the general fate and were fast disappearing in fire and smoke. Virtually nothing could be done toward saving the opera house. Men tried to brave the intense heat from the burning row across the street, but were driven back with scorched faces and burning garments, The very hose melted and the fireman were forced to drag it back and reach the fire from Second street.

CONTROLLING THE MOB.

Up to this time Marshal Murphy had been the only head of the fire department; but Mayor Moran and Councilman Durie now appeared on the scene and attempted to bring order out of confusion. Parties were organized to carry goods out of the buildings in the path of the flames and the side streets in a few minutes were blocked with merchandise. Chief Butterfield swore in over 100 deputies and instructed them to arrest every man found stealing, and in a few minutes the rabble had become a working crowd, led by intelligent men.

The flames hung onto the Denny block and the firemen who covered the north end of the Colman block, next to it on the south, could have checked them there had it not been for the lack of water. At 3:30 the big Preston hook and ladder truck came tearing up Front street and turned up Columbia to go around to the rear end of the Opera House block; but before it had reached there the big building was a skeleton, with every window showing flame and smoke.

SPREAD OF THE FLAMES,

At 4 o'clock the flames leaped across Marion street and the Colman block on the west and the Renig block on the east side of Front were soon in the center of the fiery sea.

An effort was made at 4 o'clock to blow up the Colman block by placing large charges of dynamite and other explosives under its center, but it proved abortive, and the building burned from one end to the other. The explosions shattered the windows in the big brick blocks south of Columbia, and several persons were badly cut by the falling glass. At five minutes past 4 o'clock the Kenney brick block on the corner of Front and Columbia caught fire at the top. Engine No. 1 was then forced to pull up and attach at the corner of Cherry street. Before a stream could be started again every building north of Columbia street was on fire.

AT THE SAN FRANCISCO BLOCK.

The San Francisco building was the next apparent barrier to the progress of the flames. Every window of the building was curtained with heavy wet blankets. A charge of powder was placed under the White block across the street, but it did not move the building, which in a few minutes caught on fire, from the Kenney block, the walls of which fell inward at 20 minutes to 5 o'clock, sending up a cloud of sparks and burning brands that scattered over the roofs of the adjoining blocks. Gen. J. B. Metcalfe led a party to the roof of the building and a line of hose was soon raised by means of a rope. Again the terrible insufficiency of water balked the herculean efforts of the workers. The water barely came from the nozzle of the hose and the fire-fighters found themselves weaponless in the face of the terrible enemy.

Several charges of dynamite were then placed under the corner of the San Francisco store, which by this time was on fire, but they failed to have any effect. All of the powder in the city was by this time expended and messengers were dispatched to the powder houses for more.

LITTLE COULD BE SAVED.

No effort was made to save goods from the San Francisco store; but from nearly every other building on the street, merchandise was carried and piled in the center of side streets, and loaded upon drays which blocked the streets.

A FRIGHTFUL SEA OF FLAMES.

At 5 o'clock the scene became indescribable. The fire had left the San Francisco store a mass of ruins, and had passed into the Union block adjoining. On the opposide of the street every building was on fire and the heat was so terrible that no more effort could be made to check the fire there. The side streets were black with people carrying their possessions to places of safety. Goods piled in the centre of the street caug t on fire from burning brands. The air was full of flying boards, signs and goods thrown from the buildings.

THE WINDS WAFT HOPE.

At 5 o'clock the wind, which had hitherto been blowing gently from the north, veered square around and came in fitful bursts from the south, beating back the wall of fire which had reached Cherry street on the east side of Front street, and which had been checked for a moment by the heavy walls of the Safe Deposit building. Again a hope was entertained that the progress of the fire in its southward course might be checked, but it was short-lived. A moment later a strong breeze from the northwest sprung up again and at twenty minutes past 5 o'clock the fire reached the Gordon Hardware Company's block. In this building there was over thirty tons of cartridges, which went off in a perfect fusilade, continuing for over twenty minutes. In the Seattle Hardware Company's store adjoining there were over twenty tons of cartridges and they commenced to explode about the time that the din had ceased from the other lot.

It was exactly 6 o'clock when the fire jumped Cherry street, and it was only twenty minutes later that it reached the southern end of the block.

EASTWARD TO SECOND STREET,

After leaving the opera house the fire not only moved southward but swept eastward to Second street. This was about 4:20, nearly two hours after the flames first burst forth.

The first building to ignite was the two-story frame on the corner of Second and Marion, occupied by Harris & Greenus, sign painters, on the lower floor, and Mrs. Story, music teacher, in the second story. The building was consumed in half an hour from the time of igniting and the flames had nearly enveloped Pieser's studio adjoining.

The Haller block, frame, one story, corner Second and Columbia, was reached in an incredibly short time and soon razed to the ground. This structure was occupied by J. A. Ames, job printer; Mrs. Lynch, dressmaker; A. Fisken, stationery; McLaughlin & Bridges, hardware. These firms lost all except the small movables which could be removed before the flames reached. Boyd's photograph gallery, on the opposite corner, was next enveloped. The buildings in this block—the Northern Pacific Land Company's office, St. Charles hotel and the building occupied by the Congress saloon, were swept away.

SAVING THE BOSTON BLOCK.

The Boston block, opposite Boyd's gallery, one of the finest structures in the city, was in imminent danger for some time, the window frames being ignited, but the timely assistance of a number of spectators prevented destruction. Two bucket brigades were formed—one extending up the front stairs to the fourth story, and the other reaching across Columbia street, up the side entrance to the second flat. The building caught from the adjoining wooden structure occupied by J. S. Edwards, which was destroyed. The windows in the front were all smashed, and the plastering somewhat injured by water. The structure would undoubtedly have been consumed if the bucket brigades had not been organized, as the efforts of the fire department were now directed altogether to saving the Front street bricks.

The Colonial block, northeast corner of Second and Columbia streets, was ablaze several times, but the efficient service of the brigade was again called into action, and the building was saved. No damage save the flooding of the building and broken glass resulted.

The buildings on Second, between James and Cherry, caught at 5 p. m. and were destoyed in about half an hour. This left the way clear for the Occidental, which the flames reached at about 5:45.

THE FIRE TRAVELS NORTH.

The flames had swept down Front street nearly to Marion before they crossed to the north side of Madison. The Commercial mills were in a mass of flames at 3 o'clock and the firey flood swept up under the wharfing, first attacking the blacksmith shop. One stream of water was being played upon the "Times" building, but it was futile, as the fire soon broke out in every part of the block. Meanwhile the warehouses and whole wharving on the northern side of Madison were igniting. From this point up Front and back to the water edge the flames surged in living waves without any attempt being made to check them other than futile efforts with buckets and gardon hose. Warehouse after warehouse fell in with a crash and the wooden business blocks on both sides of the street rapidly going down before the fiery tempest. The excavation for the Holyoke block, Front and Spring streets, checked the progress on the east side of the street, and undoubtedly saved the next block and the residence portion of Second and Third streets, beyond Spring street. On the west side to the water's edge was one great fiery cauldron.

Starr brick block was in flames at 5:30 and all south of it destroyed. The fire was confined by this building for a time, but swept on back through the mills and warehouses, and again reached Front street by the burning of the Oregon house and electric light works.

THE FLAMES CHECKED.

The fire at the north end was finally checked at University street. A few doors south of University, on Front, stands a story and a half frame a house owned by Jacob Levy. A bucket brigade was formed, and with the aid of water, supplied from A. A. Denny's house, an attempt was mady to save the building. Levy's friends were enthusiastic and rallied to his support and in a short time there were from sixty to seventy men engaged in carrying and pouring water on the house. One man who stood in the crowd and watched the bucket brigade work offered to bet $100 against $10 that the house would not be saved. The bucket brigade worked with a will, and though the little house was on fire fifty times between 6 and 8 o'clock, it was finally saved. While the bucket brigade was engaged in saving Mr. Levy's house the firemen threw the burning sidewalk on the west side of the street over the cliff. The planking in the roadway was ripped up, and there was no more food for the flames. On the west side of Front street, at University, down on a level with the docks, is the foundation of the Gilmore building. This was not inflammable and the fire could do nothing with the bare brick and mortar. On the north side of University street for a block from the outer wharf line is a water block. This stopped the fire here. Two trucks of the Seattle, Lake Shore & Eastern railroad cross the foot of University street to the Canadian Pacific dock Here a large force of men were at work with buckets, obtaining their supplies of water from the river, and with the greatest exertion succeeded in preventing the fire from crossing these trestles and burning the docks to the north. A bucket brigade made up of about 200 men extended from the water front to the corner of University and Front streets, and by hard work prevented the fire from spreading along by way of the sidewalks on the south side of Front street. It took several hours of hard work to stem the tide of the flames at the north end, but by 8:30 p. m. all danger of a spread in that direction was practically at an end, and the residents of North Seattle began to breathe easier and to thank God that they would not be burned out of house and home. The firemen performed wonders in checking the flames at this point when it was considered that there was not a drop of water in the hydrants at their command.

ALONG THE WHARVES.

The fire spread with great rapidity to the water front, sweeping everything in its steady advance toward the south. At 5 o'clock Yesler's wharf took fire, and it was a few minutes only until the entire wharf was consumed.

The flames swept on, increased in violence by the swelling wind. A squad of several hundred men, commanded by Mayor Moran and H. W. McNeill, of the Oregon Improvement Company, commenced tearing down the wooden buildings on the north side of Yesler avenue from the POST INTELLIGENCER building to the foot of the street. They succeeded in tearing down nearly all of the buildings, but it was of no avail, for the flames crept up to the scattered ruins and then leaped across the street, consuming everything in their way. And then commenced a fearful and destructive blaze.

The steamer Ancon, Captain Wallace, was lying at the ocean dock, and when it was found that the wharf was doomed the captain had everything on the dock taken on board his vessel. Also a considerable amount of private property which had been taken on the wharf from the stores on the south side of Yesler avenue. When the vessel was loaded to its utmost capacity it steamed out into the harbor.

In the meantime the steamer Mexico, which was lying at the city dock was loading with merchandise brought from the stores by the drays, and after taking all the vessel would hold from the wharf, it steamed into the harbor.

The entire shipping in the harbor, having plenty of time to do so, pulled out into the stream, and it is well it did so, for every wharf from the foot of Union street to Jackson was consumed.

Among the ships in port were the steamship Ancon, Captain Wallace; steamship Spartan, Captain Paliteo; steamship Mexico, Captain Huntington; the Palmyra and many other ships and smaller vessels, the names of which it was impossible to learn.

The craft in the harbor did much good work and by their timely assistance saved a great deal of property. Amongst these were the steamer Goliah, Blakely Mastick, Henry Bailey, Washington, and the schooner Teaser.

BARRIERS SWEPT AWAY.

Meanwhile the tempest of flame was steadily sweeping down Front street.

The Yesler-Leary building resisted the flames for a long time, but the insidious enemy finally entered from the rear, and having once gained an entrance spread through the entire building like a flash. The walls of the San Francisco, Poncin, Union and Merchants' bank blocks had barely fallen in when the topmost pinnacle of the big Yesler-Leary building became the fiery center of the column of destruction.

The POST-INTELLIGENCER building on Yesler avenue to the west of the Yesler Leary building was licked up in a trice by the flames, which then walked with steady march along the wooden row toward Yesler dock.

On James and Second Streets the fire had destroyed every building up to the Butler block by twenty minutes past 6 o'clock.

BURNING OF THE OCCIDENTAL.

The Occidental hotel then stood as the only barrier between the flames and the sawdust flats, the most populous portion of the city. For a time it appeared as if the huge triangle of brick and stone would stand the storm and aid in conquering the fire. A line of hose was passed to the roof; but again the water supply failed and the firemen stood holding the impotent hose, while the flames jumped across the narrow street and touched cornice and window sill. Within ten minutes the entire north side of the big hotel was a sheet of fire.

HELP FROM TACOMA.

A yell and cheer at this juncture announced the arrival of a hose team from Tacoma. Dispatches had been sent at 3 o'clock to Tacoma, Port Townsend and Portland for assistance. The Tacomans had answered promptly to the call and about forty men with a hose cart and 800 feet of hose started from Tacoma on a special train, which made the trip in fifty-eight minutes. They pulled up to Second street, where they laid several lines and did splendid work in checking the progress of the flames toward the east.

The frame Butler block caught at exactly the same time that the Occidental did. The fire passed though the hotel, reached the other side in less than ten minutes, and then with a bound seized the other side of Yesler avenue.

The column of fire now extended along Yesler avenue from South Third street to the water front, moving along toward the south with terrible regularity, licking up the flimsy buildings as if they had been paper.

SPREADING EASTWARD.

The fire had been spreading to the east meanwhile. John Collin's residence, after a bitter fight, succumbed to the flames, but the Mallory house adjoining was saved. Trinty church and the residence of the dean caught from flying brands and soon fell in ruins. The little house on the triangle in front of the courthouse was torn down by the hook and ladder crew and this was the means of saving the county buildings and checking the progress of the flames beyond Third street. H. L. Yesler's fine residence was saved by wet blankets and carpets being spread over the roof.

The prisoners had been removed from the city jail before the fire crossed Yesler avenue, and were guarded by a posse of armed men at the court house. United States Marshal Hamilton had all the United States prisoners ready to march them to safety if occasion demanded and Sheriff McGraw marched most of the county prisoners, heavily ironed and closely guarded, to the Armory.

ACROSS YESLER AVENUE.

To the south of Yesler avenue the flames moved across South Third street, licked up the city hall, which fell in with a crash before the fire had burned the tower which surmounted it. The row of Japanese and Chinese houses below it vanished in less than the time it takes to tell the story, and at 7 o'clock not a building was standing to the north of Washington and west of South Fourth street, south of Yesler avenue. The Catholic church was saved with greatest difficulty.

Straight to the south with even front moved the terrible wall of flame. Main street was reached at 7 o'clock. The Squire brick checked the fire a moment and then added to its intensity. The roadways, all built on piles, caught on fire and burned ahead of the buildings in many instances making escape difficult.

ESCAPED WITH THEIR LIVES.

In the district south of Yesler avenue there were over 150 hotels and lodging houses. The inmates of these places escaped with their lives and what they wore and considered themselves fortunate. The Seattle Transfer Company saved its teams and many of its vehicles. South of Yesler avenue the walls of Schwabacker Bros.', Harrington & Smith's, Dexter, Horton & Co.'s Lewin & Co.'s brick and stone buildings, all with part of their contents destroyed, are the only standing monuments of this busy mart of yesterday. The Arlington hotel made a very rapid fire, and several guests who attempted to save valuables narrowly escaped being burned to death.

A TERRIBLE SIGHT.

At 7:30 o'clock the sight from in front of the courthouse was magnificently terrible. The entire flat below Yesler avenue was a sea of flame, with the streams of fire along Front street, showing through ruined walls, as tributaries. The setting sun showed blood red through a cloud of smoke, and the air was so surcharged with heat that respiration became difficult. The firemen realizing the futility of fighting the fire on

THE THIRD DECADE, 1883-1892:

Seattle Rises Anew From Ashes Of 1889 Fire

SEATTLE SAILED into 1883 on a rising economic tide. The Post-Intelligencer hoisting bright signals of a land boom to its masthead, while complaining about the deep mud in Front Street where wandering cows munched vegetables from grocers' sidewalk displays and a band of a dozen horses gathered sociably every day at 3rd Avenue and Union Street.

The town's 65 licensed teamsters complained of the first parking ordinance, which forebade them to leave their wagons unattended, and the city council repealed it. It also tabled a motion to force its 6,000 constituents to keep their livestock at home.

Dreaming metropolitan dreams based on Henry Villard's assurances that the Northern Pacific finally would stretch its tracks to Elliott Bay, Seattle went land mad.

"There are several strangers here with money who are securing property before the regular spring boom begins," The Post-Intelligencer noted in its "Brevities" column early in January.

Charles Prosch, 63, P-I printer and father of Thomas Prosch, the editor, took the hint. He went up on 3rd Avenue and Columbia Street and paid $3,000 for a half lot, 60 by 60 feet. In 1905, the family sold it for $52,500.

The Rev. D. E. Blaine, who had built Seattle's first Methodist Episcopal Church in 1854 and subsequently moved to New York, returned for a visit and inspected the four lots between Pike and Pine Streets, on the east side of Front Street (1st Avenue) for which he had paid $1,800 in 1873. Now he was offered $18,000 for them. He turned it down.

CIVIC IMPROVEMENT REARED its head with agitation to lift Seattle out of its disease-breeding cesspool and outhouse conditions with "a generous system of sewerage," but the city fathers pleaded poverty and authorized only an ironstone sewer pipe laid from 5th Avenue to the bay.

The only important topic was land, but even as prices doubled and tripled, Seattle ran out of water. Her pipes froze. The coldest winter in 21 years dropped the mercury to 8 degrees above zero. A half inch of ice covered Elliott Bay a half mile from the shore. Hundreds of homes, many business houses, and all the steam-powered mills were without water. Two hundred men were thrown out of work with the mills down.

The Post-Intelligencer suggested that "someone" ought to organize a satisfactory water company which wouldn't leave the town dependent upon springs and wells. A few days later it learned—and announced—that one of its own stockholders, John Leary, had organized the "Seattle City Water Co. of New York," with eastern capital and a municipal franchise. This eventually would become the Spring Hill Water Co., one of the major systems destined to be part of today's municipal water plant.

MEANWHILE, SEATTLE WAS bursting at the seams. The P-I said it was **"really wonderful to see the changes in the vicinity of Pike and Pine Sts. from 3d Ave. to 12th, and beyond. New houses, fences, sidewalks and streets appear everywhere."**

Daily, the paper agitated the land boom. Its own people put their money where the paper's mouth was, too, and candidly reported in this fashion:

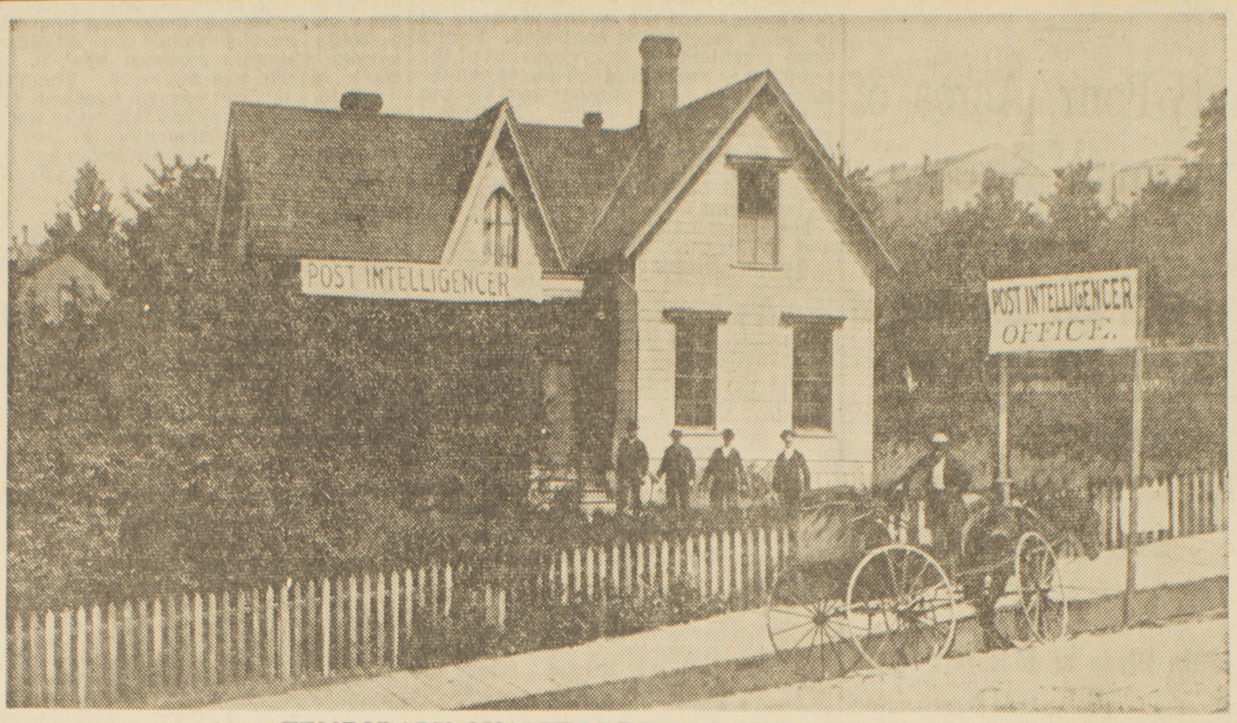
"An attache of this office has invested $800 in lots in the Pontius claims and from sales made at different times has netted $1,300."

Out at Smith's Cove, even if it was "three miles below town," the Northern Pacific paid the pioneer homesteader, Dr. Henry M. Smith, $40,000 for 637 acres lying on both Elliott and Salmon Bays. Henry Yesler got **"the highest price yet for an inside lot—$500 a foot,"** when he sold the 30-foot frontage occupied by the Rome Saloon to C. P. Stone & Co., the grocers.

A real estate man rushed into The Post-Intelligencer office and told Sam Crawford to cancel his rental ad; he had 30 applicants—fantastic. Another man advertised a team for sale, paying for a three-day ad. It sold the first day.

"Whenever I have anything else to sell, I'll advertise it in The P-I, and don't you forget it!" he promised.

Times were so good, the paper said, that **"the restaurant men have raised the price of meals from two-bits to three-bits."**



TEMPORARY QUARTERS FOR P-I AFTER 1889 FIRE
In Hynes Residence On Northwest Corner Of 4th Avenue And Columbia Street

MEANWHILE, AT THE University of Washington, President L. J. Powell assigned a favorite student, lanky Ed S. Meany, to "write up" the three lectures presented by a stranded scientist. The institution needed his scientific apparatus, the lecturer needed money to get out of town, and the public had the money.

After the first lecture, young Meany worked until midnight polishing his first newspaper effort and turned it over to Prosch. Not exactly a breath-taking report, Meany backed into it with a second-day lead:

"The Faculty of the Washington University have decided to give a course of three lectures on Electricity and Magnetism. Last evening being the appointed time for the first of the series, about 250 or 300 persons met in the University chapel . . ."

Nevertheless it was Meany's first appearance in print, one he never forgot in a long lifetime of writing. Prosch hired him on a part-time basis to help Sam Crawford on the local side, then ran into trouble with H. F. Frahm, the "route agent" who superintended the city delivery of the 950 copies of the daily on a concession basis. Frahm, holding the only list of subscribers, refused to turn it in unless Prosch paid him $250.

PROSCH ROARED A REFUSAL, warned the subscribers to prepare for faulty delivery for a few days, and appointed C. R. Brewster to handle circulation south of Cherry Street. North of Cherry, Meany was given the route. Soon he had the entire city, hiring fellow students as carriers.

"We were happy boys, working for an education," Meany was to recall many years later.

T. C. Austin was another P-I employe. A journeyman printer, he also took a hand in the editorial room.

"Everything was done by hand," he said. "I reported or set up type as the occasion required."

Another addition to the staff came later in the year. In September the Rev. Isaac Dillon, the Methodist Episcopal minister, brought a 21-year-old college graduate to Thomas Prosch at The P-I. Frederic J. Grant, destined to become a great editor of the paper, made an immediate impression on Prosch. A native of Zanesville, Ohio, a graduate of Lafayette College, he had come to Seattle looking for a career.

"The more I thought of him, the more I wanted him," Prosch later recalled, "and after a few days I sent for him."

Prosch meant to hire Grant only as temporary help, but the youngster sailed into the work so readily, **"that it soon became apparent that his services were too valuable to be dispensed with." He** edited the telegraphic reports, reported local events, wrote editorials, and worked in the business office.

THERE WAS PLENTY FOR a newspaperman to cover as Seattle boomed. Residential lots sold rapidly and streets had to be extended.

"On Main, Jackson, Columbia, Madison, Pine and Ninth, large gangs of men and numerous teams are kept constantly at work." The P-I reported in early October. "On Ninth, the principal work is being done between Madison and Columbia. A large force of Chinamen are employed on this contract and the former almost impassable alley is rapidly assuming the appearance of a well-graded street."

OF THE COMING OF THE railroad, the newspaper—and its readers—had no doubt. Completion of the Northern Pacific's transcontinental line was signaled Sept. 8, 1883, when Henry Villard drove the golden spike near Helena, Mont., and Seattle braced for its grandest celebration when the railroad wizard and his trainload of famous guests reached Puget Sound. Seattle was confident that soon the N.P. itself would reach the city, linking it with Tacoma but making Seattle the "real" terminus.

Villard and his guests arrived to find the city packed with visitors. The Post-Intelligencer published a special "mammoth edition" that day of September 15, Prosch hiring special writers such as Thaddeus Hanford and Myron Eels to describe the city and tell its story. Hanford, former owner of the paper, summed it all up:

"Since Henry Villard came to the fore as the Moses of the Northwest, a transformation has been wrought in the appearance and status of our city such as has not been witnessed within the same period in any other city of the world."

SO SEATTLE SPREAD ITSELF. Evergreen arches soared across the main intersections. Downtown streets were double-lined with trees. Thirteen steamers greeted Villard's ship, the Queen of the Pacific, and escorted it from West Point to the wharf. At the University grounds under a huge pavilion, hosts and guests exchanged speeches, while the public mobbed the trench where 250 bushels of

(Continued on Page 4.)

Jan. 27, 1885:

Roof Goes On

The Kenney brick building is having its roof put on. This house will be one of the handsomest in the city.

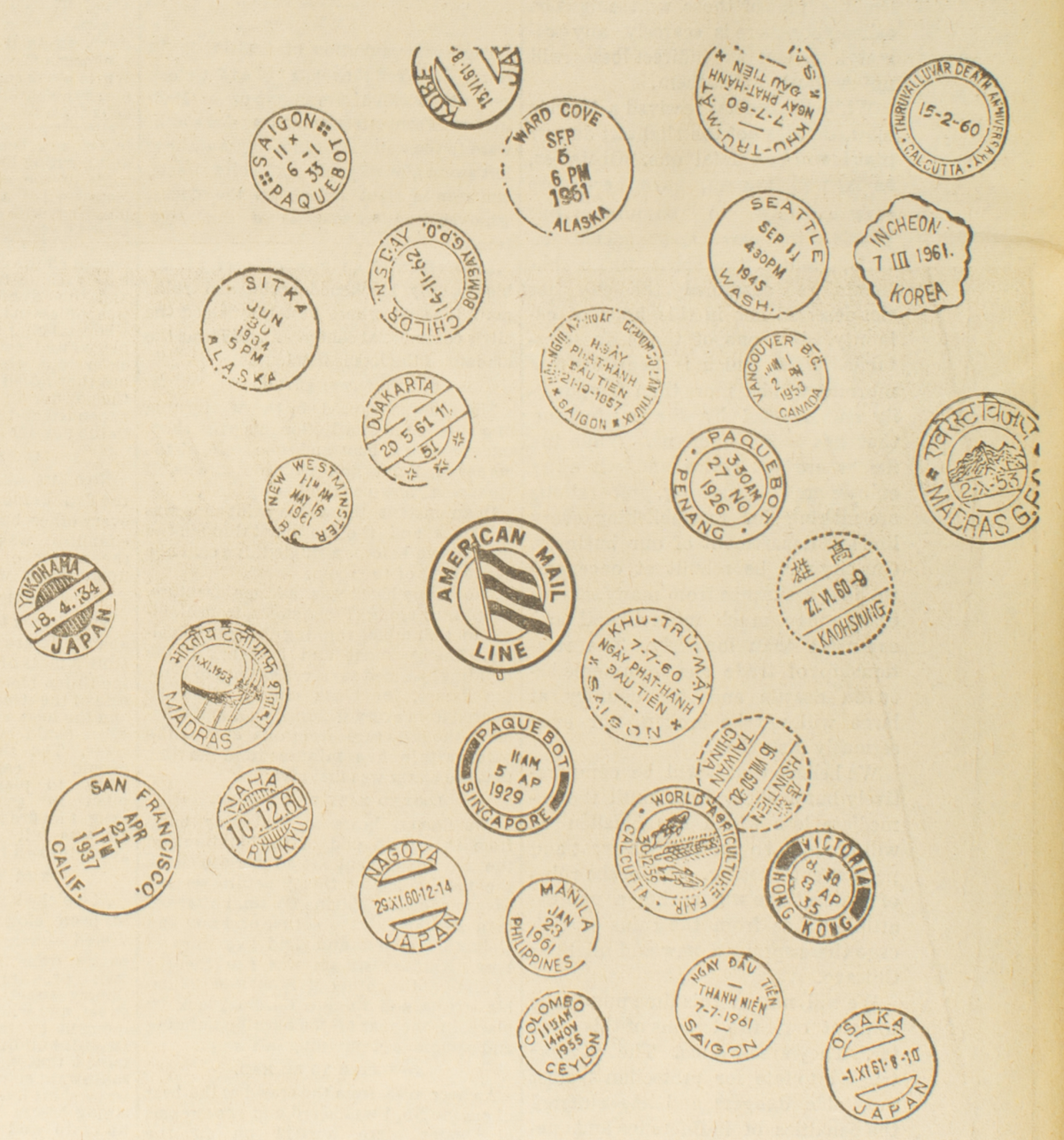
Non-Diesel

Seattle's first horsecar transportation system was inaugurated in the fall of 1884.

THE EDRIS COMPANY
(Theatre Division)
and
HAMRICK THEATRES CORPORATION
operating the
ORPHEUM
MUSIC HALL
BLUE MOUSE
MUSIC BOX
Theatres
★ ★ ★ ★
Congratulate
SEATTLE'S GREAT NEWSPAPER
on its
100th
Anniversary

Please NOTE:

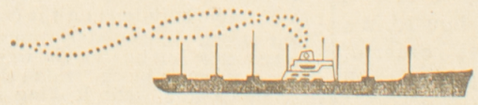




Far Away Places With Strange Sounding Names

...are American Mail Line Ports of Call

American Mail Line delivers the goods to many and varied ports throughout the Orient and Southeast Asia. Nine swift vessels, including three new deluxe 20-knot Mariner Class Cargoliners sail regularly from the Pacific Northwest. AML's new Mariner Class vessels feature modern, fully air conditioned accommodations for 12 passengers, including pleasant staterooms, dining salon and spacious passenger lounge. Save days and dollars, specify American Mail Line.



AMERICAN MAIL LINE

General Offices, Washington Building, Seattle 1, Wash.
Offices or representatives in New York, Washington, D.C., Chicago, Detroit, Los Angeles, San Francisco, Portland, Vancouver, B.C., Windsor, Ontario, Montreal, Quebec.

IN THE WIDE WORLD, 1883-1892

THE Civil Service Bill passed Congress, and the Brooklyn Bridge was opened . . . Russia annexed Merv, and there was war between France and China ... There were anarchist riots in Chicago and Milwaukee, and an earthquake in Charleston ... The centenary of the United States Constitution was celebrated, and more than 2,000 lives were lost in the Johnstown, Pennsylvania, flood ... Linotype printing was improved and adopted, and there were scandals in France over the construction of the Panama Canal ... Great Britain annexed Upper Burma ... Greece was threatening Turkey, and the great powers blockaded Greek ports.

—NARD JONES

A President's Visit To Seattle

PRESIDENT BENJAMIN HARRISON, 23rd Chief Executive of the United States, visited Seattle on May 6, 1891. The following story of the visit appeared in the May 7 issue of The Post-Intelligencer:

President Harrison's comment upon his reception at Seattle wes that throughout his entire tour nothing had more astonished and impressed him.

He told in a few words the marvelous story of the day. Larger crowds he had seen at San Francisco; he had made the range of longer lines of march, and he had seen in Los Angeles greater profusion of flowers, but nowhere had he found such leaping progress as in Seattle.

"I have kept track," he said, "of the advance of Seattle, but figures failed to convey an idea of its progress."

THE MATERIAL advances the President could observe and compare with what he saw six years ago, but the scene of yesterday was no less a marvel and gratification to the people of Seattle.

The reception of President Harrison on May 6, 1891, will for many a year be one of the most conspicuous landmarks in Seattle's annals.

The enormous outpouring of people, the enthusiasm, the abundance of its decorative display, the grand demonstration in the harbor, and the gathering at the campus will never be forgotten by those who witnessed them.

SUNSHINE MIGHT have made the scenes brighter, but the exaltation of popular enthusiasm over all the untoward influences of the weather gave a dignity and impressiveness to the events of the day far beyond the need of adventitious aids and artificial pageantry.

From dawn to dusk every moment was full of animation and interest.



BENJAMIN HARRISON
President Visits Seattle

At 6 o'clock in the morning the first movement was made toward the reception, and at 6 o'clock in the evening the guests bade adieu to the furthest point of their journey and started on their way home.

THE WEATHER did not daunt the welcoming committee, and before 7 o'clock Yesler wharf was thronged with carriages.

Amid the booming of cannon, the varied notes of steam whistles and the roar that arose from thousands of applauding throats, the entrance into the harbor was made.

The tired look left President Harrison's face, and his eyes lit up with gratification. Ocasionally he made an exclamation of admiration as he stood bareheaded before the pilothouse and acknowledged a welcome whose unmistakable sincerity a monarch might have envied.

AS FAR AS the eye could see the wharves were thronged with people who cheered, and cheered again and again.

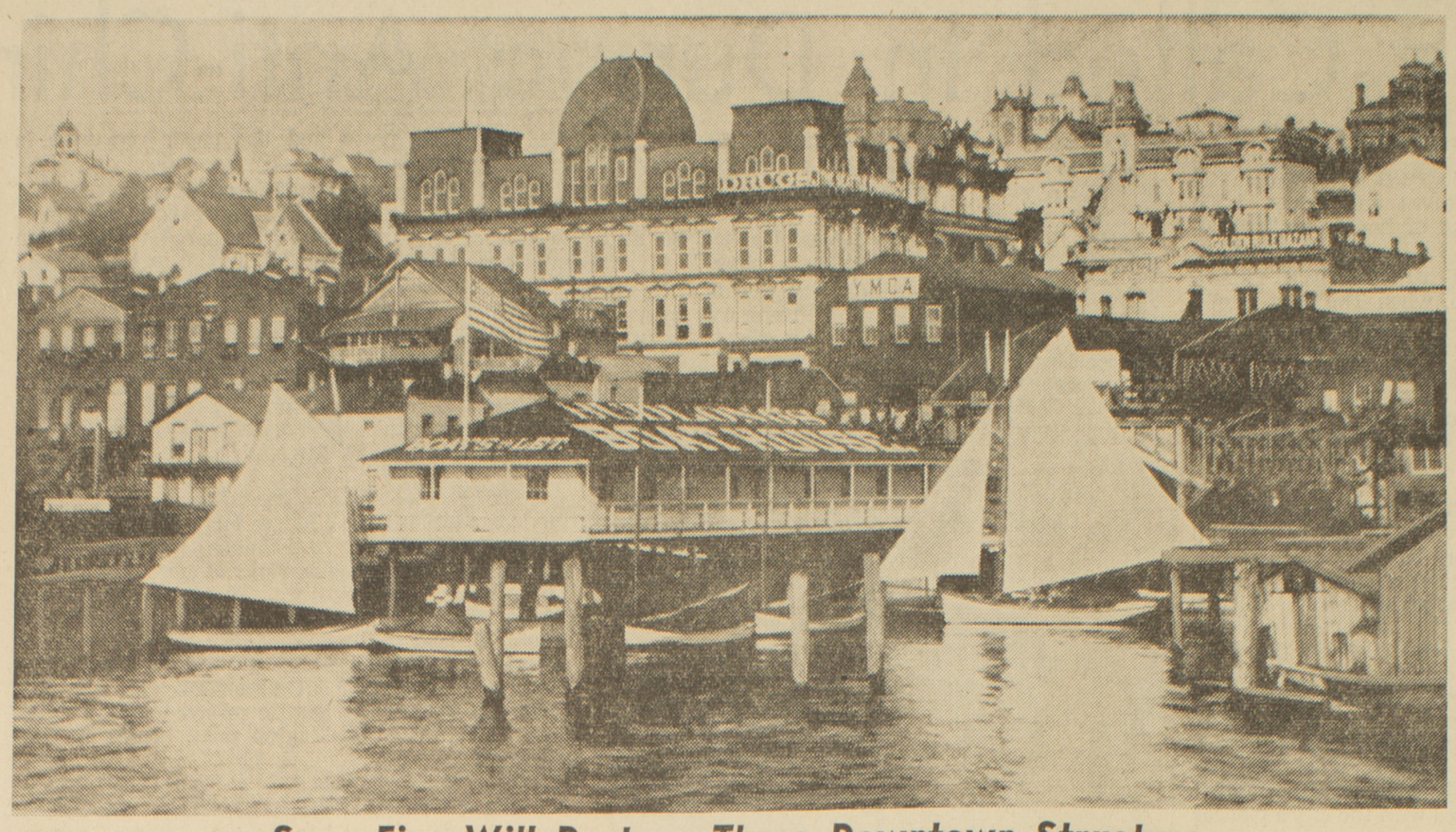
The great Willamette loomed up like a giant of the waters, her decks, bulwarks and rigging manned at every inch. Even the Seattle people aboard seemed lost in wonder at the vast armies extending up the hillsides upon every thoroughfare.

Amid the tempest of sounds, the strains of the band, which struck up **"Hail to the Chief,"** were heard clearly and distinctly, and, as the last triumphant note was sounded, the air rang once more with hearty hurrahs.

AS THE PRESIDENT stepped ashore the noise was hushed for a moment, all bending forward eagerly to catch a glimpse of him.

A woman of modest appearance broke the expectant silence with a cry, **"God bless you."** Her invocation was caught up and another roar of welcome ushered President Harrison into Seattle.

Taking carriages at Yesler wharf, the visitors drove rapidly under a gaily decorated arch at the gates to the triumphal arch at Pioneer Place.



Soon Fire Will Destroy These Downtown Structures

THE AREA BETWEEN Madison and Columbia Streets along the Seattle waterfront is shown in this photograph taken just before the big fire of 1889. Large building in the center is Frye's Opera House, built at a cost of $100,000 and opened December 1, 1884. It was destroyed in the Seattle fire, after being in operation less than five years. Note sailboats and rowboats, marks of the city later to be a pleasure-boat capital.
—(Seattle Historical Society Photo.)

Wooden Buildings Must Go

ON JUNE 8, 1889, two days after the fire that ravaged Seattle, the following editorial was printed in The Post-Intelligencer:

The citizens of Seattle must take the most positive grounds against any contraction of the fire limits as they existed previous to the great conflagration and against any suspension of the fire limit ordinance which would permit the erection of wooden buildings within the burnt district.

There is no argument which can be urged for the suspension of this ordinance which is not met by an infinitely stronger argument against it.

So great does the folly of again allowing wooden buildings to be the curse and ruin of Seattle appear that it is amazing that any intelligent citizen should favor such a course.

Seattle will be rebuilt. On that point we all are agreed. We have the choice of building a city of wooden shanties or a city of brick and marble.

IF WOODEN buildings are erected withing the old business limits, they will remain there indefinitely, notwithstanding any legal effort that may be made to get rid of them.

They will be for years to come a blot upon the city and a menace to it. With the speedy erection of brick business blocks, however, Seattle will arise at once from its ashes, a nobler and more beautiful city than it has even been.

IT IS URGED that business will need accommodation more speedily than the erection of brick buildings will permit. This is true, but business can find a temproary home outside of the fire limits while palatial blocks are being erected for its accommodation on Commerical, Front and Second streets.

There is not one real disadvantage and there are advantages innumerable in insisting upon a rigid enforcement of the fire limit ordinance.

Seattle wants no more wooden buildings in the heart of her business district.

June 9, 1883:

School Site Overlooks Lake Union

Judges Burke and Lewis, Dr. Weed, Mrs. Weed, W. H. Taylor and D. T. Denny went out to the northern portion of Seattle last evening to select a block on which to erect a school building during the present season, similar to the new Sixth Street building, just completed.

Several fine sites were found, but the location which gives the most general satisfaction is block "S" in Wm. N. Bell's fifth addition.

THE BLOCK is situated on a beautiful ridge, overlooking the Sound and Lake Union, and so located that it would accommodate the residents of Lake Union and the entire northern portion of the city for several years.

Mr. Bell has signified his willingness to sell this block to the district at a reasonable consideration, provided it will be speedily improved and that a school building to cost not less than $25.000 will be erected thereon during the present season.

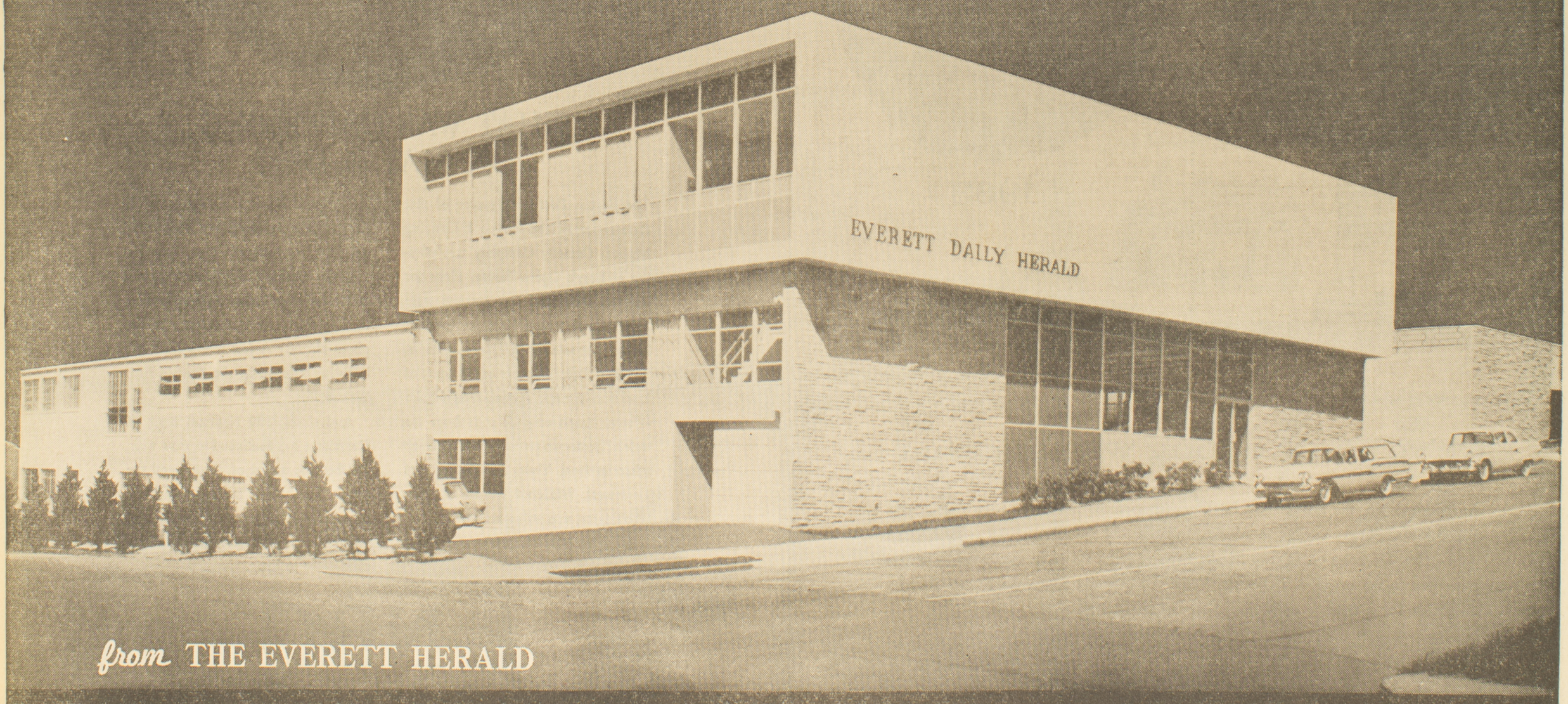
The directors have about concluded to accept Mr. Stacy's bid of $30,000 for the Central School property and invest the money in a block and fine building in North Seattle.

IF THEY do this, next year the present North Seattle School property and the South School property will sell for enough to procure a block and build a fine schoolhouse in the southern end of town.

There are several property holders in South Seattle, among whom are John Leary Esq., Judges Burke, Lewis and others, who would willingly deed the district a block of land, free, provided a $35,000 school house is built thereon, but it is not likely this can be reached before next year.

IN THE MEANTIME, North Seattle will be supplied, and the third fine building can then be erected with little or no difficulty.

We Salute... Our Progressire Neighbor



from THE EVERETT HERALD

Serving All of Puget Sound's Third Largest Market

Established December 10, 1891

Troops Called In During Anti-Chinese Period

(Continued from Page 2.)

clams were baking and disposed of them in 20 minutes. Whole roasted beeves and sheep, 1,500 loaves of bread, "and tanks of hot coffee," disappeared without a trace.

Blandly and blindly, Seattle followed Villard. Even as late as October 25, when The Post-Intelligencer reprinted a New York Sun article on Page One—an unusual treatment for a story with a local angle — Seattle kept its faith in Villard. The Sun story pointed out that N.P. stock had fallen 40 per cent, Villard had admitted an immense floating debt, was slashing payrolls from top to bottom, and was trying to float another $20 million bond issue.

THE TRUTH WAS THAT FOR MONTHS before the golden spike ceremony, Villard had known he could not escape disaster. The railroad had cost $14 million more than original estimates. It had a $5.5 million deficit. There was no way out for Villard.

CROWING A LITTLE, THE NEWSPAPER observed that in 1883 the combined weight of all Seattle newspapers mailed at the post office was 22,811 pounds, of which The P-I represented 13,650. The other Seattle papers were the Mirror, Star, Herald, Chronicle, and the German Post, but put them all together, The P-I boasted, and they didn't amount to anything compared with the city's pioneer newspaper.

An announcement that the Northern Pacific was withdrawing all land of its grants from settlement in some 20 townships extending eastward from Tacoma awoke The Post-Intelligencer to its civic duty.

"This means," it editorialized, "that after all the valuable coal lands therein have been gobbled up by some interior syndicate, the public will be generously permitted to purchase the residue at such prices as the company may generously permit.

"Under such 'benefits' the whole Pacific Coast has for years been groaning."

On February 14, pressured by a travelling N.P. representative, the Seattle Chamber of Commerce indorsed a resolution supporting the railway and calling for confirmation of its huge land grants.

THE POST-INTELLIGENCER SAID that the railroad, which so far had not completed any trackage in King County, nevertheless would get 793,600 acres of coal, timber and agricultural land in the county based on its completion of one 31-mile stretch of railroad in Pierce County from Tacoma to Wilkeson.

The newspaper formally declared war on March 12.

"The Post-Intelligencer has come to the conclusion that the Northern Pacific Railroad Co. is acting in bad faith," an editorial announced. "It does not believe that it is the intention of the company to build the Cascade division speedily.

"The people on both sides of the Cascades are wearied. So are we. They demand relief. So also does The Post-Intelligencer in their behalf."

Though the railroad agitation saw Seattle slip into a depression in 1884, Editor Prosch was prospering. He managed to buy out his silent partners, George Harris and John Leary. To provide himself with corporate officers, he took the promissory notes of Sam Crawford, Frederic Grant and Ed Meany for three-fourths of The P-I stock, but none of them paid off their notes and the paper remained in Prosch's control.

Still boasting of Seattle's advantages, The P-I pointed out that Seattle carpenters earned the princely sum of $84.50 a month, compared with eastern averages of $52. Common labor here in 1884 earned $58.50 against $34.65 in the eastern states.

ON THE OTHER HAND, SOUNDING its frequent objection to "cheap" Chinese labor, the newspaper pointed out that Chinese coal car loaders in the King County mines were working for only $39, while Pennsylvania loaders earned $58.50. Chinese car dumpers got $35.10 against the eastern rate of $39.

Swiftly, as bad times spread across the country, this competition from Chinese labor brought trouble to the Pacific Coast. Anti-Chinese meetings, expulsions, and accompanying violence grew throughout 1885. From Rock Springs, Wyo., where Chinese laborers were massacred during the summer, the trouble flashed to the Sammamish Valley hop farms where a gang of white men and Indians killed three Chinese on September 5. On September 28, an "anti-Chinese congress" in Seattle resolved that all Chinese in Western Washington must depart by November 1.

THE POST-INTELLIGENCER DEVOTED four columns on Page 1 to the Anti-Chinese Congress held at the Occidental Hotel. Mayor R. J. Weisbach of Tacoma presided. Most of Seattle's men of property were conspicuous by their absence, but hundreds of workingmen from all Sound ports jammed the meeting.

"This Chinese question has been debated a long time," a speaker shouted. "The question is, shall they go or stay?"

"Go, go, go!" the audience chanted.

"How?"

"By force!"

Secretly, a call was issued for "officials and property owners" to gather at the Opera House. Seven hundred appeared. Henry Yesler presided. A resolution to support the government "in the suppression of all attempts to destroy life or property" was passed. Those who would not sign it were asked to leave; then the doors were shut and C. H. Hanford, assistant United States district attorney, outlined a plan, The P-I reported, "so that every man present could understand precisely how to act in case of emergency."

SHERIFF JOHN McGRAW THEN formally appointed each man present a deputy sheriff. Popularly known from then on as the "Home Guard," the deputies were divided into precincts for action if needed.

THE NEXT DAY THE P-I printed warnings from Gov. Watson C. Squire that any violence would bring federal troops to the city. Judge Greene, in a front-page letter, pointed out that heavy fines and prison sentences awaited any "two or more people" who conspired against federal law—the law of the Territory. Seattle was frightened.

The P-I counseled against asking for federal troops, saying it would only make matters worse.

"The Chinese will not be expelled from Seattle by violence," an editorial promised, "but they will be expelled by non-employment, by non-intercourse, by the use of peaceful weapons in the hands of the majority.

"United States troops could scarcely meet such a warfare as that."

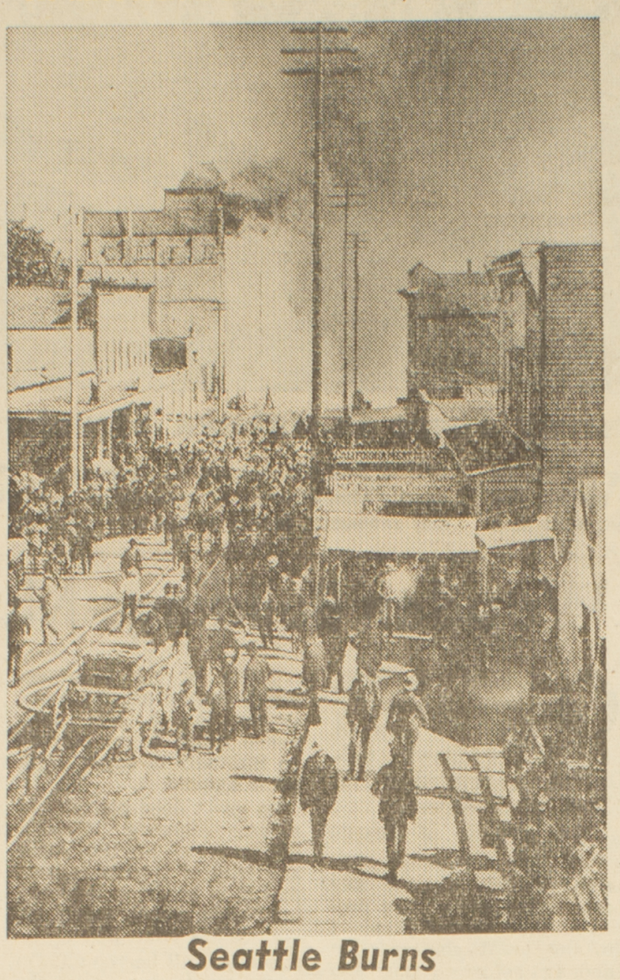
Swiftly The Post-Intelligencer changed its mind. Walter Walker, secretary of the Queen City Knights of Labor, told an Anti-Chinese mass meeting at Yesler's Pavilion that Yesler, then mayor of Seattle, had issued a proclamation calling for law and order. Yesler promised **"prompt arrest and punishment of all violators of the law."**

THIS, THE P-I NOTED, brought "loud jeers and laughter." It also brought 10 companies of federal troops from Vancouver Barracks who were bivouacked at the Pacific House and the Standard Theater, while the revenue cutter lay off Yesler's wharf with her ports open and the muzzles of her guns staring at Seattle.

All things considered, The P.I said, it was best that the troops had arrived. Chief of Police James Woolery, openly siding with the agitators, was "utterly worthless," and Sheriff John McGraw had been forced to ask Governor Squire for the troops.

Quiet reigned. Fifteen persons were arrested for

(Continued on Page 8.)



Seattle Burns

MANY OF THE more than 40,000 inhabitants of Seattle jam this street on June 6, 1889, while flames devour the downtown district. There are firefighters in the group, but more onlookers.

—(U. W. Library Photo.)

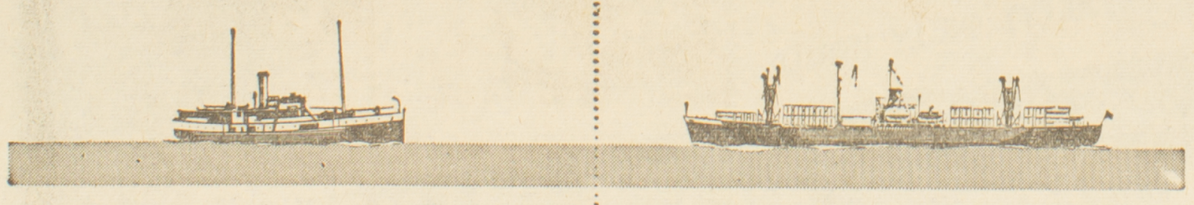
FOR 68 YEARS



1895



1963



we've come a long way together

In March, 1895, the Seattle Post-Intelligencer reported the news of the first Alaska Steamship Company voyage to Alaska. Later it told the story of the great Alaskan gold strike. Over the years, The Alaska Line and the P-I have shared many events important to the progress of Seattle. Today we proudly salute the Seattle Post-Intelligencer for a century of inspiring service and growth.

SERVING SEATTLE AND ALASKA FOR 68 OF YOUR 100 YEARS

ALASKA STEAMSHIP COMPANY



WHAT WAS HAPPENING ON MAY 16, 1889?

The Seattle Post-Intelligencer of that date reported the Royce & Lansing Musical Comedy Company was playing at Frey's Opera House. Plans for Seattle's Memorial Day services were told. There was a "fine carload of horses" for sale at the Livery Stable at 3rd and Wall. Three hundred acres of land were for sale around Green Lake —"some tracts only 80 rods from the water." Someone posted a new steamer schedule from Yesler's Dock to Port Townsend, Whatcom and La Conner. Washington was still a territory.

All in all, May 16, 1889 was a pretty average day—except for us.

National Bank of Commerce was founded that morning. We were called "Bank of Commerce" then. Our first quarters consisted of little more than a counter of a book store on First Avenue at Cherry. (That's the store in the photo above.) A few weeks later our building burned in the Seattle fire. We rebuilt.

And since 1889 National Bank of Commerce has continued to grow with, and become a part of, Seattle and the entire Northwest. Today, 69 offices throughout Washington make NBofC a neighbor of yours. You'll find it a good place to bank.

NBofC

NATIONAL BANK OF COMMERCE

Seattle Had First Electricity In 1886

AMONG the many important events reported by The Post-Intelligencer during its 100-year history was the coming of electricity to Seattle in 1886. The initial story was in the March 23 edition of that year, the day after the Seattle Electric Co., franchised the year before, finished its plant and gave a demonstration.

"When the dynamo was started, instantly the room was made brilliant with a clear white light," The P-I reported.

The "clear white light" was created by 11 lamps of 16 candlepower each, stationed in the room, and a 30-candlepower lamp in the street.

IN COMPARING those lamps with present-day lights, City Light executive assistant superintendent John M. Nelson said the other day:

"All those lamps gave only one-seventh as much light as one of our present mercury vapor street lights."

Seattle Electric was the first company west of the Missouri River to install incandescent lighting with central station service using the Edison three-wire system. Within 10 years from this beginning, nearly 30 competing companies sprang up in Seattle—all privately owned.

MOST OF them, through lack of managing and operating experience, became insolvent or were absorbed by others.

In 1899, Stone and Webster was employed to make a survey of the situation. Associates of the firm then purchased and by 1912 consolidated all of the private companies into the Puget Sound Power and Light Co.

MEANWHILE, in 1902, the citizens of Seattle approved a $590,000 bond issue to establish their own municipal electric utility.

Having electric power in excess of that needed to provide street lighting, City Light began serving individual customers on September 9, 1905.

In 1950, in a close contest, Seattleites voted to buy the Seattle-area properties of Puget Power, which was effective March 5, 1951, making City Light the sole distributor of electric power in the city area.

In 1912 City Light brought the first carload of electric ranges into Seattle and within a year 71 of its 25,839 customers were cooking electrically. It was determined later that a few customers used the insulated ovens for ice boxes.

USE OF electric ranges continued to expand and, by 1939, the number in use totalled 37,127. More than 203,000 residential customers now cook electrically.

Seattle now has more electric ranges and water heaters than any other city in the nation, regardless of size.

Today, 77 years after the coming of electricity to Seattle, consumption of electric power here is nearly 2½ times the national average. Cost to the homemaker is less than half the national average.

Jan. 31, 1885:

Commissioners To Hold Meeting

The new Board of County Commissioners meet on Monday next, at the office of the county auditor. The Board consists of C. M. Van Doren, C. W. Lawton and W. W. Perrigo.

Yesler Passes

Seattle's first industrialist, Henry L. Yesler, died on December 15, 1892.



1914-Style Trouble-Shooting Crew

SEATTLE CITY LIGHT had four line crews on the job in 1914. Here is one of them. Proudly lined up beside their team and wagon to be photographed in January of that year are Ed Harney, Bill Morehouse, Sixty Chamberlain, Gil Hobbs, Charl s Rauch, an unidentified helper and Pop Greer, owner of the team of horses.

County Property Not Best

THE FOLLOWING editorial comment on "The Proposed County Buildings" was published in the June 6, 1889 issue of The Post-Intelligencer:

The Post - Intelligencer has maintained that in the construction of the new county buildings it would be well first to secure a location better suited respecting the purposes in view than the lots on the hill already owned by the county.

The commissioners are of this opinion and have spared no pains to investigate the advantages of many sites that have been proposed.

THEY HAVE given this matter much attention, and Mr. Gasch particularly has made a special study of it, indeed, giving it an amount of time and labor which could scarcely have been expected even if the building proposition were his own private project instead of the business of the county.

While it is very important that the location of the buildings should be the best possible with reference to business necessities, it would in our judgment be unwise under the circumstances to spend any considerable proportion of the available fund in the purchase of a site at this time.

THE WHOLE amount is not large, and if any considerable share of it should be spent in the purchase of land there will not be left enough to construct such buildings as the present and future necessities of the county require.

The offers of sites made to the board have not been upon terms within reason.

It has seemed to be the idea of those persons holding suitable lots not to be moderate or to make some small sacrifice to the public good, but on the contrary to make the most of an opportunity to make extraordinary advantage from a pressing public necessity.

In this situation it would, in our judgment, be infinitely better to go a little without the range of what might be deemed the very best situation than to seriously curtail the available building fund.

AND THIS could be done and still secure a much better situation then the elevated block now owned by the county.

We learn that Mr. W. C. Hill has offered to give the county as much land as may be deemed necessary for the purpose in view, if the commissioners will locate the proposed buildings in what is known as the "Hill tract" in the neighborhood of Jackson street.

While this situation is not the best that could be named, it is easily available by cable road, sightly and wholesome in all respects, and much superior to the county property on the hill.

Mr. Hill's proposition is made upon terms which will give all the ground which may be required, affording opportunity for space not to be thought of in connection with a site that would have to be paid for.

UNLESS there should be some important modification of the propositions made to the county board by the holders of desirable sites, it would, we believe, be a wise thing to accept Mr. Hill's offer.

If the whole amount of the available fund, with the sum that could be realized from the sale of the hill lots added, were devoted to the project of construction we should have county buildings both suitable and magnificent.

In this connection it is proper to speak in positive terms of the generous spirit shown by Mr. W. C. Hill in the tender above referred to.

While in a sense his offer may have been dictated by motives of interest, it has, we are sure, a much higher motive in the wish to aid the public to secure the right kind of county buildings.

It *was* in the P-I

MISCELLANEOUS.

The Steamer
Fanny Lake
J. S. HILL, - - MASTER.
Will leave Seattle for
Centreville, Utsalady
Skagit & La Conner
EVERY
Monday and Thursday.
j18-dw-tf

ARRIVED!

A LARGE AND WELL ASSORTED STOCK of First-class
FARMING WAGONS!
From the Rushford Wagon Co., Minnesota, are now here for sale. All those in need of a FIRST-CLASS WAGON would do well to call and examine our stock before buying elsewhere.
For particulars, call on N. H. THORSDALE, at Thompson's Grocery Store, Second street, between Cherry and Columbia.
my19-dtf JOHN BRYGGER, Sole Agent.

1909 During Twenty Years ... 5% Compound Interest ... We guarantee 5 per cent interest, and pay additional earnings twice each year. Amounts from $1 up accepted.

SAFETY Is the first consideration always in the conduct of Mutual Savings Institutions. Our investments are all made in accordance with strict state laws. We divide all earnings. For nearly a quarter of a century we have averaged 6% Per Annum compounded semi-annually. You can pay in any amount from $1.00 up at any time, or withdraw any amount at any time. 1911

1913 A Helpful Institution ... SAVINGS ... LOANS

1915 FOR 26 YEARS OUR SPECIALTY HAS BEEN BUILDING LOANS ... A Unique Feature: ... No Commissions. No Renewal Charges. Prompt Service ... "The Oldest and Largest Strictly Savings Institution in Washington."

1917 "Liberty or DEATH" ... We MUST Win This War! ... You don't have to have the "cash" to buy a LIBERTY BOND. You can buy a bond from all leading Banks by paying a little down and a little a month. ... There never has been a time in the history of this Country when such an opportunity was given to people to help their Country and at the same time help themselves. ... SECURITY: Your money is secured by the entire resources of the United States, namely: $250,000,000,000.00. ... Will you back the boys who stand ready DIE for YOU? ... Don't delay—Do It Today!

1918 Nearly a Million in Liberty Bonds! ... We own at the present time, for our own account—as a permanent investment—Bonds of the 1st, 2nd, 3rd and 4th Liberty Loans in the sum of ... $493.5 ... We have just subscribed for 5th Liberty Loan Bonds in the sum of ... $250.0 ... Total ... 743.5 ... We also own, at the present time, United States Treasury Certificates in the sum of $500,000.00. ... During and since the War we have loaned the Government more than $3,000,000.00—including powerful loans covered by U. S. Treasury Certificates. ... While we expect to carry indefinitely practically One Million Dollars in Liberty Bonds, for our own investment—we will be glad to loan another Quarter of a Million Dollars—or more—to individuals who wish to buy Victory Bonds on the easy installment plan at 6% interest.

THE BEST RECORD 1918 Ever Made by Any Financial Institution In One Year in the History of the State
Interest (dividends) paid on savings accounts during the past 29 years ... $ 2,400,000.00
Savings accounts opened during past 29 years ... 37,322
Number of real estate loans made during past 29 years ... 10,468
Amount of money loaned on real estate during past 29 years ... $18,842,400.00
... $ 8,317,893.43

1922 Mortgages Made to Fit ... This bank makes Real Estate Loans to fit the reasonable requirements of the borrower as follows: Monthly Payment Loans, Quarterly Payment Loans, Semi-Annual Payment Loans, Annual Payment Loans, Straight Mortgage Loans ... Washington Mutual Savings Bank ... George E. Tuttle, Manager

Headquarters for Real Estate Loans 1925 ... Straight Loans, Monthly Payment Loans, Quarterly Payment Loans, Semi-Annual Payment Loans, Annual Payment Loans ... One Million Dollars or Any Part Now Available to Borrowers ... Washington Mutual Savings Bank

1927 Look First for Safety ... Washington Mutual Savings Bank

1933 Confidence! ... 3,210 individuals have deposited over a half million dollars ($566,200) in SAVINGS accounts in this bank in the past three days ... this in spite of the fact that we accept no accounts in excess of $7,500 from any individual.

1933 90,000 Depositors Know This Peace of Mind ... Troublous times have developed at least one compensating factor; they have served to focus attention upon the importance of SAFETY, and have instilled a measure of conservatism in the public mind. ... This is reflected in the confidence of over Ninety Thousand depositors, who deposit their surplus in the Washington Mutual Savings Bank. These Ninety Thousand repose their trust in this institution because they know the basis upon which the Washington Mutual operates is SOUND.

1933 Since 1889 Faithful Guardian for Savings ... This Friendly Message Is Inspired by the Observance of the 44th Anniversary of the Washington Mutual Savings Bank, Founded on September 21, 1889 ... As a comparative old-timer in Seattle (since '70) I am well acquainted with the noble accomplishments of the Mutual Savings Bank in the interests of the savers and homebuilders of our community. I have seen the bank, ably and honestly conducted as it always has been, come

1934 Since 1889 Faithful Guardian for Savi ... SEATTLE LOOKED LIKE THIS IN 1889 THE YEAR THIS BANK WAS FOUNDED ... THE WASHINGTON MU Savings Bank is 45 Year today. It is still a youngster among Savings Banks. The oldest one in was opened in 1816 — 118 years a Mutual Savings Banks in New Yor have been serving savers for more th years. ... But the Washington Mutual Bank is the oldest strictly savings ban in the Pacific Northwest. ... When this Bank was organized December 21, 1889, Washington T had still to wait 31 days for formal hance into the Community of States. ... Seattle itself, in 1889, was just other community of less than 20,000 Today, this Bank's own depositor members more than three times as Individuals. ... At close of business depositors — equal to one-fourth population — were entru

1935 REAL ESTATE LOANS At Lowest Rates ... NO COMMISSION CHARGED NO RENEWAL FEES ... THIS Bank is well qualified, with forty-six years' experience in making real estate loans—and with ample funds of its own—to give real help to any property owner who seeks a practical and economical solution for a property-financing problem. If you require funds ... To Help Finance The Purchase of a Home Already Constructed or the Building of a New One ... To Finance Home Repairs and Improvements ... To Re-Finance An Existing Indebtedness Against Your Home ... you are cordially invited to call at our Loan Department and consult our competent and experienced Loan officers. They will be glad to talk with you and

1943 Buy Bonds for the Living! ... For the lads who sleep beneath white crosses on far off shores, the war is over. But the mounting millions of Americans, carrying on your fight the world around, look to you for help. Look to you to buy bonds so that Victory Day may be speeded. Let's all back the attack with all we have. By ever-increasing purchases now we help bring Victory closer . . . help make sure the world they fight for will be made and kept secure. Buy more Bonds! ... Let's All Back the Attack! SUPPORT THE 4TH WAR LOAN

1944 Invasion Can Not Be Purchased Cheaply! ... s of the fallen rise in ... mns on the monu- ... ry Square. Invasion ... n higher still. ... must be so. There is ... y to win a war. ... ought . . . and won ... cost he high. High ... ice, and in dollars. ... our fighters need ... They will be paid for . . . in taxes or in War Bonds. Our government asks us now to lend our dollars in mounting billions to finance the Invasion. Only by sacrificial War Bond purchases can Victory be won without disastrous inflation. Back the attack . . . with Invasion Bonds . . . during the Third War Loan campaign. Buy a bigger Bond than you had figured on. It's the world's safest investment.

73 Years of Safety and Service! ... SAFEGUARDING savings, teaching thrift, helping families buy homes of their own ... these have been the *never-changing goals* of WASHINGTON MUTUAL ever since our founding. As shown here, these constant goals have been reflected in our advertising through the changing years of war and peace, of depression and prosperity. ... MAIN OFFICE: SECOND AT SPRING SEATTLE, WASHINGTON ... WASHINGTON MUTUAL SAVINGS BANK ... Northwest's Oldest and Largest Savings Institution ... TOTAL ASSETS OVER $387,067,000 • MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

1949 We've Helped Seattle's Dreams Come True for 60 Eventful Years ... SIXTY years ago today, Seattle families were planning new businesses and new homes to replace the town that had burned a few weeks before. The ashes of that fire . . . started only a few blocks from WASHINGTON MUTUAL'S present site . . . still filled many blocks. But a brick business area was rising. ... Seattle had almost 300 telephones in 1880, horses drew most of the ... encourage thrift and help supply funds for building. Since that day, this bank has helped Seattle make its dreams come true by teaching saving, by making real estate loans. ... During those sixty eventful years, WASHINGTON MUTUAL has grown with Seattle, keeping pace with the sound and progressive growth of the city it serves. Today, this bank is the largest savings institution

1949 What Makes a Good Home Loan? ... you are one of the ... s will buy a new ... r build a new home ... "shop" for that ... make sure it is: ... buy it should fit, ... ary . . . fit the size ... s will work out a ... of to your needs. ... ge WASHINGTON ... ome loan advan- ... ages. Lowest interest rates, low monthly payments . . . within your income . . . payments you can make. ... You get the benefit of our 59 years preparing home loans. You get the help of our loan department in working out the loan. Real estate loans are the only loans we make. ... If you are buying or building a home, check the advantages of getting your home loan here. ... 'ON MUTUAL

1953 Some Things Change . . . But Not Safety! ... WE were looking at some of our old bank ledger—the other day. Handwritten, of course. ... Perhaps banking was more personal those days. We could call all our customers by name. They knew us and we knew them. ... But times change. Cities get bigger, and so do banks . . . if they serve their people well. ... One thing hasn't changed, though. That is our objective to provide the safest place there is for your savings. And we pay you 2½%, interest on your savings. ... You'll find this bank a friendly place to visit . . . and a *safe place to save.* ... Why not start an account here at WASHINGTON MUTUAL tomorrow. As little as one dollar will do it. ... DEPOSITS MADE ON OR BEFORE SEPTEMBER 8 EARN INTEREST FROM SEPTEMBER 1 ... WASHINGTON MUTUAL SAVINGS BANK ... SECOND AT SPRING ... FIFTH at OLIVE • CALIFORNIA at WEST OLIVE • E. 45th at BROADVIEW ... NORTHWEST'S OLDEST & LARGEST SAVINGS INSTITUTION • ASSETS OVER $215,000,000 ... Member Federal Deposit Insurance Corporation

1955 There are Always Bargains for People Who Save! ... OPPORTUNITY "knocks once" . . . as the saying goes. But smaller opportunities to acquire things your family wants, and needs, may come often. ... Some families are ready for these opportunities, big or little. Others must say, "If only . . ." ... The difference usually is a *savings account.* If you can save as you earn, you can have money to help you buy a home of your own . . . to get a start in business . . . to get some fun out of life. A savings account can *help* tide you over the difficult times, too. ... More than 186,000 find a WASHINGTON MUTUAL savings account *the* way to have the things they want. Start saving here . . . today! ... BANK YOUR SAVINGS IN A SAVINGS BANK ... WASHINGTON MUTUAL SAVINGS BANK ... SECOND AT SPRING ... FIFTH at OLIVE • CALIFORNIA at WEST OLIVE • E. 45th at BROADVIEW ... NORTHWEST'S OLDEST & LARGEST SAVINGS INSTITUTION • ASSETS OVER $215,000,000 ... Member Federal Deposit Insurance Corporation

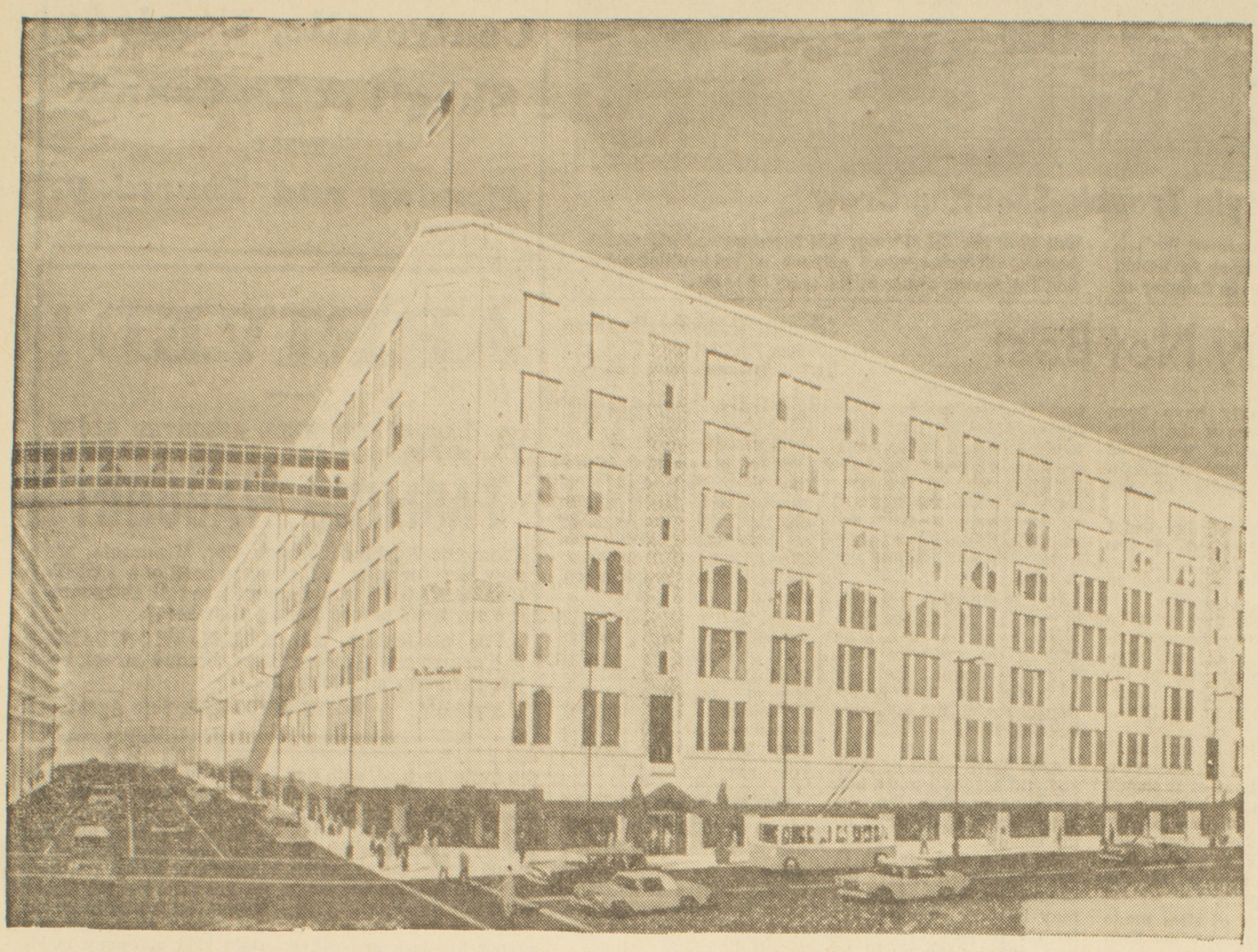
1955 Thoughts About Safety . . . on Our 66th Birthday! ... • FOR 66 YEARS . . . no depositor has ever lost a penny at WASHINGTON MUTUAL SAVINGS BANK. • FOR 66 YEARS . . . we have paid interest semi-annually, and without interruption, on the full amounts of our depositors' savings. • FOR 66 YEARS . . . all withdrawal requests have been paid in full, on every bank day. ... THIS is the proud record of WASHINGTON MUTUAL as we celebrate our sixty-sixth birthday today! ... For two-thirds of a century, WASHINGTON MUTUAL has provided a safe place for savings, has encouraged thrift by paying a good rate of interest on savings, and has helped families buy homes with loans from WASHINGTON MUTUAL. ... Another reason so many people save with WASHINGTON MUTUAL is that we encourage small savers to save with us! Even if you can only save a dollar or two a week . . . you are *mighty welcome* here. We take pride in seeing small deposits grow. ... You are invited to join the one out of three Seattle people who save with WASHINGTON MUTUAL SAVINGS BANK . . . and earn the highest rate of bank interest in the state. ... SAVINGS DEPOSITED ON OR BEFORE JANUARY 10 EARN INTEREST FROM JANUARY 1 ... MAIN OFFICE SECOND AT SPRING ... WASHINGTON MUTUAL SAVINGS BANK ... Northwest's Oldest and Largest Savings Institution

1959 Why Do 1 Out of Every 3 Seattle People Save Here? ... THE answer is . . . and it's the best of all reasons for savers . . . we take good *care of their savings.* We have been doing it ever since our founding in 1889. Savings have consistently earned the highest rate of bank interest in the state at WASHINGTON MUTUAL SAVINGS BANK. ... Interest is figured on monthly balances and compounded twice a year . . . so savings start earning *sooner* and keep on earning *longer* . . . here. ... MAIN OFFICE SECOND AT SPRING ... WASHINGTON MUTUAL SAVINGS BANK ... Northwest's Oldest and Largest Savings Institution

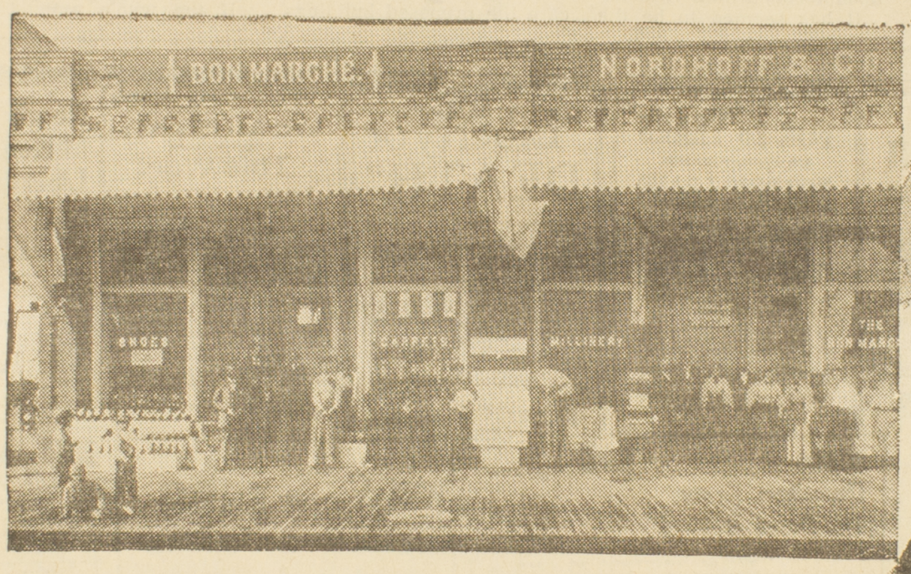
1960 Growing with Seattle for 71 Years! ... ON SATURDAY, September 21, 1889, many Seattle families lived in tents. They had no money to rebuild homes lost in the great fire that summer. ... IT WAS WASHINGTON MUTUAL'S birthday . . . seventy-one years ago today. Four men met that day. Their aim . . . to provide funds to rebuild homes and to offer Seattle families a safe and profitable place to save. ... They had $2,000 between them! It was a start. The organization they founded was to become WASHINGTON MUTUAL SAVINGS BANK . . . today the largest and oldest savings institution in the Pacific Northwest, with assets of over $122,000,000. ... Since 1889, $121,180,000 has been paid to depositors in 142 uninterrupted semi-annual interest payments. No one has ever lost a penny of his savings here! Every withdrawal request has been met in full on every bank day. ... Four generations of Seattle families have saved here. Hundreds of thousands of Seattle school children have learned the value of thrift through our School Savings Program. As $2,000 homes . . . that's about 7,000 square blocks . . . have been purchased with loans from this bank. ... One out of every three Seattle families save here today. We look forward to an opportunity to serve you. ... TOGETHER

1962 Why is Home Loan Experience So Important? ... ANSWER . . . banks, like people, learn by doing. And neither *takes the place of experience* in making home loans. We have lots of it . . . almost seventy-three years! ... WASHINGTON MUTUAL makes more home loans than anyone else in town and we've been making them longer than anyone else in the Northwest! ... This experience means a better home loan for you, a loan that really fits your requirements, individualized to your family, your budget and your home. ... Experience speeds up our service, too. You get into your home faster. ... Experience helps us keep closing costs low. WASHINGTON MUTUAL'S closing costs are *low* . . . always. ... Terms are liberal here, too. Conventional bank loans for as much as seventy-five per cent of the appraised value of the property and up to twenty-five years to repay. FHA and G-I loans without discount. You can't beat those, anywhere in Seattle. ... When you're ready to buy or build a home, you are invited to talk to us about a loan to help you do it. ... MAIN OFFICE SECOND AT SPRING ... WASHINGTON MUTUAL SAVINGS BANK ... Northwest's Oldest and Largest Savings Institution

THROUGHOUT THE YEARS
THE BON MARCHÉ grows



An urban landmark in Downtown Seattle, The Bon Marche's central store ranks among the national retail giants. First drive-in department store in history, it boasts eight selling floors linked by the soaring glass Sky Bridge to a self-parking garage that accommodates up to 3,000 cars a day.



At the first Bon Marche at First and Cedar, orders of the day were: "Store must be swept; counters and show cases dusted; lamps trimmed, filled and chimneys cleaned; pens made; a pail of water, also a bucket of coal brought in . . . and attend to customers when they call. Men employees are given one night a week for courting, and two if they go to prayer meeting."



In 1900 The Bon Marche moved into a one-story building at Second and Pike. Five years later is was necessary to build a three-story building over the one story. The next year another story was added; then the Green Building was incorporated. In 1912 the store was completed with six stories, and there The Bon Marche remained for 17 years before moving uptown in 1929.

The bitter hard times of the panic of 1893 inspired The Bon Marche to bring the first supply of pennies to Seattle. Until then, change had been made to the nearest nickel. So began the penny economies of the 98c and 69c sales to which people came for miles on foot. And thus was laid the groundwork for The Bon Marche's firm philosophy on price policy which has endured throughout the years.

Post-Intelligencer
Sept. 12, 1897



More Than Double the Circulation of Any Other Daily Paper in the State.

THE SEATTLE POST-I

SEATTLE, WASHINGTON, SUNDAY, SEPTEMBE

THE BON MARCHÉ
Nordhoff & Co
1425, 1427, 1429 Second Avenue and 115 Pike Street.

For Monday's Sale

Another exhibition of price superiority. Some more phenomenal offerings that in eloquent words will prove our oft-repeated assertion.

ALWAYS CHEAPER THAN ELSEWHERE

MONDAY'S SPECIALS.

CUPID

THE BON MARCHE

greater with a great community



The Bon Marche's story is the story of Seattle. In just a few days The Bon Marche —younger in heart than ever— will celebrate its 73rd anniversary of being part and parcel of Seattle's growth. From a little 30' store in Bell Town in 1890, through the panic of 1893, the Gold Rush, the great Seattle fire, the cable car days, two world fairs and four wars, The Bon Marche has kept pace with a town that became a city, and a city that became a metropolis. The story of Seattle and the story of The Bon Marche have been written by the same pen. But The Bon Marche has little time for a backward look. Its every resource is geared to meet the onrushing future. Now in its seventh and eighth decades it is building again—as in 1890—in the grass-grown reaches beyond the town. First: Northgate, one of Seattle's greatest prides and fondest stories. Coming: South Center, a new civic and economic pulse even now beginning to quicken to the South. And, of course, always there is the mushrooming growth of the modern Downtown store, one of the greatest metropolitan stores in the country. Where there is a deep dedication to community leadership, history must be anticipated. As every frontier is won, there are those who will have gone on ahead.

Such a role is The Bon Marche's.



Fashions and apparel for every budget, every way of life are to be found in The Bon Marche stores. Imports from Europe and the Orient . . . the cream of America's top designing houses . . . the best from California designers and Seattle manufacturers are channeled into its many shops.

The Bon Marche's Furniture Galleries on its recently opened Seventh Floor, Downtown, are an exciting climax to the countless home appointments which identify the store with Northwest Living. An extensive interior decorating consultant service has left its fine imprint on countless Northwest homes.

So overwhelmingly successful has the Northgate Bon Marche proven that already the building is being remodeled to almost double its present size, providing approximately 312,000 feet of floor space! Fronting on the weather-free Sky Shield-covered mall, the new young giant will incorporate many advance features.

JUST WON'T BE UNDERSOLD

Railroad Construction Started Here In 1887

(Continued from Page 4.)

conspiracy to deprive the Chinese of their rights, but on January 16, 1886, all were acquitted. Working in secret, giving no warning, the agitators struck early on the morning of February 7. A mob hustled Chinese from their homes to the Ocean Dock, where the Queen of the Pacific was ready to sail for San Francisco.

By the time the authorities awakened to the danger, wagonloads of Chinese and their belongings were streaming to the dock. The mob, aided by the city police, ignored Sheriff McGraw's orders to disperse. Then the church bells began tolling the emergency signal—two and three, two and three—and the Home Guards turned out.

GOVERNOR SQUIRE, WHO WAS IN Seattle, responded to Mayor Yesler's demand for assistance by ordering **"the military companies of this city"** to assist the sheriff. Two days and nights of tension prevailed; an attempt to remove the remaining Chinese back to their homes under escort of the Guards sent the mob seething against the armed deputies. Charles G. Stewart, a strong and violent agitator, urged on the rioters as they struggled to seize the Guards' rifles.

Shots rang out. Stewart, fatally wounded, fell to the ground. So did three other rioters. The Guards, with the Seattle Rifles and Company D of the militia, formed a hollowed square around the Chinese. For nearly an hour, the troops faced the mob and then, as the rioters began to drift away, moved the Chinese back to their homes.

Governor Squire, who had proclaimed martial law, appealed to President Cleveland for federal troops which arrived on October 10. The danger was over. The Post-Intelligencer exulted:

"The citizens did not leave their homes and risk their lives to protect the Chinamen because they loved them, or because they were not anxious for them to leave the city and the country. It was a question of supporting the laws . . . the city has reason to be proud of its citizen soldiers."

Thus the city reached and survived the low-tide mark in the Villard depression. New people began to arrive in town in the autumn of 1886, many of them of great wealth, and a new wave of prosperity set in.

CONSTRUCTION OF THE SEATTLE, Lake Shore and Eastern Railway began early in 1887 and offered continued employment for almost three years. Real estate began to rise. So did Seattle's spirits.

One of the wealthy newcomers to Seattle was Leigh S. J. Hunt, a well-funded Iowa promoter. He found The Post-Intelligencer under new ownership, purchased in the spring of 1886 from Thomas Prosch by a syndicate of wealthy citizens who wanted a newspaper devoted to law and order. Prosch had been attacking the liquor interests of town, was frequently threatened with violence, and habitually carried a revolver as he plodded wearily at night up James Street to his home on 9th Avenue. He was glad to sell, and the new owners installed Clarence Bagley as manager.

The Bagley group of owners included Governor Squire, Thomas Burke, Edward S. Ingraham, Griffith Davies, David T. Denny, Thomas T. Minor, and Cornelius Hanford. Frederick Grant, another of the purchasers, was named editor.

LABOR UNREST SEETHED ACROSS the nation. Grant's editorials joined in the denunciation of agitators.

"The Post-Intelligencer is thoroughly convinced that there is in Seattle a Communistic party, or rather, a coterie of unscrupulous schemers whose shallow brains have been stuffed full of abhorrent doctrines. It is best not to close our eyes to what is going on."

None of this worried Hunt. He found a city, as The P-I noted, benefitting from **"a large influx of capital from the East sent here for investment."** Interest rates a year earlier had been 1 per cent a month and money scarce at that.

"Now money can be had on good security at 8 and 9 per cent, and one firm is offering to loan on business property $60,000 at 7 per cent per cent per annum."

So Hunt bought The Post-Intelligencer. The city's population was growing toward a firm 12,000 and Prosch claimed that the newspaper in 1886 had a paid circulation of 1,600 copies—by far the largest in the Territory. When Hunt took over in November, Seattle had six banks, 57 retail liquor stores, 63 attorneys, eight wharves, three shipyards, four brickyards, 19 grocery stores and unbounded ambitions.

ONE OF HUNT'S FIRST MOVES was to promote Ed Meany from "route agent" to night editor. Meany arrived at noon every day, pausing to "greet the dear old pioneer," Charles Prosch, the printer, and then worked until 4 a.m. when he helped to get the papers to the departing steamboats. Meany instituted market reports and commercial columns and persuaded Hunt to start a complete classified department. Hunt raised his pay, doubled the size of the Sunday paper, and cast about for new improvements.

An Oregon printer, vacationing in Washington in the summer of 1887, described The Post-Intelligencer in these words:

"It was one of the untidiest looking papers that I had ever seen. The first page was given over to advertisements that had no business in a newspaper office. The make-up was bad and, altogether, the paper was objectionable to a printer's eye."

So spoke Jabez B. Nelson of Portland's Oregonian. Another Oregonian man, Alfred Holman, associate editor, wrote long and well of Seattle in an 1887 edition and Hunt promptly hired him to edit The Post-Intelligencer.

In June of 1888 Meany quit to join the University of Washington faculty, and five people were hired to replace him, including Jabez Nelson. He found Sam Crawford as assistant city editor and Charles T. Conover as city editor. Holman, busy revamping the paper, brought Ethan Allen Bridgman from The Oregonian to be composing room foreman. Bridgeman, **"one of the best printers I ever knew," according to Nelson, "soon had the paper looking like a real city daily."**

THE BOOMING TIMES WERE too great a temptation for Conover and Crawford, both of them thoroughly conversant with the business affairs of the booming city. Sam Crawford "knew everyone



MORNING AFTER SEATTLE FIRE
1st Avenue North From James Street

on the Sound." In the fall of 1888, they formed a partnership as "Crawford & Conover" and opened a real estate office. In announcing the resignation of its entire "local" staff, The Post-Intelligencer said of Crawford:

"His personal friends in Seattle and the Sound country he numbers by the thousands, and to many of them it will be odd to visit this office and not find him."

Within a year, Crawford and Conover had taken commissions on $1,250,000 worth of Seattle real estate in a city whose population reached 19,116 in 1888 and jumped to 26,740 in 1889.

Holman hired Edgar B. Piper, city editor of The Salem Statesman, to replace Conover and Will H. Parry came up from Oregon's Willamette Valley as a reporter. Soon, John G. Egan of the Portland Daily News was added to The P-I staff.

With 1889, Seattle's population continued to rise with every arriving ship; new residents came at the rate of 150 a week, then 175. The Post-Intelligencer turned its attention to statehood; the Territory was demanding its full citizenship, and a constitutional convention was set to open July 4 at Olympia. Even as the paper outlined its suggestions for the historic event, it relegated them to the editorial page to devote column after column to the shocking tragedy of the Johnstown, Pa., flood.

MAYOR ROBERT MORAN SET the evening of July 5 for a mass meeting at Frye's Opera House to take up subscriptions for Johnstown sufferers. June 6 dawned fine and clear. The Post-Intelligencer preened itself, contemplating the success of the Johnstown meeting and the generosity of Seattle's citizenry. Just before 3 p.m. a workman, as anonymous as Mrs. O'Leary's cow, knocked over a glue pot in Jim McGough's paint shop under Smith's boot and shoe store at the corner at Front and Madison.

Instantly, the shop was aflame. And the Great Seattle Fire was under way.

The story is best told in the magnificent narrative and compilation The Post-Intelligencer squeezed into its emergency edition the next day. Number

(Continued on Page 10.)

June 9, 1883:

Lock Up Doors, Bar Windows

There are a number of petty larceny thieves about town. Locking of doors, barring of windows, and loading up the old shotgun are now in order.

1890 Population Reveals 42,837

In 1890, the population of Seattle was reported as 42,837 by a United States census.

Electric Cars Really Operate

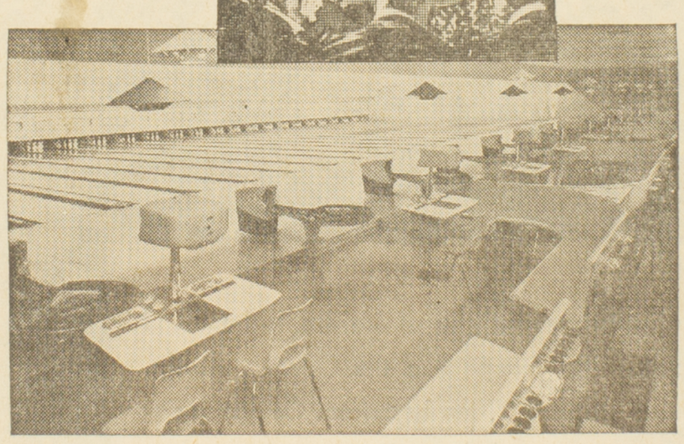
Though it was believed by many that electricity could never be used for such a purpose, the city's first electric street car swayed through Seattle streets on March 30, 1889, on rails originally laid for horse cars.

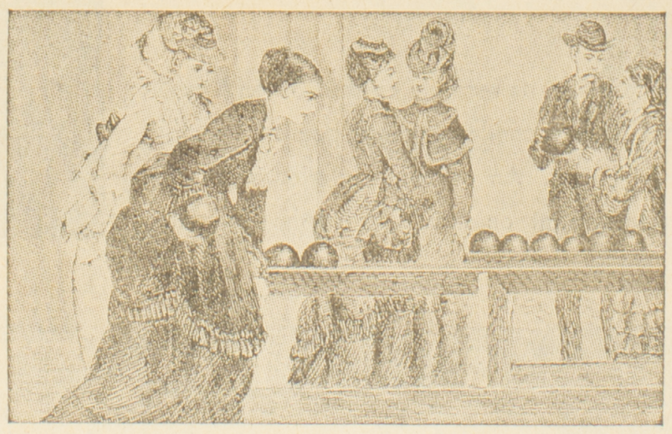
First Telephone

Seattle's first telephone was put into operation on March 7, 1883.

THE TOP
Northwest Business School
— SINCE 1932 —
Exclusive Training — Leading to Exclusive Positions
Peterson School of Business
1905 Third Avenue Seattle 1, Wn.

Our Congratulations To The P.-I.
On 100 Successful Years
TRUCKWELD
Established 1929
Serving UTILITIES...CONTRACTORS
LOGGERS . . . COMMERCIAL FIRMS
WITH
THE HEIL CO.
LINE OF HAULING EQUIPMENT
UTILITY BODY CO.
LINE AND SERVICE BODIES
MOBILE
AERIAL TOWERS AND HI-RANGERS
TEL-E-LECT
DERRICKS AND DIGGERS
BROWN-LIPE
AUXILIARY TRANSMISSIONS
WATSON
LIFT GATES
PRIOR
AUXILIARY GASOLINE TANKS
HOMES
WRECKERS
Plus our own standard and custom
TRUCKWELD STEEL and ALUMINUM
DUMP BODIES
BOTTOM AND END DUMP TRAILERS • POLE TRAILERS
AND OUR AUXILIARY LINE OF
EVERGREEN
LOW BOY TRAILERS, MACHINERY AND FLATBED TRAILERS
AND THE FAMOUS EVERGREEN LOGGING TRAILERS
TRUCK-WELDING & EQUIPMENT CO.
739 9th No. AT 4-1172

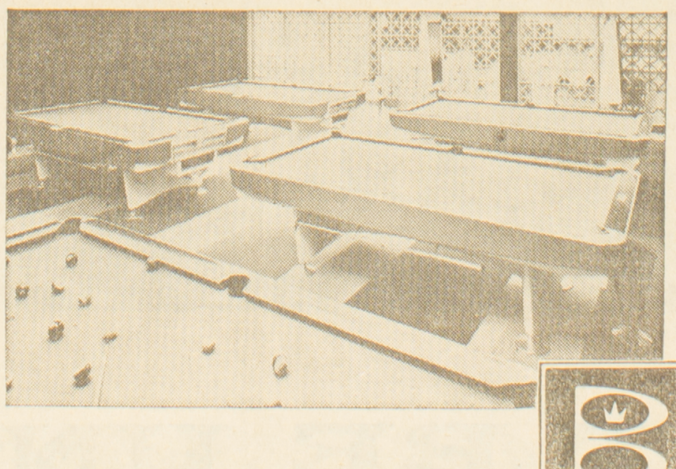




Brunswick
filling the nation's recreation needs since 1845

In 1863 Brunswick—then known as J. M. Brunswick & Brothers—was perhaps the nation's foremost manufacturer of billiard tables. Bowling was as yet an obscure game, but billiards was quite the thing and, as a matter of fact, President Lincoln himself was a billiard buff and had endorsed the game as "health inspiring." In July of 1863 the Battle of Gettysburg was a lead story in the brand new Weekly Intelligencer, forerunner of today's Post-Intelligencer. The Post-Intelligencer went on to contribute mightily to the growth of the great Pacific Northwest as Brunswick went on to contribute to the growth of American recreation. Today many of Seattle's and the Pacific Northwest's modern community recreation centers are equipped with Brunswick Automatic Pinsetters, bowling equipment and billiard tables. You and your family may well enjoy hours of pleasure with Brunswick bowling balls, bags and shoes.

Brunswick salutes the Post-Intelligencer, Seattle and the entire Pacific Northwest on the occasion of the "P-I's" 100th Anniversary, and looks forward to many more years of mutual growth and success.





Brunswick CORPORATION
Number One Name in Bowling and Billiards

Nov. 4, 1887:

'Sire To Son' Popular At Opera House

There were few vacant seats in the opera house last evening, the audience which had assembled to witness the presentation of the thrilling drama "From Sire to Son" by Milton and Dollie Noble testing to its utmost the capacity of the large auditorium.

The audience was such as Seattle can always be relied upon to turn out when a really good attraction is offered. Those who composed it expected to witness a meritorious performance and they were not disappointed.

"From Sire to Son" is a play of more than ordinary strength. While it has some weak points, it is excelled by few plays of its class. It contains many thrilling situations, the plot is well laid and the interest is maintained with remarkable uniformity throughout the four acts.

MILTON AND Dollie Noble fully sustained the favorable reputation which they have long enjoyed among the thespian goers of the country.

Their presentation of the characters of Alfred and Mabel Armitage was excellent and won applause in plenty from an audience which was inclined to be critical rather than enthusiastic.

The company by which the Nobles are supported is a strong one. It is what may be termed a well-rounded company, every member having sustained his character in a highly satisfactory manner.

WHERE MERIT is so uniformally distributed it is difficult to commend individual excellence. It is safe to say, however, that any company hereafter appearing in Seattle which may number among its members Thomas M. Hunter, Louis F. Howard or Charles Morrell will be accorded a hearty reception.

The company appears this evening in the interesting drama of "Love and Law."



Seattle's First Streetcar

MAYOR JOHN LEARY and city officials ride on Seattle's first streetcar in 1884. The horsedrawn vehicle is at Occidental Avenue and Yesler Way. Built by Thomas Burke, F. H. Osgood and David T. Denny, the line's north terminus was at 2nd Avenue and Pike Street. It later was extended through woods to Lake Union.
—(U. W. Library Photo.)

June 6, 1889:

Seattle Needs Room To Spread Out

ONE OF THE first things that Seattle will have to ask of the first state legislature of Washington will be a new city charter and one of the things for which this charter must provide is a material extension of the city limits.

When the present city boundaries were established it was believed that they included sufficient territory to allow for the growth of Seattle for a quarter of a century or more.

The old boundaries would, indeed, be ample even yet if the city had grown symmetrically in all directions. It has not done this, however.

ITS GROWTH has followed the lines of the cable and electric roads and has followed the shores of the lakes in such a manner that there are now considerable communities just beyond the city limits.

These should naturally be included in the city of which they are a part in everything but name.

The people who live in these outlying suburbs are for the most part families of business men and working men who look to the people of Seattle for their support, and who have an interest in the welfare of the city as great as that of their neighbors who happen to live on this side of the boundary line as it is at presently located.

They are Seattle people in every sense of the term save one, and they should be Seattle people in that sense also.

IT WOULD be difficult to estimate the population which fringes the boundaries of the city in this manner, but it is considerable.

June 2, 1883:

Sawmill Keeps Busy

One day this week, in 11 hours and a half, the Port Blakeley sawmill cut 214,000 feet of lumber. This was considered big work, but the following day, in the same length of time, 222,000 feet were cut by the same mill.

These are undoubtedly the two biggest days' work ever done by a single mill on Puget Sound. Capt. Renton, you are entitled to hoist the broom over your mammoth lumber factory, and keep it there until some other mill can show as good a record.

Kinetoscope Shown Here In 1889

Thomas Edison's kinetoscope was first shown in Seattle in 1889 at a peep show on Broadway. Five years later the first motion picture was put on the screen here, and by 1903 the first Seattle motion picture theater had been opened.

The motion picture theater on 2nd Avenue was appropriately named the Edison. Admission price was five cents. The theater was sold later and renamed the Crystal.

LARGER and more impressive motion picture theaters soon were built, beginning with John Hamrick's Class A in 1911 and continuing, a year apart, with the Clemmer, Colonial, Liberty and Coliseum.

The talking picture, "The Lights of New York," was given its Seattle premiere at the Blue Mouse Theater on July 19, 1928.

Within two years, Seattleites saw their first color movie, "The Gold Diggers of Broadway, 1929," at the Liberty in February of 1930.

A significant step in Seattle movie history was the incorporation of the Greater Seattle Motion Picture Council in 1941.

Jan. 27, 1885:

Poultry Man Sells In Montana

E. A. Turner, of Ridge Lawn Poultry Yard, sold $200 worth of fine fowls last week. One order recently filled by him was all the way from Montana.

March 3, 1885:

Big Future Seen For Skagit Area

The valley of the Skagit river is destined to be one of the most important, if not the most important, agricultural districts in the western part of this Territory.

The principal industry has been lumbering and this, though a great boon to the country, has in some respects been followed to the detriment of the agricultural interests; that is, many unnecessarily have left their farms and gone to work in the logging camps, who, if they had stayed at home, cleared their land, lived prudently and economically, would today be in better circumstances than they are.

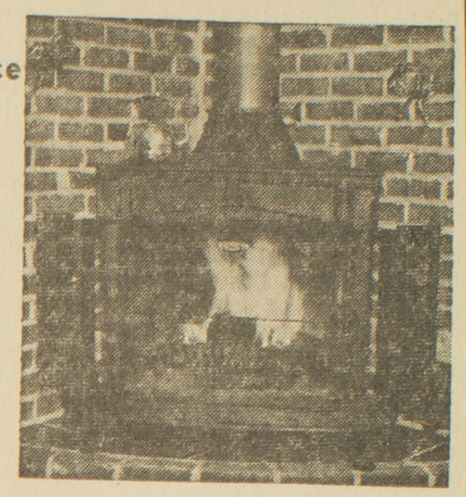
Mill Capacity

In 1883, the Columbia and Puget Sound mill had a daily capacity of 20,000 board feet of lumber.

Seattle's Oldest Fireplace Shop . . .

Carries a wide selection that ranges from those that were popular in Grandmother's Day like this Early American Franklin Heater—Fireplace to items as new as today's rockets.





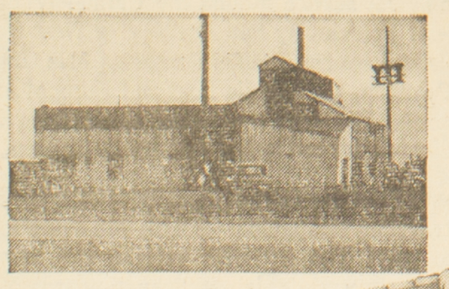
Choose from Conventional & Modernistic wall decor, custom designed fire screens, fireplace accessories, etc.
We invite your inspection when you are out our way.

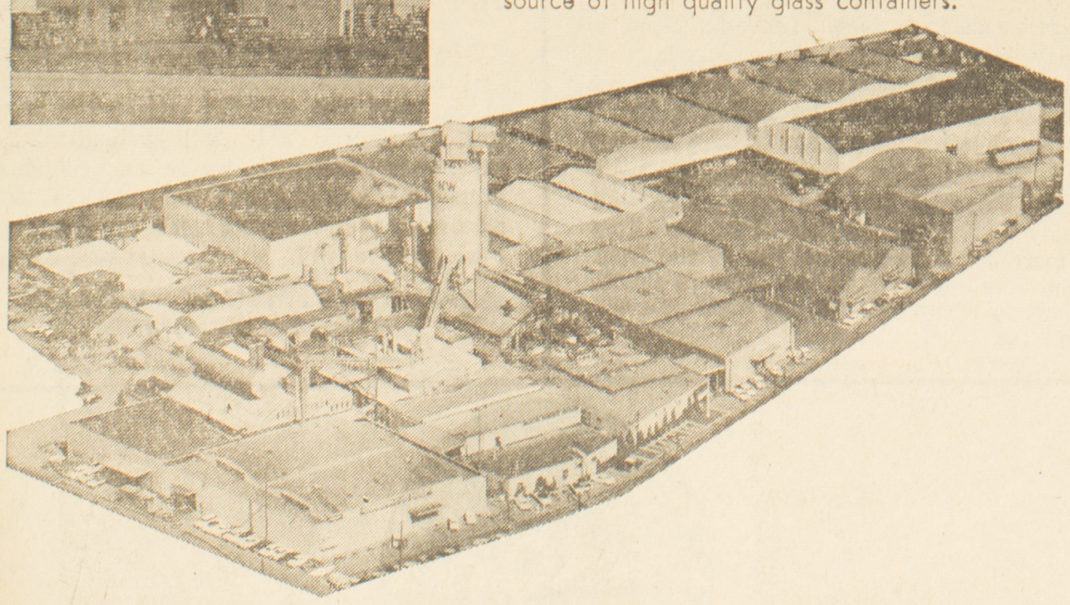
SEATTLE FIREPLACE SHOP
13728 Aurora Ave. N. EM. 4-4700

Northwestern Glass Company Serving Pacific Northwest Customers Since 1932

NEW IDEAS IN GLASS PACKAGING STIMULATE NORTHWEST INDUSTRY

Thirty-one years ago, we began manufacturing glass containers in this small building. We are proud of the success of many customers whose products—effectively protected and displayed in modern glass packages—set the pace for industrial and economic growth. But we cannot stand on pride alone. We are always searching for new ideas to benefit our customers. This coupled with personalized service and an awareness of local packaging problems—continues to offer the Northwest a dependable source of high quality glass containers.



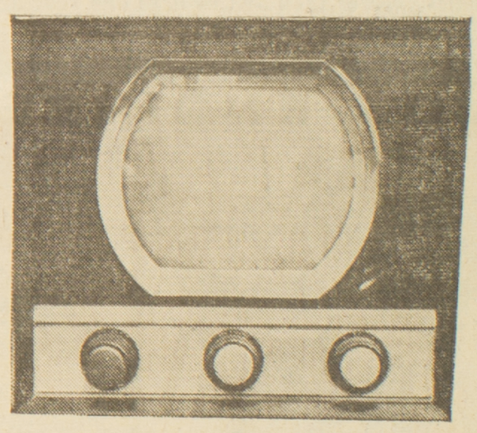


NW NORTHWESTERN GLASS
Manufacturer of NW Electroglas JARS and BOTTLES
5801 East Marginal Way So., Seattle 4, PA 2-2240
Local representation in principal Northwest cities

MUNTZ — Seattle's TV Pioneers IN 1948

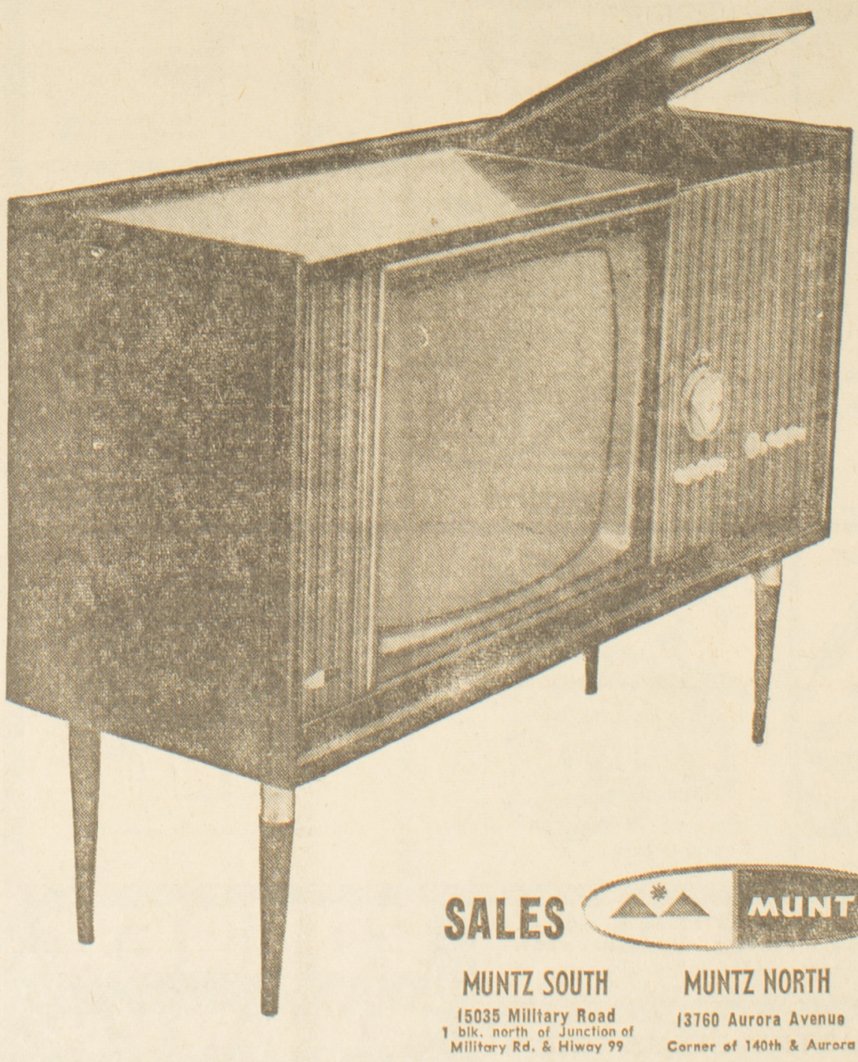
MUNTZ BROKE THE TV PRICE BARRIER WITH THIS...

This set had a 12" screen and the first simplified hand wired chassis—over most of America it sold for only $99!



MANY OF THESE OLD $99 TV SETS STILL WORK!
(Our North End Store has one in operation right now. Come see it.)

IN 1963 WE'RE BREAKING SALES RECORDS with TV-RADIO Hi-Fi COMBOS from $198



Pictured is one of today's most popular models . . .
23" TV-STEREO AM-FM RADIO COMBINATION
As in 1949, you can still phone your nearest Muntz Store for a *FREE* Home Demonstration on any model!

SALES MUNTZ RENTALS

MUNTZ SOUTH
15035 Military Road
1 blk. north of Junction of Military Rd. & Hiway 99
CH. 3-3343

MUNTZ NORTH
13760 Aurora Avenue
Corner of 140th & Aurora
EM. 3-4343

MUNTZ CENTRAL
1631 Eighth Avenue
Eighth & Olive
MA. 3-3353

Temporary Quarters Used

(Continued from Page 8.)

27 of Volume XVI of The P-I was a triumph of journalistic effort. (A reproduction of the five-column, two-page issue of July 7 appears on the cover page of this section.)

Will Parry, sitting on the steps of the Methodist Church at 3d Avenue and Marion Street that night, wrote the paper's account of the fire by lantern light. Others compiled a remarkably detailed list of the burned buildings and the values.

IN A COTTAGE AT 4TH AVENUE and Columbia Street, two job presses, operated by foot, were used to print the paper from the few cases of type rescued from The P-I Building before it fell into the flames. The only other valuable item saved were the bound files of The Intelligencer and Post-Intelligencer, rescued by Sam Crawford, who thus briefly once again served his former newspaper.

"The little sheet which we present this morning is the very best thing possible under the circumstances," the paper said the morning after the fire. "Small as it is, it represents more effort than anyone unacquainted with the practical operations of a newspaper office can well appreciate."

Virtually wiped out, like most of the rest of the business district, the newspaper reported its own losses at $35,000, covered by only $8,000 insurance. Even before the fire had finished its work that evening, an old Cottrell press was located by telegraph in Portland and put aboard a special train which didn't stop until it reached the smoking city. Belted to a threshing machine engine, the press soon was printing full-size editions for P-I readers.

ALL THROUGH THE SUMMER, working in the cottage, barn and tents at 4th and Columbia, The P-I staff issued the paper daily while a new city sprang from the ashes. On September 20, in the completed basement of a new P-I building at 2d Avenue and Cherry Street, a new Goss eight-page press printed the paper. A heavy rain the next night poured through the unfinished floor above, but the pressmen rigged a canvas shelter over the press and got the paper out on time. Months later, all departments once again were housed under the same roof.

As the first anniversary of the fire neared, City Editor Parry assigned a new reporter, Eldon W. Pollock, to appraise the city's growth. He found that more than $8 million in new construction was completed or under way; the insurance companies had paid promptly, Eastern investment capital had rushed in, as had skilled workers. Five new banks had opened, giving the city a total of nine.

On the day of the fire Seattle had had only five elevators. **"Now there are more than 50 in the city, and no building of four or more stories is planned without one of these useful contrivances," Pollock wrote.**

A P-I editorial said:

"In one year we have a city in every way better than the city destroyed; we have a business larger by half than the business of the time immediately before the fire; we have a working capital three times greater than at this date one year ago."

Publisher Hunt of The Post-Intelligencer, busy with a projected iron ore reduction plant at Kirkland, saw to it that the paper frequently mentioned the million-dollar enterprise which was to supply iron for the Pacific Coast and the Orient, but he left the day-to-day operations of the paper pretty much to the editors.

"Grown To A Giant!" a headline thundered in the opening year of the Nineties. The city had 26 miles of single-track street railway and 17 miles of double track, plus cable cars on Yesler, Jackson and Madison Streets. Residential sections sprang up as fast as the new routes reached them. The paper called for annexation of its growing suburbs—of West Seattle (1,100 people); Woodland (13); Fremont (803); Ballard (1,173); Duwamish (1,007); Ravenna (83).

THE POLICE FORCE GREW from 42 to 75 patrolmen, and a detective division was tried out as "an experiment." The city purchased the Spring Hill Water Co. and issued $955,000 in 5 per cent bonds to expand the municipal water system and put in sewers throughout the city.

Seattle was so crowded, The P-I said, that despite its six schools it was "renting 19 places as auxiliary classrooms" for its 2,274 pupils.

LONG DOMINANT IN THE political life of Seattle, The Post-Intelligencer sneered at James T. Ronald, 36-year-old attorney and mayoralty candidate in 1892. The Daily Telegraph, the Democratic organ of the day, charged the Republican municipal administration with graft and corruption. The P-I snorted and predicted the GOP's John Leary would carry the day. Covering the Democratic political meetings, the paper pulled no punches.

"George H. Fortson was the next speaker," a typical article said. "He said at the beginning that he did not know much about the subject — a statement which those who stayed to hear him found unnecessary."

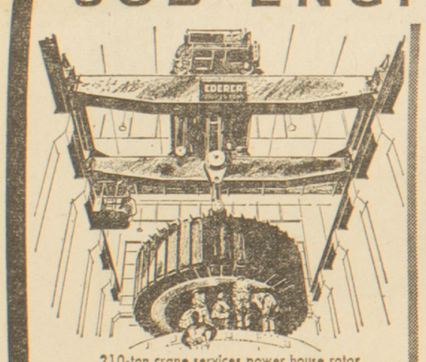
Nevertheless, Ronald and the entire Democratic slate buried, as the P-I said, the GOP ticket under a regular landslide. The victors swarmed into Pioneer Place by the thousands that night and celebrated with speeches, Roman candles and a huge bonfire. James Hamilton Lewis, being boomed for Congress by the Democrats, was cheered so loudly that his speech could not be heard.

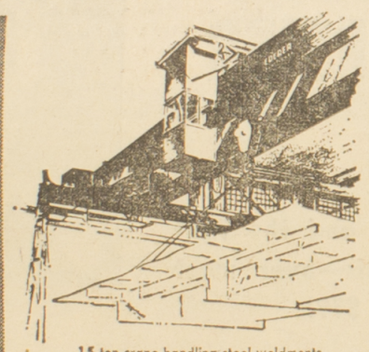
On December 16, 1892, The Post-Intelligencer printed the sad news of Henry Yesler's death at the age of 82. Throughout the city — on public and private buildings, at Yesler's wharf and on the steamers in the harbor — flags were lowered to half mast.

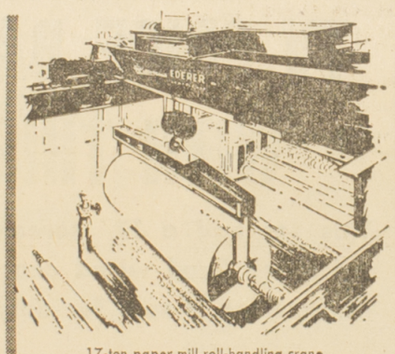
"In the death of Henry L. Yesler," a Post-Intelligencer editorial mourned, "Seattle lost a citizen whose name is written on every page of its history."

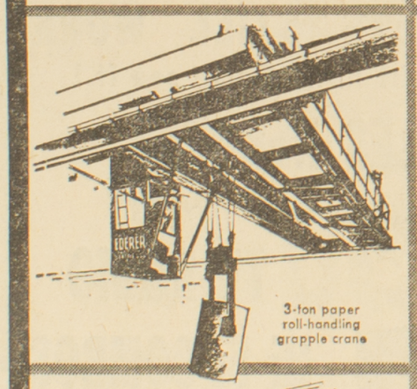
And on every page of The Post-Intelligencer's history, too, it might have added of the man who gave this newspaper its first home 30 years before.

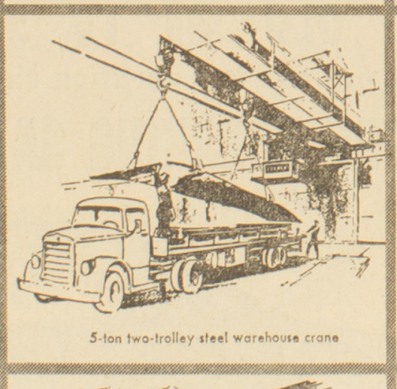
"JOB ENGINEERED" IN SEATTLE

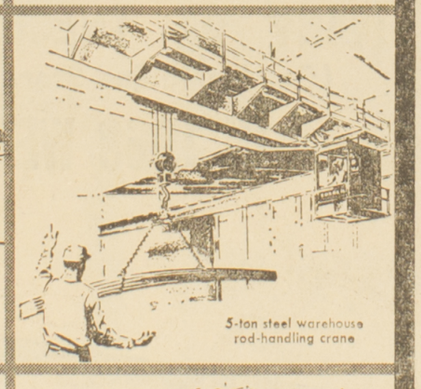

210-ton crane services power house rotor

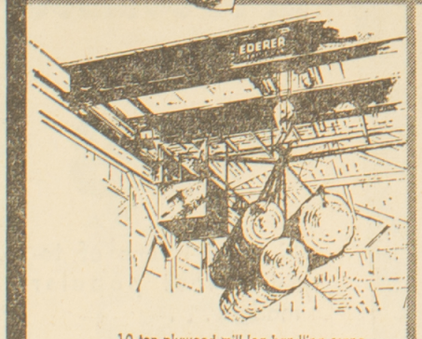

15-ton crane handling steel weldments

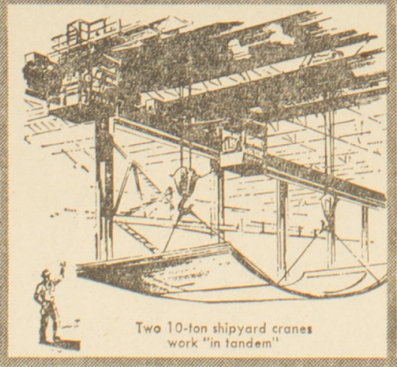

17-ton paper mill roll-handling crane

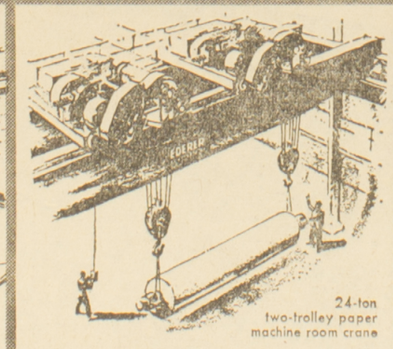

3-ton paper roll-handling grapple crane

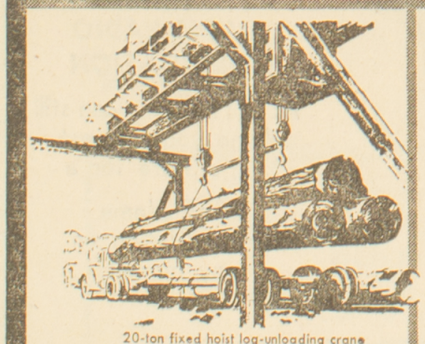

5-ton two-trolley steel warehouse crane

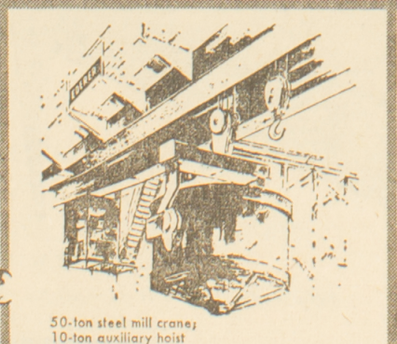

5-ton steel warehouse rod-handling crane

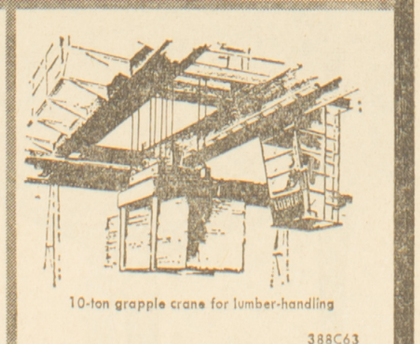

10-ton plywood mill log-handling crane


Two 10-ton shipyard cranes work "in tandem"


24-ton two-trolley paper machine room crane


20-ton fixed hoist log-unloading crane


50-ton steel mill cranes; 10-ton auxiliary hoist


10-ton grapple crane for lumber-handling

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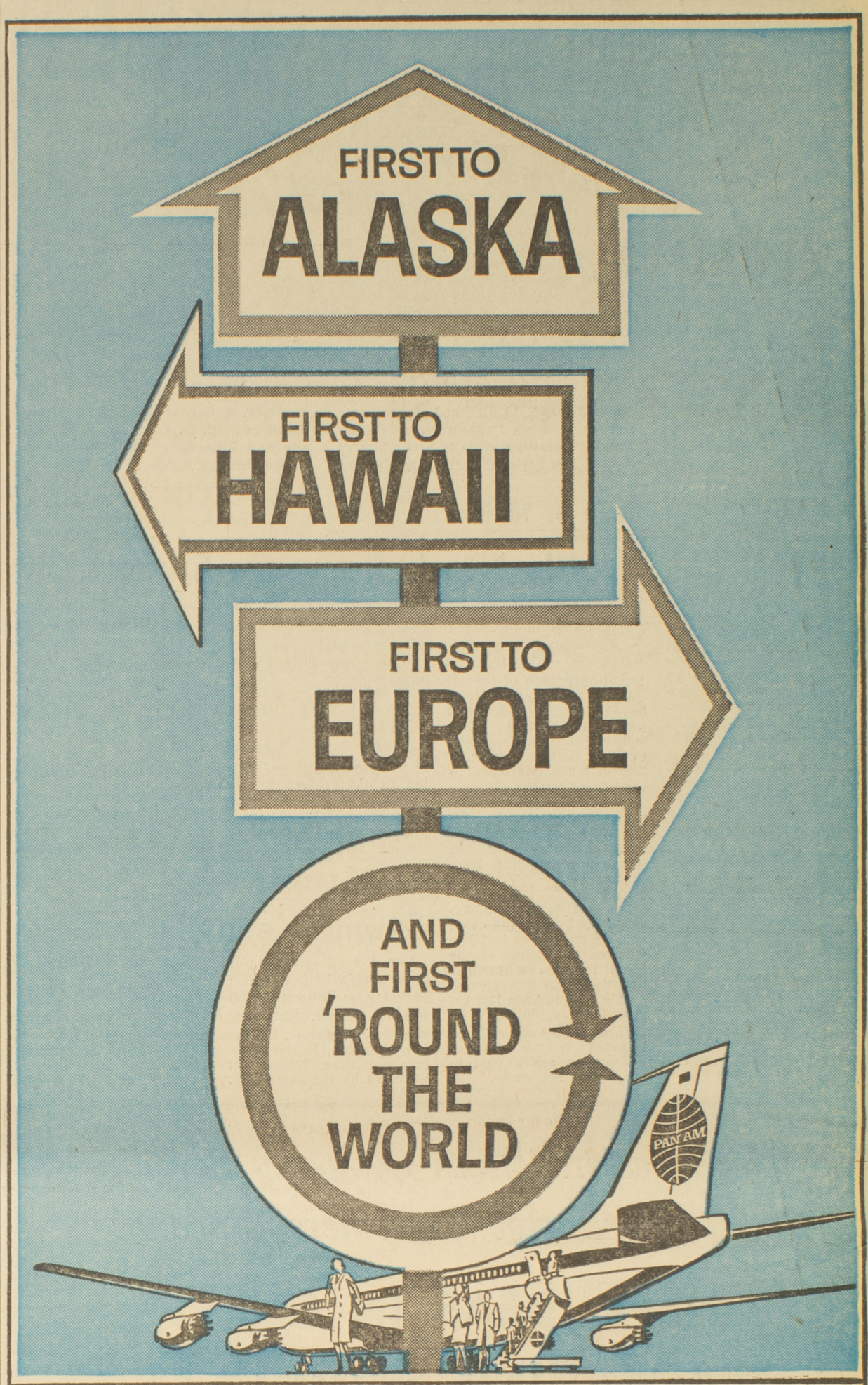

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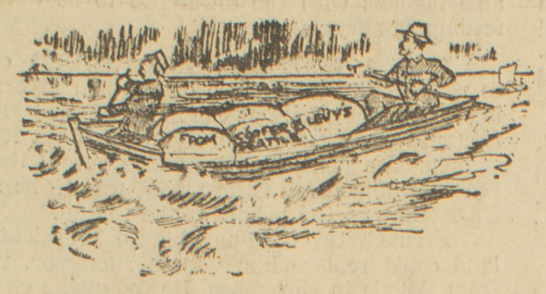
THE SEATTLE POST-INTELLIGENCER.

VOL. XXXII., NO. 62. SEATTLE, WASHINGTON, SATURDAY, JULY 17, 1897. EIGHT-PAGE EDITION.



KLONDYKE Don't get excited and rush away only half prepared. You are going to a country where grub is more valuable than gold and frequently can't be bought for any price. We can fit you out quicker and better than any firm in town. We have had lots of experience, know how to pack and what to furnish.

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NOS. 104 AND 106 FIRST AVENUE SOUTH.

A few more of those excellent Lawn Mowers on hand. 16-inch, $2.85; 18-inch, $3.15.

Going camping? Take a look at those Folding Camp Beds at $2.15 each.

Received yesterday, 10 cases Fresh Ranch Eggs, 20c per dozen.

Another shipment of Butter just arrived—
Fine Dairy, 25c per brick.
Choice Creamery, 35c per brick.

Store Open Until 9 O'clock Tonight.

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We Give You Big Chunks of Ice Cream,
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Clover Cream Makes the Skin Elastic.

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Positively Every Line in Our Establishment Reduced.



New Toilet Sets just received, together with the older ones, will be sold at from 20 to 30 per cent. below regular prices.

Souvenir China MT. RAINIER, SNOQUALMIE FALLS, AND ANGELINE.

Beautifully portrayed on china plates, boxes, jugs, cups and saucers, etc. All at a discount during our Clearance sale. Get a piece and send to your friends East.

A Special Display of Jardinieres at Cost.

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GOLD DUST.

We pay highest price for gold dust and bullion and old jewelry. Our new furnaces give us unexcelled facilities for smelting and repairing. We keep a full supply of all sizes of gold scales. JOS. MAYER & BROS., Retail and Wholesale Manufacturing Jewelers. Retail, 705 Second ave. Wholesale and factory, 116 Cherry St. "A guarantee with every Watch we sell." Miss F. Wiliaski, Graduate Optician, has her office in our store.

Don't Buy a Piece of Crockery

until we place on sale the O. A. Schade & Co. Crockery stock.

See Tomorrow's Paper for Particulars.

GOLDEN RULE BAZAAR CO.

LATEST NEWS FROM THE KLONDIKE.

9 O'CLOCK EDITION.

Sunday, April 7, 1963 Section D

GOLD! GOLD! GOLD! GOLD!

Sixty-Eight Rich Men on the Steamer Portland.

STACKS OF YELLOW METAL!

Some Have $5,000, Many Have More, and a Few Bring Out $100,000 Each.

THE STEAMER CARRIES $700,000.

Special Tug Chartered by the Post-Intelligencer to Get the News.

The Latest Reports From the New Eldorado Arrive This Morning—Interviews With Those Who Have Come Down From the North With New-Found Fortunes---The Recent Strikes Seem to Be as Rich as Reported---There Is Plenty of Gold, But Only the Hardy and Provident Can Secure It---No Man Who Is Without a Suitable Outfit Should Tempt Fortune in That Remote Region---There Will No Doubt Be a Great Rush for the New Discoveries, and the Majority Will Outfit in and Leave From Seattle.

The Post-Intelligencer chartered a tug at Port Townsend last night to enable a staff correspondent to meet the incoming steamship Portland, from St. Michaels, loaded with her treasure of $700,000 from the Klondike.

The steamship was boarded at 2 o'clock abreast of Port Angeles and the Post-Intelligencer correspondent was aboard long enough to get the thrilling story that follows.

But the Portland is a slow-going boat. The Post-Intelligencer wanted to get the news to its readers at the earliest possible moment, so the tug was ordered sent to Seattle with the correspondent on board.

The Sea Lion, Capt. Sprague, made the trip down in record-breaking time, arriving at 6 o'clock, at least two hours ahead of the Portland.

The Portland has on board 68 miners with $700,000 in gold—not a man who has less than $5,000. Some of them have over $100,000. Some of them are Seattle men, and they come back happy and rich.

This story, obtained under considerable difficulty, but which is thought to be full and reliable in detail will be read with intense interest. It follows:

BRINGING BACK GOLD.

Sixty-eight Miners on the Portland Confirm the Fabulous Stories.

ON BOARD STEAMSHIP PORTLAND, 3 a. m.—At 3 o'clock this morning the steamship Portland, from St. Michaels for Seattle, passed up Sound with more than a ton of solid gold on board and 68 passengers. In the captain's cabin are three chests and a large safe filled with the precious nuggets. The metal is worth nearly $700,000 and the most of it was taken out of the ground in less than three months of last winter. In size the nuggets range from the size of a pea to a guinea egg. Of the 68 miners aboard hardly a man has less than $7,000 and one or two have more than $100,000 in yellow nuggets.

One peculiar feature to be noticed is that the big strikes were made by tenderfeet, while the old and experienced miners of many years' experienc are suffering indescribable hardship and privation in Alaska and the Northwest Territory and have only a few thousand dollars to show for their labor. Fortune seemed to smile on the inexperienced men who went into the mining districts late last year, as nearly all of them were the most fortunate. The stories they tell seem too incredulous and far beyond belief. Instances are noted where single individuals have taken out, in two and one-half months, gold to the value of over $150,000.

Clarence Berry, of Fresno, Cal., went to the Yukon, in 1896 and prospected several years without success. He returned home last autumn, was married and took his bride to the Klondike last November. He is now on the Portland with $135,000, the result of a winter's work and fortune's smile.

Frank Phiscator, of Baroda, Mich., is another lucky miner. He went to the Klondike last autumn and is now returning with $86,027, having worked two claims with nine men, three months, and he still owns the claims. He was one of the original discoverers of the El Dorado district.

Although most of the passengers are returning home with plenty of gold, they all advise and urge people who contemplate going to the Yukon not to think of taking in less than one ton of grub, and plenty of clothes. While it is a poor man's country, yet the hardships and privations to be encountered by inexperienced persons unused to frontier life is certain to result in much suffering during the winters. They should go prepared with at least a year's supplies.

The rush to the Klondike region commenced late last year and the claims were staked out and worked all winter. Labor was worth $15 a day last winter. Flour sold for $60 a sack and other provisions were proportionately high. Some of the mine owners attempted to lower the wages to $10 without success. By burning the ground to thaw the gravel, which was hoisted up about twelve feet to the dumps, where it was sluiced and washed in the spring, miners were able to work during the entire winter. In the early part of last month the thermometer ran up to 85 degrees in the shade and in January it was 58 degrees below zero.

The steamer Portland was reported passing Cape Flattery at 4:30 o'clock yesterday afternoon. The news dispatches from San Francisco announcing the arrival of the Excelsior at that port with many miners and a large quantity of gold has created a public demand for the latest and most authentic news from the gold fields of Alaska.

Realizing the impossibility of the Portland arriving in Seattle before 8 or 9 o'clock this morning, the Post-Intelligencer telegraphed to Manager Libby, of the Puget Sound Tugboat Co., at Port Townsend and chartered the tug Sea Lion, Capt. C. W. Sprague, to intercept the Portland in the straits so that this paper's representative could interview the returning miners and lay their stories before the public at the earliest moment.

In the Straits.

At 2 o'clock this morning the Portland was stopepd in the middle of the straits abreast of Port Angeles by the Sea Lion. As the reporter went over the steamer's side and was met by Capt. Kidston, a crowd of miners gathered about, eager to hear the latest local news. Entering the captain's cabin, the skipper pointed to a corner in which was piled three boxes and a large safe.

$700,000 in Gold.

"There, you see those boxes and that safe: well, they contain in round figures over $700,000 in gold, and that metal weighs nearly a ton and a half," was the captain's response to the reporter's question as to the amount of gold that was on board. He continued:

"Out of the 68 passengers there is hardly a man on board who has less than $5,000, and one or two have over $100,000."

The captain then went below and awakened one or two of his passengers, who came to the cabin and chatted a few moments about the Klondike and its mines.

Clarence Berry.

Clarence Berry is regarded as the luckiest man in the Klondike. With a miner it is all uck, nothing else. Ten months ago Mr. Berry was a poor miner and today he is in Seattle on his way to his home in Fresno, Cal., with $130,000 in gold nuggets. He said rather modestly:

"Yes, I've been rather fortunate. Last winter I took out $130,000 in 30 box lengths. A box length is 12x15 feet, and in one length I found $10,000. Another time, the second largest nugget ever found in the Yukon was taken out of my claim; it weighed 13 ounces and was worth $231.

"I have known men to take out $1,000 a day from a drift claim. Of course, the gold was found in pockets; and those finds, you can rest assured, were very scarce.

I would not advise a man to take in an outfit that would cost less than $500. He must expect to be disappointed and the chances are that he may prospect for years without finding a paying claim, and again he may be lucky enough to strike it rich.

"The country is wild, rough and full of hardships for those unused to the rigors of Arctic winters. If a man makes a fortune he is liable to earn it by severe hardship and sufferings. But, then, grit, perseverence and luck will probably reward a hard worker with a comfortable income for life."

Inspector Strickland.

Inspector Strickland, of the Canadian mounted police, is en route to Ottawa on official business. His statements were guarded and conservative. He said there were only two mining districts in what is known as the Klondike section and they are called the Hupker and Bonanza districts. He added:

"When I left Dawson City a month ago there were about 500 claims staked out and there were between 2,000 and 3,000 people in there. We can safely say that there was about $1,500,000 in gold mined last winter. The wages in the mines were $15 a day and the saw mill paid laborers $10 a day.

"The claims now staked out will afford employment for about 5,000 men, I believe. If a man is strong, healthy and wants to work he can find employment at good wages. Several men worked on an interest or what is termed a 'lay' and during the winter realized from $5,000 to $10,000 apiece. The mines are from 35 to 100 miles from the Alaska boundary."

A Seattle Man.

William Stanley, of Seattle, is among the passengers. He left his son in charge of his interests in a couple of claims. He went to the Klondike last year and is now returning with nearly $90,000 in gold.

Henry Anderson, a native of Sweden and well known on the Sound, sold a one-half interest in his claim on El Dorado creek and is coming back to Seattle with $45,000 spot cash, the proceeds of the sale.

T. J. Kelly and son, of Tacoma, went in last year and made $10,000. The son is in charge of the claim and the father is among the Portland's passengers.

Sackful of Nuggets.

Richard Blake, of Dungeness, has been successful and is coming back to the place where he was born and raised with a big sackful of nuggets.

William Sloan, formerly a dry goods merchant of Nanaimo, B. C., sold his claim for $52,000, and with the gold he took from the mine has come back to civilization.

Another man by the name of Wilkenson, of the same city, sold his claim for $40,000 and is back to stay.

Bob Strong, f Port Townsend, has a good claim, and is in a fair way to make a fortune, but his brother, William G. Strong, is not so fortunate. They are both working on the El Dorado river.

A Pugilist's Fortune.

Jack Horne, of Tacoma, formerly a well known lightweight pugilist of Puget Sound, went to the Klondike last fall and worked on a "lay." He is returning with something over $6,000, which is probably more than he could have realized in the "ring."

With $35,000.

Frank Kellar, of Los Angeles, is on board the Portland with $35,000. He went in last year, mined during the winter and last month sold the claim for that sum.

Briefly, such is the story of nearly every miner on board. They all have gold, and it is piled about the staterooms like so much valueless hand baggage. They attribuate their success to "lucky strikes" and aver that thousands of people will rush to the Yukon valley in the next year or two, and after undergoing great hardships and privations will probably return broke in health and finances. All of the miners lay great stress on the necessity of taking in plenty of supplies and say that the proper outfit will cost not less than $500 to each man and that it is advisable to purchase provisions and clothing in Seattle.

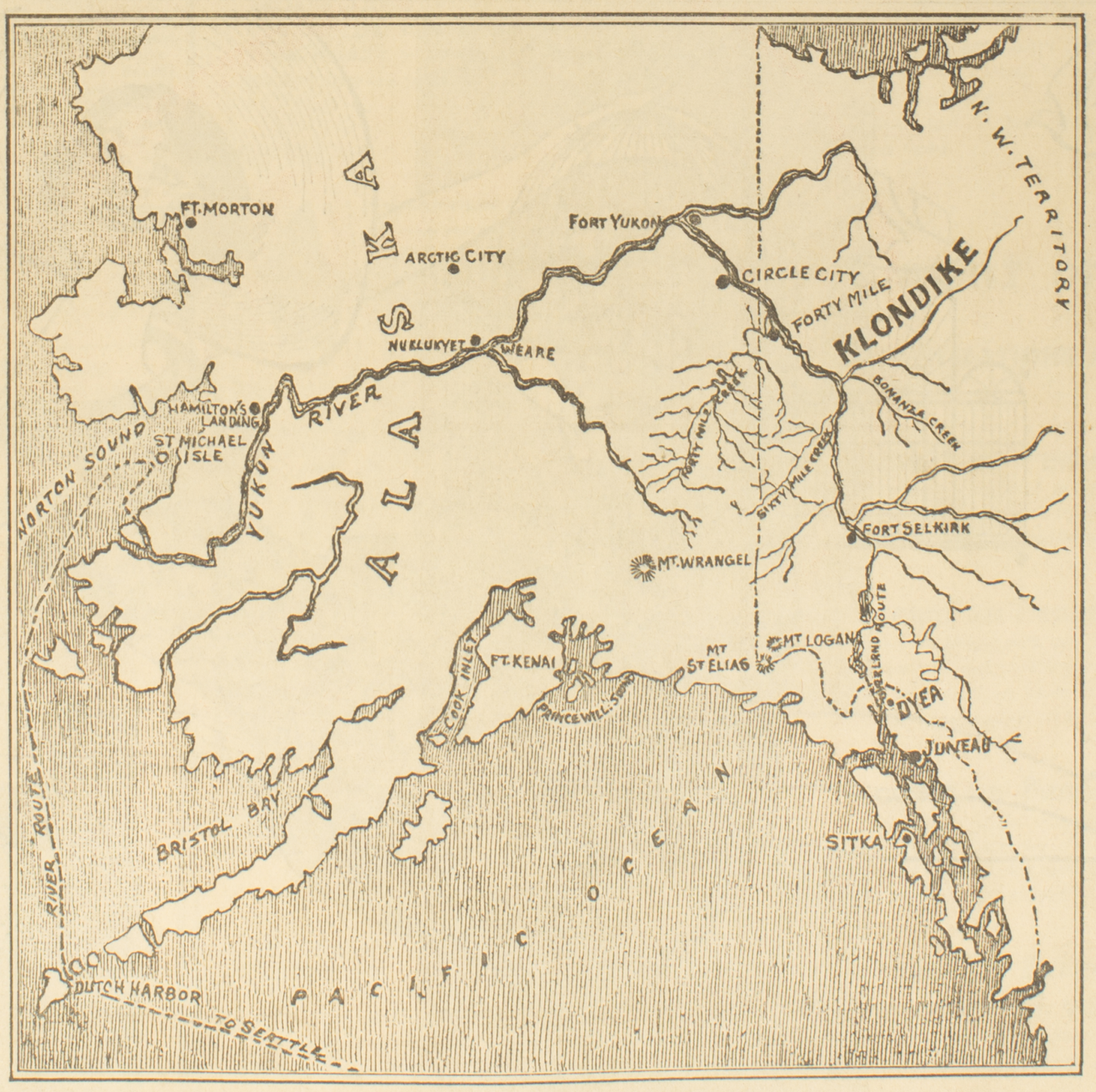
The Portland's Passengers.

There can be no doubt that the late strikes in the Yukon valley are the richest ever known. Instances are common where pans of gravel have yielded over $100, and occasionally much more. It is generally conceded, though, that all of the territory where the rich strikes were made has been staked and that so far as those districts are concerned it is useless for any one to think of making locations.

But, then, there are other streams, all of which are known to have gold-bearing

(Continued on Page)

THE LAND OF GOLD.



Map Showing the Yukon Country, With Klondike and Bonanza Creeks, Where the Recent Rich Discoveries Have Been Made. The Overland Route From Seattle, by Dyea, Chilkoot Pass, the Lakes and River, Is Shown, as Well as the Outside Route by the Way of Bering Sea, St. Michaels and the Yukon River. The Dotted Line Shows the International Boundary.

THE FOURTH DECADE, 1893-1902:

Klondike Gold Rush Big News In Historic Era

JAMES FREDERIC GRANT, "a very humane, sympathetic and sweet-tempered man," was only a year older than The Post-Intelligencer itself as the newspaper entered its fourth decade in 1893 under his editorship. A scintillating genius, his star had risen steadily since Thomas Prosch first hired him in 1883.

A brilliant writer, Grant had made his mark in The Post-Intelligencer editorial columns. His contemporaries were inclined to give him most of the credit for the paper's growing state-wide importance under Prosch, under the brief-lived Bagley syndicate and under the continuing ownership of Leigh S. J. Hunt.

Hunt, however, though he was lavish with funds in making The P-I a metropolitan journal, long since had ceased to take a day-to-day interest in his property. Once he went to Hawaii, selling an interest in the paper to Robert C. Washburn, who managed it until his return. Repurchasing Washburn's interest, Hunt turned the management over to Alfred Holman, but since December of 1891, when Holman moved to California, young Fred Grant has been the editor-in-chief.

GRANT HAD SERVED AS a powerful member of the first Washington State Legislature, so influential that he headed the movement which saw the state senate elect Gov. Watson C. Squire to the United States Senate.

Squire, married since 1868 to the heiress of the Remington Arms Co. fortune, was one of Seattle's richest and most prominent citizens. Intimately acquainted for decades with national leaders, he acquired extraordinary influence in Washington, D.C., and early in 1893 saw to it that President Harrison appointed Fred Grant envoy extraordinary and minister plenipotentiary to the Republic of Bolivia.

Grant's departure came on the eve of the Great Panic of 1893 which sank the nation into a depression that rocked every cottage and mansion in the land. The Post-Intelligencer continued to grow, but it took the utmost vigor of all departments. Riley H. Allen, later to become the noted editor of The Honolulu Star-Bulletin, found out at the age of 10 that working for The P-I meant just that.

YOUNG RILEY OBSERVED THAT "we out in the North End read The P-I like the Bible," and he persuaded the circulation department to give him a carrier route—the first north of the University District—in Ravenna. Eventually, he was greeting the dawn on a route that ran from the west end of Union Bay out to Laurelhurst, north along the shore of Lake Washington, inland and then south. If a subscriber stopped delivery, it was up to the carrier to persuade him to change his mind. If that failed, he notified the circulation office.

"The office would open up a line of argument, couched in the friendliest, most cordial terms on intimate acquaintanceship that seldom failed to convince Bill or Bob that he would better go without his North Carolina plug cut or his annual trip to Pioneer Place than to drop his morning paper."

That morning paper made lively reading, particularly when it made war on The Seattle Telegraph, the Democratic organ established in 1890 by Judge Thomas Burke, D. H. Gilman and D. E. Durie. The Telegraph crowed blatantly still of the Democratic municipal victory of 1891 and The P-I missed few chances to scorn the "reform administration" which harried Mayor James T. Ronald was trying to conduct.

WHEN A JUROR WROTE a letter to Municipal Judge Joseph M. Glasgow, denouncing the court's "tolerance policy" of a $10 per month fine under which prostitutes flourished, The P-I printed the letter in full. Then the Democrats' fat really fell into the fire with the embezzlement of some $100,000 by the city treasurer. Not a year earlier, reporting the Democratic victory celebration at Pioneer Place, The Post-Intelligencer had said:

"Adolph Krug, the new city treasurer, bowed and expressed an intention of being the best treasurer that ever was."

The scandal, first of many exposures of offical dishonesty in Washington municipalities as the depression grew worse, rocked Seattle. Some of the city's most prominent men were involved. Under a system which Krug inherited when he took office, it was customary for the city treasurer to pay its creditors in warrants, instead of cash. Presented for payment, they would be stamped "not paid for want of funds," and the holders began to draw substantial interest.

Krug also loaned city money to his friends—taking care to take their promissory notes, backed by real estate mortgages—but when it was discovered that both warrant holders and borrowers were prospering, while the city actually had cash on hand, Krug fled the city, was arrested in St. Paul and eventually sentenced to seven years in the penitentiary. He served half the term, was paroled and pardoned, but died a broken man.

SEATTLE MEANWHILE SLUMPED into the depression. Mayor Ronald asked the city council to approve the issuance of "city scrip" in warrants of $1, $2, $5 and $10 to pay for a public works project—the expansion of the sewer system. The scrip would be redeemed from a $345,000 bond issue previously approved by the voters.

The P-I admitted the sewers were in bad shape. (At 2nd Avenue and Cherry Street, a broken pipe went unmended, saturating the area. On Washington Street, the sewer was "nothing but a wooden box.) Cautiously, the paper indorsed Ronald's move to use city funds to help the unemployed.

"Every good citizen admits that there is a broad line of demarcation between paternalism and the giving of employment on needed public improvements to the wage worker who is willing to labor but cannot secure work at this time," it conceded.

Meanwhile, it urged the public to support the YMCA, "making a strenuous effort to raise the sum of $7,500" to erase its floating debt and improve its building. Missions for homeless men became crowded; The P-I urged reductions in normal charitable budgets with the difference to be devoted to feeding hungry families.

AND A PROTEST THAT WOULD continue to ring down the decades arose when Myers Packing Co. on the wharf at the foot of Dearborn Street refused to pay more than five cents each for silver salmon. The fishermen demanded seven, the paper reported, and not a fishing boat was to be seen on Elliott Bay at the height of the season.

Fred Grant, resigning before President Cleveland could replace him with a successor, returned from Bolivia in November. He found the city struggling to build sewers in 1st Avenue and 1st Avenue S. and The P-I carrying letters from such citizens as Clarence Bagley protesting plans to shut down the 1st Avenue cable cars during the construction.

"There are a large number of patrons of the line living north of Pine to Battery Street and north of Mercer Street to the top of Queen Anne Hill who have no other convenient route to the business part of the city," Bagley wrote.

As 1894 arrived. The P-I admitted sadly: "The year that has just closed has in a material sense been a terrible experience for rich and poor alike."

The same editorial conceded that months of "industrial stagnation, public despondency and personal hardship" lay ahead.

CROPS FAILED ACROSS the country, railroads lost business and went into receivership, workers struck against miserable, reduced wages and the full force of the federal government was thrown against the strikers. By the thousands, legions of the unemployed rallied to the call of Jacob Coxey to march on Washington, D.C., to demand relief.

One of Coxey's "armies" rioted at North Yakima, attempting to seize a Northern Pacific train, and 146 men were arrested by U.S. deputy marshals. Brought to Seattle, they were held in King County jail for trial before U.S. District Judge C. H. Hanford. A mixture of Commonwealers, Populists, Single-Taxers and under many other unorthodox brands of economic panacea, the Coxeyites just about scared Seattle conservatives to death.

Judge Hanford was convinced that the thousands of Seattle working people who sympathized with the prisoners would stir up trouble when they were brought from the jail for trial. He appealed for federal troops, and on Sunday, May 14, 1894, five companies of the Fourteenth Infantry arrived on a special train from Vancover Barracks.

"The Populists, who have thoroughly identified themselves with the Coxeyites," The P-I reported, "made no demonstration beyond holding a single-tax meeting on Pioneer Place and scoffing at the old parties as unable to 'maintain their supremacy' over the people without the aid of regular soldiers."

Judge Hanford, holding authority in the case because the Northern Pacific was in receivership in his court, tried the Coxeyites in batches, sentencing many of them to 60-day terms at McNeil Island Penitentiary. The troops saw no action. The P-I saw Hanford a hero.

"Judge Hanford did this community an important service when he denounced the whole Coxeyite movement and said that those who participated in it had cut loose from common sense," an editorial declared.

The failing times changed the fortunes of The Post-Intelligencer at this juncture. L. S. J. Hunt's involvement in the promised million-dollar iron ore

(Continued on Page 4.)



Largest Lumber Mill In The World

SHIPS FROM MANY NATIONS load lumber at the Port Blakeley sawmill, the world's largest. Built in 1888 by Capt. William Renton, the mill operated continuously until it was destroyed by fire in 1907. It was the second mill built there by Renton, the first one razed by fire in 1888 after 24 years of operation. Renton began his lumbering career at Alki Point in 1853, moving to Port Orchard in March, 1854.





On Seattle's Profanity Hill

KING COUNTY COURTHOUSE stands here in 1902 on Profanity Hill, probably so named by those who had to climb the steep grades to the county building at 9th Avenue and Terrace Street. The bond issue with which the courthouse was built proved to be more enduring than the structure, which was torn down to make way for the King County Hospital before the indebtedness was retired.
—(U. W. Library Photo.)

Ship Canal Attempt Praised

THE August 25, 1895, issue of The Post-Intelligencer hailed the coming of a "great epoch" in history of Seattle—the start of construction of a canal between Lake Washington and Puget Sound. Though praising the project as another manifestation of "the Seattle spirit," The P-I also was strongly dubious of the merit of the canal site chosen. The doubts were well founded, for the site later was abandoned.

The 1895 site of the Lake Washington Ship Canal, which for years has been an important artery for our city's commerce, was to the south, approximately at the present location of Columbian Way.

THE ROUTE, just north of Seward Park, ran in a straight line across the highlands, cutting through areas as much as 300 feet above the low-water level of the Sound. The project encountered much opposition, and was halted after some excavation work had been done.

In commenting on the Columbian Way route, The P-I called it **"a most illogical route from an engineering standpoint, as it ignores all the natural outlets of the lake, and even avoids the small depressions in the neighborhood of its alignment, apparently seeking the maximum rather than the minimum of excavation."**

That was stated in an article accompanying the one that hailed the project. Following is the article announcing the start of the ill-fated work:

One of the great epochs in the history of Seattle will be marked tomorrow by the beginning of actual work on the excavation of the ship canal from Seattle harbor to Lake Washington and on the addition to the area available for business of over 1,500 acres of land — the greatest enterprise yet inaugurated in the city.

THE EPOCH which will open the event of tomorrow will be the fourth in the growth and development of the city.

First came the settlement of this section in the earliest times of the pioneer; next, an auspicious day twenty years ago, signalized by an outburst of patriotism, when the citizens gathered together and went forward to build the Seattle & Walla Walla Railroad; third, the great fire of June 6, 1889, a disaster fraught with all the blessings of a new birth; and fourth, the beginning of the work which will make Seattle a city of two harbors.

WHEN ONE look backs over the events of the past he sees everywhere the manifestations of "the Seattle spirit," a term that has become a household word. With the South canal there is that self-same characteristic.

Ever since the plan was demonstrated by its projector to be feasible there has been no faltering on the part of patriotic citizens, and each one has bent to the task of helping along Seattle to the proud position of leader in the commerce of the Pacific Coast.

There has been self-denial, just as there was in the old days; but the sacrifice has been made willingly, for back of it has been a firm conviction that it was necessary for the upbuilding of the city.

SO THE project of the South canal, supported by a sound public sentiment, has reached a point where it shows substantial results. At 11 o'clock tomorrow morning the machinery of the Anaconda will be started and the first dirt will be forced through the dredger to a spot behind the bulkhead line.

The event will be appropriately observed, and there will be a large attendance at the exercises commemorative of the occasion.

Yesterday afternoon the Anaconda was towed into position at the north end of the east waterway, and at 10:30 o'clock tomorrow morning the tug City of Columbia, having on board the officials of the Seattle & Lake Washington Waterway Company, the federal, state, county and city officers, will leave Yesler's wharf.

THE MACHINERY of the dredger will be started by Miss Zoe Semple, and then the party will proceed to the end of the pipe line where, at 12 o'clock, the ceremonies will be held.

The opening address wil be delivered by ex-Gov. Eugene Semple, president of the waterway company, and short speeches will be made by Gov. John H. McGraw, ex-Gov. Elisha P. Ferry, Mayor Byron Phelps and one or two others.

From 1 o'clock forward all persons desiring to visit the Anaconda may, through the courtesy of the waterway company, take the City of Columbia from Yesler's wharf.

THE POINT where the exercises are to be held is on the dock between Plummer and Norman streets, near the Washington Planing Mill, on Commerical street. The dock will accommodate an immense crowd of people, and from it the end of the pipe line is in full view.

The waterway company yesterday extended a general invitation to persons desiring to attend the exercises to be present. It is worded as follows:

"Seattle & Lake Washington Waterways Company, Secretary's Office, Seattle.

"The citizens of Seattle and of the state are cordially invited to be present at the ceremonies to be held at the commencement of the Lake Washington ship canal and the filling in of the tide flats on Monday at 12 o'clock, foot of Commercial street. Geo. M. Paschall, sec."

Near the Anaconda will be moored a large flatboat, where all who desire may watch the machinery in operation.

Seattle Grows

A United States census reported Seattle's population to be 80,671 in 1900.

Aug. 15, 1900:

Whitehorse, Y.T. Enjoying Boom

Whitehorse, Yukon Territory, is having a boom. It has a post office, an express office and two weekly newspapers. Six hotels are in the process of construction and town lots are selling at $450 to $1,000 each.

May 9, 1897:

847 Bicycle Licenses Sold

The total number of bicycle licenses issued at the comptroller's office up to 2:25 o'clock yesterday afternoon was 847, and at a conservative estimate 500 wheels remain unlicensed.

Considering the present demand on local dealers, there will be at least 300 or 400 more wheels sold before the close of the season.

It is evident from this statement that before the rainy season comes on Seattle will have between 1,500 and 1,600 riders.

Internal Revenue Collections High

WASHINGTON, Feb. 28, 1901. — The monthly statement of the collections in internal revenue issued today shows that during January, 1901, the total collections from all sources were $23,947,778, an increase as compared with January, 1900, of $928,893.

Dec. 15, 1899:

Dawson Daily Gets Ex-P-I Man

Arthur W. Whalley, formerly of The P-I, is in charge of the circulation of the Dawson City Daily News.

PENNEY'S
ALWAYS FIRST QUALITY

As the Great Northwest grows . . . so grows Penney's

THERE ARE 11 CONVENIENT PENNEY STORES IN THE SEATTLE AREA

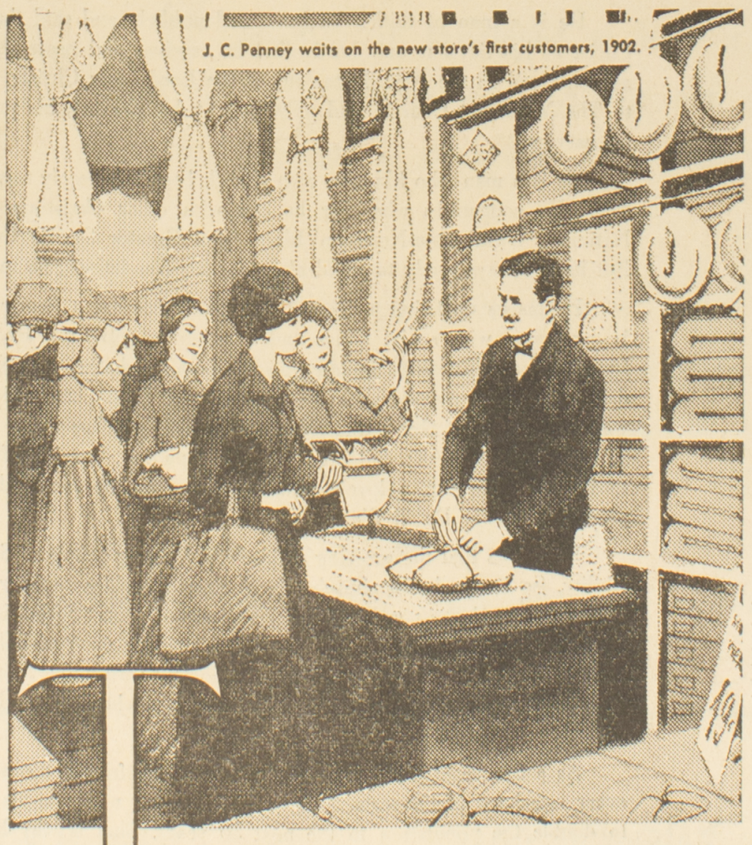


J. C. Penney visits bank, explains his plans for new kind of store, 1902.

WE at Penney's serve families all over America, just as we do in this community. These families are three, sometimes four, generations removed from the families in Kemmerer, Wyoming, whom Mr. J. C. Penney served personally in his store sixty-one years ago.


J. C. Penney delivers printed advertisements of the store, 1902.

THE saga of Mr. Penney's first weeks in Kemmerer has been told many times. He promised the business leaders of the town that his new store would sell quality merchandise at lowest possible prices. He repeated the promises in handbill advertisements which he himself helped to distribute to Kemmerer housewives. The store was a success from the day it opened, April 14, 1902. First day's sales of $466.59 foretold a great future.


J. C. Penney waits on the new store's first customers, 1902.

TODAY'S Penney stores look quite different from the original in Kemmerer. But the best part of that first store has been preserved to this day. It is embodied in the conviction that people want — and are entitled to get — first-quality merchandise at lowest possible everyday prices. Some 1,700 Penney stores this year are observing the 61st anniversary of that concept, as the Penney Company enters its seventh decade of storekeeping for the Nation.

Count on Penney's

3 GENERATIONS ALREADY HAVE!

count on Penney brands Penney brand names are our bond to you that we have done everything to maintain quality and to give you the best possible value, the kind of value that merits your continuing confidence.

count on Penney's to exchange it Buy it, give it with confidence. If it's the wrong color, the wrong selection, nothing will please us more than to exchange it for something which satisfies you completely. Your good will is our greatest profit.

count on Penney's for service It's always part of the bargain! Serving you as an individual, as a person who has privileged us with your interest in our merchandise, is the most important part of our business. It's a tradition at Penney's!

count on Penney's for a full measure of value We want everything we sell to give you the satisfaction of money well-spent, to justify your confidence and bring you back for more.

100th Anniversary Congratulations

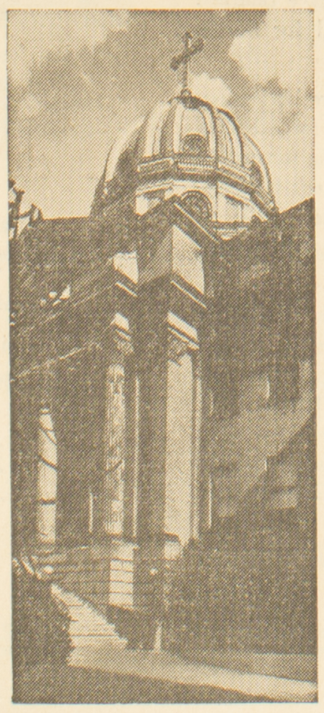
from a fellow pioneer:

Holy Names Academy

Educating Seattle Girls Since 1880

The best of the modern and of the traditional forms the challenging high school curriculum

Resident and Day School
Conducted by the Sisters of the Holy Names



728-21st Avenue East EAst 2-4460

P-I Mourns Death Of Editor Fred Grant At Sea

(Continued from Page 2.)

plant at Kirkland was draining his resources; foreign investments had been withdrawn.

On Mary 12, a weekly newspaper scoffed: "If the Pea-Eye is anxious that workingmen should have employment, why doesn't Alphabet Hunt start up those iron mines at Kirkland?"

Instead, Hunt threw up The P-I. The purchasers were Fred Grant, the editor; George H. Heilbron, a young Seattle banker and close friend of Grant, and dapper James Doster Hoge Jr., a 23-year-old note teller at First National Bank of Seattle.

HOGE, SON OF A PIONEER telegrapher in Zanesville, Ohio, was also the nephew of John Hoge, a bachelor multimillionaire who made his fortune in soap. Closest to him was Jimmy Hoge and his older sister, Bessie, whom Fred Grant had married in 1887. Young Hoge came to Seattle in 1890, and became stenographer to Sheriff John H. McGraw. McGraw became president of the bank, taking Hoge along with him. Meanwhile, McGraw became governor of the state. When Hoge left the bank, his boss wrote him:

"I am confident that in your new field of action the habits of honesty, sobriety, energy and promptness which have characterized your conduct while with us will surely compel success."

Little did McGraw suspect that in hardly four years Jimmy Hoge would own the bank.

With the paper headed by the youthful triumvirate, the 1894 staff included Clark M. Nettleton as city editor and E. B. Wishaar, J. D. Parkinson, William Sheffield and Horace McClure as reporters. Portus Baxter was the "sporting editor," building a national reputation in that field as well as handling general assignments and writing reams of correspondence for eastern journals and magazines.

HOGE, KNOWING NOTHING about newspapers, journey across the country to spend several months familiarizing himself with the operations of major journals. C. A. Huges was appointed business manager, while Grant acted as editor. Heilbron, an officer and founder of Guarantee Loan & Trust Co., had meant his interest in the paper to be only a profitable investment, but Grant wearied of the editorial strain and decided to go to San Francisco for a vacation. Heilbron agreed to direct the editorial department, meanwhile keeping up his work at the bank.

On October 27, Fred Grant boarded the three-masted ship Ivanhoe, deep laden with Seattle coal and bound for the Black Diamond Coal Co. wharf at San Francisco. In tow of a tug, the 202-foot-long vessel moved out the Strait of Juan de Fuca. It was evening, a strong southeast wind roiled the Pacific. The captain of the lumber schooner Fanny Dutard, loaded with Port Blakeley timber, was outward bound for Santa Barbara and saw the tug drop the ship off Cape Flattery.

Not until the Ivanhoe failed to reach San Francisco did anyone become alarmed. Then the shop owners and The Post-Intelligencer declared she must be stormbound and delayed. There was nothing to worry about. However, a revenue cutter made a routine search and found nothing.

WEEKS PASSED. TENSION MOUNTED. Newspapers throughout the state picked up the story, but all whistled in the dark. Then, on November 2, The Seattle Telegraph broke the saddest news



1898 News Source

CROWDS GATHER to read P-I bulletins on the Spanish-American War at 2nd Avenue and Cherry Street.

The Post-Intelligencer could imagine. The Ivanhoe and Fred Grant were lost.

Capt. R. Peterson and the Fanny Dutard had just returned to Port Blakeley where Peterson learned for the first time that the Ivanhoe was missing. He told a Telegraph reporter that at midnight on September 29 his watch saw a ship to leeward in a heavy gale. At 11 a.m. on September 30, they saw the ship again as the weather cleared. She had "a terrible list" to starboard. Ninety minutes later, she was hove to under lowered topsails four miles distant, too far to make out her name or cargo.

Peterson said he wasn't worried about her. He thought he soon would close on the stranger. He went below and turned in.

"At 20 minutes past 1 o'clock, my first mate Harry Staunton came below and, calling me, said that the ship had disappeared."

That was in latitude 47:53 north and longitude 127:1 west, Cape Flattery bearing northeast one-half east, distant 90 miles. There was nothing else to mark Fred Grant's grave. Hove to in double reef sails, the schooner scanned the sea for any sign of lifeboats or wreckage, but there was none. Hours later, the Fanny Dutard sailed on.

HEARING NOTHING OF ANY missing ship in Santa Barbara, Peterson said nothing of what the Fanny Dutard had seen. He decided the ship must have survived and reached her destination.

The day after The Telegraph story, the stricken Post-Intelligencer still held hope. It was "almost impossible" that Peterson's report could be correct, it said, and besides, didn't P. B. Cornwall of the Black Diamond Coal Co. believe the Ivanhoe must be merely disabled by loss of her sails?

But on Sunday, November 25, under black turned rules on the editorial page, The Post-Intelligencer faced the truth.

"The friends of Mr. Grant have fondly hoped it might have some other ending, but such hopes have grown fainter as the time grew longer, and now they feel obliged to relinquish them entirely ... and to lament him as a beloved friend and companion who, though no longer among them, will always be a delightful memory."

The most impressive memorial services the city had ever known were held, while columns were filled with eulogies in newspapers throughout the state. The Seattle Press-Times paid the supreme tribute; it reprinted The P-I's farewell to Grant in its own columns.

"Behind this eloquent and touching newspaper eulogium," The Press-Times said, "there is a personal sorrow which shrinks from utterance."

Uncle John Hoge came out from Zanesville to settle Grant's affairs, acquiring his interest in the newspaper for Jimmy Hoge. C. A. Huges was installed as business manager and Heilbron continued as editor-in-chief.

ON DECEMBER 8, The Seattle Telegraph was taken over by The Post-Intelligencer, which absorbed its circulation of 4,000 subscribers and its Mergenthaler "automatic type-setting machines, the first brought to Seattle." John Collins, the final owner of The Telegraph, said his nephew, Lawrence E. Nickels, 25, had done such a good job as business manager of that newspaper that he now wanted him to manage the Collins' enterprises.

It was a time of death for both some newspapers and some newspapermen. Heilbron spent his days managing the bank and his evenings "at his post of duty" at The P-I. Thursday, April 4, 1895, was a typical day. Leaving the bank, he spent the evening talking to callers at the paper. Gov. John McGraw was one of them. Another was Robert C. Washburn, a state senator.

At 1 a.m. Friday, Heilbron and Washburn ate dinner at the Butler Cafe and the editor went to his home at Cherry Street and 11th Avenue in a carriage. He arose promptly at 8 o'clock Saturday morning and an hour later was found dead in the bathtub, victim of a stroke. He was 36.

The same day Lawrence Nickels, only 25, died of pneumonia at his mother's home. Once again, the printers turned the rules.

ONLY JIMMY HOGE WAS LEFT, at 24 the youngest owner of a metropolitan newspaper in the country. Shortly, he formally took over as business manager, sending Huges to New York City to open an office to "increase its Eastern advertising business."

John W. Pratt, who had been an editorial writer, was made editor, Hoge calling for a more liberal policy editorially.

"The policy the P-I has adopted is making it many friends," another newspaper commented. "It is now truly a paper of the people and it will wield more real influence than when it was a machine for a political boss."

After a year as owner, Hoge felt qualified to tell the Washington State Press Association how to operate "The Ideal Daily." He urged the necessity of an advertising manager "popular with the merchants of your city and capable of advising the merchant in an intelligent manner just what is the proper way to advertise his business."

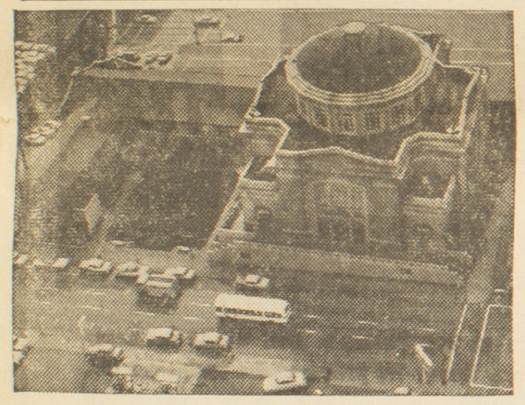
THE 25-YEAR-OLD PUBLISHER probably shook his contemporaries to their boots when he spoke of labor problems.

"I am a believer in unions," he said. "This idea of strikes will soon be a thing of the past. Arbitration will be their coming relief."

A successful newspaper must be "run from the

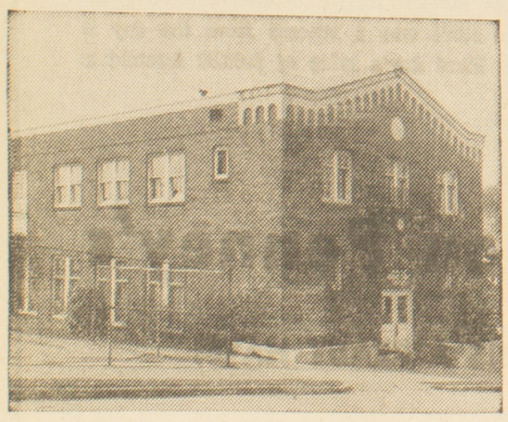
(Continued on Page 10.)

THE TOP
Northwest Business School
— SINCE 1932 —
Exclusive Training — Leading to Exclusive Positions
Peterson School of Business
1905 Third Avenue Seattle 1, Wn.



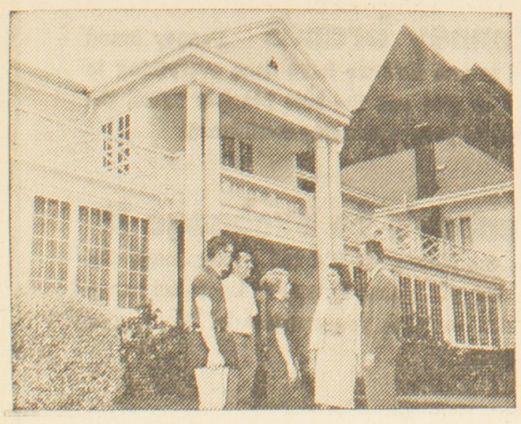
FIRST METHODIST CHURCH, Seattle's oldest was organized in 1853. Present building at Fifth Ave. and Marion St., was dedicated in 1910, educational building and chapel, left, in 1951. The largest Methodist Church on the West Coast, it is served by the Rev. Robert A. Uphoff and three associate pastors.





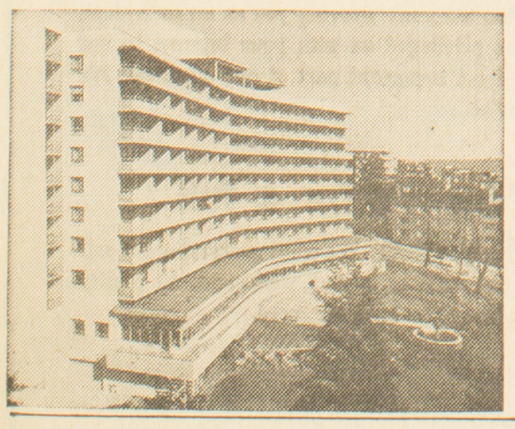
SEATTLE ATLANTIC STREET CENTER is a social agency at 2103 S. Atlantic St. Mr. Tsuguo Ikeda, director, and his staff of professional social workers, deal with problem boys. Center is supported by Methodist Woman's Division of Christian Service and United Good Neighbors.





WESLEY FOUNDATION, at 15th Ave. N.E. and 42nd St., aids several hundreds of Methodist students at the University of Washington each year since 1920. Director, the Rev. Blaine Hammond, leads religious, social and educational activities.





BAYVIEW MANOR is a home for the elderly at 11 W. Aloha, on lower Queen Ann Hill, operated as a service of First Methodist Church. The Rev. Clark J. Wood is executive director, with residents coming from all parts of Washington.



What is a METHODIST?



In Seattle, he is a man growing up with the town. He was the first to come, first to settle. He has been governor, mayor, policeman, shipwright, logger, airplane mechanic. And he still is.

He is one of 24,000 Methodists in 44 churches of Greater Seattle; one of 100,000 Methodists in 276 churches ranging from Bonners Ferry to Grangeville, Idaho, and west across Washington to the sea. That is his Pacific Northwest Methodist Conference, where one in every 30 persons, and one in every nine church members, is a Methodist.

He is a man of faith who has stood publicly and said that he confesses Jesus Christ as his Saviour and Lord; that he receives and professes the Christian faith as contained in the New Testament of the Lord Jesus Christ; that he will be loyal to The Methodist Church, and uphold it by his prayers, his presence, his gifts and his service.

He is a man who likes his own church best, but deeply respects the other man's faith. He cooperates whenever he can with other Christians through the World, National, Washington-Northern Idaho, and Greater Seattle Councils of Churches. But he is always ready to stand alone for his convictions, no matter what others do.

He insists on being a doer of the Word, and not a hearer only. That's why he is concerned with social issues and community activities. He worships beside his Indian American fellows in integrated churches, whether copper or white skins predominate. He is pleased with the peaceful and happy integration of his Negro and white colleagues at Grace Church; glad his Filipino churchmen find a common bond in Fellowship Church; delighted that his Japanese American friends have returned to Seattle and built a lovely new sanctuary on Beacon Hill, named for Seattle pioneer preacher David Blaine.

He knows that the growing children and young people of Seattle are his responsibility. So he teaches a church school class; provides summer camps for extended Christian experiences; supports his University of Puget Sound in Tacoma for quality Christian higher education. His wife helps provide professional case work for juveniles through the Methodist Woman's Society's Atlantic Street Center, while he feels a pride in Bayview Manor, the retirement home owned by First Methodist Church.

As a Seattle Methodist, he knows two of his friends moved here by choice for every one born in the state. And he knows many more people are coming, enough to double the population in the next 30 years. That is why he is organizing new churches as never before since pioneer days — at Eastgate, Mercer Island, Lake Sammamish, and more to come. So he is looking ahead, planning new sanctuaries that will be futuristic but worshipful, new programs that will be bold, but dedicated, churches like his own where people can worship God, talk over their problems with an understanding minister, and meet the finest kind of friends.

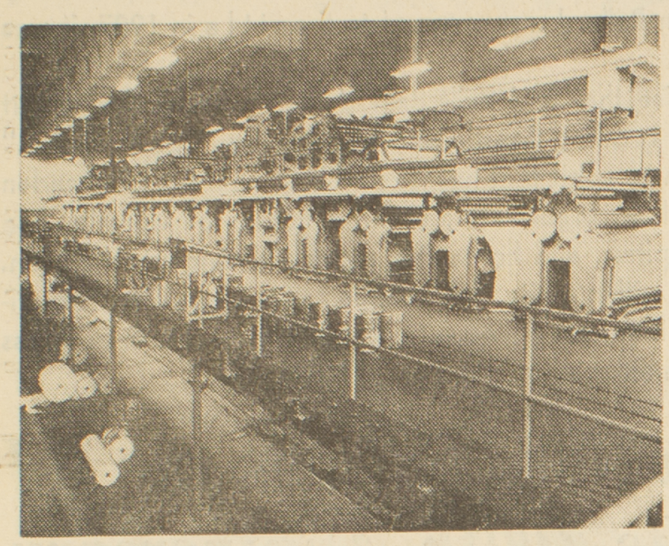
A Methodist is a man growing up with this town of Seattle, proud to attempt his best as a citizen and a follower of his Lord.

Is a Methodist church the kind you would like? If so, call the one nearest you for time and place of activities. You will find it listed in the Yellow Pages under CHURCHES—METHODIST. Or phone

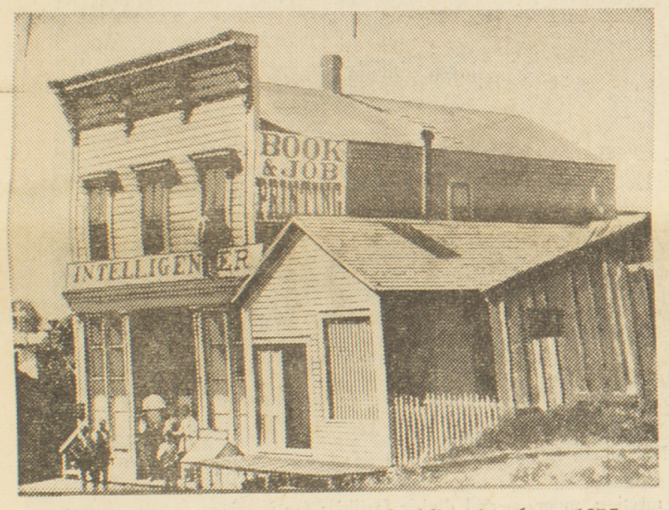
Methodist Information
MAin 4-0214



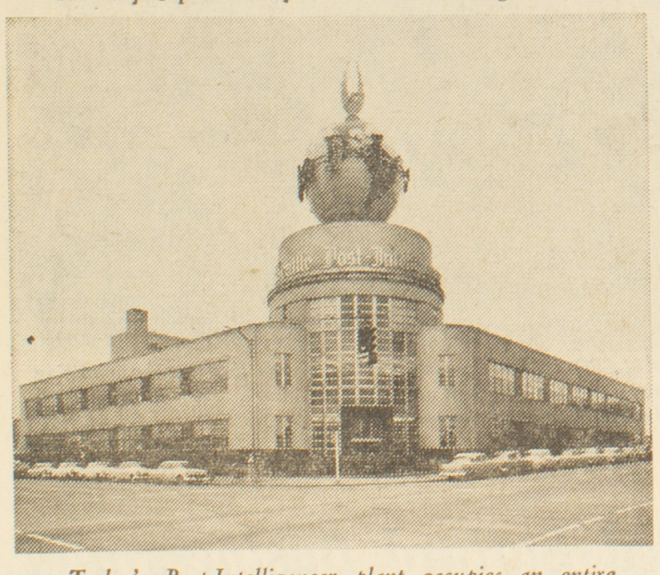
Here is the old Ramage hand press which printed the first issue of the Seattle Gazette in 1863, the paper which eventually became The Post-Intelligencer. This press is now on display at the University of Washington.



The 16-unit, block-long Scott press which rolls off The Post-Intelligencer today at a rate of 40,000 copies an hour. The contrast with the little press shown above strikingly portrays the growth of Seattle's morning newspaper during the past century.



This is The Post-Intelligencer building in about 1875 — before the merger of The Intelligencer and The Post, which took place in 1881. The P-I occupied various other buildings during the century, and after the Seattle fire published for awhile in a cottage.



Today's Post-Intelligencer plant occupies an entire square block of space at Sixth and Wall and is considered to be one of the nation's finest newspaper buildings. The turning globe is a familar landmark to Seattleites and visitors alike.

The Post-Intelligencer Century is a tribute to all of Washington State's daily press

Every Washington newspaper has just cause to celebrate when one of its fellow newspapers reaches its centennial year. For in a very real sense each newspaper is observing an important milestone in its own life as well as in the life of a personal friend who has again and again filled a vital need in the life of its community

Everyone is benefited by the services of a good newspaper. Most importantly it battles relentlessly for the right of the people to know the truth. It keeps stern vigil on hard-won liberties against those who would destroy them. And any newspaper that has contributed to this defense of freedom for 100 years merits the gratitude and the praise of all.

But a good newspaper is more than a defender of freedom. It flings wide a window on the world, reveals the glad news of a daughter's engagement or a son's promotion, shows how to live longer, invest sensibly, cure a golf slice, find a lost dog, get a job or locate a bargain.

It offers a first job for a newspaperboy son as it did for his father. It crusades against reckless driving and bad roads, fights corruption, cheers the shut-ins and visits the sick.

Washington is privileged to have a daily press of newspapers dedicated to these principles of service and now one of them, The Seattle Post-Intelligencer, is observing its 100th year of service.

It is fitting therefore that we here are committed to the responsibilities which The Seattle Post-Intelligencer has borne for a full century — a tribute to the achievements of this pioneer newspaper. In so doing we are also paying tribute to all the thousands of great journalists, living and dead, who have lighted the pages of our state history in bringing knowledge and entertainment to our people.

ABERDEEN WORLD
BELLINGHAM HERALD
BREMERTON SUN
CENTRALIA-CHEHALIS CHRONICLE
COLUMBIA BASIN HERALD
ELLENSBURG RECORD
EVERETT HERALD
LONGVIEW NEWS
DAILY OLYMPIAN
PORT ANGELES NEWS
SKAGIT VALLEY HERALD
SPOKANE CHRONICLE
SPOKESMAN-REVIEW
TRI-CITY HERALD
VANCOUVER COLUMBIAN
YAKIMA REPUBLIC – YAKIMA HERALD

Seattle's 1st City Within a City-

BALLARD

Now 73 Years Old

. . . Proudly carries on the traditions of its illustrious founder, Capt. W. R. Ballard, who with the eminent citizens John Leary and Thomas Burke, platted the original 700 acres in five and ten-acre tracts away back in 1882. Located on Salmon Bay on Puget Sound a good row-boat pull from struggling Seattle, it became the home and workshop of visionary and industrious pioneers. They numbered fishermen, lumbermen and artisans.

By 1890 Ballard became a city. Charley Treat was mayor. This booming city had a cannery, ship-building ways, lumber mills and boasted a street railway. When Ballard was annexed to Seattle in 1907, it was Mayor W. H. Moore who signed the ordinance.

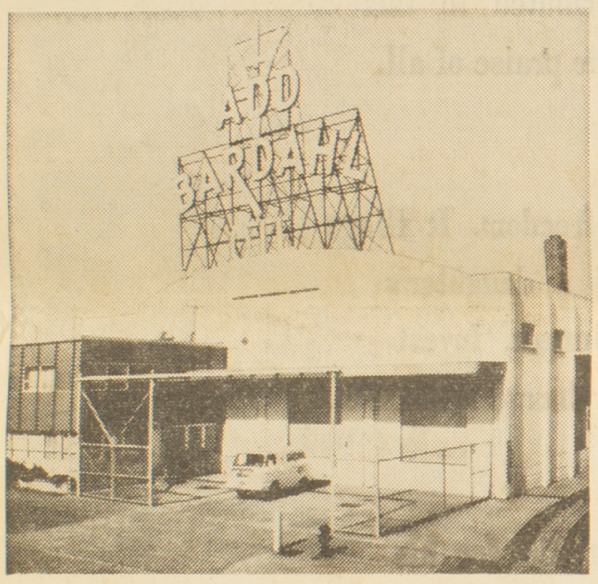
The enterprise that had built Ballard then coursed throughout the veins of growing Seattle and became the "Seattle Spirit." It was the same spirit that has leveled hills, built the Chittenden Canal, Shilshole breakwater, erected houses of worship, fine schools, hospitals, and homes for many a distinguished citizen. Ballard, city within a city, still inspires its residents with its glorious past as it forges ahead — an important factor in progress of Seattle, metropolis of the Pacific Northwest.



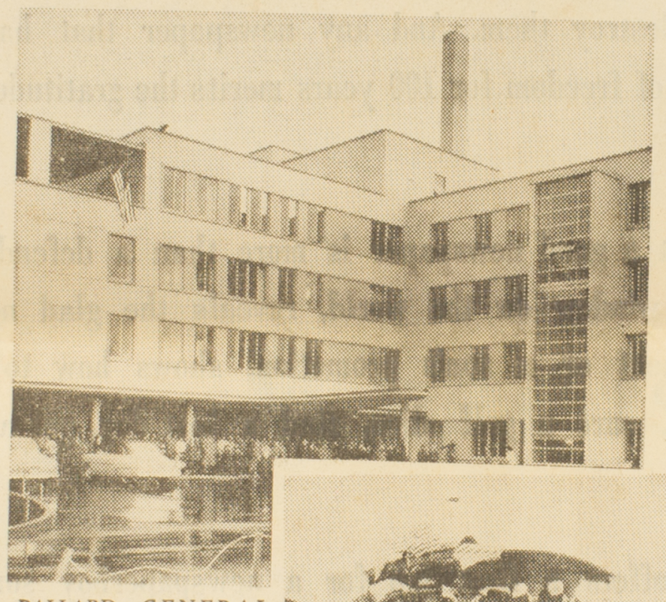


BALLARD NEWSPAPER READERS enjoyed local news via The Bee and the Echo, later the Ballard Union and Ballard Express and today, The Ballard News. Right, time-out for a 1900 group picture at the Seattle Cedar Mill.

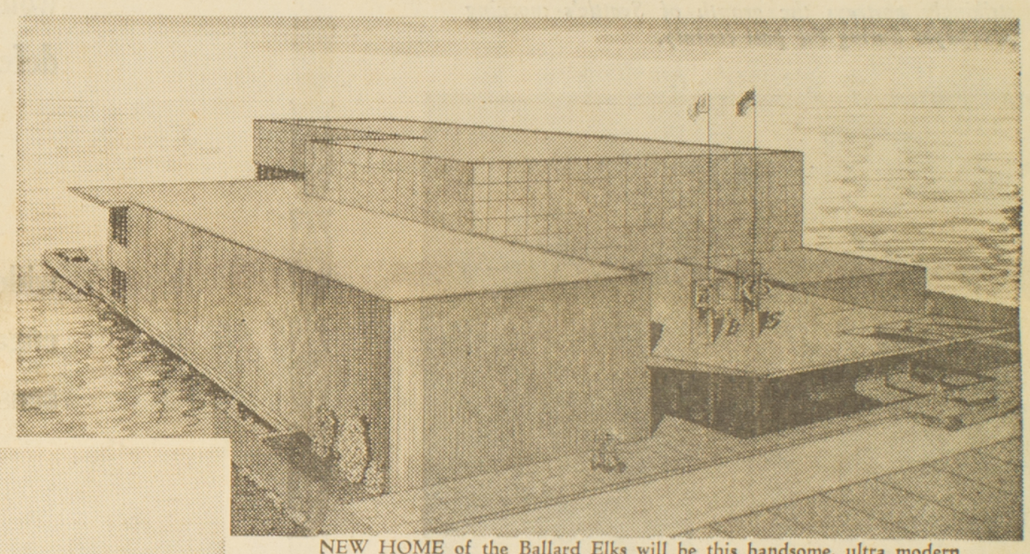
All Ballard Salutes the P-I On Its 100th Anniversary



HEADQUARTERS for the world's number one selling additive oil—Bardahl—is situated in Seattle's Ballard District where the internationally known product was developed.



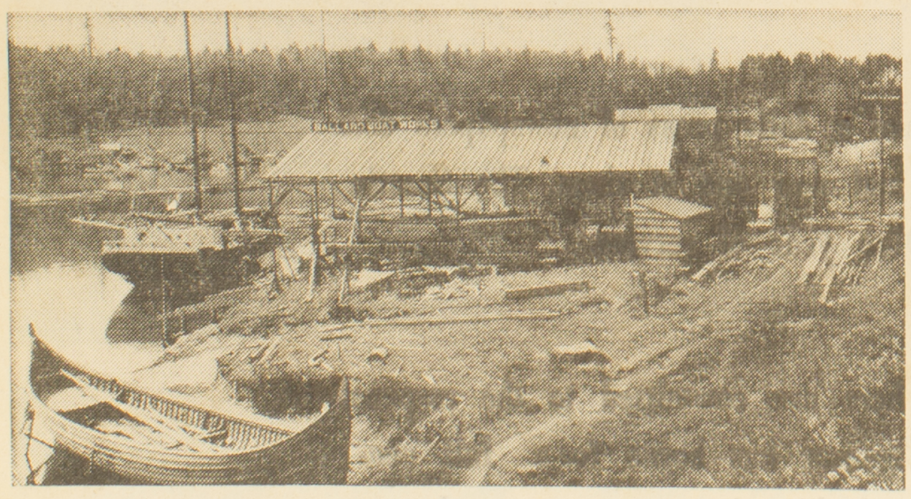
BALLARD GENERAL HOSPITAL—One of Seattle's newest and most modern medical facilities.



NEW HOME of the Ballard Elks will be this handsome, ultra modern structure facing the Shilshole Breakwater. It will feature complete recreational, meeting, moorage and dining facilities for members.



TAXI MASTER? This splendid surrey, photographed in 1907, was tered by Mat Hanley. Passengers include Mr. and Mrs. John Walker, Mr. and Mrs. G. Ackerman and Mr. and Mrs. L. Walker.



BALLARD BOAT WORKS (left), later renamed Sagstad's Shipyards, as it appeared in 1905.



BALLARD ELKS—An early day photograph that provides a striking contrast to the proposed new clubhouse, above. The building is the Matthes Block—dedicated in 1903.

This presentation sponsored by the following community spirited Ballard Business and

ART'S DRIFTWOOD INN CHARCOAL BROILER
Over 30 years serving discriminating people of Ballard.
1442 Market St. N.W. SU. 4-2606

THE WINDJAMMER
Seattle's Newest & Finest Sea Food Restaurant
Overlooking Shilshole Bay
BETWEEN THE BALLARD LOCKS AND GOLDEN GARDENS

CAVALIER BROILER
One of Seattle's better restaurants right here in BALLARD
2016 N.W. Market St. SU. 4-4750

COWMAN-CAMPBELL PAINT CO.
Manufacturers of C. & C. Paints
5209 Ballard Ave. N.W. SU. 3-8835

LEWIS APPAREL
The Largest Exclusive Women's Apparel Store in the North End
2318 N.W. Market St. SU. 2-6111

KASTNER'S MARKET
BALLARD'S PIONEER MEAT MARKET
"Not Packaged"
"All cuts to suit the customer"
5601-20th N.W. SU. 2-5400

WIGGEN & SONS MORTUARY, INC.
BALLARD'S FUNERAL HOME
2003 N.W. 57th St. SU. 2-4700

PACIFIC MARINE SUPPLY CO.
BALLARD DIVISION
Your complete Marine Suppliers. Mercury outboard motors—Dunphy, Pacific Mariner and Owens Boats. Holsclaw Trailers.
4420-14th Ave. N.W. SU. 3-9900

WASHINGTON ASPHALT CO.
ASPHALT PAVING
Economical, Durable, Smooth Driveways - Play areas - Parking Areas
309 N.W. 39th ME. 2-2707

NELSON CHEVROLET CO.
"SALES & SERVICE"
4918 Leary Ave. N.W. SU. 2-9100

NORTHWEST INSTRUMENT CO.
Marine Navigation and Electronic Equipment
1403 N.W. 45th. SU. 4-8444

NATIONAL NEON COMPANY
Designs-Estimates-Sales-Service
310 N.W. 40th St. SU. 2-2500

S & H, INC.
Support Your
AMERICAN RED CROSS

GEO. S. EDWARDS CO., INC.
General Painting Contractor
Residential-Commercial-Industrial-Signs
4700 Ballard Ave. N.W. SU. 3-6601

SHILSHOLE MARINA, INC.
Bell Boy fiberglass & wood lapstrake. Fiberform-Aluma-Craft & Turnecraft Boats. Evinrude-Homelite 4 cycle engines.
Maybe we're not the largest dealer but we're growing
6315 Seaview Ave. N.W. SU. 4-4140

L. E. BALLOU & SONS, INC.
Mechanical Contractors
Plumbing-Heating & Sewer work
5801-14th Ave. N.W. SU. 3-4600

Seattle Cedar Lumber Co.
4703 Ballard Ave. SU. 4-9944

TOTEM HOUSE FISH & CHIPS
Opposite the Government Locks
"The very best in Sea Foods"
3058 N.W. 54th SU. 2-9993

BALLARD BRASS
"Highest quality ALUMINUM Castings"
Serving the Northwest Since 1920
5416 Shilshole Ave. N.W.

SHERIFF & POLICE REPORTER
"Official Publication"
C. B. Francis & Marc Garrison
1526 Ballard Way SU. 3-6176

WASHINGTON FEDERAL SAVINGS & LOAN ASSOCIATION
Earn 4¼% current rate on insured safe savings
2020 N.W. Market Street
Also at 818 Third Ave., Seattle (Main Office)
Bothell and Lynnwood

BALLARD ELKS LODGE #827
5301 Leary Ave. N.W. SU 4-0827

CUP AND SAUCER RESTAURANT
Open 24 Hours
Steaks-Chicken & Sea Food.
Carry-out food service
2622 N.W. Market St. SU 2-9676

SAFEWAY STORES, INC.
Ballard's Finest Super Markets
3 stores to serve you
5701-22nd Ave. N.W.
8340-15th N.W.
2363 N.W. 80th St.
Serving Ballard for Over 35 Years

SAGSTAD MARINA
FORMERLY SAGSTAD SHIPYARD
Designers and builders of pleasure and commercial boats
COMPLETE REPAIR FACILITIES—MARINE STORE—COVERED MOORAGES—TEXACO PRODUCTS
5109 Shilshole Ave. N.W. SU. 4-6500

CITY LUMBER CO.
"Nels Olson," Prop.
Wholesale & Retail Distributors
Everything in Building Materials
4365 Leary Way N.W. SU. 3-6336

TRADEWELL STORES, INC.
BALLARD—CORNER 15th & MARKET STREET

F. S. GUFFEY & CO., INC.
PAINTING
Industrial-Residential-Commercial
Serving Seattle area with dependable service since 1922
41 Dravus Street AT. 3-2783

THE BALLARD CO.
Commercial & Industrial Plumbing-Heating & Air Conditioning
1537 N.W. Ballard Way SU 2-4092

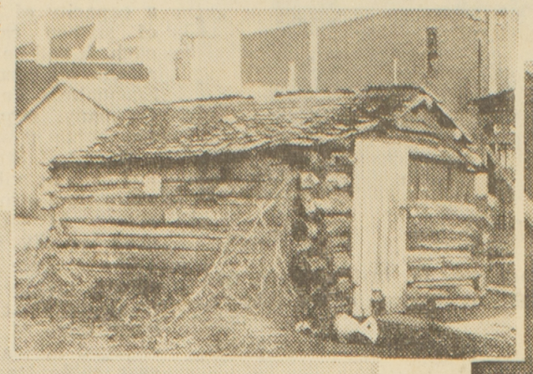
GERKE'S, INC.
5511-24th N.W. SU. 3-1234
35 Years of Sales & Service
Frigidaire Appliances—Lowrey Organs and RCA Victor Television



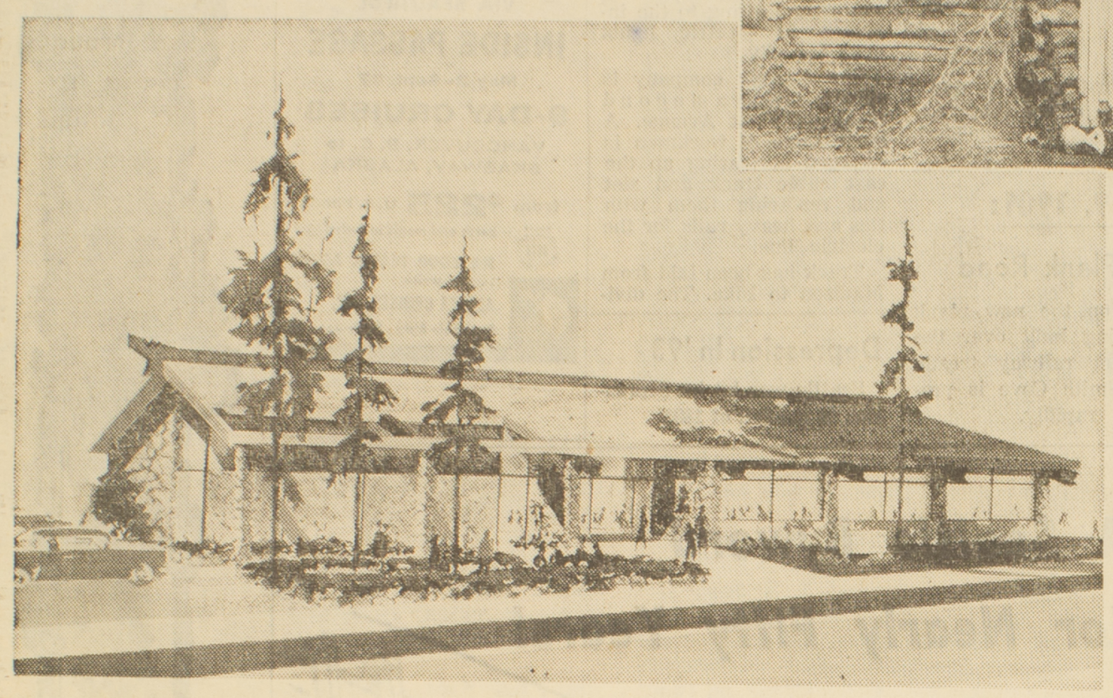
FIRE! Here's an early day picture of a unit of the newly formed Ballard Fire Department which followed the Ballard Volunteers. These early Ballard firemen had their headquarters in the flatiron building at right at 22nd and Ballard Avenue.



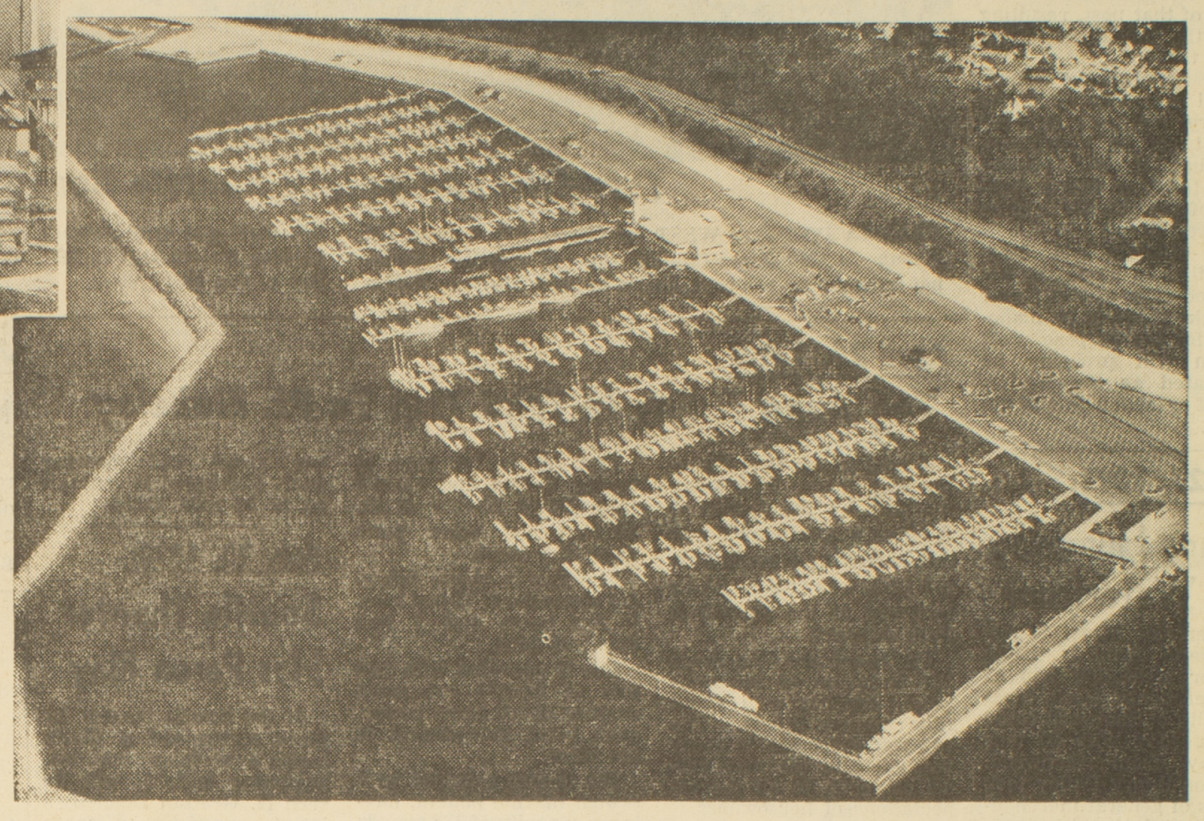
AN EVENT! The fishing fleet celebrates the dedication of the new municipal Fishermen's Dock in Ballard—January 10, 1914.



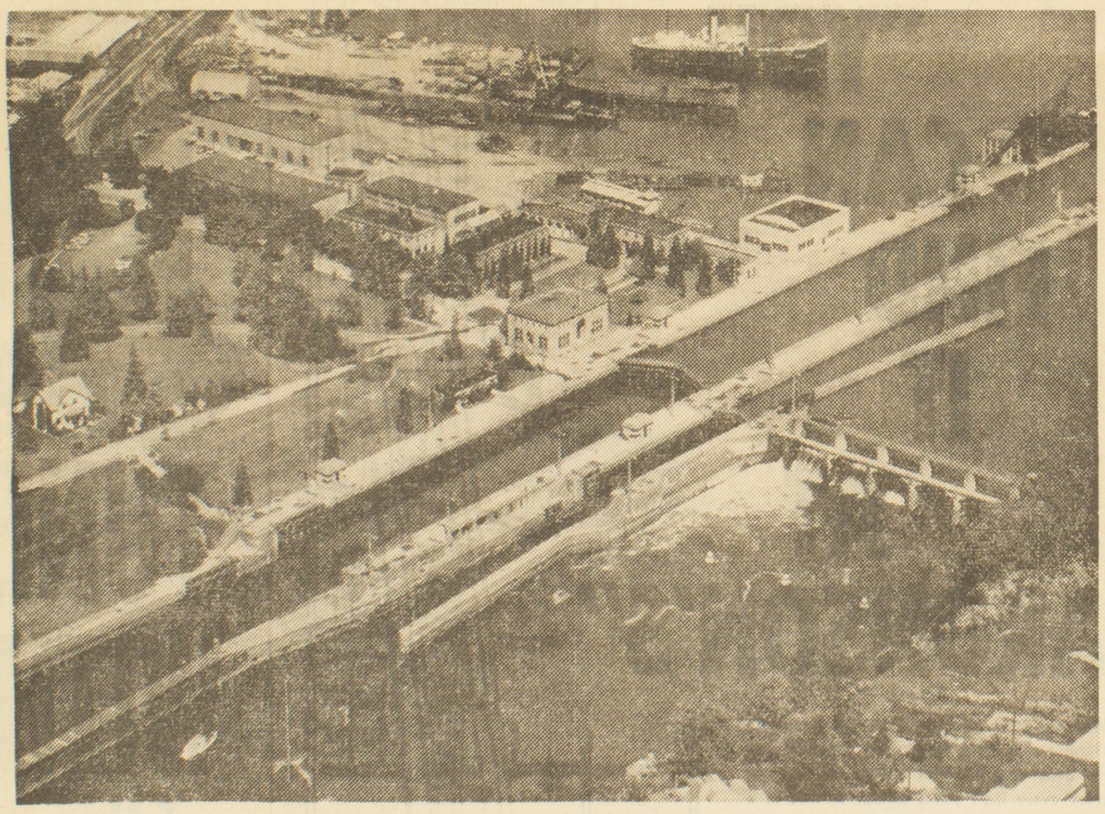
BALLARD'S FIRST HOUSE, right, a hastily built dwelling of logs with a split-shake roof sloping from the ridgepole.



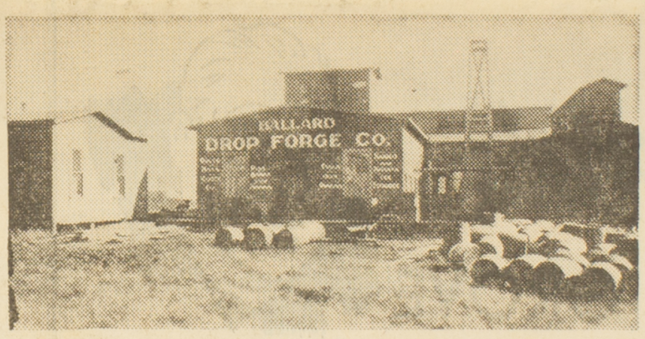
NEWEST ADDITION to the Ballard Community— the Ballard branch library, now under construction and certain to be one of the city's finest.



SHILSHOLE HARBOR and breakwater, completed in 1962, now berths 1,000 boats and will have space eventually for 500 more. One of the nation's finest marine facilities, it features 16 acres of parking, Administration Building, restaurant and free boat launching ramp.



GOVERNMENT LOCKS and Lake Washington Ship Canal, one of Seattle's most prominent tourist attractions.



A LEADING BALLARD INDUSTRIAL FIRM—Northwest Bolt, as it was photographed in 1903, above, and as it presently appears, below.





EVIDENCE of Ballard's forward-looking business community is exemplified in the contemporary beauty of the new Washington Federal Savings and Loan building.

industrial firms who join in wishing The Post-Intelligencer a Happy "Hundred Years!"

BARDAHL INTERNATIONAL OIL CORP.
Use Bardahl additives to insure maximum trouble-free performance. Makes engines run better—longer.
World's No. 1 Seller—
Available Everywhere

BUSINESS BROKERS, INC.
GUY O. FOSS, President
Specializing in Mutual Funds
1141 N.W. Market St.
Office SU. 3-9095. Res. LI. 2-4821

FENTRON INDUSTRIES, INC.
Precision Built Homes
2801 N.W. Market St. SU. 2-2000

BALLARD NEWS
Established 1891
Ballard's only Complete Newspaper
Mrs. Harold Kimball Publisher
5410 Ballard Ave. N.W. SU. 3-0400

NORTHWEST BOLT & NUT CO.
4250-8th Ave. N.W., Seattle
Manufacturers and Distributors of Industrial Fasteners

SUNSET APPLIANCE
7750-15th N.W. SU. 3-7750
General Electric-Admiral-Norge.
Admiral & General Electric
Television and Stereo.

MANSON CONSTRUCTION & ENGINEERING CO.
5209 E. Marginal Way South

DRS. L. B. WEST
"Complete Visual Service"
5810-24th N.W. SU. 3-8410

STIMSON MARINA & INDUSTRIAL PARK
5301 Shilshole Ave. SU. 4-1000
Covered Moorage for 20- to 50-ft. Pleasure Boats

ARCHIE IVERSON
"Rentals" Since 1929
We believe in Ballard & Seattle. Market Plaza Bldg.-Gilman Plaza-Fremont Plaza—Office Apts. & Duplex
1139 Market St. SU. 2-7600

FLOHR & CO. METAL FABRICATORS, INC.
Sheet Metal Work, custom fabricating all metals thru ½ inch thick, composition roofing. Commercial & Industrial buildings.
ME. 3-2222

WE AT
SECURITY SAVESCO, INC.
Congratulate Ballard on its 73rd Birthday and look forward to saving Ballard residents for at least the next 73 years. 4 offices to serve you.
1700 N.W. Market St. SU. 3-6153

BALLARD SMOKE SHOP, INC.
RESTAURANT & COCKTAIL LOUNGE
5443 Ballard Ave. N.W. SU. 4-6611

O.K. TIRE STORE
5000-15th Ave. N.W. SU. 3-7131
Friendly and Expert Tire Service

OLYMPIC STAINED PRODUCTS
1118 N.W. Leary Way

FRED C. JENNER

ALLYN BILLINGS, REALTORS
"THE HOME FINDERS"
Member of North End Brokers Assn.
7747-24th Ave. N.W. SU. 2-9018

LOYAL HEIGHTS FLYING A SERVICE
Service is my Business
7554-24th Ave. N.W. SU. 2-9918
Howard A. Peterson

MAT HANLEY, REALTOR
5503-17th Ave. N.W. SU. 4-2482
One of Ballard's oldest Realtors
Serving Ballard since 1905

BALLARD BLOSSOM SHOP
2201 N.W. Market St. SU. 2-4213
Flowers for All Occasions and City-Wide Delivery

PLANTATION SOUTHERN FOODS
Fine Southern food, broiled steaks, fried chicken, sea foods.
LUNCH & DINNERS
5518-20th Ave. N.W. SU. 3-6660
Bob and Elsie Forbes, Props.

ART OLSON
Prescription Druggist
2000 N.W. Market St., Ballard
SU. 2-6354

STANLEY R. OLSON CO.
Quality Insurance. "Costs no more"
1702 Market St. N.W. SU. 3-8800

NATIONAL BANK OF COMMERCE BALLARD BRANCH
Ross E. Donald, Vice Pres. & Mgr.
2054 N.W. 56th St. MA. 2-0101

FOOD TOWN
Everybody's Favorite
Ballard's friendly Super Market
6306-32nd Ave. N.W. SU. 3-3699

BEACH PHARMACY
Prescription Druggist
6416-32nd Ave. N.W. SU. 3-5211

STAN BORESON MUSIC CENTER
Kimball pianos & organs
Musical instruments of all kinds
2002 Market St. N.W. SU. 4-8700

JACOBSEN BOATS & MOTORS
Johnson outboard motors, Glasspar Boats
Ballard's Boat & Motor Headquarters
2412 Market St. N.W. SU. 4-6632

SUNSET BOWL, BALLARD
1420 N.W. Market St. SU.2-7310
OPEN ALL NIGHT
ALSO
LEILANI LANES
103rd & Greenwood N. SU. 3-8010
62 beautiful lanes you'll always find open for bowling

Seattle SERVICE CO.
8328-15th N.W. SU. 4-1900
Serving Ballard & The North End for Over 35 Years
Flying A Heating Oils ★ Asphalt Paving ★ Furnace Service and Installation

Lawton May Get Troops

WASHINGTON, Feb. 28, 1901. — Secretary Root and the adjutant general of the army have promised to consider Seattle as a rendezvous for some of the new troops to be recruited under the recently enacted army law.

The war department officials have said in so many words that they recognize fully the advantage of Fort Lawton for this purpose, but the plans for recruiting on the Pacific coast have not yet fully matured.

The attention of the department has been called to a communication of J. S. Goldsmith, of Seattle, in which he said that it was reported that headquarters of Seventh Infantry would be withdrawn from Vancouver barracks temporarily on account of the crowded condition of that post, resulting from the mustering of recruits there.

This has brought out an official statement that the infantry regiment referred to will not be withdrawn, but that it will remain there, together with a regiment of recruits about to be mustered in.

The officials add, however, that in event the accommodations of Vancouver barracks prove to be inadequate for the purpose, Fort Lawton will probably be designated as the rendezvous of at least a part of the troops.

Feb. 27, 1893:

Things Humming On Waterfront

Waterfront notes: Schooner South Bend is fitting out for a sealing trip at the Merchants' Dock. Steamer City of Stanwood came in yesterday with 20 tons of hay from Stanwood. Steamer Henry Bailey took 10 tons of general merchandise to Snohomish this morning. Steamer Delta will take out 12 tons of general merchandise to ports along Hood Canal this morning.



Turn-Of-The-Century Seattle Scene

CAMERA POINTED WEST on Cherry Street from 3rd Avenue in 1900 shows familiar slope of Seattle's streets, but automobiles are conspicuous by their absence. Horseless carriages in abundance were far in the future, and parking meters still farther, at the turn of the century. But horses there were.

—(Seattle Historical Society Photo.)

April 24, 1898:

Tug Anna E. Fay In Trial Trip To Pt. Blakeley

A trial trip to Port Blakeley was made Wednesday morning by the Boston & Alaska Company's new twin-screw tug Anne E. Fay, which was recently launched at the Stetson & Post shipyard.

On board the tug were the members of the company, together with about fifty invited guests. The trip was successful in every respect, and the new vessel came up to all the expectations of her owners.

On Tuesday or Wednesday the tug will leave for Dutch Harbor under command of Capt. Raynon, who will have charge of her while in Alaskan waters.

SHE IS to be used in towing barges and vessels from Dutch Harbor to St. Michael and other ports along the coast.

The Fay is of the following dimensions: 72 feet long, 20 foot beam and 7 feet depth of hold.

She is provided with two sets of steeple compound engines of 100 horse power, each being independent of the other.

She is also provided with Scotch marine boilers, having a capacity of 175 pounds of steam.

Since her trial trip of last Wednesday, the new tug has made several trips around the harbor, testing her speed and steering gear. Her speed is estimated to be nine knots.

Feb. 20, 1898:

Seattle Theater Has Farce Play

At the Seattle theater for three nights and a Washington's birthday matinee, beginning tonight, will be seen H. Grattan Donnelly's latest creation in farce comedy, "A Night in New York," with jolly Nellie McHenry in the lead, supported by an excellent company.

Jan. 19, 1901:

New Plank Road

Work on the new plank road being built over the old street railway trestle across Smith Cove is progressing rapidly.

IN THE WIDE WORLD, 1893-1902

CHICAGO staged her Columbian World's Fair, and Thomas Edison introduced the kinetoscope . . . China and Japan were at war . . . The Dreyfus treason case broke open in France . . . Cuba was in revolt . . . Queen Victoria celebrated her Diamond Jubilee . . . The United States battleship Maine was blown up in Havana harbor, and we declared war on Spain . . . China leased Port Arthur to Russia, and the Curies discovered radium . . . The Philippines were in revolt against United States rule, and the South African War broke out . . . Russia occupied Manchuria.

—NARD JONES

Jan. 19, 1901:

Light Capacity To Be Doubled

The light-making capacity of the Post Street station of the Seattle Electric Company will be doubled today with the installation of a big rotary converter in the Melhorn Building.

The converter will have a capacity of 10,000 lamps of sixteen candle power each. It will be operated by alternating current from the Snoqualmie Falls Power Company, requiring about 700 horse power.

The Post Street plant has been heavily loaded for some time owing to the increase in electric lights over the city.

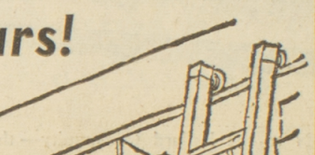
The electric company is rapidly laying a second track on First Avenue. A large force of workmen is engaged in tearing up the east cable track and slot and replacing them with ties and heavy rails for the electric line.

Track has been laid from Madison to Pike. The division between Madison and Yesler will be covered in the next week or 10 days.

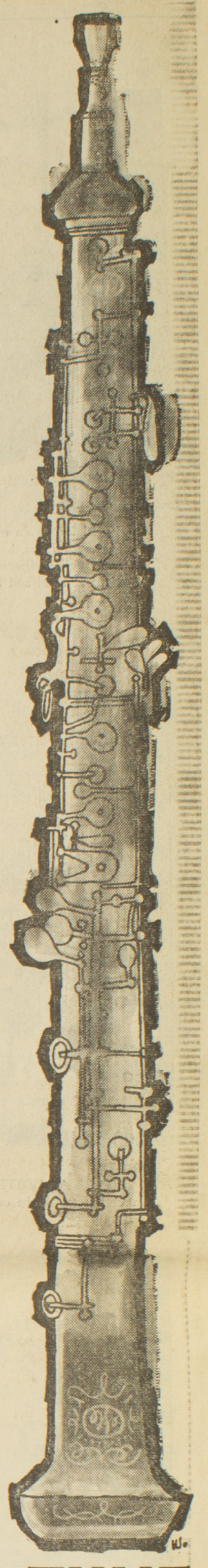
Depression In '93

Seattle was hit by depression in the fall of 1893.

CRUISE TO



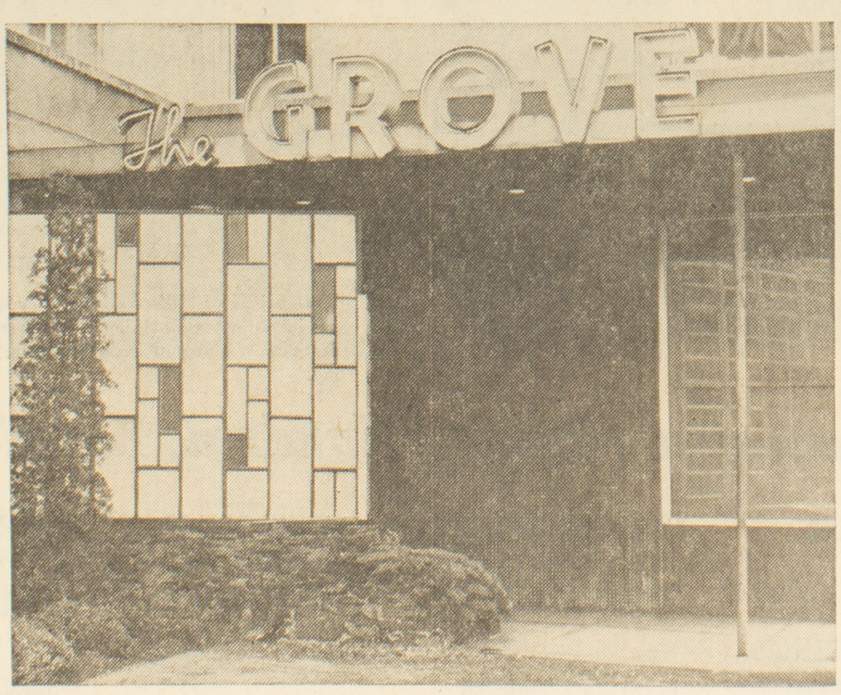
ALASKA
VIA BEAUTIFUL
INSIDE PASSAGE
May 2-Sept. 27
9-DAY CRUISES
VANCOUVER, B. C. to SKAGWAY, ALASKA
from $225 U.S. Funds
berth and meals included
SEE YOUR TRAVEL AGENT
...or write
ALASKA CRUISES, INC.
Equitable Bldg., Hollywood 28



Les Brainards
NEW GROVE



SALUTES OUR NEIGHBOR THE SEATTLE POST-INTELLIGENCER ON ITS 100th ANNIVERSARY YEAR!



One of Seattle's most distinguished addresses, the New Grove in the Grosvenor House, 6th & Wall, is set in a colorful grove motif that is both pleasant and restful. Wonderful food from the charcoal broiler and grill . . . perfect steaks, chops, chicken and fish. Enjoy luncheon, dinner and cocktails.

IN THE FINANCIAL DISTRICT IT'S BRAINARDS 2nd AND SENECA
Convenient for business lunches, this metropolitan restaurant offers a dining spot that will reflect the excellence of your taste. Open until 8 p.m. for quiet evening dinners.

LES BRAINARD'S NEW GROVE
6th & WALL

A Seattle Byword For Nearly Fifty Years!

"YOU CAN FIND IT AT ARONSON'S"

When Meyer Aronson founded Aronson's Hardware in 1916 he started a policy that has become a tradition with us—to carry in stock every item you'd expect to find in a hardware store—nails, nuts and bolts, washers, tools, paints, electrical items, etc. We do not want to disappoint you by saying "Sorry, we do not carry it."

Today we are more than a hardware store, because over 80% of our business is in industrial and commercial hardware, we sell tools and equipment to much of the Northwest's burgeoning industry.

Our pledge for the future continues to be —when someone says "You can find it at Aronsons"—we want to be sure that you can.

A Portion of the Principal Industrial Firms We Presently Represent

ALL AMERICAN PRODUCTS CO.—Drill Jig Bushings
AMPCO METAL—Spark Resistant Tools
ARMSTRONG BROS. TOOL CO.—Wrenches and Lathe tools
CHALLENGE MACHINERY CO.—Precision Surface Equipment
CLECO—Air Tools and Accessories; Torque Wrenches
CRAIG TOOLS INC.—Aircraft Specialty Cutting Tools
BEAVER TOOL & ENGINEERING—Machine Tool Accessories
FIRTH-STERLING—Hi Speed and Carbide Tool Bits
KENNEDY MFG. CO.—Tool Boxes
K. O. LEE CO.—Tool and Cutter Grinders
LOGAN ENGINEERING CO.—Metal Lathes
MACKLIN CO.—Grinding Wheels
MAURICE S. DESSAU CO.—Diamond Wheels, Dressers, Powders and Compounds
NICHOLSON FILE CO.—Files, Band and Hacksaw Blades, Hammers
PORTER CABLE MACHINE CO. — Portable Electric Tools
RIDGE TOOL CO.—Pipe Tools
ROCKWELL MFG. CO.—Delta Power Tools
SCHERR-TUMICO—Precision Measuring Tools
SKIL CORP.—Portable Electric Tools
STANDARD GAGE CO.—Bore Gages; Indicating, Fixed and Adjustable Limit Gages.
STANDARD TOOL CO.—Drills, Reamers, Milling Cutters, End Mills, Hobs Taps and Dies
L. S. STARRETT CO.—Precision Measuring Tools
UNIVERSAL VISE & TOOL CO.—Milling Vises, Work Holding Fixtures

COMPLETE INDUSTRIAL SUPPLIES

ARONSON'S HARDWARE
First Near Pike St. Seattle 1 MA. 4-1777

in TUNE WITH our TIMES

Not a symphony orchestra . . . and neither is an outmoded health plan complete or wise. Blue Cross is in tune with our times. Ask your employer about Blue Cross or call Blue Cross at MU 2-0090.

WASHINGTON BLUE CROSS
P.O. Box 327
Seattle 11, Washington

Name
Address
City State
Name of Employer
Mail to Blue Cross Enrollment, Box 327, Seattle 11, Wn.



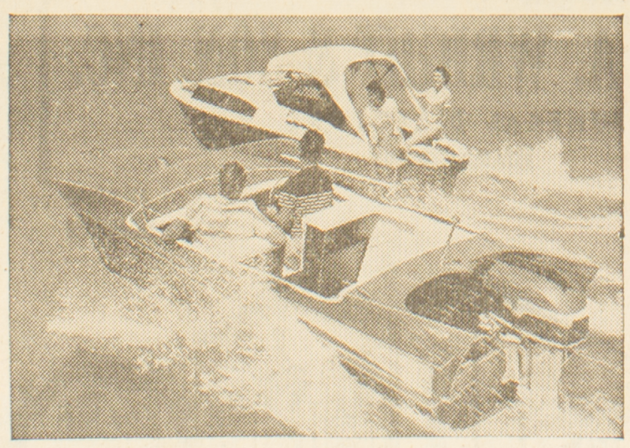




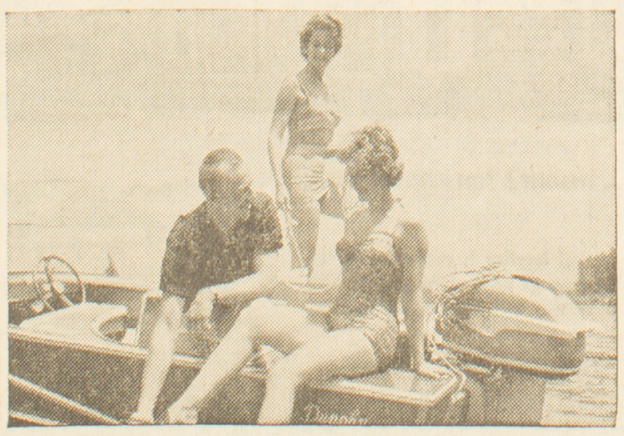


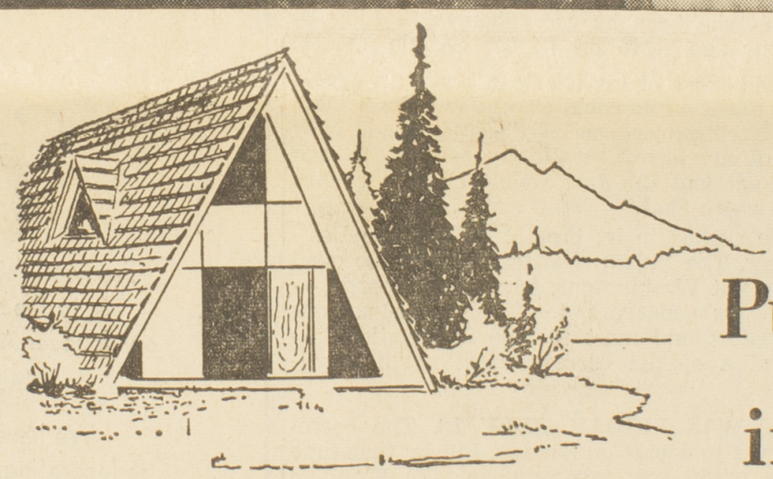












Put *Your* Family in the magnificent *Lake Tapps* Picture

LAKE TAPPS, a year-around playground designed for gracious living in a magnificent area, is the perfect answer to your desire to own a piece of waterfront property at a price you can afford. Only minutes from Seattle, Renton, or Tacoma.

LAKE TAPPS. This beautiful body of water sits high atop a plateau, 500 feet above the rich Green River and Puyallup Valleys. Its very location is your assurance of fresh, highland air, free from smoke or smog, bracing and invigorating. The lake's upland setting also completely eliminates any chance of flood or hazard.

LAKE TAPPS with Mount Rainier rising in the distance can be the magnificent scene from your window . . . either in your weekend or permanent home . . . but it will pay you to act without delay. If you have followed the waterfront property market anywhere in the Puget Sound Empire, you have been impressed with two facts: First, that desirable tracts are decidedly getting much harder to find, and second, that prices are rising every year.

LAKE TAPPS is in fact, all things for all people. If you prefer skimming the water in a speedboat, fighting a determined trout, riding horseback, swimming—or just lying on your back in the sun—LAKE TAPPS is for you; and remember, LAKE TAPPS is only 20 minutes from Seattle, 22 minutes from Tacoma and only a few minutes drive from Renton.

LAKE TAPPS. Your initial purchase price is your final cost, because piped water and electricity are included in the price of the lot . . . LOTS FROM $895—$35 Down. $10 Mo.

DIRECTIONS: DRIVE THRU KENT & AUBURN TO SUMNER. GO EAST ON HIWAY 410 TO THE LAKE TAPPS SALES OFFICE IN THE TOWN OF BONNEY LAKE. OPEN 7 DAYS A WEEK.

LAKE TAPPS SALES COMPANY EXCLUSIVE AGENT

760 Third Ave., Seattle. Eves. UN 3-77 — Weekends UN 3-7474

P-I Scoops World With Story Of Gold Ship

(Continued from Page 4.)

business office," he insisted, but it would be a mistake to underestimate the editorial department.

"It will, however, be necessary to confer daily with your managing editor," he advised his elders, "and keep in close touch with one another's departments."

Keeping in touch, Hoge moved Robert C. Washburn into the editor's chair and made John Pratt associate editor. The editorial staff had plenty to do as Hoge enlarged both the daily and weekly editions, filling them with solid local coverage, regional correspondence, Sunday supplements and a stanch Republican editorial policy.

THE LOCAL STAFF, ALTHOUGH acclaiming Hoge's "acts of generosity and thoughtfulness," nevertheless circulated a round robin letter which said that "for months and years we have been beset with a consuming desire to consult the pages of a modernized standard English dictionary." Errors in their manuscript brought the printers down on them, they claimed.

"With the hypercritical compositor ever on the alert, we dare not make such fearful blunders, and the reporters of a great and progressive daily like The Post-Intelligencer cannot afford to make them."

The letter was signed by E. A. Batwell, Charles P. Burnett, J. R. Parkinson, John G. Egan, Herbert L. Bruce, Horace McClure, Clark M. Nettleton and Portus Baxter. Hoge chuckled and pasted it in his scrapbook.

In the elections of 1896, Hoge thumped for the Republican congressional candidates, Samuel C. Hyde and William H. Doolittle, while the Populists put forward James Hamilton Lewis and William C. Jones. William McKinley was The P-I's White House hope. It solemnly assured its readers that in a sample poll conducted among the patients at Steilacoom, the mental hospital, the vote was unanimous for William Jennings Bryan.

THE TIMES WERE STILL bitter, however, and Washington's miners, farmers and lumberjacks hearkened to the cry of the boy orator from the Platte. Even The P-I said:

"That the lumber business of the State of Washington and the whole Pacific Coast is dead, absolutely paralyzed, no one can deny. The mills are making no money. The business depression of the whole country has something to do with it, but the principal cause is free trade."

A tariff of $1 per 1,000 board feet, it urged, would keep 500 million feet of Canadian lumber out of the United States.

At the election, the Populists won the state but lost the White House, and in Seattle the supporters of Bryan gathered beneath The Post-Intelligencer windows, singing that they would hang Jimmy Hoge to a sour apple tree.

But Hoge was thinking other thoughts. Something was needed to stir Seattle out of the doldrums. The nation should be awakened to the potential of Seattle—people should be encouraged to "immigrate" to the Queen City. The result was The Post-Intelligencer immigration edition, published Jan. 3, 1897.

EVEN TODAY THE IMMIGRATION edition makes good reading. Every positive phase of life in the Evergreen State was described; statistics abounded. The population of Seattle was said to be 65,000 who enjoyed 100.8 miles of graded streets and 1.36 miles of brick-paved streets. It isn't likely that Hoge made money with it, but the edition sold out. Sam Crawford, still bleeding printer's ink as a realtor, contributed a history of the paper for the edition.

"Its entire stock is now held and controlled by a resident of the city," he concluded, "and it will in the future be closely identified with the interests of Seattle and assist in its building up, just as it always has in the past."

THEN, STIRRING FAINTLY ON the business and financial pages, a news story began to develop, perhaps the most important local story The Post-Intelligencer ever printed. The newspaper asked its Washington correspondent, Alan B. Slauson, to sound out the director of the Mint on the chances of getting a federal assay office for Seattle. Several thousand prospectors were on the Yukon River in Alaska and the Canadian Klondike and, while no stupendous discoveries had been announced, Dexter Horton & Co. had handled about $400,000 in gold dust in 1896. In 1897, by July 15, it had handled about $150,000, coming from Juneau merchants who had received it from miners for supplies.

N. H. Latimer, manager of the Dexter Horton Bank, explained that miners did not trust banks to give them full value for their gold. He said if Seattle had had a federal assay office in 1896, it would have handled more than $1 million in Alaskan gold.

The very next day, the Klondike gold story jumped to page one with the arrival of the steamship Excelsior at San Francisco. Among the Klondike miners she brought was Thomas S. Lippy—until a year ago secretary of the Seattle YMCA.

"He had most of his pile in a large grip sack, and it was about all he could carry down the plank," The Post-Intelligencer special dispatch read. How much did Lippy have? "Well, say $65,000, though as I have not had the dust weighed yet, I cannot be certain as to that."

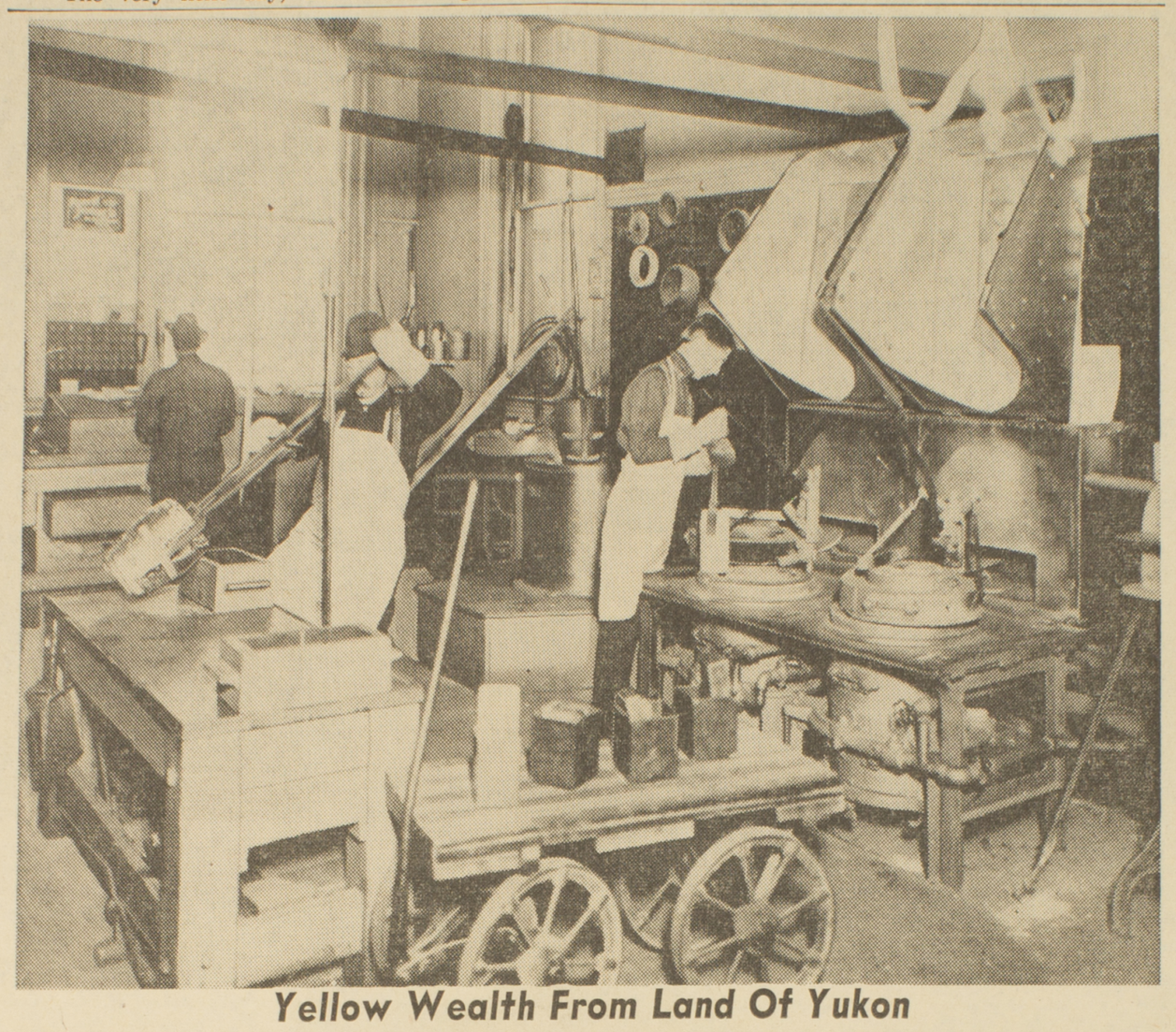
Seattle sucked in its breath. So did The Post-Intelligencer. The Yukon reports might be too good to be true, but Washington's leading newspaper — "which always endeavors to furnish its patrons with the latest and most reliable information" — would send a special correspondent north immediately.

THAT WAS FRIDAY, JULY 16. The correspondent was to depart on Sunday. But by that time the entire world was talking about the Klondike because the regular Saturday edition sent a thrill around the globe with a big two-column box on the front page.

"P-I Extra! The news from the Klondike ... latest details from the Yukon Country as brought by the Steamship Portland with 68 miners and a ton of gold."

And a ton of gold! The phrase hung on every lip. Eager eyes scanned the four-column map of Alaska and the Klondike, read for the first time of George Carmack and his fabulous discovery of gold on Bonanza Creek. John A. Whalley, telegraphing from San Francisco, reported Lippy's claims on the Yukon were worth at least $500,000.

A ton of gold. At $16 an ounce, troy weight, men began to figure how much a ton of gold would come to. Seattle streamed to the waterfront to greet the steamer Portland, bringing the Klondikers and the ton of gold.



Yellow Wealth From Land Of Yukon

GOLD IS BEING MELTED in the assay office opened at 9th Avenue and James Street on July 15, 1898. By the end of 1903, a total of $197,132,897 worth of gold had been converted into ingots. On June 30, 1937, the total amounted to $414,735,274. And—only a part of the Yukon gold was handled in Seattle.

—(U. W. Library Photo.)

Then newsboys streamed through the streets with the P-I extra edition. "Gold! Gold! Gold! Gold! Sixty-Eight Rich Men on the Steamer Portland. Stacks of Yellow Metal!"

THE P-I HAD SCOOPED the world. Beriah Brown, son of one of the paper's early editors, had boarded the Portland off Port Angeles at 2 a.m. Saturday morning. Clambering onto the deck from the chartered tug Sea Lion, he interviewed every man who would talk to him in an hour, then jumped aboard the Sea Lion and ordered the skipper to Seattle.

In record time, the Sea Lion reached the city at 6 a.m., 75 minutes before the Portland docked. Brown's story needed no dramatics. He had converted ounces to a ton.

"At 3 o'clock this morning the steamship Portland, from St. Michaels for Seattle, passed up Sound with more than a ton of solid gold on board and 68 passengers. In the captain's cabin are three chests and a large safe filled with the precious nuggets."

All five news columns on page one reeked of gold. In the two left-hand columns at the top of the page the merchants Cooper & Levy advertised the Klondike:

"Don't get excited and rush away only half prepared. You are going to a country where grub is more valuable than gold ...."

Everybody, however, was excited, and everybody was going. Rich and poor were going. Ex-Gov. John McGraw announced his departure for the land of gold. So did John F. Burkman and two other city policemen, the trio grubstaked by 16 other officers.

WAGES FOR COMMON LABOR were $15 a day in the Klondike. In Seattle, the streetcar men were striking for a raise—to 21.5 cents an hour. To a depression wearied world, the Klondike was magic.

A ton of gold.

On Sunday The P-I blazoned the "New Land of Gold." The miners flocked to local gold buyers to sell their gold, but much of it was sent by express to assay offices at San Francisco and Helena, Mont. Another editorial demanded an assay office here.

The Saturday extra edition with Beriah Brown's exclusive story had been reprinted three times, the Sunday edition said, to satisfy the demand. The steamer Alki sailed Sunday for Alaska, every inch of passenger and cargo space occupied.

In New York City, a Klondike-bound adventurer advertised for companions with $500 to $2,000 to accompany him. In 48 hours, he had more than 1,200 applicants, The P-I said on Monday. An editorial said an estimate of the gold to be brought out "this

(Continued on Page 13.)

March 10, 1901:

Teamster Wanted

Wanted—a man that would drive a team from White Horse to Dawson; expenses will be paid at roadhouse. Call 518 Pontius Avenue, from 8 to 11 a.m., and 4 to 8 p.m.

Roffe

ski pants
one piece suits
apres ski
racing gear
ski parkas
windbreakers

ROFFE-RENE, INC.
419 First Avenue South
Seattle 4, Washington

BE SAFE...BE SURE...CALL

YELLOW CABS

Serving Seattle Since 1903

DRIVER-OWNED

RADIO DISPATCHED



SEATTLE TAXI-CAB CO. predecessor of Seattle Yellow Cab Group. Call the best taxi-cab service! Your grandfather did! Call MA 2-6500.

For Speedy, Dependable Service, Day or Night, CALL

MA 2-6500

Complete Assistance

IN TIME OF NEED—AT ONE LOCATION

For nearly sixty years, this organization has been dedicated to the service of the community, and the high ideals of our founder Arthur A. Wright (1857-1930) continue to inspire and guide us as we grow and steadily move forward.

We have recently completed extensive remodelling and redecorating, adding a new niche room in the Columbarium. Here cremated remains are placed in permanent, sacred trust and cared for through a perpetual endowment fund.

As always, all necessary funeral arrangements can be made here in just one call, easing the burden for the bereaved. We can provide a beautiful, reverently-conducted service to meet every preference, within any desired budget limits.

Write or phone for more information.

QUEEN ANNE CHAPEL

ARTHUR A. WRIGHT & SON, INC.

FUNERAL DIRECTORS

ESTABLISHED 1904

AT 2-5500

6TH W. & W. RAYE ST.

24-HOUR SERVICE

HELPFUL POINTS TO REMEMBER

CREMATIONS—Modern crematory on premises. No separate arrangements, no unnecessary transportation.

COLUMBARIUM — Beautiful, spacious building adjoining. Wide choice of niches for urns. Endowment fund care.

CHAPEL — Church-like atmosphere, seating capacity 250, and can be enlarged to accommodate 150 more.

MUSIC — Organist and use of 750-pipe console organ at no additional cost.

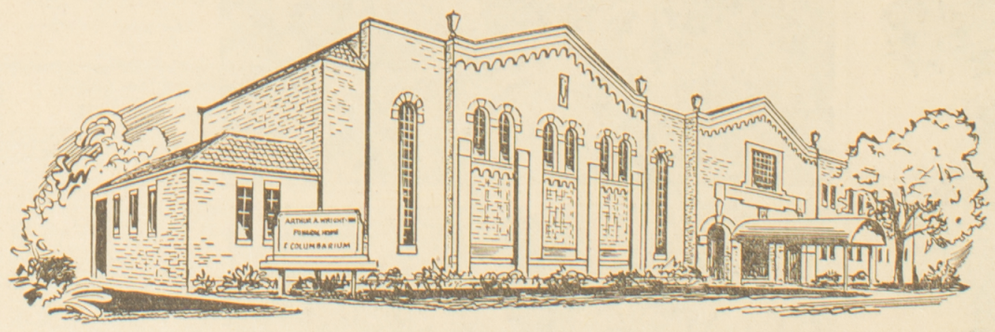
LOCATION — On Queen Anne Boulevard, adjacent to Mount Pleasant and Hills of Eternity Cemeteries. Also burials in cemetery of your choice. Always ample parking nearby. No. 2 West Queen Anne bus direct to door.

ALL FAITHS — Appropriate services provided for all religious denominations, as well as fraternal orders.

PRICES — Always moderate and reasonable, with one figure covering everything. Terms if desired.

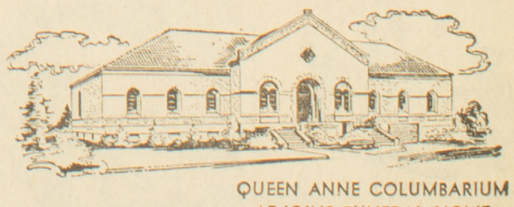
MEMORIALS — Cremation, with simple memorial service to follow, can be arranged. No membership fee necessary.

PRE-NEED FUNERAL INSURANCE—We recommend the Purple Cross Plan.



ARTHUR A. WRIGHT & SON FUNERAL HOME

Our quiet, yet central location is convenient for all, and easily reached from all parts of the city. You are cordially invited to visit and inspect our facilities.



QUEEN ANNE COLUMBARIUM ADJOINS FUNERAL HOME

May 8, 1898:

Yukon To Get Coal Oil

THERE WILL BE no shortage of coal oil on the Yukon River next winter, if the Standard Oil Co. carries out its intention of distributing 200,000 gallons of the liquid at the various camps.

They are now preparing to make this shipment, and have purchased from Moran Bros. Company a river steamer and barge. In a few days a large schooner will arrive, which is to carry the enormous shipment to the mouth of the river.

One of the necessary articles which Dawson was very short on last year was petroleum. Of course, to a certain extent candles are used in the mines and cabins of the mighty Klondike, but Dawson even went short on candles, and the price per candle jumped to $1.

THIS WAS due to the underestimate in ordering candles and oil and the failure of the river boats to reach Dawson.

The river steamer which is to handle the big oil shipment on the Yukon was launched yesterday on the tide flats.

It will be known as the Oil City, and is one of the finest boats yet built for use on the Mississippi of Alaska.

The Moran Co. will shortly launch a big barge to be known as the Petrolia, which will be towed by the Oil City. The company has contracted to deliver the boats at St. Michael in time for the opening of navigation.

John McLain, of the Standard Oil Co., was seen yesterday by a Post-Intelligencer reporter and said:

"The Standard Oil Co. has decided that to carry on its Alaskan business successfully a river steamer of its own is necessary. At least 200,000 gallons of oil will be used on the river during the coming winter.

"The steamer will carry nothing but oil, and will make deliveries at Ramport City, Circle City, Forty Mile and Dawson. The oil will be disposed of to wholesalers.

"It will be transported from Seattle to St. Michael in a schooner, which will arrive here about May 15. The river schooner will be fitted with every precaution against fire, and the oil shipment will probably be made with much less danger than on the regular steamers."

The proposed action of the company recalls the immense lake of petroleum in the Cook inlet country that, it is said, the Standard Oil Company is negotiating for.

The lake was discovered over a year ago by "Doc" Eddy, of Snohomish, and tests made of the oil show it to be of a very high quality.

It is said that it will be developed on an enormous scale by running a pipe line to the coast and piping the crude oil into tank steamers.

Experts are to make a further examination of the wonderful lake this year.

Dec. 15, 1899:

Butler Hotel Gets New Lights

The Butler Hotel has a row of incandescent lights around the top of the building which attracts quite a little attention.

MORE INTEREST
And Security Greater Safety
5½%
1 year savings certificates
6 & 6½%
5 years and longer
Capital and net Worth over $800,000 C.P.A. Audit on Basis of Depreciated Costs. Net Worth At Market $1,500,000.00.
75th YEAR OLDEST REALTORS 1888-1963 CRAWFORD & CONOVER, INC. SEATTLE, WASH.
Crawford & Conover, Inc.
8050-35th Ave. N.E.—LA 5-7900
For Washington Residents



Driving The Last Spike On GN Line

GREAT NORTHERN RAILWAY line built from the west is here joined to track laid from the east with a spike-driving ceremony on January 6, 1893. The site is in the Cascade Mountains of Western Washington just a short distance from the west portal of the 7.79-mile tunnel completed early in 1929.

Jan. 19, 1901:

Boston Opera Co. To Stage 'Il Trovatore'

Signorina Estefania Collamarini will appear as Carmen, Mignon and Azucena in "Il Trovatore" with the Boston Lyric Opera Company during their engagement in this city for three nights commencing Sunday, January 20, at the Seattle theater.

No better evidence of pluck and determination, coupled with a desire to give the music-loving people of this city an opportunity to enjoy the very best the musical world affords, can be offered than Col. Thompson's engagement of Collamarini, Russo and Alessandroni.

THE BOSTON LYRIC Opera Company contains the great favorites, Josephine Stanton, Bertha Davis, Sara Carr, Daisy Howard, Henry Hallum, John Henderson, George Kunkel, Charles Huntington and the superb chorus of 35 voices.

Collamarini is unquestionably the greatest Carmen that has ever sung the part. It is a creation that belongs solely to her great art.

The greatest artists of the lyric stage declare her performance of this role to be the very greatest of the lyric arts.

It *was* in the P-I

May 8, 1898

Lemonade Sets.
In new and elaborate designs from 95c to $2.50.
Vases, Rose Bowls
Ice Cream Freezers.
A full line now in White Mountain, Arctic and Standard.
Wait for Our Refrigerators Due to Arrive Tuesday.
A complete line of the best made.
M. SELLER & CO.

Transport Arrives From China Post

PORT TOWNSEND, Jan. 18, 1901. — After a rough voyage of 28 days from Taku, China, the army transport Athenian arrived here today, and was sent to Diamond Point quarantine station for disinfection.

She brings a detachment of eighty soldiers who had seen service during the Boxer troubles.

THE VOYAGE across the Pacific was marked by a series of gales, and on several occasions the big craft was roughly handled by the elements.

Her officers report that gales have been general on the Pacific, and along the coast of China they were of marked violence, and everywhere wreckage was seen during the voyage.

A robbery occurred on the Athenian whereby a returning passenger was relieved of $800. The thieves were detected, and were placed in irons and will be turned over to the federal authorities after leaving quarantine.

This is the last trip of the Athenian as a transport.

Enjoy Alaska-sized hospitality on big, fast PNA 720 Jets



Get that friendly feeling of Alaska . . . visit the 49th state now. 40 PNA 720 Jet flights each week between Seattle-Tacoma and the major cities of
ANCHORAGE, JUNEAU AND KETCHIKAN
Fly the airline Alaskans fly and recommend to their friends. Aboard big, fast 720 Jets you'll enjoy PNA's famous "Alaskan Hospitality," while relaxing in the distinctive Alaskan decor of the cabin. You'll also like the Alaska-sized comfort of PNA seating and the friendliness of Alaska-experienced flight crews. Next time you head north, join the Alaskans on Pacific Northern Airlines 720 Jets. Choose luxurious 1st class or economical tourist service.
SEE YOUR TRAVEL AGENT OR CALL CH 3-8800
TICKET OFFICE—4TH AVE. & UNION ST.

SERVING ALASKA SINCE 1932
PACIFIC NORTHERN AIRLINES
THE ALASKA FLAG LINE.
FLYING MORE PASSENGERS IN ALASKA SERVICE THAN ANY OTHER AIRLINE

The Christian Science Church In Your Community Invites You To Attend Its Services

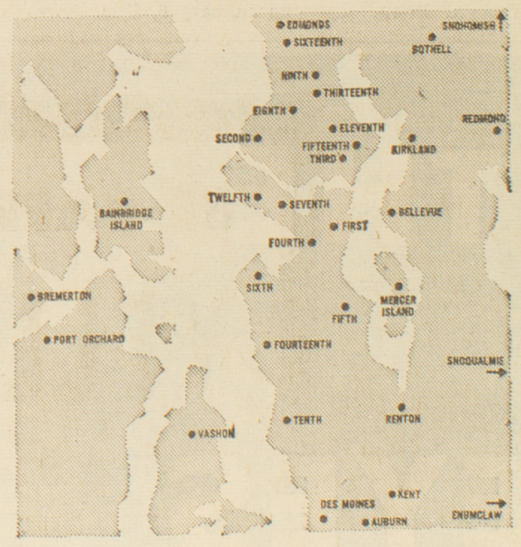
CHURCHES OF CHRIST, SCIENTIST IN SEATTLE:

FIRST CHURCH, 1519 East Denny Way (Capitol Hill).
SECOND CHURCH, 2205 N.W. 67th (Ballard).
THIRD CHURCH, 1707 N.E. 50th (University).
FOURTH CHURCH, 8th and Seneca (Downtown).
FIFTH CHURCH, Rainier S. and S. Alaska (Rainier).
SIXTH CHURCH, 2656-42nd Ave. S.W. (West Seattle).
SEVENTH CHURCH, 2555-8th Ave. W. (Queen Anne).
EIGHTH CHURCH, N. 104th & Dayton N. (Greenwood).
NINTH CHURCH, 616 N.E. 165th (Ridgecrest).
TENTH CHURCH, 14925-22nd Ave. S.W. (Burien-Seahurst).
ELEVENTH CHURCH, 333 N.E. 76th (Green Lake).
TWELFTH CHURCH, 1700-28th Ave. W. (Magnolia).
THIRTEENTH CHURCH, 3500 N.E. 125th (Lake City).
FOURTEENTH CHURCH, 3601 S.W. Barton (Fauntleroy-White Center).
FIFTEENTH CHURCH, 5801 Sand Point Way N.E. (Sand Point).
SIXTEENTH CHURCH, 18213 Fremont N. (Richmond Highlands).

CHURCHES OF CHRIST, SCIENTIST IN SUBURBAN AREAS:

AUBURN *First Church*, 610-8th St. N.E.
BAINBRIDGE ISLAND *First Church*, Madison Way and High School Road.
BELLEVUE *First Church*, 801 Lake Washington Blvd. at Overlake Drive.
BOTHELL *First Church*, 18404-102nd N.E.
BREMERTON *First Church*, 4th St. at Warren Ave.
DES MOINES *Society*, S. 218th at Marine View Drive
EDMONDS *First Church*, 503 Bell Street.
ENUMCLAW *First Church*, Enumclaw.
KENT *Society*, E. Meeker and State Street.
KIRKLAND *First Church*, 220-1st Street.
MERCER ISLAND *First Church*, S.E. 47th St. at 86th Ave. S.E.
PORT ORCHARD *First Church*, 219 Prospect.
REDMOND *Society*, Avondale Road.
RENTON *First Church*, 220 Whitworth.
SNOHOMISH *First Church*, 4th at D.
SNOQUALMIE *Society*, Snoqualmie.
VASHON *First Church*, Vashon Island.

Sunday Morning Services are held at all churches and societies at 11 a.m. (Third Church and First Church, Bellevue also hold 9:30 a.m. services; Fourth Church also holds an 8:00 p.m. service.) Sunday School hours vary; check individual church or society for exact time. All hold Wednesday Evening Meetings at 8 o'clock.



Christian Science churches and societies in the Greater Seattle Area are Branches of The Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts. There are more than 3,200 such branches throughout the world.

CHRISTIAN SCIENCE RADIO SERIES
HEAR "THE BIBLE SPEAKS TO YOU"
April 7, The Meaning of The Cross
April 14, The Meaning of The Resurrection
April 21, The Meaning of Atonement
April 28, Atonement and The Lonely Crowd
May 5, The Meaning of Baptism
KAYO Seattle 1150 kc. 9:30 a.m.
KTNT Tacoma 1400 kc. 9:15 a.m.
KRKO Everett 1380 kc. 8:15 a.m.

It was in the P-I

May 8, 1898

MADISON PARK THEATER.

CHARLES DICKINSON, Resident Manager.

Today's Matinee and All the Week.

The Great Magician DANTE Event Extraordinary.

A Bouquet of Mystic Novelties.

Assisted by Mlle. Edmunda

(ELIASON)

And His Carefully Selected Company in His Incomparable and Greatest Programme. New in Every Detail.

See the Bullet Catching Feat! **See the Cuban's Escape!**
See the Gallows Cheater! **New and Novel Illusions!**

Marvelous, Mystifying and amusing. Two hours of incessant laughter.
NOTE—Special attention is called to the matinees on Sunday, Wednesday and Saturday, on which occasions a special programme of peculiar interest to ladies and children will be presented.

Admission, 25c. Don't Fail to Bring the Little Ones.

Jan. 16, 1901:

Gun Shipment Arrives For Coast Defense

The ordnance department of the United States Army is continuing its large shipment of heavy guns for the coast defense of Puget Sound.

The work of making the Sound impregnable to the attack of foreign fleets is proceeding quietly, as a rule little information being given out by the authorities.

Nevertheless, by the end of the year, it is expected the number of guns in place on Puget Sound will be almost double those set up last year.

SHIPMENTS of guns have been made as follows during the past two weeks:

For Bean's Point, entrance to Bremerton Naval Station, two eight-inch rifles from Hilton, S.C.

For Fort Worden, Point Wilson, five barbette carriages and two twelve-inch rifles, with appurtenances, from South Bethlehem, Pa. This shipment will come in three cars, the total weight being 430,000 pounds.

THE GUNS are consigned to Maj. Millis, corps of engineers, and will be delivered from this city by lighter to the points of destination.

1st Ave. Regrade

The regrading of 1st Avenue from Pine Street to Denny Way was completed on January 6, 1899.

Jan. 19, 1901:

Ballard Urges Road Extension

The people of Ballard urge the city council of Seattle to extend the road from Interbay to the Salmon Bay bridge and so make a good road from Seattle to Ballard. The road from Interbay to Ballard, which is used a great deal by Ballard people, is in bad condition and in some places is almost impassable.



Beautiful eyes—with a whole new outlook of life! Yours with comfortable Vent-Air Contact Lenses. The unique Vent-Air lens is designed to afford more comfort. For more information call or write today for our 16-page illustated booklet.

PASTE COUPON ON POSTAL CARD

Please send me:
All About CONTACT LENSES and You.
Mail to: G. R. BOSWELL, O.D.
212 Logan Building, Seattle 1, Washington

NAME .....
ADDRESS .....
CITY ..... PHONE .....

G. R. BOSWELL, O. D.
DOCTOR OF OPTOMETRY
VENT-AIR
212 LOGAN BLDG., 5TH and UNION ST. SEATTLE 1, WASH. MA. 4-3763, Day or Nite
For a more complete Visual Service, we also dispense GLASSES, DOMESTIC & IMPORTED frames
HOURS: 9 A.M. to 6 P.M. daily including Sat. 9 A.M. to 8 P.M. Mon. Closed Tues.

Jan. 30, 1902:

Underground Wires Urged Downtown

IN HIS annual report to Mayor Humes, Superintendent D. L. Hickey of the police and fire telegraph system advocates the placing of all wires underground in the business district.

The report also shows the number of fire alarm boxes in service throughout the city and the general condition of the system.

The statement is included in that of Chief Fook's annual report filed with Mayor Humes Monday. The report in detail is as follows:

THE NUMBER of fire alarm boxes in service is 66, an increase of eight boxes over last year. Seven of these are Gamewell noninterfering boxes filled with nonpareil cutouts, which were placed in the business district, displacing a like number of old-style Gamewell boxes which I rebuilt and placed in the outlying districts.

The eighth box, No. 84, is one sent by the Star Electric Co. of Binghamton, N.Y., for trial and put in service at 20th Avenue and E. Union Street.

We have had no alarms over it, as yet, though it worked perfectly when tested. I do not advise adopting it, as it is not adapted to the auxiliary system in use in Seattle.

IT IS A difficult matter to cover the city properly with the present number of fire alarm boxes. I have tried to locate the new and rearrange the old ones where they would do the greatest good to the greatest number.

We have not half enough boxes to cover the the outlying districts, which are growing very fast and are in need of immediate fire protection.

On account of the great number of new poles set by the different telephone and electric companies we have had to practically rebuild both the fire and police telegraph system.

WE HAVE moved 34 fire alarm and five police boxes and repaired and painted nine police booths.

We have transferred 21 miles of fire and police telegraph wire from old to new poles and put up five miles of new wire. We have built 10 miles of signal line connecting the Lincoln Park pumping station with the standpipe on Queen Anne Hill and the high - service reservoir, and installed a steel five - kilowatt generator for lighting the pumping station for the water department.

THROUGH the courtesy of the Postal Telegraph Co. we were able to get the top cross arm on their poles along 7th Avenue, enabling us to consolidate our wires on that street, reducing the danger of crosses with high-tension wires, as well as improving the appearance.

We have been quite free from trouble on our lines, having had but two open circuits on the fire alarm system and one ground on the police. None of them interfered with the receipt of alarms, the trouble having been cleared up with dispatch.

I have made extensive tests for electrolytic action on the water mains throughout the city, a report account of which will be made to the superintendent of light and water in due time.

I RECOMMEND that the city fire and police telegraph and telephone wires be placed underground in the business district, and that sufficient money be appropriated for that purpose the ensuing year.

The Independent Telephone Co. has laid a duct throughout the business district for the use of the city's fire and police wires, so the only expense we will be put to is for cables, terminals and extensions.

We should have a fire alarm transmitter for telephone alarms. It would facilitate sending in telephone alarms and would enable us to speed up our boxes in the business and manufacturing districts where seconds saved mean hundreds of dollars.

Our police telegraph needs a general overhauling, as most of the boxes and instruments have been burned out, not one piece of the original office equipment being in use.

I would advise that all of the old office equipment and such boxes as require it be shipped to the factory to be repaired.

First City Water

The first water from the Cedar River reached Seattle on January 10, 1901.



"He Whose Memory Is Perpetuated Lives Forever." No finer tribute can be offered by the living.

Forest Lawn

CEMETERY MAUSOLEUM COLUMBARIUM



A PLACE OF MEMORY AND RESTFUL PEACE

...Serving all Seattle since 1902

A comfort for the living, a tribute to those who have gone before—Forest Lawn has been built for the ages. Here, the memory of your loved ones is perpetuated in a beautiful atmosphere of dignity and tranquility.

For the thoughtful family, Forest Lawn offers three enlightened services: memorial park lawn interment, mausoleum entombment and columbarium inurnment.

In keeping with the trust placed in us by these families we have created a beautiful memorial park with carpet-like lawns, well-tended shrubbery and inspiring views. For those who prefer indoor care we have constructed a mausoleum and columbarium which embodies the comfort and charm which all enjoy in life and which will endure throughout the ages. All three services offer the lasting security of Endowed Care, and are well within the financial means of every family.

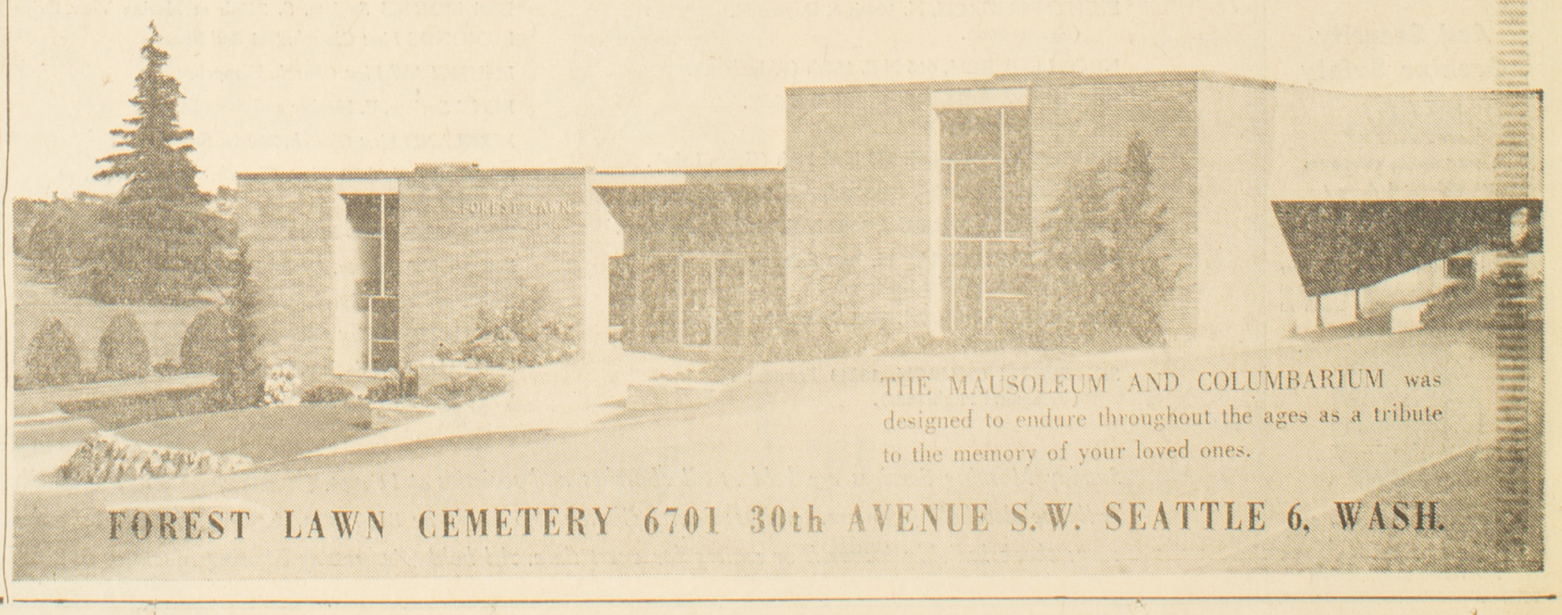
A SANCTUARY OF PEACE...

Recognized as one of the finest memorial facilities in the nation, the Forest Lawn Mausoleum and Columbarium has been honored by the Washington chapter of the American Institute of Architects.

Above: The Corridor of Peace and Alcove of Promise—overlooking the inspiring vista of the memorial park and Mt. Rainier.

OUR ILLUSTRATED BROCHURE

outlining the Three Enlightened Services at Forest Lawn and our Pre-Need Plan will be sent to you upon request and without obligation. Telephone WEst 2-0050. By mail: Forest Lawn Cemetery, 6701 30th Avenue S. W., Seattle 6, Washington.



THE MAUSOLEUM AND COLUMBARIUM was designed to endure throughout the ages as a tribute to the memory of your loved ones.

FOREST LAWN CEMETERY 6701 30th AVENUE S.W. SEATTLE 6, WASH.

Carnegie Provides Funds For Seattle Library

(Continued from Page 10.)

year" would be coldly conservative at $15 million. And the next day The P-I faced the real truth:

"So far as Seattle is concerned, the period of depression, which has lasted fully four years, is at an end. A period of prosperity, far greater than anything known in the past, is immediately at hand; has, indeed, set in; and Seattle during the next few months will see the most wonderful growth and expansion of business which has ever been noted in any city on the American continent within the same period of time.

"This is not a roseate dream, or an enthusiastic prediction. It is the bald statement of a self-evident fact."

Beriah Brown had said it better. It was a ton of gold. Ton upon ton, down through many years. Seattle had come of age in the golden age.

THE P-I REAPED AN immediate profit. Every edition it published sold out immediately. Circulation shot up 25 per cent within a week after the Portland docked. S. P. Weston and George Hude Preston sailed for the Klondike as correspondents; then The P-I News Syndicate was formed and William J. Jones, Port-Townsend correspondent, went north. His syndicated articles were sold to newspapers across America. Weston took a dozen carrier pigeons with him to send back dispatches.

It was a gold mine for P-I writers, too, as they spent all their spare time filing special correspondence to eastern newspapers. The day the Portland docked, 20,000 words of telegraph copy was sent from Seattle writers; within a week, it was averaging 50,000 words a day.

Seattle was changed for all time. So was The Post-Intelligencer. Jimmy Hoge, taking a long-range view, decided the city would bring him many varied opportunities if he branched out. He circulated the word in business circles that the paper was for sale. On September 1, 1897, it was announced that "The Post-Intelligencer will hereafter be conducted by George U. Piper as general manager and Edgar B. Piper as editor."

They were Portland newspapermen, Edgar the city editor of The Oregonian.

The announcement added that the paper would, "of course, continue to be Republican in politics; but it will be independent of any clique, ring or combination of any complexion whatsoever. It will be a newspaper conducted by newspapermen on approved newspaper principles."

THE ONLY THING IT DIDN'T say was that the real purchaser was Sen. George Turner of Spokane who jumped at the opportunity to control a newspaper of statewide dominance. The senator had made a fortune in a Canadian gold mine; now he needed to keep his political fortune intact. Guesses on what he and his associates paid for the paper ranged from $150,000 to $300,000.

Under the Piper brothers the paper prospered, so much that Senator Turner decided to turn a profit in 1899. He asked the Sea ttle attorneys, E. C. Huges and Maurice McMicken, to find a purchaser. They telegraphed another Spokane man and former senator, John L. Wilson, offering him The Post-Intelligencer at $400,000. Wilson roared with laughter, because the deal was so far beyond his pocketbook, and showed the telegram to his secretary, A. P. Sawyer.

Sawyer, however, recalled that in the election campaign of 1896 James J. Hill of the Great Northern had sent $10,000 to Wilson to use for the Republican Party. Wilson sent the money back, telling Hill the Populists would carry the state. H" was so impressed that he told Wilson, "If an occasion ever arises when I can do anything for you, let me know."

SAWYER PERSUADED WILSON to telegraph Hill for help. He signed the telegram and Sawyer headed for the Western Union office; almost as quickly, Wilson changed his mind and went to the downtown office to halt Sawyer. Sawyer, however, had foreseen this and gone to the depot telegraph office. Wilson decided Sawyer himself had seen the light of reason and, after waiting all afternoon at the telegraph office, went home.

The next morning he was surprised to get a telegram from Hill that an eastern financial corporation was underwriting a $400,000 bond issue at 6 per cent, redeemable at $20,000 a year for 20 years, and that Wilson was now a newspaper owner.

On December 1, 1899, he took over. J. G. Pyle was named editor. S. P. Weston, who had returned from Alaska, became business manager.

Under Turner, the paper had kept pace with the booming times as Alaskan gold flooded into Seattle. Thomas Prosch, the old P-I owner, had been among the foremost Chamber of Commerce members pressing the establishment of the assay office here. It was opened near 9th Avenue and Cherry Street in 1898, on land purchased from Prosch, and his little daughter for the rest of her life would remember the cheerful, bearded miners who frequently handed her a nugget as they hauled their leather pokes to the office next door.

TURNER INSTALLED A NEW PRESS, built to P-I specification by R. Hoe & Co., with a double stereotype printer and folder which could turn out a 12-page paper at 24,000 copies an hour or a 24-page edition at 12,000. Celebrating with a special edition, The P-I boasted that the fountains of the new press drank 500 pounds of ink — one barrel — at a single gulp. The main press required a 1,000-pound roll of newsprint, the supplemental press a 500-pound roll.

And from Alaska came reams of copy from such P-I men as William Sheffield, formerly of the local staff, and Edwin W. Pollock, who handled news and circulation at Skagway. It was Pollock who the year after the Seattle fire had compiled the appraisal of Seattle's growth for City Editor Will Parry, an experience which eventually made Pollack owner of the largest appraisal company in this region.

And from San Francisco and then from Manila a young man named J. Willis Sayre, a volunteer with Washington's volunteers in the Spanish-American War, started his P-I career as a special correspondent.

With Wilson's purchase, Editor Pyle directed much attention to the growing sinfulness of the city, which is putting it mildly. It charged that John Cort, owner of the Palm Garden, only theater on Cherry Street, was operating a place that was



On The Way North

TONS OF SUPPLIES are piled in front of Cooper & Levy, major Seattle outfitter for prospectors, for shipment to Alaska in 1898. Also in front of the establishment on Commercial Street (now 1st Avenue S.) are sled dogs, trained here for use in the north.

—(Seattle Historical Society Photo.)

"no better than the box houses 'below the line.'" Cort laughed and in 14 weeks had built the Grand Opera House at a cost of $40,000. Beer was five cents a glass, but other accommodations were higher.

BY DECEMBER, 1900, THE 44-page Sunday paper was selling for five cents a copy. The P-I boasted few newspapers in the country could stand comparison with the Seattle paper's "literary features." In the same edition, apologizing editorially for bringing up the matter on the Sabbath, it ran five pictures of so-called "family entrances" to "Saloons Responsible for Untold Sin and Crime."

Turning into 1901, The Post - Intelligencer bade farewell to the 19th Century—"It is a rare century whose last moments are now passing"—and started publication of a comprehensive review of the entire century, which would take three months to print.

As though determined to throw off the past, Seattle saw flames roar through the Henry Yesler mansion on the morning of January 2, utterly destroying the building and its contents—Seattle's Public Library of 25,000 volumes. Up in smoke went the Port Orford cedar panels, the hardwood floors, the seasoned fir with which Yesler had built so well in 1883 at a cost of $50,000. The building was centered in the entire block bounded by 3rd and 4th Avenues and Yesler and Jefferson Streets.

THAT SAME DAY EDITOR PYLE shot off a telegram to Andrew Carnegie telling him Seattle was ready to spend $50,000 annually for library purposes. Could he help with a new building? On Page One the next day The P-I triumphantly printed Carnegie's response:

"I like your pluck offering $50,000 yearly for library purposes. You may build up to $200,000, which I shall provide as needed. Be sure to have spare grounds about building for additions which Seattle's brilliant future will surely require. Happy New Year to all her people. Carnegie."

Later, Editor Pyle rejoiced that the city council had cracked down on vice, gambling and dance halls "the other side" of Yesler Way.

"Not a wheel is turning, not a black-jack game is running, the dance hall is obliterated, and all like establishments forced out."

So it came as a terrible shock to The Post-Intelligencer on the last day of its fourth decade when the Secretary of the Navy told its Washington correspondent, Walter Clark, that not another Navy ship would be sent to Puget Sound until Bremerton and Seattle "cleaned up." With Clark was Erastus Brainerd, board member of the Seattle Chamber of Commerce and veteran newspaper editor. Brainerd asked the secretary if he thought it fair to hold "the legitimate, respectable business interests of Seattle and Bremerton responsible for the vice complained of."

"With the department, nothing will be acceptable except absolute surrender," the secretary replied. "They must clean up out there."

"I do not believe," Brainerd told Clark, "that anything will modify the moral attitude of this moral administration."

Editorially, The P-I snorted that Seattle's morals were "as clean as any seaport of the same population."

But times were changing. A fresh wind was blowing, 40 years of The Post-Intelligencer had passed, and Erastus Brainerd himself before long would make memorable the paper's next decade.

SEATTLE!

. . . a Key Metropolis on M-K's map of Progress

THE PART PLAYED BY BUSY SEATTLE in the 50-year history of heavy construction by Morrison-Knudsen Company is mammoth. Throughout the city and the great Northwest are dams, power plants, commercial buildings, traffic structures, highways, bridges, pipelines, breakwaters and military facilities built by the men and machines of M-K. Seattle is the home of M-K's Seattle District and Northwest Division offices and is also a gateway to our operations in Alaska and the Pacific.



MORRISON-KNUDSEN COMPANY, INC.

CONTRACTORS and ENGINEERS

EXECUTIVE OFFICE: BOISE, IDAHO SEATTLE OFFICE: 603 HOGE BUILDING



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Seattle

CONGRATULATIONS ON YOUR 100th BIRTHDAY

LIFE – ACCIDENT – HEALTH

Issued together at a substantial saving, or separately

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Established 1906

D. M. Morgan, President

Frederick & Nelson
DIVISION OF
MARSHALL FIELD & COMPANY

OUR POLICY THEN • • •
OUR POLICY NOW

In the small advertisement below, reproduced from the Post-Intelligencer of July 17, 1898, is a statement of basic policy formulated in the early days of our firm when it was known as Frederick, Nelson & Munro. Although there has been a slight change in our name, there has never been a change in the policy. Yesterday's customers relied on it, today's customers rely on it, and tomorrow's customers will rely on it. Very simply, we believe that your satisfaction as a customer is our primary concern. When you shop at Frederick & Nelson—downtown, at Bellevue, or our soon-to-open Aurora Village store—you can be sure that the policies which made this the Northwest's store of Quality, Service, and Integrity are as much a part of the business today as in 1898. Could anything be fairer than this?

706 FIRST AVENUE.

Could Anything Be Fairer Than This?

IF AT ANY TIME you buy anything from us, and it is not perfectly satisfactory, return it and get your money back or new goods, whichever you like.

That Is Our Guarantee.

When you buy from this stock you take no chances. We believe we have the best stock of Household Goods in the state. We know that it is the largest and that our prices are the lowest. Therefore we broadly guarantee every article we sell.

Satisfied Customers Advertise Us.

We want every purchaser of Household Goods to investigate our stock and our selling methods. Come any time, whether buying or not. We are glad to show our goods and quote prices.

Frederick, Nelson & Munro,

Furniture, Carpets, Stoves, Crockery, Draperies and Household Goods.

RIALTO BLOCK, Second Av.

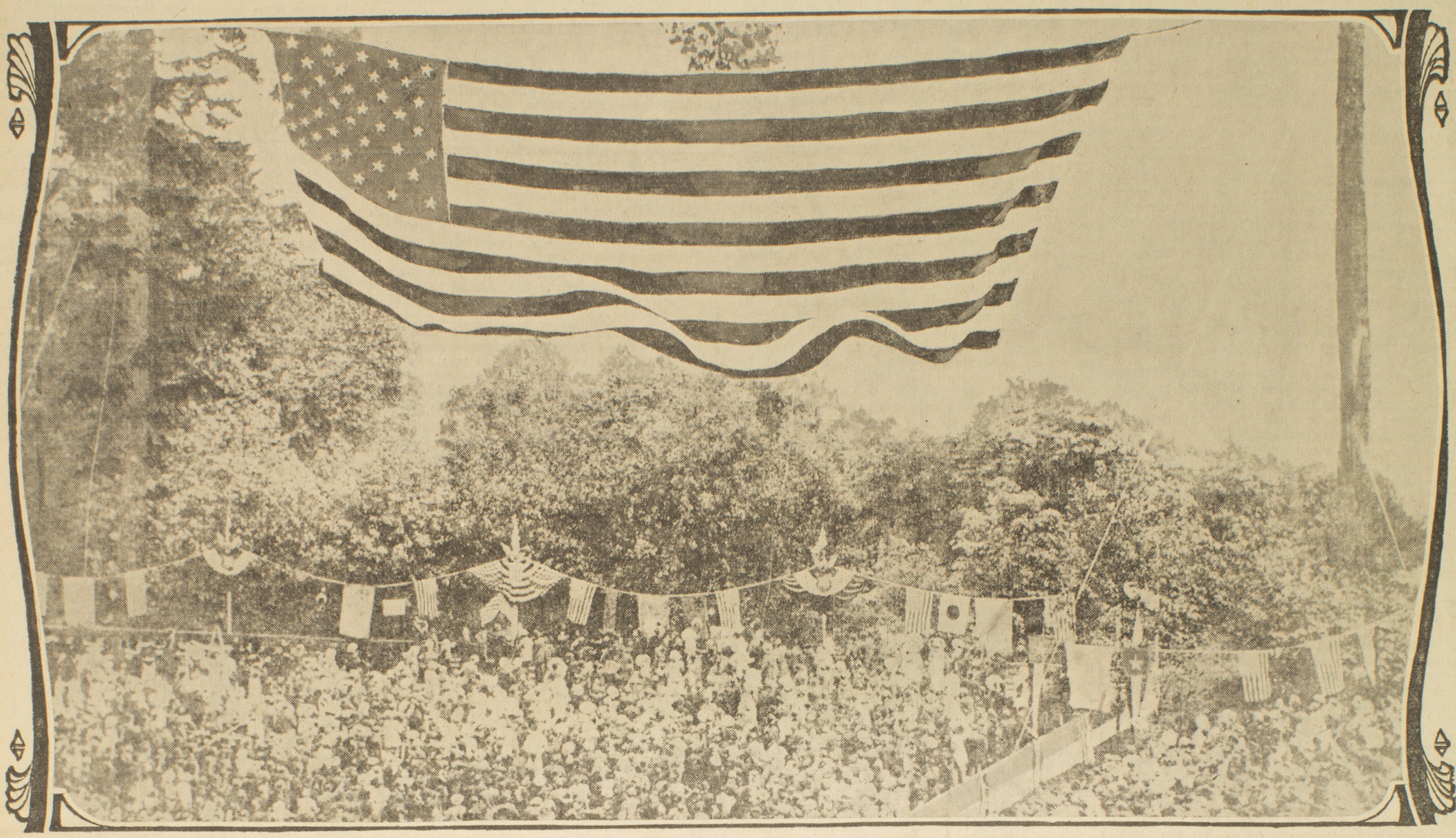


QUALITY • SERVICE • INTEGRITY

THE SEATTLE POST-INTELLIGENCER.

VOL. LVI., NO. 18. SEATTLE, WASHINGTON, WEDNESDAY, JUNE 2, 1909.—TWENTY-FOUR PAGES.—IN TWO PARTS. PRICE FIVE CENTS.

UNFURLING OF GREAT FLAG MARKS FORMAL OPENING OF THE EXPOSITION



FIRST DAY'S ATTENDANCE CLOSE TO 90,000 PEOPLE

Boom of Guns and Cheers Mark the Opening

SCHOOL CHILDREN SING

Dramatic Climax to Exercises When Pres. Taft Starts Machinery

The opening of the Alaska-Yukon-Pacific exposition was successful beyond the hopes of the city and of the builders. With an attendance more than twice as great as that on the first day of either of the two last world's fairs, yesterday was a good augury for the 137 days that are to come.

The total attendance yesterday was 89,216. According to the statistics furnished by the department of admissions the attendance at the opening day of the Lewis and Clark exposition was 38,265, and the first day at the Jamestown fair had an attendance of 42,000. The attendance yesterday up to 6 o'clock was 79,459, and the night attendance was 9,757. The exposition officers estimate that the rain cut down the attendance at least 15,000.

The record of attendance by gates at the 6 o'clock count follows:

Main gate	68,940
South gate	7,235
Lake Washington gate	3,284
Total	79,459

From 6 o'clock until 10 o'clock the record is as follows:

Main gate	8,670
South gate	602
Lake Washington gate	485
Total	9,757

The report of the paid admissions to the fair will be made weekly instead of daily. The figures given out last night include all admissions.

A river of humanity began pouring into the gates when the turnstiles were unlocked at 8:30 o'clock, and spread into every street and avenue on the grounds. At times the crowd was so dense in favorite places that it was almost impossible to pass, but generally the people adjusted themselves to the surroundings and the nooks and corners were sought out, relieving the congestion at the central points.

The day began with a military parade, reviewed by high officers of the United States army and navy and of the imperial Japanese navy. When the rattle of arms and the tramp of feet had passed, the crowd swarmed into the amphitheater, where the opening exercises were held.

From the platform, where 1,500 invited guests were seated, to the sky line, and merging in the green of the fir trees at the sides, were thousands of people who came to the amphitheater to attend the opening exercises. Like a mountain side carpeted with flowers, that waved and rustled in the breeze of enthusiasm that frequently swept the crowd from the front row to the heights above, the amphitheater appeared. It was as if an inverted half cone of colossal size had been placed in the woods and lined with humanity.



J. E. Chilberg
President of the Exposition, snapped on the Amphitheater Platform

Applaud National Airs

The air seemed charged with the magnetism of a great throng expecting an important event. When Innes' band played the bars of national airs in "Americana" there was a mighty murmur in the crowd that swelled until it fairly lifted the people to their feet. The strains of "Dixie," always applauded in public gatherings, drew handclapping and cheers from thousands, but when the tones of the "Red, White and Blue" and "America" were heard there was no one in the vast audience that did not lift his voice.

The climax came at 12 o'clock. President J. E. Chilberg announced that he was about to notify the president of the United States that the fair was ready. A telegram from President Taft was read, congratulating the officers of the fair and the people upon the completion of the work. The message follows:

Taft's Telegram

"The White House,
"Washington, June 1, 1909.
"Mr. J. E. Chilberg, President,
"Alaska-Yukon-Pacific Exposition, Seattle, Wash.
"I congratulate you and your associates on the auspicious opening of the Alaska-Yukon-Pacific exposition, and I congratulate the people of the great Northwest on the courage and enterprise they have shown in bringing it forth. The exposition, designed as it is to exploit the natural resources and marvelous wealth of Alaska and the development of trade and commerce on the Pacific slope, should appeal not only to the people of the West, but to the people of the country at large. I trust it will fully meet the expectations of those to whose untiring energies it owes its birth and that it will prove a source of instruction and education to its thousands of visitors.
(Official.) "WILLIAM H. TAFT."

Mr. Chilberg sent the following telegram to President Taft:

"Your congratulations and good wishes for the success of the Alaska-Yukon-Pacific exposition received with profound and grateful respect. Circumstances attending the opening wholly auspicious. Our people, knowing your great interest in the Pacific Northwest, earnestly hope that nothing may cause a change in your plan to share personally in enjoyment of their great fair."

Boom of Cannon

Before Bishop F. W. Keator had finished pronouncing the benediction a boom of cannon came from the lake front. As the reverberations of the

Continued on Page Four.

TODAY'S PROGRAMME AT THE EXPOSITION

MILITARY TOURNAMENT

9:30 *a. m.—Baseball; Mountain Artillery vs. Coast Artillery Corps.*
11:30 *a. m.—Polo.*
2:00 *p. m.—Parade of all troops.*
2:30 *p. m.—Butts' Manual; Battalion First Infantry.*
2:45 *p. m.—Exhibition drill; mounted, saddle squad, cavalry.*
3:05 *p. m.—Wall scaling. One squad from each provisional battalion; wall to be 16 feet long by 12 feet high, with a 4x4 cap piece.*
3:25 *p. m.—Infantry shelter camp. Battalion of Third Infantry to march into stadium, pitch shelter tents, break camp and march out.*
3:55 *p. m.—Tug of war; Coast Artillery Corps vs. Mountain Artillery; First Infantry vs. Third Infantry; Navy vs. Navy, four teams.*
4:25 *p. m.—100-yard dash; preliminary.*
5:00 *p. m.—Exhibition artillery drill; platoon mounted artillery. Band from navy to play during events.*

ALUMNI DAY

Alumni visiting the grounds in the forenoon; reception by Dr. T. F. Kane at his residence in the afternoon; meeting in the auditorium building in the afternoon; meeting in the gymnasium of university in evening; banquet at the New York State building in the evening.

BERING SEA DAY

9:00 *a. m.—Assemble Arctic Brotherhood building; address of welcome by President Chilberg; address by A. J. Daly to the Alaskans; A.-Y.-P. band to play.*

DEDICATION ARCTIC BROTHERHOOD BUILDING

2:00 *p. m.—Dedication.*
3:00 *p. m.—Reception.*
8:00 *p. m.—Ball. President Chilberg to make address of welcome.*

STEAM POINT PENETRATES A SUBTERRANEAN CHANNEL WORKMEN BARELY ESCAPE

Loss On Two Alaska Mines Aggregate $250,000. — Work-Fill In Two Minutes

FAIRBANKS, June 1.—(By Cable.)—The Bessie Bench claim, at Underwood, has been flooded with a damage of $150,000. A steam point broke through a former wall to a subterranean channel. Scandia ground also is flooded. The loss is believed to be $100,000. The damage is irreparable. The workmen barely escaped by rushing through the drifts to shafts. The mines were filled in two minutes.

FRENCH AMBASSADOR VISITING IN CALIFORNIA

LOS ANGELES, June 1.—Ambassador M. Jusserand and Madame Jusserand, of France, were met by Wilds H. Booth, president of the Los Angeles Chamber of Commerce, and Marc Durand, French consul in Los Angeles, today when the special car in which they are traveling arrived at Azusa as a part of the regular Santa Fe train. They were escorted to Pasadena and thence to this city, where they arrived in automobiles at 7 o'clock this evening. A number of the members of the French colony in Los Angeles met the distinguished guests at Pasadena and accompanied them to this city.

TRIES TO PAWN BRACELET; ARRESTED FOR MURDER

LOS ANGELES, Cal., June 1.—Charles Barr, who claims to be a bricklayer, was arrested tonight on suspicion of having strangled to death Laura Register, 26 years old, in Providence, R. I., on the night of May 10. Barr was trying to sell a bracelet to a pawnbroker in order to secure money to attend a prize fight when arrested. It is said by the officers that the bracelet has been identified as one worn by Miss Register when she was murdered.

Rewards of $1,250 are offered for the arrest of the murderer.

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The Regular Army.
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PRESIDENT TAFT FLASHES SIGNAL ON GOLDEN KEY

Formally Opens Seattle Fair From East Room of White House

SAYS SUCCESS IS SURE

Nation's Chief Certain Exposition Will Prosper—Diplomatic Corps and Western Delegation on Hand for Ceremony—Senator Piles Speaks

WASHINGTON, June 1.—(Special.)—The weather map said, "Cloudy on Puget sound" this morning, but whatever may have been the weather conditions there, it was sunny enough in the East room of the White House this p. m., when President Taft touched the golden key that swung the gates of the Alaska-Yukon-Pacific exposition. And the sunshine it created when a few fluttering clicks resounded in the room from the other end of the line in response to the president's touch, for the president, upon hearing them, broke into a delighted little laugh, which contained as much surprize as pleasure.

Of course, it is a rule about the White House that the president must not be quoted, but it will scarcely be out of place to remark that somebody said that the president said, when it was all over, that "It was dead easy," and it was "Something new to him and a lot of fun."

The president, in his speech following the pressing of the key, spoke very flatteringly of the spirit that pushed the exposition to such a successful opening, and prophesied for the exposition a brilliant course and finish.

Predicts Success

The president said:

"We are here to go through a ceremony that symbolizes the close relationship in this country between the Eastern seaboard and the Western seaboard and to express in this way the interest of the whole country in an exposition that affects Alaska, the Northwest and the Philippine islands, all parts of this country in the development of which we are especially interested and toward the future of which we look forward with every hope that there shall be a successful development.

"I haven't the slightest doubt that with the holding of the exposition in Seattle and with the spirit of that city as I know it to be, the exposition is certain to be a success and is certain to show a development of all that country that we may well be proud of."

Senator Piles, who was the only other speaker of the occasion, thanked the president for the honor he had conferred upon the West in opening its exposition, and reviewed in striking language the history of the brief span of years lying between the days of wilderness in the Northwest and the present day of fulfillment.

Retraces History

Retracing briefly the early history of the Northwest country from the time the first white women, the young missionary brides of Marcus Whitman and

Continued on Page Two.

OCEAN TO OCEAN AUTO RACERS ON WAY TO PACIFIC

Five Contestants for Guggenheim Trophy Leave New York

STEARNS CAR DELAYED

Mistake at Factory Handicaps One of Competitors--Mayor McClelland Fires Starting Gun--Twenty-Thousand See the Machines Off

NEW YORK, June 1.—(Special.)—In the presence of more than 20,000 people assembled in the City Hall square, New York City, Mayor George B. McClelland fired a golden pistol that started the automobiles in the ocean to ocean contest on their journey over the American continent. Arranged in front of the mayor in the square was the Ford, No. 1, with Frank Kulick at the wheel and H. B. Harper as mechanician; No. 2, B. W. Scott as driver and C. J. Smith as mechanician; No. 3, the Stearns, retarded by the delay occasioned by the factory, which, in shipping parts requisite for the journey, did not deliver the materials to Mr. Stolp, was not on the starting line, but with ten mechanics working in his factory, it was apparent that he will be able to get away later in the day; No. 4, the Acme, with George Salzman at the wheel and his crew, composed of F. R. Sheets, Jerry Price and James A. Hempstreet; No. 5, the Shawmut, with T. A. Pettengill at the wheel, and R. H. Messer and E. H. Chapin constituting the crew; No. 6, the Italia, with Gus Lochleiter at the wheel, and F. B. Whittemore and Elberte Bellows comprising the crew.

Start Is Exciting

The starting was picturesque and exciting on the facade of the city hall. The mayor formed the central picture, while surrounding him was Mr. Daniel Guggenheim and Mrs. Daniel Guggenheim, the head of the American Smelting Company, together with other members of his family. On the other side of the mayor was Mr. M. Robert Guggenheim, the donor of the trophy; Mr. Robert Lee Morrell, third vice president of the Automobile Club of America; Mr. S. M. Butler, secretary of the Automobile Club of America, and Tom Moore, who was retained by Mr. Guggenheim to manage and conduct the contest.

Immediately behind the mayor the Western Union Telegraph Company had arranged the telegraph instrument which carried the information from the president of the United States from Washington as the signal for the opening of the Alaska-Yukon-Pacific exposition and the starting of the ocean to ocean race.

A cordon of police of over 300 men, under Inspector Daly, kept the multitude that surrounded the square in control. As the minutes of the city hall clock indicated that the hour was approaching when the signal from Washington could be expected, a silence fell on the throng.

Gives Word "Go"

Just as the minute hand reached 2 the telegraph key began to click omin-

THE FIFTH DECADE, 1903-1912:

Gold Rushes, Graft In Turbulent Era

THE SEATTLE Post-Intelligencer, entering its fifth decade in 1903, took the pulse of the city and found it throbbing with the golden trade of Alaska, withal it skipped a beat now and again at the thought of its own sinfulness. For 10 years, such was to be Seattle's life.

News of the Golden North was the steady diet of P-I readers. Gold rushes to Nome, Tanana and so many other bonanzas that the public lost count, boomed business in Seattle. The city ranked sixth among the top 21 cities in the nation in dollars spent on construction. Residential construction could not keep pace with the demands of the growing population.

METHODICALLY, THE P-I kept a day-to-day tally of every ship that entered the port, of every cargo it brought or took away. Adding up, it reported Seattle had sold $18,623,500 worth of goods to Alaska in the past year and received from Alaska and the Canadian Yukon $18,843,100 in gold, fish, furs and ore concentrates.

Yet, as an editorial noted, the wholesale price of fresh ranch eggs had risen to 40 cents—the price of a laying hen.

"The price of real fresh ranch eggs," the paper admitted, "bars them from many tables of this city save as a luxury."

There were many, nevertheless, who had money to throw away, and Seattle provided so many ways to accommodate them that Prosecutor Walter S. Fulton dragged scores of gamblers and underworld characters before a grand jury. Cooperating with The P-I, he told its reporters they could question any witness who would talk to them. Of one, the paper said:

"To no one else but John F. Dore, attorney for the big gamblers, would he talk."

City Detective Charles Wappenstein emerged from the grand jury room.

"He perspired, and he perspired freely. His first question was, 'Where is Dore?' "

Nothing much came of the investigation—then—but from now on, every mayoralty campaign would be a morality campaign.

THE P-I OWNER, John L. Wilson, former United States senator, staged a campaign of his own, hoping to return to the Senate, but could gather only nine votes among the state legislators. The Seattle Times sneered that Wilson, "pretending to be friendly to King County," really wanted Levi Ankeney, wealthy Walla Walla banker, elected. Hotly, The P-I denied this, but when Wilson's own campaign proved fruitless, he released his votes to Ankeney, who won.

Still the gold poured into Seattle. At the end of 1903, The P-I said that since the government assay office opened on July 15, 1898, it had melted $197,132,897 worth of dust and nuggets into ingots.

J. G. Pyle, Wilson's first editor, left the paper in September, 1903, and Wilson promoted Horace McClure to the office, but on January 1, 1904, a new era opened for The Post-Intelligencer. Erastus Brainerd, a tall, thin civic conscience with a mustache and a Harvard education, was named editor-in-chief.

Brainered, 49, formerly of the New York World, ex-editor of The Philadelphia Press, came to Seattle in 1890 to become editor of The Evening Press. Gov. John McGraw named him to the state land commission in 1893, but with the Alaska gold rush Brainerd was hired by the Seattle Chamber of Commerce to see to it that Seattle received worldwide publicity as the gold rush port. Then he operated the chamber's bureau in Washington, D.C., and came from there to The P-I.

BRAINERD INSISTED ON A contract which gave him absolute authority in the editorial department, and he wielded it.

"If I ever catch your men upstairs trying to shade the news," he told the advertising manager, "I'll kick them downstairs. Keep them down there. Their job is to sell white space. We'll handle the news."

Brainerd not only handled the news, he often created it. One of his first acts was to circularize the city's clergy, asking them to contribute "weekly sermonettes."

"A most charitable attitude, indeed, for a newspaper," said the Most Rev. Edward J. O'Dea, Catholic bishop of Nisqually, "and one that augurs well for the moral education of Seattle's rising generation."

IN APRIL OF 1904, The P-I broke ground for a new building at 4th Avenue and Union Street on the corner where the old armory stood in 1894 when Judge C. H. Hanford ordered federal troops to Seattle during the Coxey's Army trials. Today, it is the site of the Washington Building.

The new P-I building, completed in November, was designed by E. W. Houghton and built by Stirrat & Goetze, contractors. Four stories in height, it had its business offices on the first floor, new presses in the basement. The editorial department had the fourth floor.

"Every one of the corps of reporters and special writers has a desk of quarter-sawed oak and a typewriter," The P-I boasted. "At the rear of the city room is the staff photographers' department with space enough for two in the dark room."

The composing room boasted 11 Mergenthaler linotype machines. In the stereotype room were two melting pots, one for 8,000 pounds of type metal for the plates, the other with 4,500 pounds of metal for the linotypes. Two condensed quadruple Hoe presses could each print and fold 48,000 eight-page papers in an hour or 24,000 papers of 16 pages.

"Each press and its motor is controlled by the pressman by a single lever, and the pressman does not have to know an ampere from a kilowatt to have the electrical control of his huge machine completely in hand."

BESIDES THE PRESSES were stored eight carloads of paper. An electric conveyer sent the bundled papers to the mailing room, where clerks labeled them for their destination.

"The bundles for city delivery go to the corner of 4th and Union where seven streetcars wait under special charter, besides the usual number of horses and wagons."

Life under Brainerd was arduous for his reporters and editors. A 12-hour day was the rule. Brainerd sat aloof in his own office, reading galley proofs, talking to visitors, and telephoning. When the legislature was in session at Olympia, he would telephone any senator or representative he wanted and have him paged off the floor. Afterward, Brainerd would stride into his secretary's office, rubbing his hands in satisfaction, and say:

"Well, Senator ——— is back in line!"

As for the reporters, their normal contact with the editor was one they feared. Errors of fact, poor writing, any failure, brought not a word from the chief; instead, he would blue-pencil a question mark on the offending galley proof and send it back to the guilty one.

AT FIRST HORACE McCLURE handled the staff as managing editor but soon Beriah Brown, editorial writer, was writing to his brother, newspapering in Montana, that Brainerd wanted a city editor.

"Mr. Brainerd wants you here and wants you badly. The pay is $35 a week, plus the position of Associated Press correspondent at $15 a week. The reporters do all the work.

"Brainerd's idea is that the city staff should be got out of the way much earlier than it is, and he is right. It is nonsense having afternoon local stories going into the composing room at 2 o'clock in the morning. The city desk job here is an executive one. The city editor is supposed to keep thoroughly alive the news of the town and to outline the work, rather than doing the mechanical part himself."

Not only would the city editor not have to work after 11 p.m., Beriah added, but:

"There is a future for this newspaper, probably as good as that before any newspaper in the country, for Seattle is going to be a great city, and not so very long away in the future."

Pay boosts would come along eventually, Beriah promised, "just as soon as the paper is lifted out of the hole of the tremendous indebtedness assumed when Wilson bought it on a shoestring."

In July Ashmun Brown accepted the job and promptly was as awed by Brainerd as the rest of the staff. The editor-in-chief found a note from Ashmun on his desk:

"Mr. Brainerd: Through an inexcusable oversight last night I omitted to assign a man to the Irish meeting at the Grand. I am ready to have this regarded as my resignation, in consequence, if you consider it necessary. A case of rattles incident to picking up the threads of the work is the only excuse I have."

Brainerd filed the note. He had plans for Ashmun Brown.

MEANWHILE, BRAINERD SENT FOR Frank Fitts, a young and able stenographer working for the Denny Land Co. Fitts was on vacation on the North Fork of the Snoqualmie.

"Send a horse courier up there and tell him to come here. I want him for my secretary."

Young Fitts didn't want the job. Brainerd ignored his protests. Immediately, Fitts became The P-I librarian, editorial auditor, boss of the copy boys and office girls and secretary to Brainerd. The boss arrived every morning from his ranch at Richmond Beach carrying a drawstring bag. Every noon he went shopping at Pike Street Market. Part of Fitts' job was to be sure he took the grocery bag home every night.

Riley Allen, finishing at the University of Washington in June, 1905, hit up J. Percy Parkinson on the city desk for a job. Parkinson pointed to a typewriter and said:

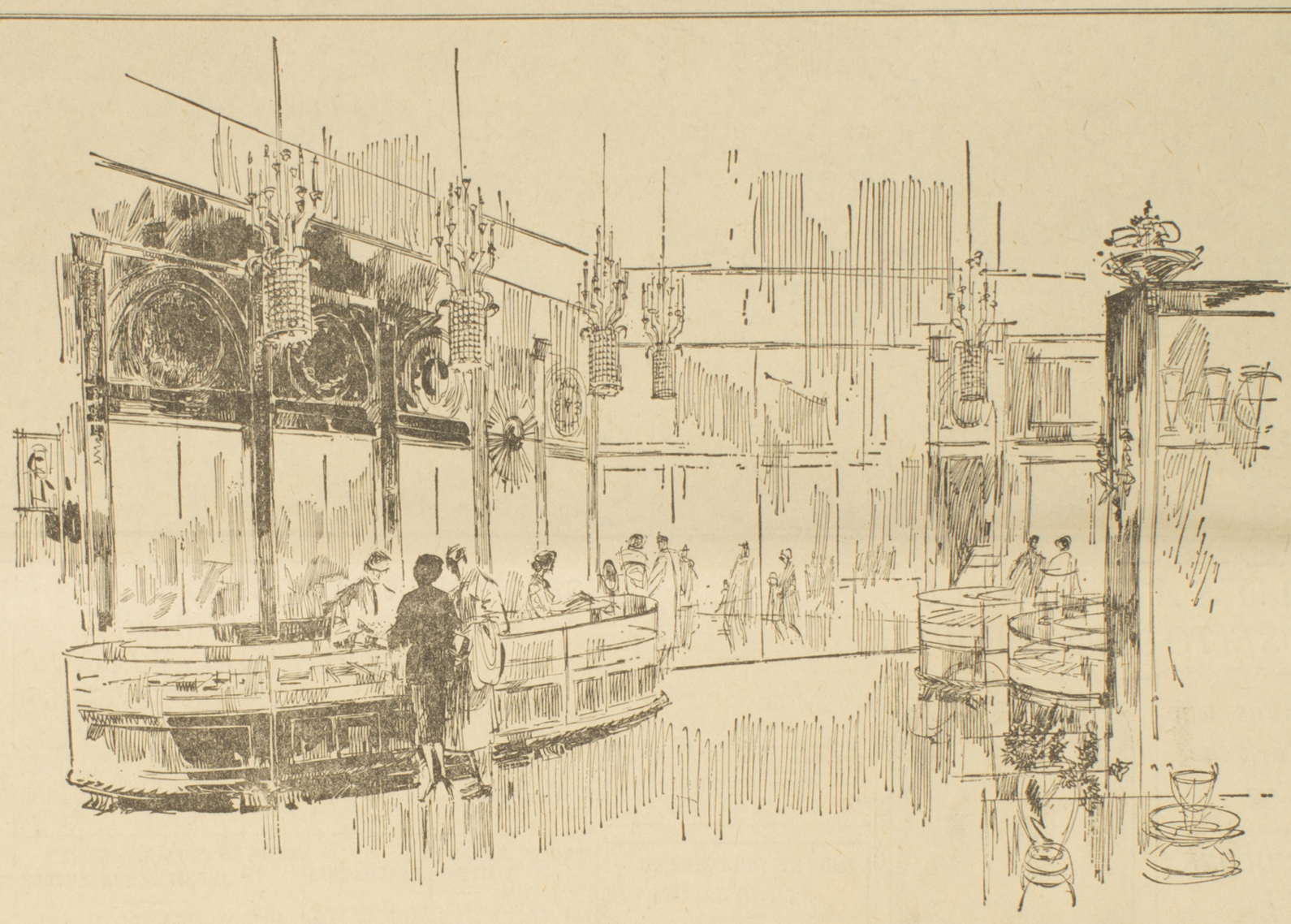
"You've got until midnight to prove you're cut out to be a newspaperman."

He proved it. The next day, Parkinson told him to go out and get a story, with pictures, showing Seattle as the premier home-building city in the country.

"He pushed a button, and I was supplied with the staff photographer, Asahel Curtis."

BRAINERD HELPED bring about the election of Albert E. Mead as governor in 1905 and sent Ashmun Brown to Olympia to be the governor's secretary — and Brainerd's watchdog. Brown also served as a P-I correspondent. Travelling with the

(Continued on Page 7.)



Three Generations Serving Seattle . . .

Friedlander and Sons is proud of the part they have played in the growth of Seattle and the Northwest. Samuel Friedlander, the founder of the Friedlander firm, whose very ideals are still maintained, first opened the doors of his small store on busy First Avenue in the year 1904. Since then the firm has moved four times, each time keeping up with the growth of Seattle. The second store was at First and Madison. Shortly after, Samuel Friedlander was joined by his son Louis and the firm of Friedlander and Sons was truly here to stay.

The third location was at Second Avenue and University Street and this was the Friedlander home for over twenty-five years.

In 1928 Louis Friedlander then moved the firm to our present location at Fifth and Pike Street, where he was joined by his two sons, John and Paul. Thus the name Friedlander and Sons was to continue on.

For the past thirty-five years Friedlander's has been a landmark at Fifth and Pike Streets in downtown Seattle.

Friedlander's has always stood for quality merchandise. The Friedlander family has always been proud of its name and its store and proud of the fact they are part of the Great Northwest.

The Friedlander tradition with two fine stores in Seattle and four in neighboring communities shall continue to grow with the Northwest and will continue to be an institution that the folks of this area can point to with pride.

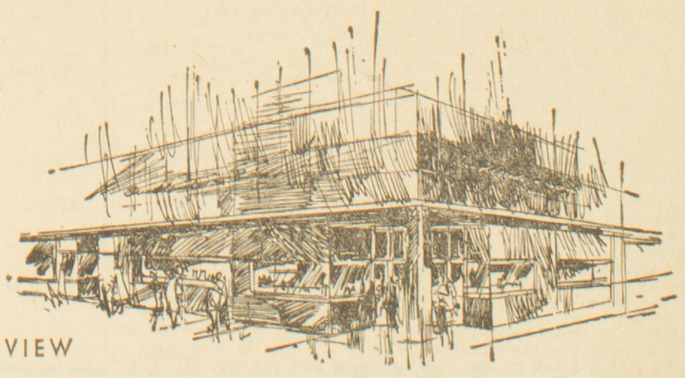
The Friedlander family is happy to salute the Seattle Post-Intelligencer on its 100th anniversary and are equally proud of the part this fine firm has also played in the continuous growth of the Great Northwest.

Friedlander and Sons

FIFTH AND PIKE, SEATTLE, MAIN 2-7670

Other Friedlander Stores at—

NORTHGATE, EVERETT, TACOMA, BREMERTON AND LONGVIEW



THE TOP

Northwest Business School

— SINCE 1932 —

Exclusive Training — Leading to Exclusive Positions

Peterson School of Business

1905 Third Avenue Seattle 1, Wn.

IN THE WIDE WORLD, 1903-1912

QUEEN VICTORIA died and Edward VII ascended to the British throne . . . President McKinley was assassinated and Theodore Roosevelt became President of the United States ... The Panama Canal Treaty was rejected by Colombia; Panama seceded and concluded the Isthmian Treaty with the United States ... The king and queen of Serbia were assassinated . . . The war between Russia and Japan began, and the latter was the victor ... An earthquake and fire destroyed two-thirds of San Francisco ... George V succeeded to the throne of England ... A revolution in Mexico made Madero president of that country ... The first Balkan War began, and China, oldest of monarchies, became a republic.

—NARD JONES

Sept. 21, 1904:

Regrade Worries U.S. Treasury Dept.

A special dispatch received by the Post-Intelligencer last night from Washington, D.C., states that the Treasury Department is much concerned over the prospect of the Third Avenue regrade being carried out.

It states further that Acting Secretary Taylor has written a letter to Mayor Ballinger protesting against the regrade on the ground that it will materially affect the government building now in process of construction on Third avenue and Union street.

IT APPEARS from the dispatch that the Treasury Department has been given to understand that the change in grade along the Third Avenue front of the building will be so radical as to necessitate extensive changes in the plans of the building.

Mr. Taylor is quoted as saying in his letter to the mayor that if the grading is done according to the present plan it will probably be necessary to abandon the main entrance to the building on the Third avenue side and establish it at the Union street end of the building instead.

This main entrance is designed to be one of the most attractive features of the building, and Mr. Taylor appears to be of the opinion that the regrade, if made, will completely destroy the feature.

IN PORTIONS of the letter quoted in the dispatch Mr. Taylor asks the city officials to reconsider their action and abandon the proposed regrade.

The dispatch says the treasury officials consider that the regrading of the street will furnish grounds for a damage suit by the government against the city, though it has not been decided that such a suit shall be filed.

Mayor Ballinger has not yet received the letter from Mr. Taylor, but when shown the dispatch from Washington last night said:

"My attention was called to the possible effect of the regrade upon the government building, and when the ordinance came to me to be signed, I consulted with City Engineer Thomson relative to the matter.

"He assured me that the change in grade along that portion of the street where the building is located will be so slight that it will not necessitate any radical changes in the plans of the building.

"There is no cut at the Union street corner, and in front of the main entrance the cut amounts only to about a foot.

"I think the treasury authorities are unnecessarily alarmed, because from what the engineer tells me I do not think the building will be materially affected. When I receive the letter from Mr. Taylor I will have Mr. Thomson write and explain to him the facts in the case."



Extensive Face-Lifting Of Seattle In 1907

THIS SHOWS WORK BEING done on the regrading of 3rd Avenue in 1907. The street was closed to vehicles, naturally, and cable lines on James and Madison streets crossed the excavation area on trestles. Temporary foot bridges were provided for pedestrians. The 3rd Avenue Theater is on the left in the background. Large building at the right is the Stander Hotel, where the downtown YMCA is now. To the left of the hotel is the V. B. M. Stacy residence, later converted into the Maison Blanc restaurant, destroyed by fire in 1960.

Sept. 21, 1904:

Spic, Span Wagons Requested

A tank of water and lots of scrubbing brushes and soap may hereafter be carried by all the teamsters of the city. If Foreman Thomas, of the street department, has his way about things.

Yesterday he submitted a request to the police that Seattle's "finest" busy themselves compelling teamsters on First avenue south to always clean off their wagons before driving on brick pavements. It gets the brick real soiled if their wheels are muddy and dirty when they hit the pavement.

The wagon drivers in the city state that they want to do everything in their power to help Thomas along, but they scarcely consider his scheme practicable.

WAGONS CANNOT help getting a little dirty in the streets, they state, and after every scrubbing with soap and water it would be necessary to put the wagons in pound for an hour or so to dry them, otherwise the dust will stick to them worse than before.

All this would mean that the drivers would do nothing all day but put their vehicles in a spick and span condition.

It is suggested by one or two of the drivers, however, that big carpet sweepers be hitched on behind every wagon to sweep up the dirt that may fall from the wheels.

March 7, 1910:

Flood Threat Eases

The March freshet in the White River Valley is receding and unless heavy rains or warm winds return the troubles of the inhabitants of the district are over.

Nine of the small communites along the main line of the Puget Sound Electric Railway have been under water. The Meadows, the old racing course, was completely submerged. From the Meadows south to Renton Junction there has been more or less flood.

IN SOME places the water has flooded the lower floors of the houses and come within three inches of covering the interurban tracks.

With a rise of but a few feet more the floods of 1906 would have been equaled.

In Tukwila the homes on the eastern side of the track had several inches of water on the first floors, making it necessary, where it was possible, for the families to remove their household goods to the upper floors.

To get to the buildings, residents had to use boats or rafts.

Between Renton Junction and Renton the lowlands are also under water.

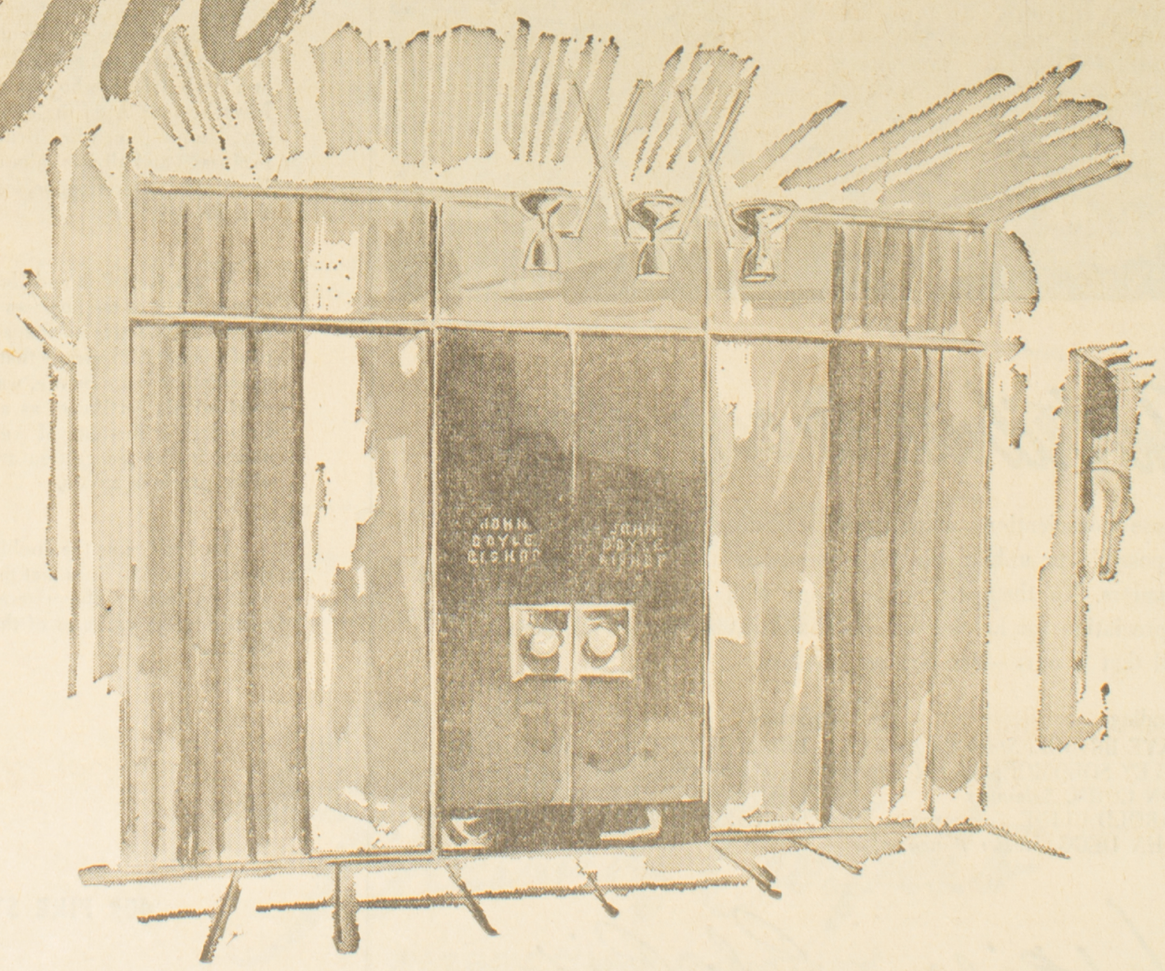
THE CEDAR River at Renton has risen several feet and flooded the lowlands of the district. Not much damage was done, as the city is considerably above the river level even at high water.

While the lower Duwamish is over its banks at some places, the flood damage between Duwamish and the mouth of the river has been light. Flood water has been confined to the east side of the river, and South Park and Oxbow have not suffered.

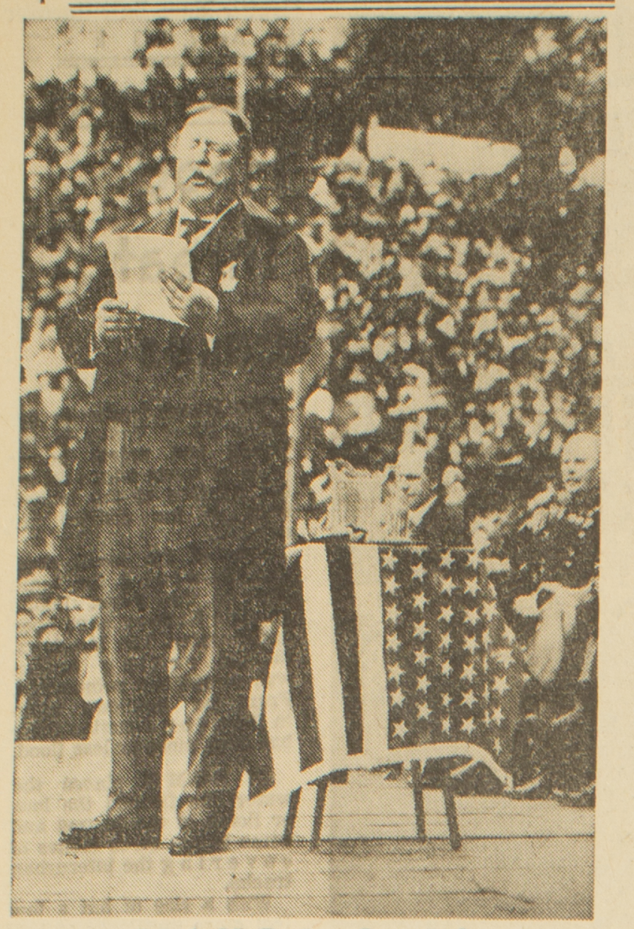
The diversion of the water of the White River into the Stuck River and thence into the Puyallup has decreased the flood waters of the Duwamish.

JOHN
DOYLE
BISHOP

fashion



Taste, discernment . . . *authority* . . . the ultimate in fine clothes and fashion.



At A-Y-P In Seattle

PRESIDENT WILLIAM Howard Taft speaks at the Alaskan-Yukon-Pacific Exposition here on Sept. 30, 1909. He was the fourth Chief Executive to visit Seattle.

It *was* in the P-I

April 27, 1910

Cut Rate to Bellingham and Anacortes

Single Trip 25c
Round Trip 50c
ON THE SPEEDY STEAMSHIP CHIPPEWA

The magnificent steamship Chippewa leaves Seattle daily, at 7:30 a. m., for Anacortes and Bellingham direct. Returning, leaves Bellingham 5:00 p. m. for Anacortes and Seattle direct.

Bellingham, Everett, Anacortes and Blaine

Strs. Utopia and Perdita at 8:00 p. m. daily for Anacortes and Bellingham direct.

Str. Perdita for Blaine on trip leaving Seattle Monday, Wednesday and Friday.

Str. Samson leaves daily except Saturday, 7:00 p. m., for Everett, with freight only.

Steamers leave from Colman Dock. For full information call the Inland Navigation Co., Ticket Office, Main 257, Ind. 257; 612 First, or L. H. Gray, Main 87; 103 Yesler way.

President Taft Cheered

President William Howard Taft arrived in Seattle on September 29, 1909, for a two-day visit. As he stepped from the train at the King Street Station he greeted the welcoming committee "with a genial smile," The Post-Intelligencer reported.

"At that instant the crowd that filled the inner inclosure at the station caught sight of him and a cheer burst upon the air like the full tones of a mighty pipe organ," The P-I report added.

"The cheer was taken up by the waiting crowds that packed the street outside the station, and for a minute the air quivered with the enthusiasm of the welcome."



WILLIAM HOWARD TAFT

A major event in the Chief Executive's visit was his speech at the Alaska - Yukon - Pacific Exposition grounds, where he also reviewed a "parade of all nations" and inspected exhibits.

"Although the ceremony of welcoming the President at the station was simple, the scene was impressive," said The P-I.

"The police arrangements were perfect, and the dense crowds that filled the streets about the station, like a field of clover, respected the tautly drawn ropes."

THE NATION'S 27th President was "the picture of health," showing no sign of strain.

Led by a squad of mounted police, the President and his party, together with the reception committee, drove to the Washington Hotel.

President Taft spoke to members of the Yale Club at the hotel, walked through the lobby between "long lines of cheering spectators," and went to his apartments."

The next day, after a second visit to the A-Y-P grounds, a session of golf and luncheon, the President left Colman Dock for Tacoma.

3,750,000 Visit A-Y-P Exposition

A total of 3,750,000 persons visited the Alaska-Yukon Pacific Exposition in Seattle in 1909.

It *was* in the P-I

April 27, 1910

SANITARY PUBLIC MARKET PRICES

Food quotations at the sanitary public market for tomorrow include special prices on meats as follows:

Steaks—Round, 14c per lb; sirloin, 17c per lb; T-bone, 20@25c per lb; shoulder, 12½c per lb; hamburger, 11@12c per lb.

Chops—Mutton, loin, 18@20c per lb; veal veal cutlets, 22@25c per lb; loin veal chops, 20@22c per lb; rib veal chops, 18@20c per lb; shoulder veal chops, 13c per lb.

Pot roasts, 10@12c per lb; prime rib roasts, 15c per lb; pot roasts, 10@12c per lb; leg of mutton, 16@17c per lb; shoulder of mutton roasts, 12@12½c per lb; leg of veal, 18c per lb; shoulder of veal, 15c per lb; corned beef, 10c per lb; chickens, 22@24c per lb; Eastern hams, 21@22c per lb; Eastern bacon, 25c per lb; lard, pure leaf, 17c per lb; stew meat, short ribs, 8@10c per lb; neck pieces, 8@10c per lb.

Fish specials include—Salmon, 15c per lb; halibut cheeks, 3 lbs for 25c; halibut, 2 lbs for 15c; smelts, 2 lbs for 15c; redsnapper, 8c per lb; shad, 10c per lb; ling cod, 3 lbs for 25c; salmon trout, 18c per lb; soles, 2 lbs for 15c; black cod, 3 lbs for 25c; rock cod, 12½c per lb; perch, 3 lbs for 25c; flounders, 5c per lb; clams, 10c per pail; Puget sound oysters, 35c per pt; Eastern oysters, 25c per doz; crabs, 10c, 15c and 20c each; shrimps, 12½c per lb, or 2 lbs for 25c.

Among the fruit booths cherries, the first of the season, are a feature, offering at 25c per lb. Bermuda onions are selling at 10c per lb or 3 lbs for 25c. Rhubarb is quoted at 4 lbs for 10c; potatoes, at 5c per lb; local asparagus, 10c per lb, or 3 lbs for 25c; and tomatoes, at 5c and 10c per lb.

June 5, 1903:

Gas Launch Wins Honors

The new gasoline launch, Dolphin, owned by Vince H. Faben, has won the distinction of being the fastest craft of her kind on Lake Washington.

The Dolphin has been in commission less than a month, and has distanced such boats as the Florence R. and Dorothy, both of which have heretofore been considered the two fastest pleasure launches afloat on those waters. The former until last week held the record against all comers.

THE DOLPHIN is thirty-five feet long over all, has a seven-foot beam and is equipped with a ten horsepower N and S gasoline engine.

On her trial test she developed a speed of twelve miles an hour over an actual measured course. Later her builder, H. West, made slight changes to increase her speed with the result that on Sunday last she distanced the Florence R. more than three lengths in a quarter-mile brush.

A FEATURE of the Dolphin is that her engine is noiseless, and it is possible to immerse her exhaust, so that the little pleasure craft glides through the water without any noise whatever.

The launch was built for her owner's use between his home, on Mercer Island, and Leschi Park.

237,194 In '10

A United States census sets Seattle's population at 237,194 in 1910.



In tribute to our staff

whose conscientious efforts and unfailing loyalty have made it possible to uphold the high standards and traditions of our founders. To them we acknowledge with heartfelt thanks our appreciation for helping us retain and extend the priceless good will that is ours—Ben Bridge Jewelers.

Standing	Seated
DAVE BRIDGE, *Stock Control*	POLLY BROESCH, *Credit Dept.*
ORLEY SOLOMON, *Sales Manager*	LINDA MOORE, *Credit Dept.*
DON COHN, *Salesman*	JANE COVEY, *Credit Manager*
HAROLD CLINE, *Comptroller*	JACK JENES, *Salesman*
JOHN DEGG, *Master Watchmaker*	

Herb Bridge *Bob Bridge*







GO WEST YOUNG MAN!

Horace Greeley's advice fell on responsive ears one day back in Altoona, Pennsylvania, and Samuel Silverman moved his jewelry business to Seattle. Back in 1912, 1st and Madison was a bustling corner of the growing Queen City of the Northwest, and the new store grew and prospered. The specialty was fine watchmaking, and Samuel Silverman's skill at the trade became known far and wide.



The first world war broke out; styles changed—the pocket watch was superseded by the wrist watch, new designs influenced by America's new prominence in the world were introduced—and Ben Bridge returned from Naval service to marry Sally Silverman and to buy into the Silverman store as a partner. Shortly after, the name was changed to Silverman and Bridge, and the business was moved to 3rd and Union to keep pace with the moving of the center of retail trade.

Another move, a constant growth of business and ever-widening circle of loyal customers and friends, and 1928 found the firm name changed to BEN BRIDGE, in its present location. Shortly before, Silverman had been forced to retire because of ill health and moved to California on doctor's advice.

The 30's were depression years. and it was during those years that the foundation of friendship and confidence-building service really paid dividends. The store maintained its growth and increased its circle of loyal customers. It was in the 30's that Ben Bridge's two sons, Herb and Bob, began to earn their allowances and learn the businss, from sweeping of the store to a watchmaker's apprenticeship for Herb.

Along came second world war and a wholesale enlistment into the Navy by the Ben Bridge sales force. Four salesmen and Herb Bridge, who was a partner by this time, left for Naval service. After the war and graduation from the University, Herb rejoined Ben Bridge in the active running of the business—and all was calm until the Korean War, when both Herb and Bob were gone, leaving the store to be run by Ben Bridge.

Wars over, Bob and Herb buckled down into the active management of the business with the result that Ben Bridge retired from active participation in 1957. The tradition of professional competence that was laid down by the boy's grandfather years before, was carried out when Herb Bridge received his certificate as a graduate gemologist from the Gemological Institute of America; a recognition that he is an expert in the recognition and evaluation of diamonds and other precious stones.

In 1959 came the doubling of the size of the store and the expansion of the lines that the store carries including Omega watches, quality dinnerware and decorative glassware and enlarging the varieties of the already fine lines established by the store.



Both Herb and Bob are active members of the Naval Reserve, as a Commander and a Lieutenant respectively. Ben Bridge was President of the Washington State Jewelers Association, a post which, following in his father's footsteps, Herb now occupies.

Three generations of active business in Seattle; the foundation for many, many more years of success has been set. It is the hope of the Bridge family that they will continue to merit Seattle's friendship and patronage.

409 PIKE ST.

Fine Jewelry **Ben Bridge** SINCE 1912

MA. 3-8227



Men And Beasts Ready For Service

EVER SINCE THE GREAT fire of 1889, Seattle has been conscious of fire protection and has earned a nation-wide reputation for control of conflagrations and use of modern equipment. This photograph shows Seattle's latest fire-fighting apparatus—in 1907—ready to answer the call of fire in the city.

—(U. W. Library Photo.)

June 4, 1903:

Husky Crew Winner Over Bears

Amid the shrieks of sirens, the wild waving of flags and handkerchiefs and the frantic cheers of enthusiastic partisans, the University of Washington four raced home yesterday afternoon three lengths ahead of the California crew in their great mile and a half struggle for the intercollegiate championship of the Pacific Coast.

The race was rowed over the Lake Washington course, and the official time was 9:33. Had the Washington crew been pushed harder at the finish they could have clipped several seconds off the record.

AS IT WAS, the bow oar in the California gig steered about fifty yards outside the course at the finish and almost collided with the sea lion tank on the Leschi park grounds. He noticed his mistake too late to overtake the Washington crew, which had already crossed the line.

The Washington crew pulled a much longer and easier stroke than their opponents, whose stroke was noticeably short and choppy.

This, together with the better steering on the part of the local university, gave them the race, although the California crew was possibly somewhat handicapped by the fact that they had rowed over the course three hours before the race.



Real Cool Job

HANS ROMSTEAD, ice deliveryman, stands beside his wagon and team at 6th Avenue and Pike Street in 1912. The horses look as cool as their load.

May 17, 1911:

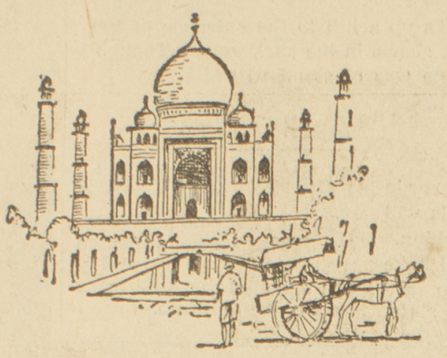
Unattached Cows To Bring Fines

On the complaint of residents and property owners of the district, the board of county commissioners yesterday declared the territory between Orilla and Kent taboo for unattached cattle, and officially declared it a non-herding district.

Residents who have allowed their cattle to run at large will be required to keep them in fields, or pay a fine.

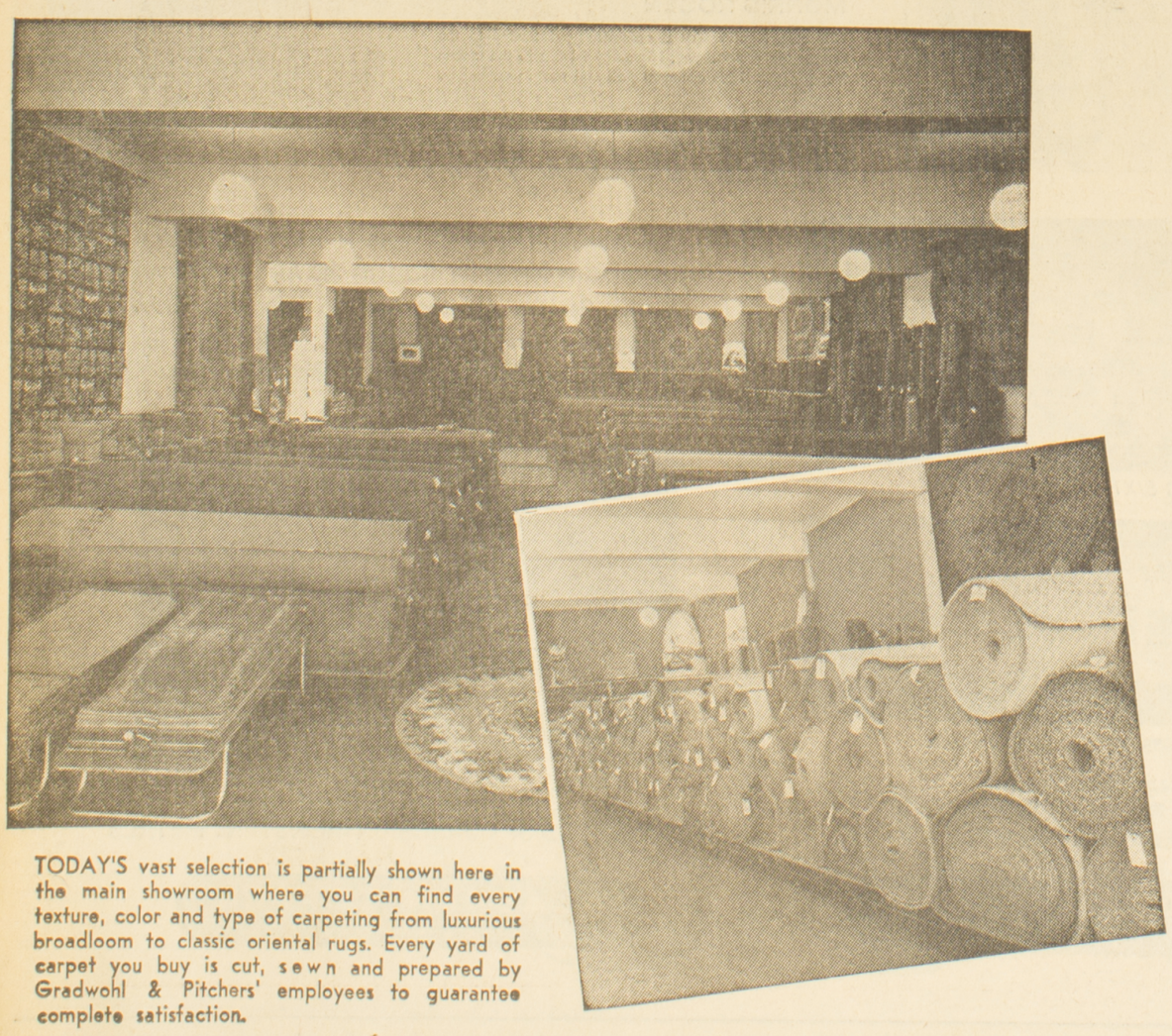
The commissioners were informed that loose cattle were a nuisance to the whole countryside, and that much damage was done to growing crops through their wanderings.

like the Taj Mahal...

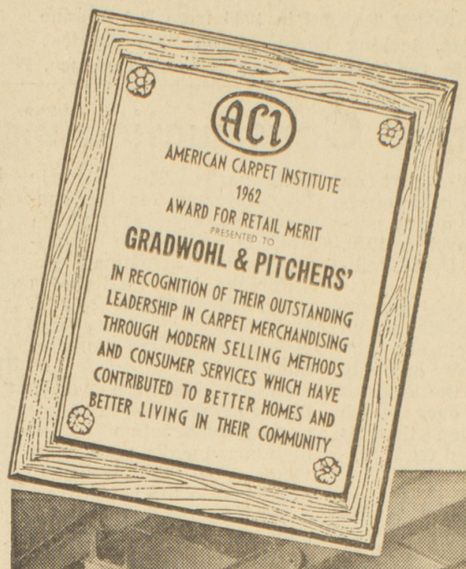


THERE IS ONLY *One*
GRADWOHL & PITCHERS'
House of Carpets

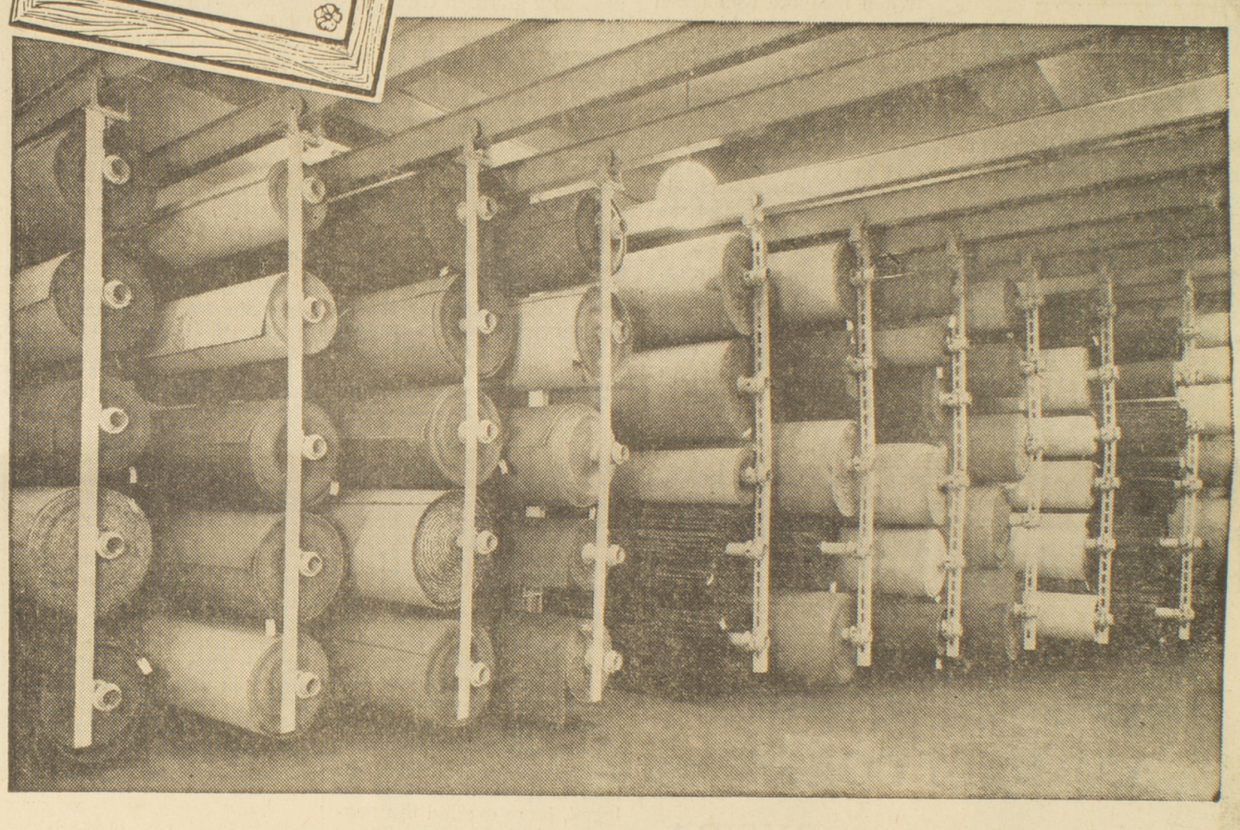
BACK in 1937 We started a modest little rug store founded on a policy of service and dependability, dealing only in Good Carpet that gives lasting satisfaction and makes real friends. We have been actively engaged in buying, selling and laying fine quality carpets and rugs since 1924. That marks 39 years of "know-how" all combined to give you the benefit of our experience. OUR CREED throughout the years has been this: We purchase the finest ALL WOOL carpet from reliable mills who believe in quality and guarantee each yard we sell. Wool for carpets dates back to the 7th Century proving its utility through the test of time. Wool imparts a richness to the eye and springiness underfoot that has not yet, even in this modern age, been duplicated. At Gradwohl & Pitchers' you'll find one of the largest selections of fine, ALL WOOL broadloom on the Pacific Coast. Come in and see the actual rolls . . . stocked in our daylight salesroom.

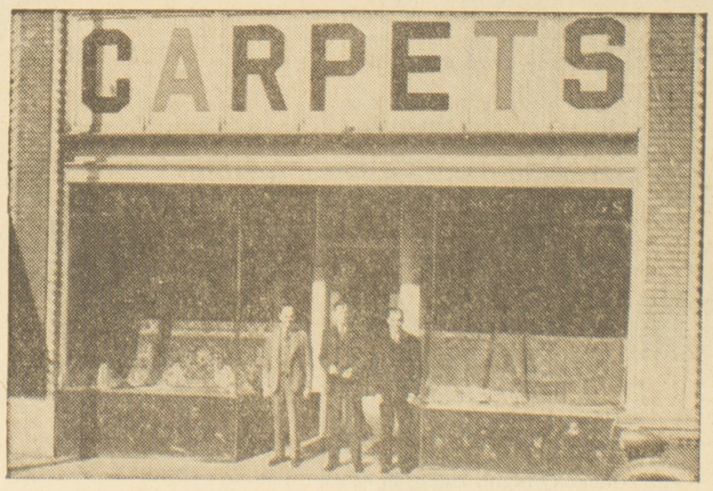


TODAY'S vast selection is partially shown here in the main showroom where you can find every texture, color and type of carpeting from luxurious broadloom to classic oriental rugs. Every yard of carpet you buy is cut, sewn and prepared by Gradwohl & Pitchers' employees to guarantee complete satisfaction.



Gradwohl & Pitchers' take pride in announcing their receipt of the 1962 American Carpet Institute Award for Retail Merit. This national recognition for our merchandising integrity is humbly appreciated and we pledge our customers that we will continue to dedicate our retailing activities to fair prices, fair dealings and INTELLIGENT ADVICE WITHOUT OBLIGATION.

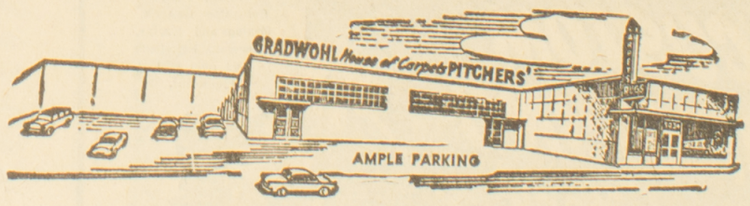




This scene chronicles the opening day 25 years ago of Gradwohl & Pitcher's first store at 4755 University Way. With a 24-foot frontage and 60-foot depth the business opened with the same 3 partners who are active today.

WHY ONLY ALL WOOL?

. . . because the versatility of wool as a carpet fiber has more performance characteristics than any other single fiber. Wool has defied imitation. It is the only fiber that can be beat, crushed, pulled, and washed . . . and still return to its natural form. NO OTHER FIBER IS SO RESILIENT!



GRADWOHL & PITCHERS'
House of Carpets

SEATTLE'S "Home Owned Store"
Open Thursday Evening until 9 p.m.
5034 University Way LA. 2-4611

Wesley L. Jones Elected Senator

OLYMPIA, Jan. 19, 1909.—Wesley L. Jones, of North Yakima, was today chosen on separate ballots in the House and Senate to succeed Levi Ankeny in the Senate of the United States. At a meeting to be held jointly by both houses at noon tomorrow the journals will be read and the election of Mr. Jones will be certified.

The election of a United States senator upon the first ballot, with no lobbying and with the successful candidate at Washington, D.C., attending to his duties in the lower house of Congress, is unique in the history of the state.

LEGISLATORS quietly and with little speech-making fulfilled the pledges made to the people at the primary election. There was handclapping at the mention of the name of Wesley L. Jones when Sen. S. J. Cameron, of Yakima County, placed him in nomination.

There were demonstrations of applause at the brief speeches made in seconding the nomination, but the whole proceeding took less than half an hour and proved the success of the direct primary selection of United States senators.

IN THE Senate, when Lieut. Gov. Hay announced that the order of business was the selection of a United States senator, S. J. Cameron rose and said that the time had come when the Legislature would ratify the decision of the people.

"We are following the best ideals of government," said Senator Cameron. "It is the dawn of a new era. In placing before the Senate the name of the man who is the choice of the Republican voters of this state, I am but fulfilling part of the duty imposed upon me by the people.

"During the 10 years that Wesley L. Jones has served in the lower house of Congress he has been faithful. We shall also be faithful. I propose Wesley L. Jones to succeed Levi Ankeny in the Senate of the United States."

John D. Bassett, of Adams, Franklin and Walla Walla counties, seconded the nomination.

"The primary law has given us a wise method of choosing United States senators," said he. "His nomination by the people and his confirmation by the Legislature approaches close to the ideal condition. It exerts a good influence on young men; it encourages faithfulness to duty and uprightness in public office."

When the Republican senators had seconded the nomination, Henry S. McGowan, of Pacific and Wahkiakum counties, said that as a Democrat he also had a pledge to fulfill. He nominated George F. Cotterill, of King county, as his party's choice.

When the vote was taken Mr. Cotterill cast his vote for William Goodyear, of Colfax.

"In this state we have insisted on party nomination," said he. "If the plan was in vogue in this state as it is in Oregon whereby the Legislature is pledged to elect the choice of the people, and not of a party, I should take pleasure in casting my vote for the selection of the majority of the voters of the state.

"As it is a party nomination, I shall vote for William Goodyear, of Colfax."

The result of the voting in the Senate was as follows: Jones, 39; Cotterill, 1; Goodyear, 1.

The vote in the house stood: Jones, 85; Cotterill, 5.



Shortest Streetcar Line In The World

THIS PHOTOGRAPH TAKEN in 1903 from 3rd Avenue and Pine Street, looking north, shows "the shortest streetcar line in the world." Using a counterbalance, the line ran two blocks up a hill to the entrance of the old Washington Hotel, shown in the background. Though short, the streetcar line was of standard width.

Submarine Construction Big Secret

The following report on the construction of submarines in Seattle was published in the March 6, 1910, issue of The Post-Intelligencer:

While other naval powers have many secrets which they guard closely, the United States navy has only one feature in the engines of destruction over which it has supervision that is zealously guarded from prying eyes.

THAT RELATES to the construction of the submarine torpedo boats, of which Uncle Sam now has completed and on the ways about twenty-eight, with sixteen of the craft already in commission at various ports on the Atlantic coast.

Four of these submarines are being built on the Pacific coast, the cost of each when completed and ready for service being approximately $450,000 each.

TWO ARE being built in Seattle at the Moran Company yards. The Electric Boat Company is the contractor for the craft and the work is being done according to their specifications.

For the United States navy, Naval Constructor T. F. Ruhms is on the ground, superintending the construction.

At the Moran yards, the two submarine craft are under construction behind high board walls, which prevents even the workmen employed in the yards from a view of the vessels, and only the men actually engaged on the work are admitted through the gates, at which there stands day and night an armed guard to enforce obedience should any attempt be made to disregard the many signs to "Keep Off."

THE SUBMARINES are cigar-shaped and have a length of 150 feet, with a beam amidships of fifteen feet and a depth at the same place of sixteen feet. The displacement of the craft is 400 tons.

Electricity is to be the motive power for the vessels when submerged, and they are propelled by twin screws.

At the present time the vessels are nearly one-half finished. On the deck of each will be attached a superstructure to be used as a bridge by the officers and men when the vessel is at the surface of the water, and with this superstructure and the engines and motors in place, and the torpedo tube ready, the vessels will be in shape for launching.

Just when this will take place the contractors are not yet in a position to state.

Jan. 24, 1909:

Money Orders Total $3,908,014

The annual statement prepared by the money order division of the Seattle postoffice for the year 1908 shows that the total number of money orders issued amount to $3,908,014.21, of which $2,823,633.21 was domestic.

T. H. Mitchell Laid First Brick

Thomas H. Mitchell, who laid the first brick paving in Seattle, died Jan. 23, 1909, in Seattle. Mr. Mitchell spent seven years as a paving contractor and laid the first brick paving in both Seattle and Tacoma.

April 3, 1910:

Phillies Beat A's

The Philadelphia Nationals this afternoon repeated their victory of yesterday and defeated the Americans by a score of 8 to 5.

April 20, 1910:

Census Bureau Starts Drive

With the establishment yesterday of 100 substations for the distribution of census blanks, the Civic Census Bureau, operating under the auspices of the commercial bodies, began its real activities toward assisting in a close count of the population of Seattle.

These substations were located in cigar and news stands on First, Second and Third Avenues, and reports last night of the work of distribution of the blanks were most encouraging.

June 1, 1911:

Saloons Unlicensed

Secretary Koors of the state tax commission arrived in Seattle yesterday afternoon and promptly appeared at the office of the prosecuting attorney to swear out about 30 complaints against Seattle saloon keepers who, it is alleged, have evaded the payment of their state liquor licenses.

The license is $25, and it is stated that some have left this unpaid for two years, and some have not paid at all.

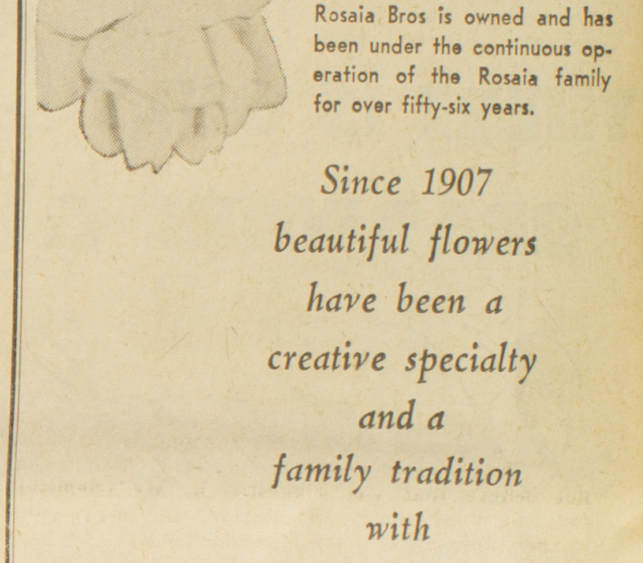
The penalty for the evasion is not less than 30 days and not more than six months, or a fine of not less than $100 and not exceeding $500, or both.

March 17, 1910:

City Car Riding Ordinance Eyed

If the city council considers favorably a bill which will be introduced by Councilman A. J. Goddard on Monday night, riding in city automobiles which are not labeled will be hereafter a misdemeanor punishable by fine or imprisonment or both.

Congratulations to the Post-Intelligencer on their 100th Anniversary!



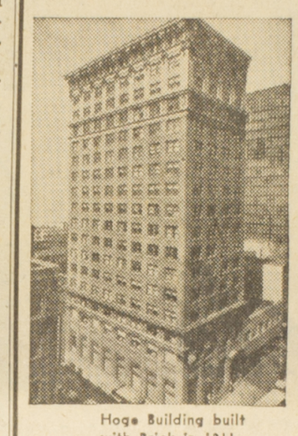
Rosaia Bros is owned and has been under the continuous operation of the Rosaia family for over fifty-six years.

Since 1907 beautiful flowers have been a creative specialty and a family tradition with

Rosaia Bros. FLORISTS

702 PINE STREET MA. 2-2858

There is no Substitute for MASONRY



Hoge Building built with Brick in 1911

STONE-BRICK BLOCK

It stands the test of time

ECONOMY

- In Construction
- In Upkeep
- In Operation

UNIT MASONRY Association INC. OF SEATTLE

Call AT 4-8710 for information on suppliers and Mason Contractors

It was in the P-I

April 26, 1910

If It's Correct, Cheasty Has It.

WOMEN'S MOTOR AND DUST COATS

AT $15.00 EXTRA VALUE

In Gray and Natural Linens

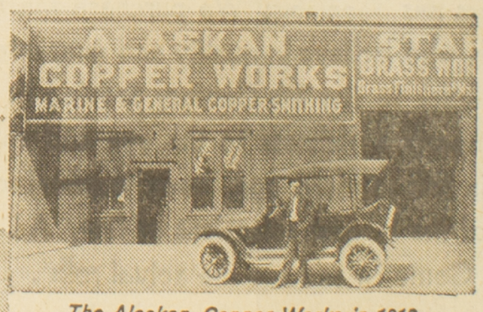
New Motor Hats in straw with draped chiffon veil attached

Motor Scarfs in every shade and material $3.00 and more

Cheasty's HABERDASHERY CHEASTY BUILDING SECOND AVE. AT SPRING ST.

If Cheasty Has It, It's Correct.

50 years ago...



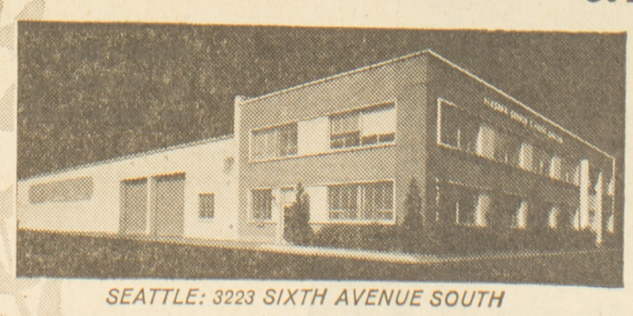
The Alaskan Copper Works in 1913



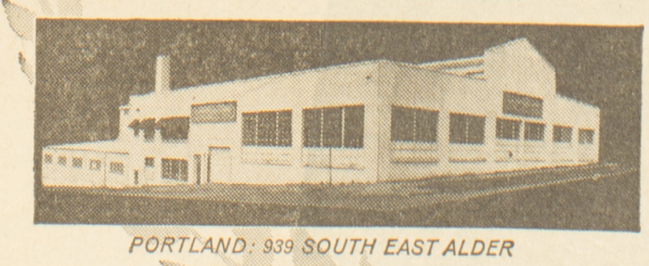
MORRIS ROSEN

Our 50th Anniversary is respectfully dedicated to the memory of our founder. His many friends in the metals industry recall his technical skill and warm personality.

and today...



SEATTLE: 3223 SIXTH AVENUE SOUTH



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COPPER • BRASS • BRONZE

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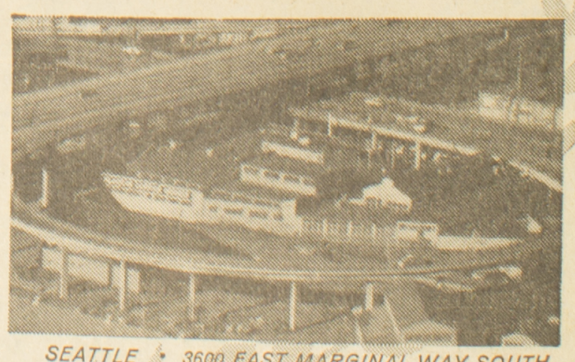
ALASKAN COPPER & BRASS COMPANY Stainless Steel Aluminum

The Alaskan Copper Companies, Inc. a Washington corporation has as its divisions the Alaskan Copper Works, Seattle, and the Alaskan Copper & Brass Company of Seattle and Portland. We illustrate the shop and warehouse facilities as they appear today.



SEATTLE • 3600 EAST MARGINAL WAY SOUTH

FABRICATORS OF CORROSION-RESISTANT METALS

ALASKAN COPPER Works SEATTLE WASHINGTON

CUSTOM TAILORING in Steel



Pressure Vessels Tanks, Pipe, Corugater Culverts, Mining and Marine, Chemical, Petroleum and pulp mill equipment.

Fabricators and erectors of mild steel, stainless steel, aluminum, nickel and other metal products

Estimated delivery date and prices on any sheet or plate products

HYDRAULIC SUPPLY MANUFACTURING COMPANY

7500 Eighth South • Seattle 8, Washington

Incorporated 1905

Seattle Is Rocked Once Again By Scandal

(Continued from Page 2.)

governor around the state, he kept an eye on P-I affairs.

"Confidentially," he wrote to Brainerd from Colfax, "I would suggest a reorganization of your correspondence service in Eastern Washington. Tom Hart, at Walla Walla, is the only one I have found worth anything at all."

Beefing up the city staff, Brainerd brought in Carlton Fitchett, the Tacoma correspondent, as a reporter. Portus Baxter handled sports, Ed Batwell was the drama critic, Joe Gilbert came from Butte to write politics along with Jay Thomas whose brother, Ed, was the night editor. Karl Anderson was the police reporter.

Brainerd found a kindred soul in the Rev. Dr. Mark A. Matthews, the fiery, Georgia-born evangelistic preacher who had been the highly successful pastor of Seattle's First Presbyterian Church since 1902. His six-foot-six-inch frame hung in a frock coat and topped by a black slouch hat, Matthews roared into an evening session of the city council in 1905 and charged corruption, graft and payoff to some of its members and members of the police force.

BRAINERD BACKED HIM to the hilt. The city rocked once again with scandal. In the end, not much was changed, but the crusading team of Brainerd and Matthews was in business.

"I love you," Matthews wrote the editor, "and pray for your success and happiness."

In 1908, Mayor William Hickman Moore announced he would run for re-election. He would reappoint his chief of police, Charles Wappenstein, **"on his record as a reformer."**

This was too much for Brainerd. Seattle was a wide-open town, and everybody knew it. While The Post-Intelligencer thundered on the streets, Matthews thundered in the pulpit. Brainerd searched the record, published Wappenstein's dismissal 22 years earlier as detective chief of the Cincinnati police force. He had taken hush money. In May of 1901, "Wappy" had been fired from the Seattle police force for taking protection money from gamblers.

The P-I backed John F. Miller against Moore. The Times, supporting Moore, charged that in 1904, when Richard F. Ballinger sought support in his mayoralty campaign, Brainerd extracted a signed pledge that he would enforce The P-I's "clean-up" policy. Ballinger, now United States land commissioner, immediately telegraphed a denial.

AND MILLER BLEW THE TIMES' argument to the four winds with the disclosure that that organ itself had offered to support him against Moore if he would promise to retain Wappy, the crooked cop.

At the polls, Miller whipped Moore by 12,049 to 8,109. The next morning, under the caption "Who Did It?" The P-I featured a front-page cartoon by George Hager. It showed Moore's dismembered body lying before a group of men, including Wappy and the gangling Matthews. Each was pointing at the other fellow.

"That cartoon of me this morning is not quite fair," Matthews protested to Brainerd, "and I cannot believe that you suggested it. My friendship for you, your paper, Mr. Wilson, and my loyalty to the campaigns you have conducted have all been too sincere and faithful to have allowed such a cartoon."

Brainerd turned to other matters. Joshua Green, president of the Puget Sound Navigation Co., complimented him on the men he assigned to the waterfront.

"They have always been little gentlemen, and I want to say this especially of Mr. Hill, the present marine man."

This was Robert Hill, a short, energetic veteran of Minneapolis journalism who had come to The P-I from the Tacoma Ledger. Green told Brainerd that "the other night" when his steamer George E. Starr brought in passengers from the damaged steamer Cottage City, he telephoned the paper. It was 2 a.m.

"It occurred to me that unless Hill got this news immediately, his paper would not be able to note it until long after the other papers," Green wrote, "and therefore I lit the gas and called up your waterfront department."

Brainerd summoned young Hill to the front office.

"What," he demanded, "is your ambition?"

"To quit working for a morning newspaper," Hill blurted, "as soon as God will allow me."

Shortly after that, Hill found another job—working days—and resigned. A young reporter, Hayes Calkins, was offered the marine beat but hesitated to take it.

"Grab it," Hill told him. "It's the best-paid job on the local staff, $30 a week, and you're your own boss."



Former Home

THIS BUILDING on the southwest corner of 4th Avenue and Union Street housed The P-I between 1904 and 1921. It was on the site of the present Washington Bldg.

And Calkins, donning the traditional marine editor's nickname of "Skipper," wore it proudly for more than half a century.

JAMES D. HOGE, FORMER owner of The P-I, now president of Union Trust and Savings Co., sought Brainerd's favor when the 1908 senatorial campaign began to shape up. Levi Ankeney was expected to run again.

"Being an ambitious banker and very anxious to build up my business," he wrote Brainerd, "I asked Governor McGraw this morning for the account of the Ankeney barrel, which I am informed from your columns is about to be opened. He tells me I have to have some indorsement and he knows of no one whom I could get that would have more weight with him than yourself.

"I assure you that I will divulge none of the secrets connected with the opening and hold onto every cent of it as long as possible for the good of the common end."

Brainerd's reply is unknown, but inasmuch as Publisher Wilson was planning another comeback attempt in the same election, it isn't likely that Hoge won the account. On the other hand, Brainerd warned the publisher he couldn't possibly win the election. On election night, as the returns showed Wilson hopelessly defeated, the publisher flung himself onto an office couch and snarled at Brainerd, "Well, damn you, you told me I couldn't win, and I didn't!"

THE POST-INTELLIGENCER staff turned out night and day as the Alaska - Yukon - Pacific Exposition opened and ran its course, but Brainerd kept a balanced newspaper, nonetheless. Sunday supplements, society coverage, sports reporting, business news, farm and mining columns — all were improved steadily in quantity and quality. He sent Ashmun Brown to Washington, D.C., as correspondent. He wired him congratulations on his first day at the new post.

It wasn't an easy job. Brown had to check with the Associated Press daily to be sure he didn't duplicate what the AP was sending West. Still, an AP editor in the Kansas City bureau had the final decision on what news finally moved to the Coast.

"The only trouble is," Brown explained to Brainerd, "one never can tell what the cheerful idiot at Kansas City will kill."

In his spare time, Brown filled Brainerd's ceaseless requests for government documents—"Am still shy the Army and Navy cook books, but I have a line on them now." He also was charged with sending the editor all the free vegetable and flower seeds the Department of Agriculture would give him.

BROWN ALSO KEPT BRAINERD fully advised of the activities of Publisher Wilson, who spent more time in Washington, D.C., than in Seattle. Wilson frequently dropped into Brown's office, growling about the expense it involved.

"The Oregonian doesn't pay anything like this," he complained. "The Spokesman-Review doesn't; The Ledger doesn't. You fellows all have the idea that I am made of money and can toss it around freely. It's got to stop."

Brainerd took no warning.

On July 14, William W. Chapin, Wilson's son-in-law, was elected a director of The Post-Intelligencer Co., and named vice president and general manager. In Washington, Wilson told Brown:

"You know, Mrs. Wilson is always raising hell about music-page matters. Well, Brainerd wrote to her about some of them and he told her that since Chapin was manager, he didn't know whether he was responsible for the paper, or something like that.

"I'm glad of it. I hope Chapin will rub it into him good and hard. He has rubbed it into me for the last five years."

Wilson, Brown added, insisted he wasn't making any money from the paper, but Chapin would change that.

CHAPIN DID HIS BEST. In February, 1910, Brainerd turned in his resignation, in writing. Chapin filed it for future reference. Independent as ever, the editor ignored Chapin's pleas for economy. Chapin sent him daily memoranda.

"Mr. Brainerd: It seems to be impossible to hold this paper down. I wish that you would take the matter up so there would be no further misunderstanding. This morning you had 72 columns and three inches of reading matter in a 22-page paper. This could easily have been held down to 20 pages, which would have given your department practically 60 columns of space.

"The actual cost per page at the present time is in the neighborhood of $100."

But Brainerd was off on another campaign, turning the Republican Post-Intelligencer all out for Hiram C. Gill, a criminal lawyer—but a Republican. The voters approved him for mayor and at the same election amended the city charter to make future elections nonpartisan.

Gill, a plain - talking politician, immediately threw Seattle wide open. Brothels ran on a 24-hour basis. Gambling halls had no need to close their doors. Wappenstein, the crooked cop, was chief of police.

Brainerd was aghast. Carefully, he and Mark Matthews laid their plans. A "Committee of One Hundred" organized by the preacher raised a kitty of $75,000.

ADDRESSING A WOMEN'S meeting in his church, Matthews suggested that Seattle resort to the recall — vote Hi Gill out of office. For the first time, women would have the right to vote, he pointed out. Eight hundred of them cheered.

"The best single individual influence at present exerted in Seattle," editorialized The P-I, "probably is that of Mark A. Matthews, pastor of the First Presbyterian Church. Where else is there a like church with such and so many ardent, constant workers, made so largely by the singleness of purpose of one good man?"

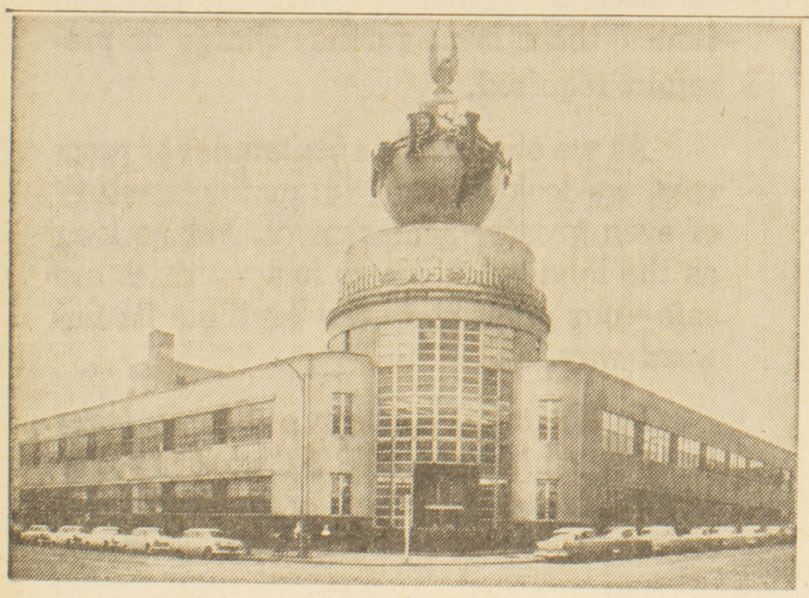
And a free-spending, friendly contractor, J. W. Baxter, with offices in Room 523 of the Alaska Building, walked into Gerald's Restaurant at 3 o'clock one morning and "whispered for wine." He was looking for contacts, he explained, for friends who could help him meet important people in Seattle. He gambled, he drank, and he picked up all the checks. Soon he knew every one in Seattle night life who mattered.

Brainerd, though the next election would be nonpartisan, was looking for a way for the Republican paper to attack the man it had elected. He

(Continued on Page 11.)

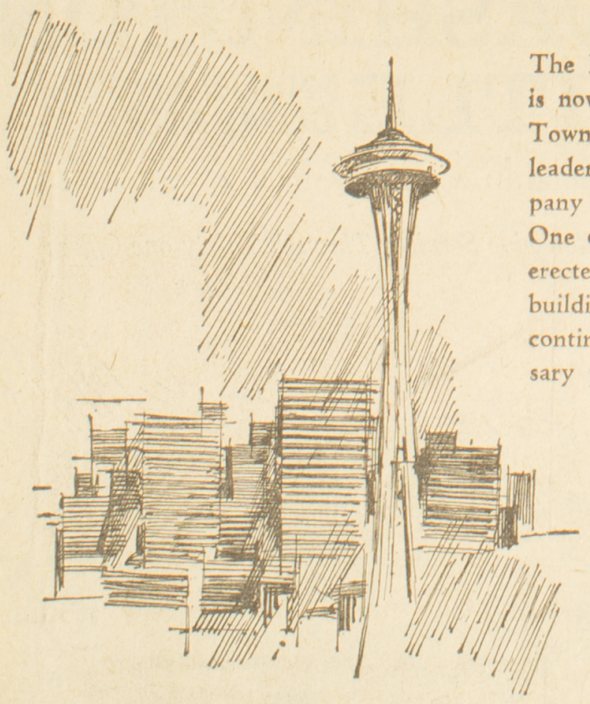
Public Library Costs $350,000

On December 19, 1906, the Seattle Public Library, built at a cost of $350,000, was opened to the public. Andrew Carnegie provided most of the funds, after the Post - Intelligencer spearheaded a drive to erect the building.



As one pioneer to another...

The Post-Intelligencer had just reached its 22nd year when the firm which is now the Howard S. Wright Construction Company was founded in Port Townsend. The small but fast-growing newspaper was destined to become a leader in Pacific Northwest journalism. . . and the Howard S. Wright Company a distinguished builder of some of the area's most imposing structures. One of our most pleasant business asociations occurred in 1948 when we erected one of the nation's finer newspaper plants . . . the Post-Intelligencer building at 6th and Wall. We trust it has played a part of the great and continuing success which the P-I is enjoying as it observes its 100th Anniversary year.



Howard S. Wright Construction Co.
Winston D. Brown, President
GENERAL CONTRACTORS
414 PONTIUS N. MU 2-2333


URBAN URTON
34 Years


CHARLIE CHESTER
18 Years


CARL "BUD" THOMPSON
15 Years

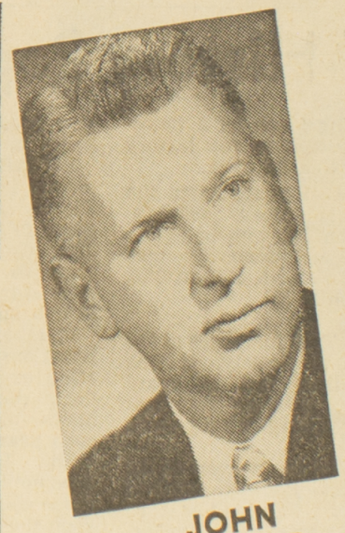

CHUCK TYSON
26 Years


MORRY NEWELL
17 Years

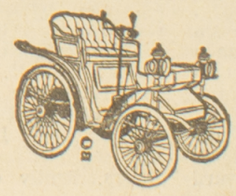

KEN WATTS
40 Years

THE CAR: BUICK

represented by 180 Years of Automotive Experience


JOHN DRESSLAR
15 years


JIM WAESCHE
15 years



Not pictured: Rick Thompson — 18 years.

DRESSLAR WAESCHE

"Best BUICK Buys"

LEADING BUICK DEALER, WASHINGTON STATE
'60, '61, '62 — There's A Reason!

4057 Roosevelt Way N. E. ME. 2-3600

At the North End of the University Bridge

Equal Suffrage Seekers Were Not Overconfident

In the March 13, 1910, edition of The Post-Intelligencer a news story indicated that members of the Washington Equal Suffrage Association were confident of victory in their fight for votes for women.

The organization wasn't overconfident. Later that year, male voters overwhelmingly approved a votes - for - women amendment submitted by the Legislature. Following is the report of justified confidence:

THAT THE women of Washington have won their fight for votes, and the amendment to the state constituion granting them the ballot will go through with a rousing majority next fall, was announced yesterday as the information obtained by the first poll list of the voters of the state by Mrs. Emma Smith DeVoe, of Thorpe, president of the Washington Equal Suffrage Association.

SHE SPOKE before the King County Political Equality Club in the house of the Seattle Federation of Woman's Clubs at Harvard Avenue North and East Thomas Street.

The meeting was attended by over 100 members.

Under the direction of the Washington Equal Suffrage Association, a poll of the voters of the state is being taken.

The state has been districted and opposite each voter's name is set his birthplace, whether or not he will vote for women's suffrage, if not, why, and remarks.

The first district to have the count of the voters completed in the Fourth Ward of Olympia.

THERE ARE 370 voters in that ward. Of that number only 21 are definitely opposed to women voting. Thirty - seven are indifferent and 241 expressed themselves positively for equal suffrage.

This is the first indication of value that the suffragists have had on which to base calculations.

Mrs. DeVoe says the amendment will go through. From the results of her visits about the state and the estimates from the incomplete poll lists, she says the voters stand eight to one in favor of the constitutional amendment.

LETTERS FROM Gov. John F. Shafroth of Colorado, Gov. Bryant B. Brooks of Wyoming, and Gov. William Spry of Utah, accepting places on the suffragists' advisory board were read at the meeting yesterday.

Gov. Brady, of Idaho, is chairman of the advisory board and the other members are Judge Ben B. Lindsey of Denver, Col., and Mrs. Carrie Chapman Catt, president of the International Women's Suffrage Alliance.

Fifteen thousand new members have been added practically to the Washington Equal Suffrage Association, according to Mrs. DeVoe.

She read a letter from C. B. Kegley, master of the state grange, in which he says that practically every one of the 15,000 members of the grange is in favor of woman's suffrage and is actively working for it.

HE SAID that according to action taken, every lodge of the grange is now practically a part of the equal suffrage association.

Mrs. William P. Harper, president of the Seattle Federation of Woman's Clubs, took a former speaker to task for speaking slightingly of the school elections.

"I have been chagrined to hear the women don't want to go to the polls and vote in the school elections," she said.

"We must show our husbands and brothers that we want to vote, and that we know how to vote, by going to the school elections. It is a privilege we have now and we ought to use it."

The meeting adjourned and tea and cakes were served.



Suffrage Workers

MEMBERS OF THE Washington Equal Suffrage Association paste up posters on a Seattle fence in 1910. The organization's campaign attained its goal that year, when male voters overwhelmingly approved a votes-for-women amendment submitted to the state legislature.

Museum Of History Popular

FOR 11 YEARS now, Seattleites have taken their families and visitors to the Museum of History and Industry to see the chapters of Pacific Northwest history which have been exhibited there. More than 1.2 million people have looked at the fragments of the past and the stories of industry.

The Post-Intelligencer was 48 years old when it reported the first event in the history of the Seattle Historical Society, operator of the museum.

MUCH OF the edition for Nov. 14, 1911, was devoted to news of celebrations held the day before in honor of the city's 60th anniversary.

The top story on the society page that day was a report of a women's get-together marking the anniversary. At the Founders' Day party, the women decided to start saving items of history and work toward obtaining funds for a museum devoted to the history of the Seattle area.

Some 41 years after the 1911 anniversary celebration, the Museum of History and Industry was opened Feb. 15, 1952 at 2161 E. Hamlin St.

FOR THE members of the Historical Society, it was more than just 41 years later. It was countless money-raising projects later.

By 1914 the women of the Historical Society realized their project was too large for a small group to accomplish. The society was reorganized that year and incorporated, with membership enlarged to include men.

The first trustees of the enlarged Historical Society were Judge George Donworth, Judge C. H. Hanford, Judge R. B. Albertson, Lawrence J. Colman, Prof. Edmond S. Meany and Margaret Lenora Denny.

Mrs. Emily G. Carkeek was president until her death in 1926.

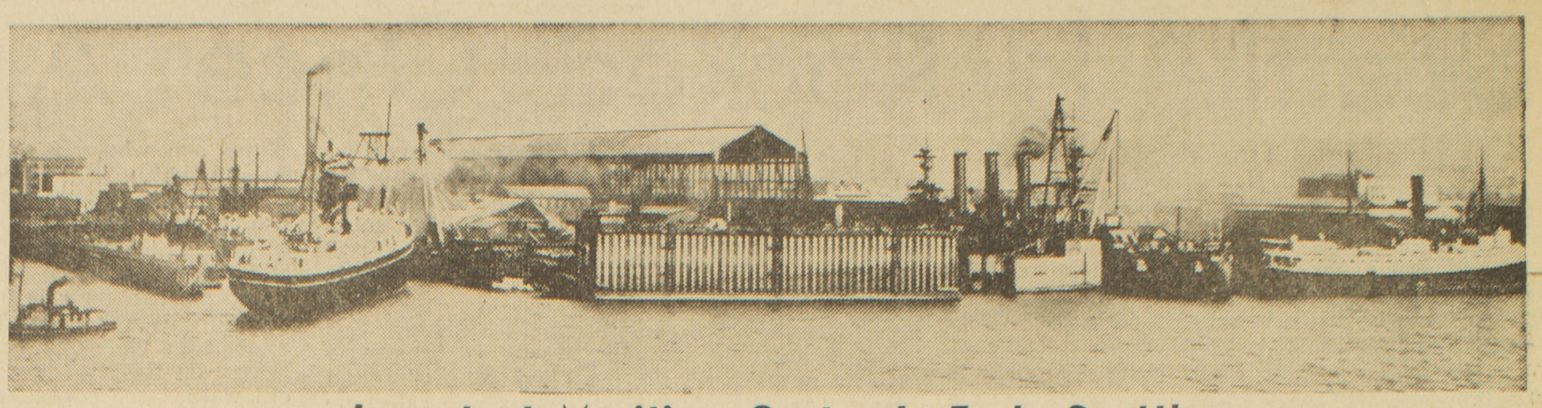
AT THE opening ceremonies in 1952, the Museum of History and Industry was given to the City of Seattle. The city returned the museum to the Historical Society for the "traditional $1" to operate.

Membership fees and contributions help to pay operating expenses. Many residents donate hundreds of hours of volunteer work each year.

The Historical Society does not have money to purchase collections. It depends upon the generosity of residents who contribute artifacts from other eras.

Victor Denny is completing his third term as president of the Seattle Historical Society. Mrs. Allen P. Green Jr. heads the Women's Museum League.

Mrs. Elizabeth Sutton Gustison, director of the museum, is assisted by a staff of three full-time employes and four part-time employes, in addition to volunteer workers.



Important Maritime Center In Early Seattle

THIS IS A VIEW of the Moran Brothers' Shipyard on the Seattle waterfront in 1905, an important segment of the city's economy during that period. The battleship shed is visible against the horizon near the center of the picture. In front of it is a floating drydock.

April 2, 1910:

Stimson Mill Faces Repairs

Workmen repairing the Stimson fir mill at Ballard found the timbers so badly rotted that nearly the entire under part of the mill will have to be rebuilt. The mill was built new about eight years ago.

4 Clean Up $50,000 Gold In One Day

DAWSON, May 21, 1903.— Fifty thousand dollars worth of glistening potent, golden wealth was the clean-up from the sluice boxes of No. 28, above on Bonanza, yesterday by the four lucky laymen working the claim.

The run that yielded this sum lasted only three or four days. This is perhaps the biggest sum ever taken from the sluice boxes of any claim in the country at a single clean-up.

IT IS REPORTED that the winter dumps on No. 28, at the present rate, should yield $150,000, and give to the four laymen at least $70,000 to $75,000 clear money.

The claim is owned by the North American Transportation & Trading Company, which will get a good share of the money, and perhaps will work the claim on its own account after this.

Other upper Bonanza claims also are producing heavily this season.

Kalama Smelt Run Too Heavy

KALAMA, March 3, 1910. — The tremendous run of smelt has completely wiped out the market. Yesterday a fisherman named Vanhoon brought in 1,500 pounds of smelt which he was utterly unable to sell. He then commenced giving the fish away to anyone who would take them.



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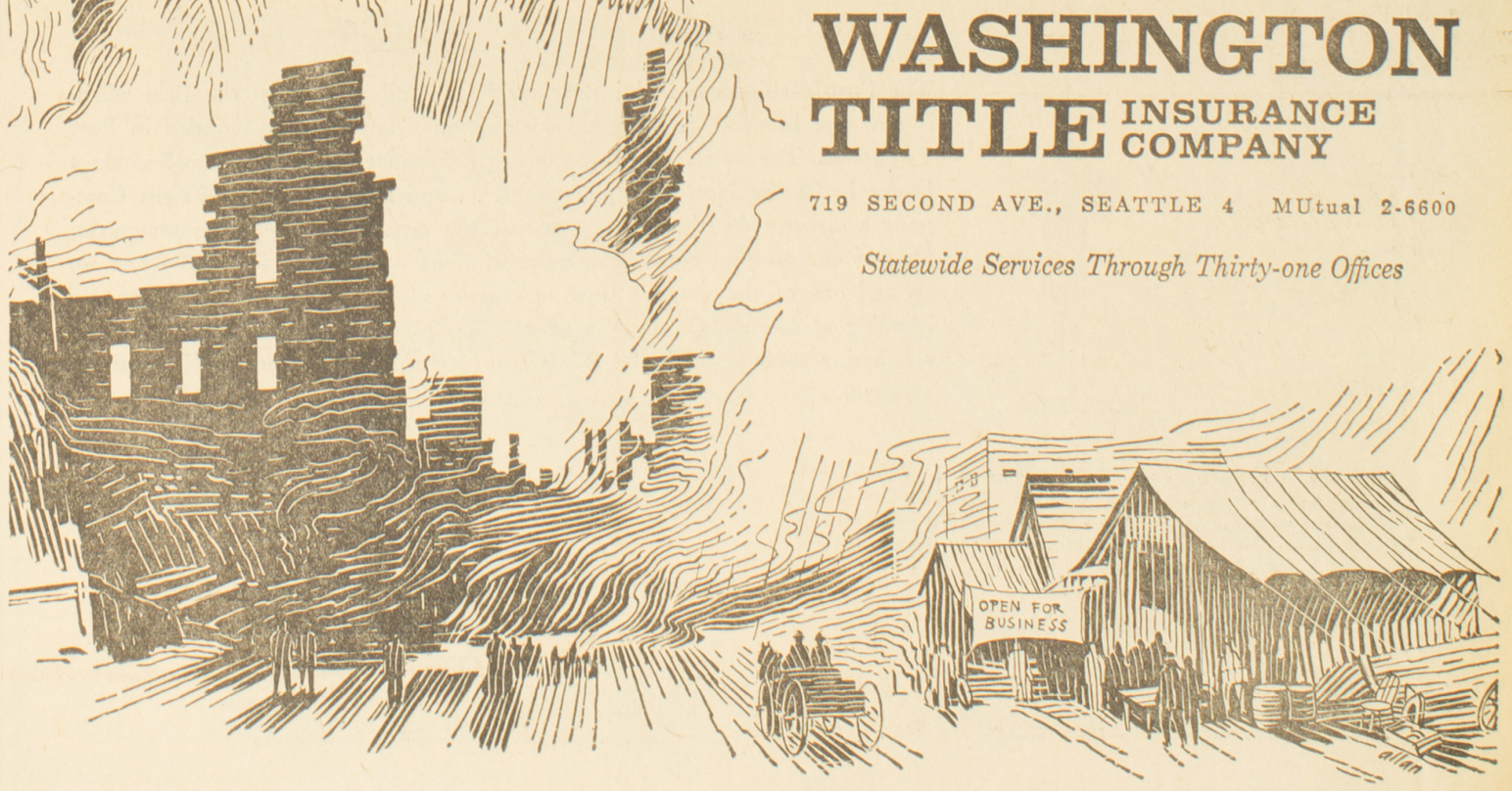

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Silk Trains Are Gone But Are Not Forgotten

By Don Page
Post-Intelligencer Marine Editor

THE GOLDEN age of this port of Seattle? Some say it lies behind us, in the 1890s, when the "Ton of Gold Ship" Portland and other little freighters were hauling the raw wealth of Alaska south to Puget Sound. Some say the golden age of Seattle came later, when ships were swarming in here for cargos of lumber and grain from our seemingly endless supply.

Others say the golden age of the port of Seattle still lies ahead of us, when Seattle becomes the New York of the West that was visioned by the pioneers who first christened their strip of beach "New York Alki," New York by and by.

But the silken age of the port of Seattle?

The silken age of Seattle is easier to mark off on the chart of time. The silken age of Seattle began half a century ago and lasted a little more than 20 years.

SEATTLE'S silken age reached its height in the Twenties. And it was rich, raucous, romantic height. Its trademarks were the transPacific express ship and the silk train—a 300-ton juggernaut that rambled cross-country from Seattle docks with a feather at its stack and the right-of-way over every other train on the tracks.

The first silk train out of Seattle, according to tenuous historical records, ran in 1909, the last probably late in 1933. W. B. Jones, now chief dispatcher for the Great Northern Railway, says 307 silk trains moved over the GN alone between 1925 and 1937.

Writing of the year 1928, the late Enoch A. Bryan, president emeritus of Washington State College, reported in his book, "Orient Meets Occident":

"Ninety-eight deep-sea steamship lines operate from the port of Seattle alone, and the Washington Customs Districts has been third-ranked of all those in the U.S. in the value of her imports and seventh in total value of exports and imports.

"She is second in the number of passengers entering ports. Her gateways are entered by the ships of all great commercial nations on the face of the earth.

"Where once the shores of the North Pacific were cruised by the white-sailed clipper ships exchanging trinkets for the precious skins of the sea otter, now giant ocean liners plow the waves at top speed, carrying the precious bales of silk on the shortest pathway to the hungry mills on the Atlantic Coast."

In 1929 the Washington Customs District received total imports valued at $216 million. Of this, silk accounted for $151 million, more than two-thirds of the total.

This was raw silk, of course—great pale cream-colored skeins of raw silk baled in Japan or China and dispatched "via Seattle." This silk was precious stuff. Some ships and silk trains teamed on cargos worth almost $10 million. Interest and insurance alone on such cargoes could run more than $2,000 a day.

SEATTLE OWED its dominance in the silk trade to its place on the great circle route from the Orient—with an advantage then of more than a day's sailing time compared to California ports.

The fastest ships of the Pacific vied in the silk trade—such American ships as those of the old Dollar Line, and the fleetest vessels of Nippon Yusen Kaisha and other Japanese lines, and England's Blue Funnel Line.

E. J. Dalby, the Post-Intelligencer marine editor of those years, traced some of the stories for his readers—"Big cargo of silk coming on SS Korea Maru"—$18 million in silk en route to Seattle"—"Big cargo of silk coming on SS Hikawa Maru"—"SS Arabia Maru to bring silk cargo."

The old Pier 41 at Smith's Cove, now the Navy's Pier 91, was Seattle's premier ocean terminal for silk.

SHIP AND RAIL and terminal operators would start preparing a week or more in advance for the arrival of a silk ship. As soon as her lines could be made fast and her hatches broken open, stevedores would start hauling out the silk bales, swinging them onto the dock and into the rail-cars waiting alongside the transit sheds.

Those silk train cars were not freight cars, of course. These were express cars or baggage cars serviced for this special service. They carried 28 tons of baled raw silk to the car.

The silk trains carried white flags in their classification brackets, marking them as extras. But, unlike other extras, the silk trains were given the freedom of the road. Crack passenger trains would be shunted onto sidings to let the silk trains boom through. At speeds of up to 80 miles an hour, a silk train could gain a full day on the fastest transcontinental passenger trains.

THESE WERE crack trains and crack crews of a steamship-locomotive age the world will not see again. Great Northern dispatcher Jones describes old 2517, one of the most famed locomotives in silk train service:

"This is a P-2 style steam locomotive. Engine and tender have a gross total weight of 617,800 pounds. Over-all length is just a few feet less than 100 from pilot to the rear of the tender. She has a capacity for 5,000 gallons of fuel oil and 12,000 gallons of water. Her four drivers on each side measure six-feet, one-inch in diameter. This is the heaviest, fastest and most efficient type of passenger steam locomotive ever built for transcontinental lines."

Railroading was a game then. The silk trains were the big leagues. This was a tough, highballing operation, but crewmen competed to work the silk trains. Like pony express riders of a few decades before, they stood poised at transfer points along the run, ready to jump aboard while other crewmen gave the train a hurry-up inspection and service job.

Every silk train carried at least one observer car for the guards. From there the railroad "dicks" kept an eye on their cargo. From there they hopped out whenever the train stopped, to hike along checking the seals on doors.

TO HELP protect the cargos from hijacking, there was an attempt to keep the schedules of silk trains secret. The exciting word spread, though. All along her route, the townspeople would be waiting for a glimpse of the flying locomotive and her half dozen or so cars full of silk.

Even in such rush-rush work there still was time for a touch of the heavy-handed humor of working men. As apprentice seamen once were dispatched for "the cannon report" and boys in machine shops were sent scurrying for "left-handed monkey wrenches," so the silk train crewmen were alert for railroad buffs along the way who might accommodate them by hurrying out into the hills to gather fresh leaves "for the silkworms."

BUT THE silken age of the port of Seattle was a gossamer, ephemeral age. You could sense the end of an era as early as 1930 in a P-I story that reported, **"Rayon price cut to meet decline in cost of silk."** As synthetic fibers robbed silk of its golden exclusiveness, the price of silk declined. Declining with the value of silk was the value of Seattle's position as the shortest through-port to the Orient.



Silk Train--Romance On Wheels

GREAT NORTHERN'S crack train, No. 2517, leaves Interbay on one of its famed runs to the East Coast with a cargo of silk. The romance and income derived from silk trains that carried precious loads across the nation were an important element of Seattle life between the years of 1909 and 1933.

12 Dredges Planned On Klondike

DAWSON, April 1, 1910.—The big spring thaw has begun and an awakening is coming along the entire Yukon for a season of activity.

The Klondike is preparing to operate twelve large dredges and a score of hydraulic plants on many individual placer properties this season.

THE LARGEST new enterprise, the Treadgold, a new company, will build a ditch seven miles long from the north fork of the Klondike, carrying 15,000 inches, virtually a small river, to generate power for the lifting of water for hydraulic purposes to high levels not hitherto supplied.

One hundred and fifty tons of material, including two steam shovels, were taken to the property this week.



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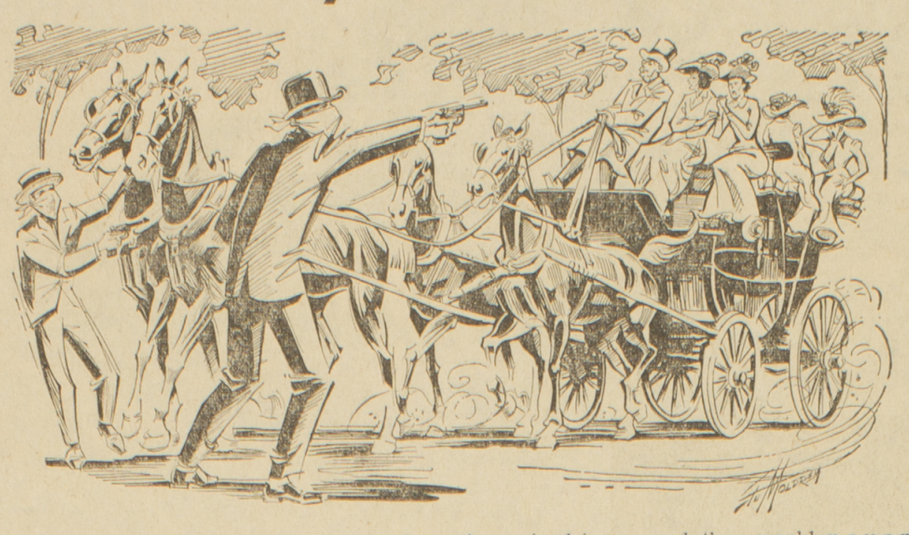
1914 Ambush By 'Robbers' One Big Joke

By Laura Emory Gilmore
Post-Intelligencer Women's News Editor



WE'VE ALL READ about the famous ride of Paul Revere. How many of you have read about the 1914 ride of Harry Whitney Treat, dapper New Yorker (and former secretary to John D. Rockefeller) who came to Seattle in 1914.

It was a lovely Spring day according to all reports, when "Kimmy" Treat's tallyho, carrying a half a dozen or more of the town's most prominent belles, was ambushed by "robbers" en route to the Seattle Golf Club.

The story received nationwide coverage in the newspapers because two of the young "victims" were Mrs. George Snowdon, niece of President William Howard Taft, and Mrs. Henry Dickinson, daughter-in-law of Judge McGavock Dickinson, secretary of war in Taft's cabinet, who was visiting the Joshua Greens at the time.

THE WOMEN were dressed in hand-embroidered organdy dresses and large picture hats. For all we know, there was a tea going on that afternoon at the north end clubhouse.

This particular day the party started out from the old Washington Hotel, then headed for Fremont and the new dirt road, which was quite deserted in spots.

According to one of the riders (several are still prominent on the social scene today) they were two-thirds of the way to the clubhouse when two masked men appeared from the woods. They rushed the horses, the animals reared and the wagon swayed.

ONE YOUNG woman became so panicky she swallowed her engagement ring, we are told. Another fainted dead away. When they finally reached the clubhouse Clara Wing (Mrs. C. W. Stimson) ran into the clubhouse shouting **"we've been robbed" . . . we've been robbed."**

The clerk in the office notified the police and soon the newspapers were hot on the trail. The late Col. Alden Blethen himself rushed to the scene with a corps of newsmen and photographers. About five miles from his destination the colonel had a flat tire and drove his machine the remainder of the way on the rim.

WHEN HE reached the clubhouse he found Treat and his entire party sitting on the stairs roaring with laughter. Kimmy had just told them the truth about his little "holdup," which was planned as an innocent prank by him and two of the town's prominent bachelors.

The only person who didn't think it was funny was Colonel Blethen, who had ruined a perfectly good tire and rim covering the story. Seattleites who still reminisce about the ride because they were there are Edana Collins Ruhm (Mrs. Thomas), Alma Stewart Ballinger (Mrs. John H.), and Clara Wing Stimson (Mrs. C. W.) who now resides in Portland.

MANY OF the descendents of Seattle Pioneers have interesting stories to tell about their illustrious, but human, forebears. When John McGraw was elected territorial governor in 1893, his daughter Mrs. Rollin Sanford relates, he delayed moving the family to Olympia for a year because Mrs. McGraw wanted to take along Pedro her pet dog.

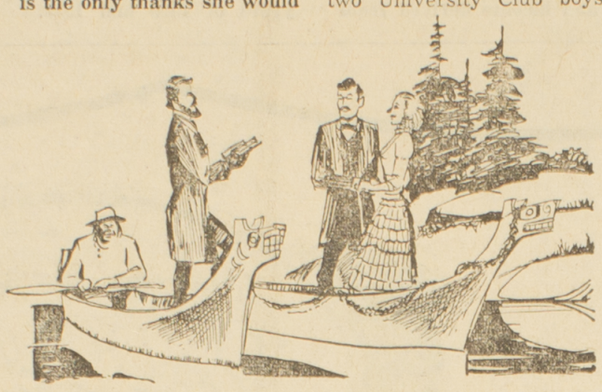
"Later father conceded," Mrs. Sanford recalls with a chuckle, "and we moved lock, stock and Pedro to our new home."

During his term of office Gov. McGraw went to Washington, D. C. with Sen. Sam Piles on business for the Lake Washington ship canal. They were invited to a White House reception and took with them three Seattle girls, Eleanor Nordhoff (now Mrs. Broussais Beck), Emma Baillargeon (Mrs. Thomas Stimson), and Imogene Caraher (Mrs. William Burwell), who were attending National Cathedral School in Washington.

"We were very proud of our Seattle girls," Gov. McGraw wrote his daughter, "but we wonder how they felt at the reception with one escort without any hair and the other wearing a wig." (Sen. Piles was the wigged one.)

Princess Angeline was a frequent visitor at the McGraw home, Mrs. Sanford remembers.

"I can see her now, squatting in our kitchen with her bucket of clams. Occasionally mother would ask her to stay for luncheon — that is the only thanks she would accept for the clams." (Princess Angeline was the daughter of Chief Sealth, for whom Seattle was named.)



At their mother's knee, Tippy Kittinger Nute and Margery Kittinger McChesney heard the romantic story of the wedding of their grandmother, Mary Jane Russell (who came across the plains from Illinois), and their grandfather, Charles C. Terry. In July, 1836, Chief Justice Edward C. Lander performed the ceremony in an Indian canoe. Terry was one of the first settlers who arrived in Seattle in 1851 on the steamer Exact.

THE KITTINGER girls also recall the riding breakfasts held at Cherry Glen, their home on Lake Washington, and in particular the one given for Edana and Tom Ruhm shortly after their marriage.

They remember too an amusing incident involving two University Club boys, Nat Paschall and Tom Andrew, 50 years ago. The young men were waiting at the corner of 2nd and Madison for a cable car to take them up the hill when an old fashioned glass - sided hearse passed by.

One of them said, "Wouldn't it be fun to rent a hearse and sit upright in it as we go by this corner?"

"I'll bet you wouldn't have the nerve to do it," the other young man challenged.

The next week the smartie won the bet and the horrified pedestrians vowed they would never again wait on that corner for a cable car — or a hearse.

ALSO ON the morbid side was the "Merry Widow" luncheon given by Mrs. Hugh Rood, a wealthy Colorado woman who was a colorful Seattle figure in the early days. Centerpiece for the luncheon (to which only widows were invited) was a miniature grave and tombstone made of white flowers. The late Mrs. John Collins was one of the luncheon guests.

"Mother left the luncheon before it was over," her daughter, Mrs. Thomas Ruhm, recalls. "I remember her saying, 'I was horrified.'"

Mrs. W. H. H. Green, Joshua Green's mother, was the social leader in Seattle for many years. On her daily promenades on First Hill she carried a directoire stick tied at the crook with fresh flowers.

FOR THE past 50 years her daughter-in-law, Mrs. Joshua Green, has followed in her footsteps. The Greens have lived in the same charming house on First Hill for over half a century. Their reputation for true southern hospitality started during the Taft administration, when they entertained many of his cabinet in their home, including Secretary of War McGavock Dickinson and Mrs. Dickinson.

Mrs. Green and Mrs. John H. Ballinger engineered the first Winter Ball (forerunner of the Christmas Ball) in a hall on Queen Anne hill.

"In those days we didn't have any florist to do our decorating," Mrs. Green says. "We had to transport the flowers and ferns by carriage or streetcar. Usually we made several trips."

Judge Thomas Burke was one of Seattle's best-loved citizens. He arrived in Seale in 1875, when Seattle was a straggling village of 1,200.

IN 1880 HE married Caroline E. McGilvra, who for years was socially prominent. The house they built on First Hill was constructed in the tradition of the times, with large rooms and high ceilings.

Probably the most interesting feature of their home was the museum, which Judge Burke built on the north side of the house. The museum housed Judge Burke's remarkable collection of Indian baskets, which are now in the Burke Museum on the University of Washington campus.

Caroline Burke made many trips abroad, and one of her favorite stories about her husband was an experience they had in Paris. Judge Burke couldn't speak French. When he went into a restaurant he put up what he thought was a good bluff.

THE WAITER handed him a menu and also the musical program. Judge Burke considered them carefully and pointed out his choice. After the waiter had gone Mrs. Burke asked what he had ordered, and the judge said he didn't know, he had selected several different foods.

"Why judge," his wife exclaimed, "do you know what you have done? You have ordered from the musical program!"

"Well," the Judge laughed, "I like music anyway."

April 12, 1910:

Denny Park Urged As Museum Site

Denny Park as a location for an art museum was proposed to the park board yesterday afternoon by a committee from the Washington State Art Association.

Without putting the matter to vote, the members expressed the opinion that to give up half of this two-block park would be too great a sacrifice, and the use of either Volunteer Park or Woodland Park was suggested as an alternative.

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Thomas A. Alberg, President

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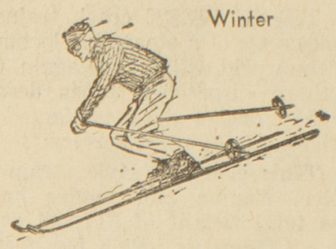

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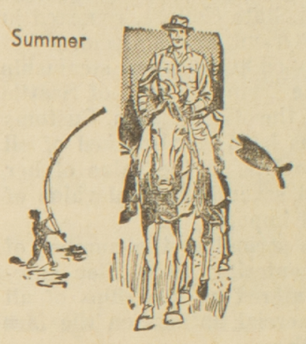

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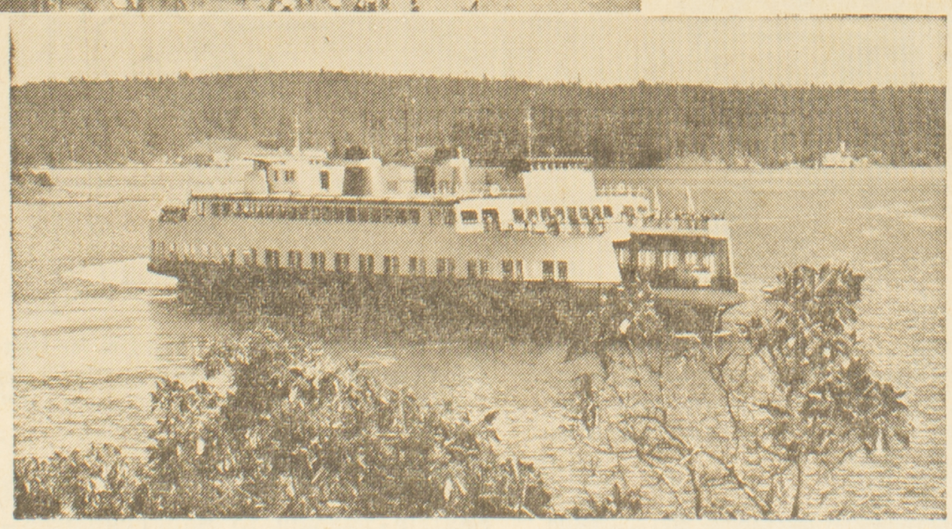
The old City of Seattle, at West Seattle ferry terminal. Note horse-drawn carriage.



The Evergreen State, typical cruise ship in the State Ferry fleet.

Since the founding of early settlements around Puget Sound ferry boats of various sizes and descriptions have, of necessity, played a vital role in the life of these waterside communities. Through the years, the ferry became as distinctive and reknown a trademark of the Puget Sound Country as the cable-cars became to San Francisco. Today, a fleet of swift, modern picture-window ferries serve the everyday business needs of many Puget Sound cities and towns, and open to the vacationer or sportsman the wonders of America's most scenic country.

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Paper Expands Under Editorship Of Bone

(Continued from Page 7.)

wrote an editorial for Page One, and went home to Richmond Beach. Frank Fitts, listening at Wilson's door, heard Chapin trying to persuade Wilson not to run the editorial. Wilson insisted. The next morning, spread across three columns, "The Post-Intelligencer Policy" told subscribers that henceforth the paper would be independent in its Republicanism.

"Candidates for office will be supported by reason of their character and fitness for the positions to which they aspire, and for no other reason."

The ground was laid.

Seattle, swollen to a population of 237,194 in 1911—a 194 per cent increase in 10 years—was a city of homes, and the homeowners rallied behind The Post-Intelligencer.

THE LONG, SHRILL MORALITY battle saw The P-I's city circulation jump from 18,649 in April 1910, to 31,000 a year later. Where there had been five newsbays selling 125 copies a day on the downtown streets, by April of 1911 a total of 155 newsboys were selling 9,500 copies daily.

Excitement mounted as the city council set the recall election for February 7, 1911. George W. Dilling was nominated to run against Hi Gill.

"It's not George W. Dilling who wants to be mayor—it's The P-I!" Gill shouted at a rally.

Then Federal Judge C. H. Hanford dealt the recall forces a blow. He issued an injunction sought by a taxpayer on the grounds that tax revenues could not be used to finance a recall election. That night, brandishing a sheaf of copy, Brainerd waved it at Ray Colvin, the AP correspondent, saying, "I may be in jail tomorrow!"

Next morning, his copy splashed across Page One.

"Government By Injunction Is Here!" it shrilled. On Page Three a photograph of Hanford was captioned, "Jurist Who Blocks Fight on Mayor Gill and Vice."

BUT WHAT STIRRED THE CITY to its depths was Brainerd's sensational description of Hanford. In plain English, it would have meant little; in Brainerd's English, it sounded awful—if you didn't have an unabridged dictionary handy.

"Venerable and aged man, austere and inexorable character, respected professionally, learned and studious in the law, Judge Hanford is one of the last men in the community with whom we would ever wish to disagree or differ, one of the last men of whom we would say that he showed rancor in opinion, one of the last men of whom it might be said that one of his decisions is anile and caduke."

Anile and caduke! The phrase flashed across the city. Few readers realized that the sinister sounding words meant only that the Hanford decision was that of a feeble old woman.

Two days later, William B. Gilbert, presiding circuit court judge at Portland, reversed Hanford.

"The court should be very slow in tying the hands of the officers of the city in a case of this kind," he ruled as he stayed Hanford's injunction.

And at the election, the downtown Gill supporters were swamped, 2 to 1, by the voters in the suburbs.

"It was the home people and the fathers and mothers voting for a clean city government that won yesterday's election," The P-I exulted. "Gillism is gone from this city. It is now as a bad dream."

THE DREAM TURNED INTO a nightmare for the Wappenstein gang. Matthews strode into Brainerd's office with W. J. Burns, the famous detective, and a stack of evidence. For three months, Burns had been busy trailing Wappenstein and his cronies. The erstwhile contractor, J. W. Baxter, was a Burns operative; he had spent $5,000 winning the confidence of the gang.

"Get Murphy up here!" Brainerd told Fitts.

Up came J. F. Murphy, prosecuting attorney. Brainerd told him the story, demanded a grand jury. Murphy objected. It would cost $10,000 and he did not want to ask the county commissioners for the money.

"What do you mean?" Brainerd snapped. "I elected you!"

Splashed on Page One, the story sent the ring members into panic. Most of them rushed to turn state's evidence.

"Members of the vice syndicate, their henchmen, women who enjoyed police protection under Wappenstein's regime, cafe men, saloon men . . . all sat in the courthouse hallway kicking their heels and waiting for a chance to tell all they knew," The P-I gloated.

Burns, **"a plump, rosy cheeked man who weaves his snares with a smile,"** announced publicly that no evidence against Gill had been uncovered.

"I don't think Gill ever got a cent," he said. Addressing the first annual banquet of the Seattle chapter of the American Institute of Banking, he added:

"Seattle has emerged from a rotten condition and in some respects it won't take long to show up the conditions that existed."

The P-I, privy to every move of the prosecutor, reported: "Since the big explosion, the vice syndicate has been checking up on itself. And it has found that by some unanimity of circumstance J. W. Baxter is the man to whom each of the syndicate has bared his business secrets."

The jig was up. In the end, Wappenstein and others went to the penitentiary.

BUT BRAINERD'S TROUBLES weren't over. Instead, Chapin clamped down on his crusades.

"While this paper supported and elected Mayor Dilling," Chapin told him, "we will in a short time be held up to ridicule. I do not propose that The Post-Intelligencer shall foster the kind of laws that were made in our forefathers' time.

"This is the Twentieth Century. We must abide by conditions as we find them. I desire that we have a more liberal policy in this paper with more encouragement and general boost."

Brainerd's days were numbered. Vacationing at Powell River, he received a telegram from Frank Fitts.

"Something here is not to your interest," Fitts wired. "Get to a telephone and call me as quickly as possible."

The editor hurried to Vancouver and called his loyal secretary.

Fitts had seen Chapin bring a stranger into the editorial offices, open Brainerd's door, and heard his say: **"And this is where you'll sit."**

The stranger was Scott C. Bone, 51, a brilliant editor who founded and owned the Washington, D.C., Herald. For months, Chapin secretly has been negotiating with him. For $569.30, half of his moving expense, and a guaranteed salary of $7,000 a year, Bone became editor of The Post-Intelligencer on September 1, 1911.

BRAINERD RETIRED TO HIS Richmond Beach ranch. His successor launched himself into civic activities, struck a quick friendship with Alden J. Blethen, owner of The Times — much to Chapin's delight. The general manager wanted peace. Beriah (Ton of Gold) Brown, still writing editorials, wrote to his brother, Ashmun, in Washington:

"Bone is breeding a large scab on his nose by becoming popular and taking a prominent part in all doings, posing and fraternizing with Blethen in public. Wilson will get crazy jealous if the people get to thinking that Bone is the big noise on The P-I. That was one of the things he had it in for Brainerd for . . ."

Bone, however, was much more capable than Beriah Brown believed. The editor enlarged the paper, gave it "a dignified tone," and banned from its advertising columns all dubious material which newspapers of the period were inclined to carry.

SUNDAY CIRCULATION jumped when he began publishing The Post-Intelligencer Sunday Magazine, "The Best Printed Magazine in the West." It featured full-page pictures, such as a drawing by Stuart Morris of the L. C. Smith Building under construction. Will Hudson, the photographer, was given a full page for his beautiful marine shot, "Beating the Tug."

Seattle and The P-I prospered together. Bank clearings in 1912 were $602,430,000, more than $50 million more than in 1911. All this came without either important real estate transactions or Alaskan gold; the golden flood from the north had slowed to a trickle. Seattle's prosperity, said N. H. Latimer of Dexter Horton National Bank, was merely "the healthy, natural growth of the city's retail, manufacturing and jobbing interests."



Alki Water Sport

BATHING WAS popular at Seattle's Alki Point Beach in 1912, but swimming was another matter, if this photograph is representative. Driving also was popular, judging from the well-filled parking area.

April 2, 1910:

Letter Carriers Band To Play

The Seattle Letter Carriers' band, recently formed among the postoffice employes, will give its first concert at the Y.M.C.A. auditorium next Thursday evening.

The object is the accumulation of a fund to send the band to the national convention of letter carriers at Rochester, N.Y., in September, 1911.

In preparing the programme the committee has obtained as additional attractions Prof. Kantner, director of the Y.M.C.A. orchestra; Prof. F. L. Deignan, banjo instructor; J. W. Davies, of the Cambrian quartet, and Miss Temple G. Burr, violinist.

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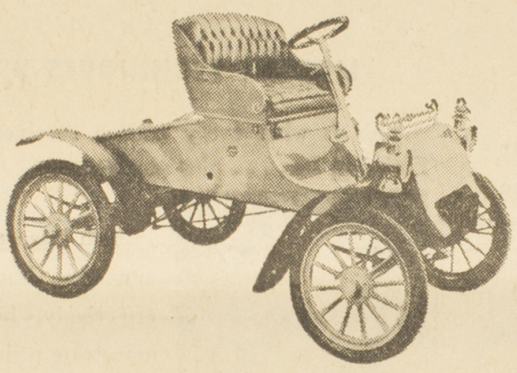
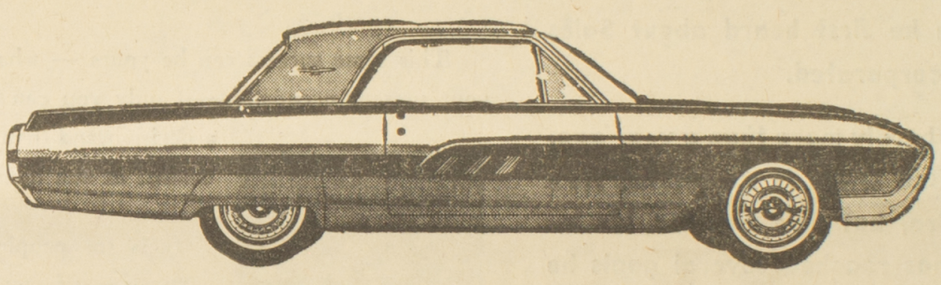
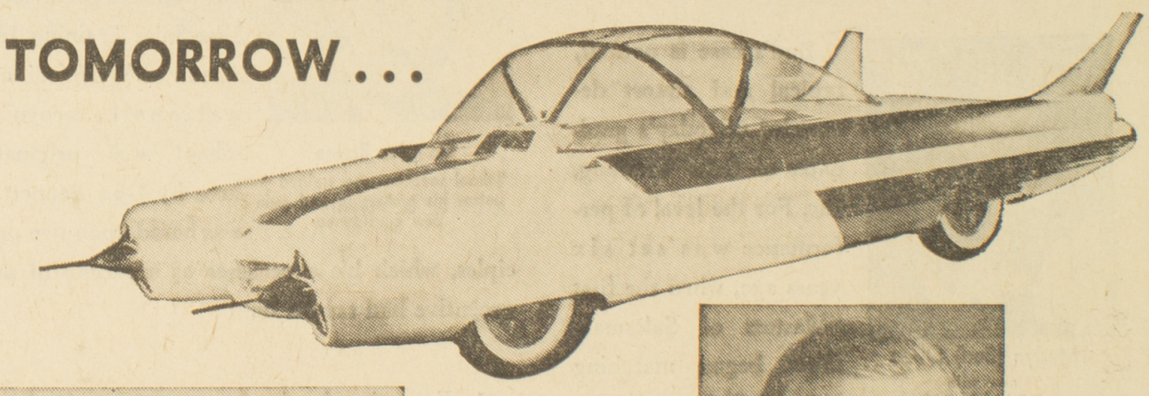
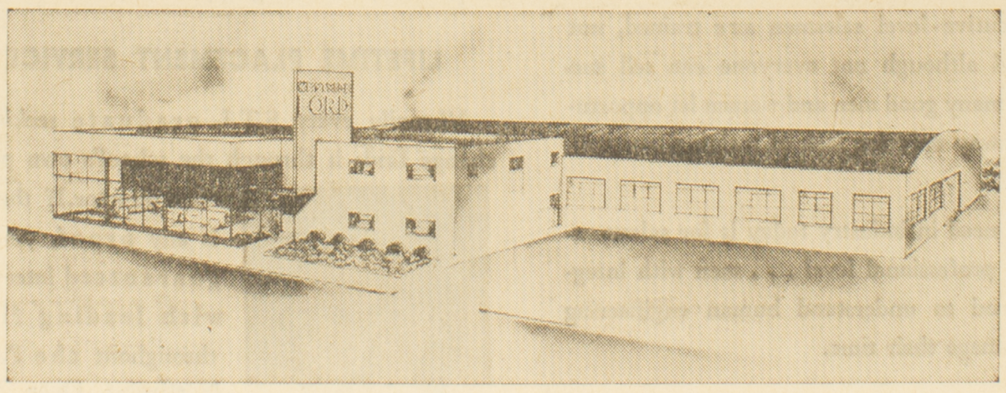
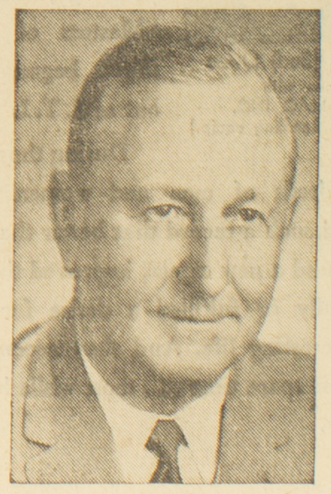




YESTERDAY • TODAY • TOMORROW . . .







Ralph Malone, President

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means your best buy always of America's first name in motoring!

There's more to your automobile than styling, horsepower and all those unique convenience features. When buying a new, or even a used car, the people who sell and service your automobile should be a most important consideration. In this regard, Ralph Malone's Westside Ford has earned the high regard of thousands of customers all over the Pacific Northwest—people who know that Westside's service, integrity, and dependability live up to the quality of the fine automobile they sell.

Westside Ford was the world's first Space Age Super Auto Market—selling new Ford cars and trucks in addition to a wide and varied selection of fine used automobiles. Quality—in product and service—have meant *quantity* for Westside, a factor that means a better buy all ways.

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"It's a lie! Salesmen are not born...They are trained."



These words, which have brought success to thousands of men like yourself, are the foundaton upon which Seattleite Don Bennett six years ago began Sales Training, Inc. —today the fastest growing organization of its kind in America . . . Read how S. T. I. opens doors of opportunity for other men . . . and could for you!

Merlyn Owen was working in a warehouse when he first heard about Sales Training, Incorporated.

That was hardly more than a year ago, and today Bud Owen is successful. He's no millionaire, but he's boosted his income and has reached several goals he set for himself.



Merlyn (Bud) Owen
now with
AIR-MAC, INC.
(materials handling equip.)

Bud's case is normal, typical and almost demanded of today's graduates of Sales Training, Inc. For the level of performance was set six years ago, when the first "Masters of Salesmanship" began marching out of S.T.I.

During those six years the hundreds of men and women graduated developed such a record that better than nine out of ten found a new career, improved their income substantially or fulfilled a desire for a richer, more interesting life. And they accomplished it all in their spare time . . . most while holding another job.

WHAT IS S.T.I.'S SECRET?

This same success can be yours — whatever your present occupation—if only you can make a decision and then keep headed in one direction.



Douglas Boyce
School teacher, who trained to better his profession and gain new confidence

It is for people like yourself — if you have the desire to get ahead—that Sales Training, Inc.. was born. When this now nationally recognized school was originated here by Don Bennett, it was based upon two principles, which his experience as a successful sales executive had taught him:

1. Executive-level salesmen are trained, not born. And although not everyone can sell successfully, many good men and women let opportunity slip away only for lack of training.

2. The need in industry today is for salesmanship on a professional level . . . men with integrity, trained to understand human engineering and to manage their time.

MODERN TECHNIQUES USED

This is what every trainee receives at Sales Training, Inc. . . . plus much more:



Howard Sharp, Jr.
Former salesman, who moved ahead rapidly in the Home Oil Co.

You learn to prospect a market, how to speak effectively, how to demonstrate products, ways to overcome natural objections and profitable methods of closing sales. Personality development strengthens individual attitudes and provides you with a sense of accomplishment and purpose.

Whether you are working with your hands or already selling. there is no other training available in America, which can propel you so quickly into responsible, rewarding opportunities.

LIFETIME PLACEMENT SERVICE

Virtually every S.T.I. graduate seeking a change finds it through the school's own placement director. If the past is any proof, you are guaranteed interviews with leading firms throughout the Pacific Northwest. Over 2,000 firms have standing requests to interview S.T.I. graduates. All types of firms are represented, paying attractive salaries or salaries plus commission. Some include company cars, retirement plans and many plus benefits.



Walter P. Carmichael, Jr.
Retired Colonel, who found new career with Ritenberg Sales & Service

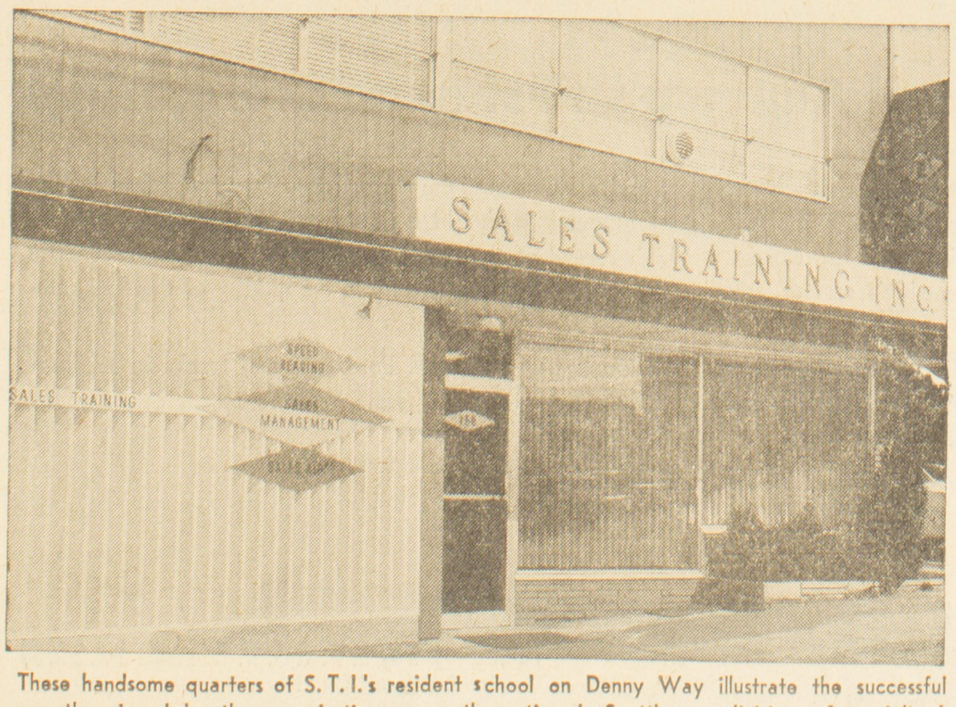
If you would like to find a new road to success, then YOU MUST TAKE THE INITIAL STEP. If you want to increase your income THIS YEAR . . . enjoy greater opportunity and security, increase your self-respect . . . then you should look into this growing phenomenon called Sales Training, Inc. You need to have a high school education or better to qualify, and you must be 21 to 49 years old.

THE FIRST MOVE IS YOURS

In order to help you make this decision, S. T. I. makes available a Psychological Aptitude Test that helps reveal basic salesmanship potential. It is simple yet authoritative. You take it free without obligation of any kind . . . in the privacy of your home if you care to.

RIGHT NOW, while you're thinking about your future, you should complete the coupon below . . . or better yet, pick up the phone and call MA. 2-8440, where our operator will take your request any time of day or night.

If you take this important step now, 1963 most certainly will be the beginning of the best years of your life.



These handsome quarters of S. T. I.'s resident school on Denny Way illustrate the successful growth enjoyed by the organization across the nation. In Seattle new divisions of specialized training and service to industry have been added, including sales apptitude testing, sales clinics, speakers bureau, industrial sales aids.

SEATTLE'S SALES TRAINING, INC. MAKES NEWS ACROSS THE COUNTRY

S. T. I. Notes Progress on P-I's 100th Anniversary

Earlier this year Robert Coulson of Denver received the highest award made annually by the Denver Sales and Marketing Executives.

When Colorado's Governor John Love presented Coulson his trophy, solid confirmation was added to the growing respect being won by Sales Training, Inc., across the country. For Bob Coulson, who once owned his own business, is today Director of Registration for the Denver Branch of S. T. I.

Sales Training, Inc., now offers its unique course in salesmanship in 8 major cities, including the home office in Seattle. The others are: Denver, Detroit, Dallas, Minneapolis, Kansas City, Los Angeles and Portland.

Several more branch schools are being readied for opening this year, and it can be safely said Sales Training, Inc., is the fastest growing organization of its kind in America

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