

## THE RECOLLECTIONS OF BEN BURGUNDER

### *Introduction*

In 1921-22, when I was collecting historical information from pioneers of Whitman County, I was informed by Ray Walter, a newspaper man of Colfax, Washington, that Ben Burgunder, at that time one of the oldest pioneers of the Inland Empire, had in his possession a manuscript of his own preparation that contained a description of his early experiences in the Pacific Northwest. I was also told by Mr. Walter that Mr. Burgunder was not willing at that time to have the manuscript published. Last September, when I was visiting in Colfax, Mr. Walter told me that he had examined this manuscript at the time of Mr. Burgunder's death and had used it in preparing an obituary for publication in the *Colfax Gazette*. He had, however, returned the manuscript to Leonard Burgunder, a son of Ben Burgunder. Upon inquiry we learned that Leonard Burgunder still had the manuscript, and from him I obtained the loan of it, with permission to have the article published.

Mr. Burgunder's manuscript is typewritten and not dated. Leonard Burgunder was not able to tell me the year in which his father had prepared it, although he said that it had been written in recent years, probably within the last five or six. It will be observed that some proper names in the manuscript were misspelled and that I have made some corrections. These misspellings, I believe, were not due to carelessness on the part of Mr. Burgunder, but rather to carelessness on the part of the person who did the typing. In comparing the manuscript with contemporaneous writings I am impressed by the remarkable accuracy shown by Mr. Burgunder in preparing these recollections.

It is not thought necessary to write in this introduction a life sketch of Mr. Burgunder, for in the following pages the essential facts of his life are told in his own words. He died at his home in Colfax on February 20, 1925, being almost eighty years old. An account of the funeral services and a brief sketch of his life may be read in the *Colfax Gazette* of February 27, 1925. From this sketch I quote briefly in order to make available to the readers of this magazine some facts pertaining to the later life of Mr. Burgunder that are not mentioned in his manuscript.

"He engaged in business in this city [Colfax] with William H. Bishop. The next year [1880] he formed a partnership with

Schwabacher Brothers and conducted one of the leading stores in this city until 1890, when the store was sold and Mr. Burgunder retired to look after his private business affairs.

"He served on the city council, was president of the local commercial organization and for years was active in promoting the Whitman county fair and the old Spokane fruit fair, which later became the Spokane Interstate Fair.

"In 1885 he married Dora L. Lansdale in Colfax. Four sons were born to them, one dying in infancy. The three surviving sons are S. E. Burgunder, with a large produce company at The Dalles; R. M. Burgunder, deputy prosecuting attorney of King County; and Leonard Burgunder, in Colfax. Mrs. Burgunder passed away about eleven years ago."

In preparing the Burgunder manuscript for publication I have been greatly aided by the writings of two of Mr. Burgunder's contemporaries, W. P. Winans and Daniel Drumheller. A few years ago Mr. Winans, who had kept a diary during his residence at Fort Colville in the sixties, prepared a manuscript entitled *Stevens County, Washington: Its Creation, Addition, Subtraction and Division*. The part of this manuscript which pertains to the military history of Fort Colville was published in the *Washington Historical Quarterly* (Vol. III, No. 1). The manuscript was also used by N. W. Durham of Spokane in the preparation of his *Spokane and the Inland Empire* (1912). Recently, as a result of correspondence between Vice President C. S. Kingston and members of the Winans family, a copy of this manuscript has been obtained for the Normal School library (Cheney). In referring to this writing in the footnotes hereafter, I shall designate it the *Winans Ms.*

*The Recollections of Daniel Drumheller* were published serially in the *Spokane Sunday Spokesman-Review*, starting with the issue of April 3, 1921. Curiously enough, Mr. Drumheller, whose experiences in the Pacific Northwest began at about the same time as Mr. Burgunder's, survived Mr. Burgunder only a few days. He died in Los Angeles on February 28, 1925. I shall hereafter refer to Mr. Drumheller's autobiography as the *Drumheller Recollections*. (This autobiography has recently been published in book form under the title of "*Uncle Dan*" *Drumheller Tells Thrills of Western Trails in 1854*).

I have also had at my disposal the first three volumes of the *Palouse Gazette*, a weekly newspaper which was established in

Colfax in 1877. This newspaper has been published continuously since its inception, although for many years it has been called the *Colfax Gazette*.

Brief accounts of the gold-mining days on the Upper Columbia River may be read in H. H. Bancroft's *History of British Columbia*, chapter xxvii, and in W. J. Trimble's *The Mining Advance into the Inland Empire*, chapter iv. An invaluable source for this period of the history of the Pacific Northwest is the *Washington Statesman*, a weekly newspaper published in Walla Walla. Walla Walla was a center of considerable importance during the gold-mining days in the Inland Empire, for much of the traffic that came up the Columbia River, as well as large numbers of miners, passed through this town en route to Boise Basin or to the mines in the north. Walla Walla was also, to some extent, a "wintering place" for miners who could not afford to go to California. The *Statesman* recorded, week by week, the comings and the goings of groups of miners, packers, and cattle drovers; conflicting stories regarding rich "strikes" also found space in this journal, as well as many interesting letters written to the editor by men in the mining country. A satisfactory, although not complete, bound file of this newspaper for the decade of the sixties is available for study in the library of the University of Washington. The several books, newspapers and manuscripts which have been consulted in editing this paper are specifically cited in the footnotes.

J. ORIN OLIPHANT.

#### *The Recollections of Ben Burgunder*

I was born the fifteenth of April, 1845, in the city of New York, of German-Bavarian parentage. I wanted to go in the army but my parents said I was too young, so I came West with friends. I was seventeen years old when I left home. We started on the twenty-ninth day of April, 1862, from Cincinnati, Ohio, and went to St. Joe, Missouri. We started across the plains May 22, 1862, and we came by mule team. We had two four-mule teams and a lot of loose mules, three horses and one ambulance. We left Omaha June 1, 1862. We had two drivers for the mule teams, one cook, who was the wife of one of the men, three women and three small children. There were also four men besides the two drivers: Marcus Oppenheimer, Alec Kaufman, Louis Eckard and Joseph Oppenheimer's boy and girl who were babies. Carrie Oppenheimer, who was a niece of Mr. Oppenheimer, and myself. We had at one time in our party thirty or forty wagons.

We started by ourselves, but when we got to Omaha we joined a train. We elected officers for the train and elected Alec Kaufman captain. We elected him captain because he had been across the plains before. Later, when we struck a party from Denver, we elected another man for captain.

We took the Landers cut-off through the Bear River Mountains and when we struck camp at noon one day at the foot of the mountains on a creek we saw eight Indians coming towards camp. As soon as we saw them we tied our bell mare and saddle horses to the wagon. When the Indians came into camp they wanted something to eat. Some of the party were for feeding them and some were not, but the majority wanted to feed them. We gave them their dinner. Mrs. Oppenheimer pointed one of the Indians out as a white man and we all laughed at her. We then moved camp for the night and of course we always formed a corral and put the horses and mules on the inside of the corral and left one opening, and we had guards every night. About midnight we heard a lot of shots and the Indians came up where the corral was closed and tried to stampede the animals to the mouth of the corral, but they didn't scare the stock, but they did scare the women like the "devil." In the morning after the Indians tried to stampede our stock they went back to our noon camp where there was now a big cattle train (immigrants driving with cattle) camped, and they stole a lot of their cattle and drove them off. The immigrants followed the Indians, recovered the cattle, and killed three Indians, or two Indians and a white man, or what was supposed to be three Indians, and the white man hollered, "For God's sake don't kill me," and the men asked him what he was doing there and he replied, "This is the way I make my living." They gave him a bullet and sent him to his long home. That is the only accident we had crossing the plains. We didn't see any game on the road except two antelopes on top of the mountains where we couldn't shoot them. We brought all our provisions with us. One wagon was loaded with the bedding and one was loaded with provisions. We came through the Grande Ronde Valley and John Day and Deschutes Rivers and struck the Columbia River at The Dalles. We arrived at The Dalles September 16, 1862, with the teams. It took us three and one-half months to cross. Some took six months to cross. We went from The Dalles to Portland, Oregon. The train broke up before we got to The Dalles, and we were alone when we struck the Grande Ronde Valley.



I stayed in Portland until January 1, 1863. I came to The Dalles and went into the General Merchandise business with Dusenberry Brothers, January, 1863. In September, 1863, they sent me to Walla Walla to their other store, and on the fourteenth day of December, 1863, I went to Colville to take charge of a store belonging to the D. H. Ferguson Co. at what is now called Marcus, Washington, on the banks of the Columbia River.<sup>1</sup> The first time I went to Colville I went with the mail man and we followed the Mullan Road until it turned off to the East. We crossed on the ferry at the mouth of the Palouse, run by the McQuirk Brothers. The trails ran up the Palouse River. Starting from Walla Walla, we crossed the Touchet at Spalding's Place called the Mullan Crossing. From there we went to the ferry at the mouth of the Palouse, run by McQuirk<sup>2</sup> Brothers, and then to Cow Creek and then to Lugenbeet [Lougenbeel Creek]<sup>3</sup> and from there we went to Colville Lake,<sup>4</sup> and from there the road went right through where Sprague is now. From there we went to Spokane Ferry, known now as LaPray bridge,<sup>5</sup> then run by James Monaghan (Spokane Jimmy).<sup>6</sup> From there we went to Walker's Ferry [Prairie], which was named after the missionary. After we left Walker's Ferry [Prairie] we followed the trail to Fool's Prairie; the wagon road went by Jump-Off Creek and Cottonwood and by Chewelah. From there we went to Colville, where I stopped a

1 "The same year [1862] the initial store was established at Marcus by a man named Ferguson. He soon encountered opposition, for shortly afterward William Vernon Brown opened a second store. Marcus Oppenheimer, the homesteader of the site of Marcus, soon purchased Mr. Ferguson's interests at this point, and subsequently took his two brothers, Samuel and Joseph, into partnership with him. The Oppenheimers and Mr. Brown continued to conduct their respective mercantile establishments at Marcus for many years, and the town developed into quite a lively trading point. Their stocks of goods were brought in by freighters from Walla Walla. . . . June 27, 1890, Marcus Oppenheimer, for whom the place was named, and Joseph Monaghan platted the town."—*History of North Washington* (1904), p. 152.

2 "Mr. McWhirk is having a new town site surveyed at the Snake River ferry at the mouth of the Palouse. If the Kootenai mines prove to be as extensive as they now promise, the town will become a place of at least some importance, situated as it will be on the wagon road to that country and Colville. It will also have some claims to being the nearest point to the mines from steamboat navigation."—*Washington Statesman*, March 5, 1864.

"Palouse city is the name of the new town recently laid off at McWhirk's Ferry, at the crossing of Snake river, on the Colville road."—*Ibid.*, March 26, 1864.

"Mr. McWhirk informs us that about 100 pack animals have crossed his ferry this spring en route for the Kootenai mines."—*Ibid.*, April 2, 1864.

3 A small creek emptying into Colville Lake. See *Wash. Hist. Quart.*, VIII, 86.

4 This is now commonly called Sprague Lake. The early settlers in Eastern Washington frequently referred to it as Big Lake.

5 "In 1859 and 1860 J. R. Bates operated the ferry at the Government crossing on the Spokane River. He sold out to W. J. Terry and William Nixon, and on September 20th, 1860, James Monaghan was employed by them to take charge of it, he at that time being 20 years old. The legislature on January 11, 1861, granted them a charter to build a bridge. This ferry afterwards became the property of James Monaghan, who built the first bridge in 1865 at this crossing. This bridge afterwards was called Lapray's Bridge, Joseph Lapray purchasing it about 1875."—*Winans Ms.*, p. 25. See N. W. Durham, *Spokane and the Inland Empire*, II, 7.

6 Spokane Jimmie was a well-known character among the pioneers. A. J. Splawn, who passed by this place in 1867, mentions him.—*Ka-mi-a-kin*, p. 227. See also the recollections of a pioneer, John E. Smith, in the *Wash. Hist. Quart.*, VII, 273, and a biographical sketch of Monaghan in N. W. Durham, *op. cit.*, II, 7 et seq.

couple of days and then went down to Marcus where I had charge of the store. This used to be the British Boundary Survey Barracks.<sup>7</sup> The Hudson Bay Fort was two miles this way from Marcus on the Columbia.

The mail carrier had one pack animal and three saddle horses. He had one soldier as passenger besides myself. We stopped at the ferry and then took a lunch along and we had our meals at the ferry and then had our lunch at Fool's Prairie.

Did most of our general merchandise trade with the Indians and miners at Marcus. Trade from British Columbia, Okanogan country and down the Columbia River. The chief articles we sold were groceries, overalls, boots, shoes, tobacco and shirts, etc. I called Colville my home for fifteen years. In 1866 I went in partnership with R. Lamphere, and we took a stock of goods on the Steamer "49" to LaPort[e]<sup>8</sup>, B.C., 275 miles above Marcus.<sup>9</sup> (The head of navigation of Columbia). Then we hired small boats to take our stuff to Gold Creek, B.C., and then we hired men to pack it across the mountains a mile and a half to Gold Creek where they put it in canoes or small boats to freight it to McCullough Creek<sup>10</sup> where my partner started a store, and the rest of the goods we took up in boats to the mouth of French Creek and had them packed a mile and a half on men's backs to our store that I started on French Creek. R. Lamphere & Co. was the name of the firm. In the winter of 1864-65 the miners that were at Marcus built a lot of small boats and went up the Columbia River prospecting. In the spring of '65 they struck Downey<sup>11</sup> Creek, Carnes Creek,<sup>12</sup> McCullough Creek, and French Creek.<sup>13</sup> On the latter two creeks

7 "The same year, 1859, the British Boundary Commission, under Col. Hawkins, located their quarters on the south side of the Columbia River, two miles above Kettle Falls and about fifteen miles from the American post, built comfortable log houses to shelter his command of sappers and miners. The place is now occupied by the town of Marcus, and in July 1903, only one of the original houses was still standing."—*Winans Ms.*, 17. The British abandoned this post on April 4, 1862.—*Id.*, 18. The town of Marcus was named in honor of Marcus Oppenheimer. Writing in his diary under date of September 8, 1863, Winans said: "Marcus Oppenheimer and W. V. Brown took possession of some of the buildings of the British Boundary Commission abandoned last year by Col. Hawkins, and the sappers and miners." This site was homesteaded by Oppenheimer.—*Id.*, 11.

8 La Porte, located on the Columbia River, between Downie and Gold Creeks, north of the Arrow Lakes.

9 Various distances are given in contemporaneous and in later accounts. These range from 225 miles to "about 300 miles." See Lieut. Thomas W. Symons, *Report of an Examination of the Upper Columbia River*. . . ." p. 12.

11 Downie Creek.

12 Hank Carnes prospected Harnes Creek in the spring of 1865.—H. H. Bancroft, *History of British Columbia*, p. 537.

13 These creeks are located in the British Columbia "Big Bend" of the Columbia River. French and McCulloch Creeks are branches of Gold Creek. For an account of the mining activities in the "Big Bend" of the Columbia, as well as for a brief story of the Kootenai excitement, see Bancroft, *op. cit.*, chap. xxvii. See also an editorial in the *Spokane Spokesman-Review*, October 24, 1925, and W. J. Trimble's *The Mining Advance Into the Inland Empire*, chap. iv.

they struck placer mines in the fall of '65.<sup>14</sup> This created the excitement of the Big Bend country, or the rush of '66. The miners came up on boats from Portland and San Francisco.<sup>15</sup> From British Columbia they came by Suswap Lake<sup>16</sup> and packed across the mountains to the Columbia River and from the Columbia River to McCullough and French Creeks.<sup>17</sup> They went by dog teams and the Indians packed the freight. The miners packed all the grub on their own backs. The government made a trail from La Porte steamboat landing in 1866 to McCullough and French Creek which was called twenty miles, but Mr. Moberly the engineer measured the road by horseback and must have thrown in his horse's tail for good measure as it was more nearly twenty-five miles than twenty. One streak payed [sic] well in the French and McCullough Creek strike. They got \$3500 in five days but got no more after that.<sup>18</sup>

Freight was sixty cents a pound from Portland to the mines. In the fall of 1867 I bought my partner out and in 1868, the mines being a failure, I brought what goods we had down to Marcus. Perry Creek gold mines being struck in the fall of 1868, I formed a partnership with Oppenheimer Company and we started a store at Perry Creek. I sold out to them in 1870 and came back to Colville and in the spring of 1871 I took pack trains loaded with bacon, flour, to Cedar Creek, Montana. Perry Creek was struck by a half-breed by the name of Perrier.<sup>19</sup> It was struck in the summer [?] of 1868 and it proved to be a failure as it had only one little pay streak. It was only about twenty miles from the

14 "About 100 miners wintered (1864-65) at Marcus and in the spring of 1865 started up the Columbia River and prospected the streams emptying into it, and discovered the French Creek or Big Bend mines in the fall of 1865."—*Winans Ms.*, 26.

15 "The rush from the lower countries to the Columbia and Blackfoot mines via this point still continues unabated. The stages come from Wallula daily, loaded down with passengers; some of them come with the intention of making this place their home, or preparing to start for the gold regions of Montana or Columbia."—*Walla Walla Statesman*, March 9, 1866.

For some account of the routes of travel to the Upper Columbia River mines in these years consult Bancroft, *op. cit.*, 532 *et seq.*

16 Shuswap Lake, north of Okanogan Lake.

17 In the *Walla Walla Statesman* of March 2, 1866, appeared the following: "The Victoria papers are endeavoring to make miners believe that the most direct route to the Columbia River mines is by way of Fort Hope, thence to Shauswap Lake, and so on to the mines. . . . Early in April Capt. Len White will have his boat running on the Upper River, by which conveyance miners will be taken within 20 miles of the mines. By this route supplies can be taken into the mines at a figure not to exceed 15 or 18 cents, while by way of Fort Hope, the figure is about 40 cents. An attempt to divert travel from the legitimate channel in order to further out-of-the-way interests is poor business for newspapers, and we are sorry to see the Victoria papers thus prostituting their columns."

18 For returns from French and McCulloch Creeks see Bancroft, *op. cit.*, 535-536.

19 Perry Creek, a branch of St. Mary's River, "was opened in 1867 by Dan Kennedy, Little Sullivan, and a half-breed named Frank Perry, who had been fitted out by the miners of Wild Horse Creek to make locations on their behalf."—Bancroft, *op. cit.*, 526. It will be noticed that Bancroft and Burgunder do not quite agree on the date of this strike.

Wild Horse country where gold had been struck in 1863.<sup>20</sup> This is now called Fort Steele. A railroad now runs right on the trail we used to pack on. We used to camp on what was called Joseph's Prairie. This is where the site of the town of Cranbrook now is. The International Railroad out of Spokane runs through this place. The Kootenai mines were the best. They were struck in the fall of 1863.<sup>21</sup> Mines were also struck in Montana in 1863 and these were the first real strikes in the country. We stopped at a ferry and wayside house which is now the town of Riparia and which was then called the Texas Ferry. A man by the name of Doolittle (who had an Indian wife) started a wayside house and built a bridge that crossed the Palouse River at the mouth of Rock Creek. A man by the name of Heines started a wayside house at Rock Creek (Little Rock Creek) near Spokane. A man by the name of Spokane Jackson<sup>22</sup> started a house at Moran Prairie in the early '60's, where the residence of J. J. Browne now stands. Joe Herron [Herrin] and Tim Lee started a ferry on the upper Spokane, known now as Cowley Bridge, in 1863.<sup>23</sup> Charlie Kendall bought out Tim Lee and Joe Herron [Herrin] in 1865 and later Charlie Kendall was murdered, shot by a man named Joe Leonard. His property was sold at administrative sale and Cowley and Ford bought the property.<sup>24</sup> A ferry was started on the road going to Kootenai country called Simiachine<sup>25</sup> and an-

20 Wild Horse Creek is a small tributary of the Kootenai River. See Bancroft, *op. cit.*, 523.

21 "Just as Cariboo reached the zenith of its yield in the fall of 1863, came rumors of a new field in the far southeastern corner of British Columbia. The principal diggings were upon Wild Horse Creek, which flows into the Kootenai River about fifty miles north of the Boundary."—W. J. Trimble, *The Mining Advance Into the Inland Empire*, 56. "The real importance of the Kootenai mines in the mining history of the Inland Empire arose from their location, they being remote from the commercial and governmental centres of the British colonies and easily accessible from the territories to the south. . . . Consequently, in spite of high tariff, improvement of the British trail, and eagerness of the government to draw trade to Victoria, physiographic considerations prevailed, and nearly all of the trade was with points south of the boundary."—*Id.*, 58.

22 See Daniel Drumheller's account of his meetings with Spokane Jackson, both in British Columbia and subsequently in the Spokane country, in the Spokane *Sunday Spokesman-Review*, May 8, 1921.

23 "The first bridge built on the Spokane River was above the Mullan Road crossing, in 1864, by Tim Lee, Joe Herring [Herrin] and Ned Jordan. The high water in the spring of 1865 took it out, and it was rebuilt by the same parties that year."—*Winans Ms.*, 25. Cf. *Wash. Hist. Quart.*, VIII, 87-88.

24 "The well-known firm of Cowley & Ford, of Spokane Bridge, has been dissolved, Mr. M. M. Cowley continuing the business."—*Spokane Times*, April 14, 1881.

25 This word is spelt in various ways. For example, in the *Washington Statesman* of September 23, 1864, there appeared this story: "Mr. Richards, an old miner, returned this week from what is called 'Simeaketeen,' at the crossing of the Pen d'Oreille river. Numbers of miners bound for the new El Dorado—Kootenai—continued to pass the Ferry at that point. He met several pack trains this side of the Spokane, going to Kootenai. The Ferry (Simeaketeen) is about 50 miles from Antoine Plante's, making it 200 miles from Walla Walla. Mr. William Hines keeps a store at the Ferry, and a party of men from the lower Pen d'Oreille were at his store last week, to purchase provisions. It was supposed that they had struck paying mines above the mouth of the river, but they declined to give any information as to what they were doing."

John E. Smith, who freighted goods to the mines in the sixties, gives the following account of his journeys into the Kootenai district: "In 1864, I returned to Walla Walla and resumed freighting by pack mules. I freighted into Boise, Idaho; into Wild Horse Creek, in the Kootenai Country, in B. C. My route was north from Walla Walla, across



other ferry was started where Bonners Ferry is now. Charlie Kendall came from British Columbia in 1865 and started a road house where Rathdrum is now and he sold the place to a man by the name of Barnaby, a Canadian Frenchman, and he [Kendall] bought Tim Lee out. Barnaby sold to Westwood<sup>26</sup> and he surveyed the town of Rathdrum. A[t] Bonners Ferry and at Spokane Jimmy's place there were rope ferries. The ferry on the Columbia River at the mouth of Kettle River and at Simiachtine was one that had to be rowed across.

We crossed the Pend O'Reille Lake on a steamboat to what they called Cabinet Landing up by Hope, Idaho, which was across the Lake. From there we packed into Cedar Creek. When we came back the steamboat had stopped running and our pack train had to cut the way from Cabinet Landing to Simiachtine. The captain of the steamboat had promised to wait and take our pack train back across the lake, but he failed to keep his promise. We crossed the Coeur d'Alene mountains July 4, 1871, and followed the Mullan Road through the Fourth of July Canyon. We rode eighty miles in one day, on a horse which could walk five miles an hour. Seventy-five miles a day was my average ride. I could go

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the Snake River; I crossed the Spokane River at Cowley's Bridge, crossed the Pend Oreille at Sinacquetene Ferry, crossed the Kootenai at Bonners Ferry, and thence on to the Wild Horse."—*Wash. Hist. Quart.*, VII, 274.

Thomas B. Beall, in his "Pioneer Reminiscences," says: "At Sinneacatine Ferry, on the Pend O'Reille, Guy Hanes in '64 had a road house. . . . At Bonners Ferry in 1864 Ed Bonner had a ferry across the Kootenay which led to the name of Bonners Ferry for the subsequent settlement of this point."—*Wash. Hist. Quart.*, VIII, 87.

See also an account of a journey through this country in 1880 by Captain James Ewart, in the *Palouse Gazette*, August 27, 1880; also, in the *North-West Tribune* of September 29, 1880, copied from the *Montana Missoulian*. In the *Spokane Times* of July 7, 1881, the name of the ferry is given as "Seniaquoten."

Mr. James Watt, a pioneer of the Cheney district, freighted goods to the Kootenai mines in the sixties. On January 23, 1926, he gave to me the following description of the route which he followed:

"In going from Walla Walla to Kootenai we traveled over the Mullan road to the crossing of the Touchet River, the site of the present town of Prescott; thence to the Snake River, which we crossed sometimes at Silcott's or Lyons Ferry and sometimes at Texas Ferry. We struck the Mullan Road again at Rock Creek and followed it to the crossing of the Spokane River, or Herrin's Bridge, as the place was then called. This bridge was located a half-mile above the place where Colonel Wright, in 1858, corralled and slaughtered several hundred head of cattle belonging to the Indians of this region. From this point the Kootenai trail diverged, and we proceeded to the present site of Rathdrum, which in 1866 was called Conner's Ranch; thence to a ferry on Pend Oreille River, about 12 miles below the present town of Sandpoint. This ferry was called Simeaketeen. From the ferry the trail led to the site of Sandpoint and then cross to Pack River; thence to Stampede Lake, about 15 miles from Pack River; thence to Bonner's Ferry on the Kootenai River. The trail then led down the Kootenai River for 15 miles to a camping place and thence across to Moyie River, a distance of about 16 miles; thence up the north bank of the Moyie a distance of 40 miles, when it crossed this river at Peavine Prairie, near the home of Ogden Howell, a trapper. This was at Lake Moyie whence the Moyie River takes its rise. From this crossing the trail led to St. Joseph's Prairie, where the Canadian revenue officers were located; thence to the upper crossing of the Kootenai; thence five miles to Kootenai town, on Stud Horse, or Wild Horse, Creek."

<sup>26</sup> The town of Rathdrum was at first called Westwood, in honor of its pioneer citizen, Charles Wesley Wood. According to the *History of North Idaho* (Western Historical Publishing Co., 1903), p. 781, Mr. Burgunder made an error in stating the name of the founder of this town to be Westwood. On this point see also the reminiscences of T. J. Allen, compiled by William S. Lewis, in the *Spokane Sunday Spokesman-Review*, June 28, 1925.

from Colville to Walla Walla and return in seven days, which was 421 miles. I used to make 1000-mile trips.

Cedar Creek, Montana, was struck in 1870, and it was there that I met Senator Clark for the first time.<sup>27</sup>

I went over to Portland in 1871 and came back to Colville in 1873 and left there in January, 1878, and went to Walla Walla. We had one store at Marcus and one at Colville and we owned what was called the Pend O'Reille Mill.<sup>28</sup> We also owned a store at Perry Creek in Kootenai country. In 1867 they built a road from Colville, and it was called the Cottonwood Road, to Spokane Prairie and intersected to Kootenai and Montana. It was used for the purpose of hauling freight out by wagons. The road was built by the business men of Colville under the supervision of John U. Hofstetter, with the assistance of an Indian guide. There were no engineers and they built a better and straighter road than they build today with engineers.<sup>29</sup> I went to Walla Walla in '78 and stayed there, and in '79 I went into partnership with Schwabacher Brothers and then I came to Colfax and have been here ever since.

In 1826 the Hudson Bay Company settled in Colville and they bought out the North Western Company and moved their place of business from the Spokane House on the Little Spokane River to Colville down near the Columbia River.<sup>30</sup> They then built the old Hudson Bay Company Mill, known as the Meyers Mill, which is on the Colville River on what they called Meyers Falls, now used by the Colville Electric Light Company. In 1863 between [This sentence is badly scrambled, but the manuscript has been followed] the treaty with the Hudson Bay Company with the United States government they claimed thirteen miles square in Colville valley and in 1872 the last payment was made by the United

27 Senator W. A. Clark.

28 This mill, the first American mill in the Colville Valley, was built on the Little Pend Oreille River in 1859 by B. F. Yantis. Yantis sold it in 1861 to a Canadian named Hoag, and in the following year Hoag sold it to D. H. Ferguson & Co. Ferguson sold his interest, in 1868, to his partners, Joseph Oppenheimer and Samuel Oppenheimer.—*Winans Ms.*, 27.

29 "To enable the people of Colville to reach the Kootenai trail with the products of the valley, it was necessary to make a road from Cottonwood Creek, a few miles south of Chewelah, to Peone Prairie, a distance of about 60 miles through the timber. The people volunteered the labor, and the merchants, C. H. Montgomery, D. H. Ferguson & Co., and myself, donated the provisions. The road was laid out by a company, consisting of an Indian as a guide, D. H. Ferguson as commissary and John W. [U.] Hofstetter as overseer. The people by the dozens worked there during the summer and fall of 1867, and completed the road so that it has been used ever since."—*Winans Ms.*, 26.

30 Mr. Bergunder was slightly confused regarding the relation of the North West Company to the Hudson's Bay Company. The two companies were united in 1821. In 1825 John Work began the construction of the Colville establishment near the Kettle Falls, but was obliged to abandon it in the autumn of that year and return to Spokane House for the winter. Spokane House was abandoned in the spring of 1826. Fort Colville became the most important trading post in the interior of what is now the State of Washington.

States to the Hudson Bay Company.<sup>31</sup> Mr. Donald McDonald (son of Angus McDonald, chief trader of the Hudson Bay Company who came in 1840 and took up the Hudson Bay Post as a homestead) sold it to J. P. Graves and he sold it to the Great Northern. The Hudson Bay Mill on the Colville River was homesteaded to Meyers and they still have possession.<sup>32</sup> The Hudson Bay Company buildings are all destroyed and there is just a brick pile left. The Frenchmen, who were all servants of the Hudson Bay Company, took up the land in the valley and raised wheat, oats and barley.

The United States post was built at Colville in 1859.<sup>33</sup> Colville had three stores, a brewery, three saloons. D. H. Ferguson ran one store, W. P. Winans<sup>34</sup> and L. Abrams had one and Charlie Montgomery,<sup>35</sup> formerly Smith and Company, ran the other. John U. Hofstetter<sup>36</sup> had a brewery and three miles from there was a saw-mill, a grist-mill and a still (which the government later destroyed) owned by Douglas[s].<sup>37</sup> The government built a saw-mill.<sup>38</sup> The garrison was right across the stream from the town of Colville and it occupied a mile square, now all farm lands.

31 A treaty negotiated by the United States and Great Britain in 1863 provided that a joint commission should settle the claims of the Hudson's Bay Company and the Puget Sound Agricultural Company against the United States for property held by these companies south of the forty-ninth parallel. They had been guaranteed certain "possessory rights" in the Treaty of 1846. The award of the commission, consisting of \$650,000, was made in Washington, D. C., in September, 1869. Colville was abandoned by the Hudson's Bay Company in 1871.

32 In 1866 L. W. Meyers and George B. Wannacott leased the mill at Meyers Falls (Goudy's Mill), and soon began to manufacture patent flour. Mr. Meyers remained in possession of this property when the Hudson's Bay Company abandoned Colville in 1871, and in the following year he rebuilt the mill.—*Winans Ms.*, 29.

33 For an account of the establishment of the American Fort Colville, in 1859, see *Winans Ms.*, 17 *et seq.* This part of the *Winans Ms.* was published in the *Wash. Hist. Quart.*, III, no. 1.

34 W. P. Winans, author of the manuscript frequently cited herein.

35 Charles H. Montgomery, a native of Canada, arrived in the Colville Valley on October 12, 1859. He kept a merchandise store for several years, was for 13 years postmaster at Colville and held numerous public offices in Stevens County. He died on May 18, 1908.—*Winans Ms.*, 36, 47.

36 John U. Hofstetter went into the Colville Valley with Major Lougenbeel in 1859 and helped to establish Fort Colville. Later he engaged in the freighting business, established a brewery in one of the mining districts of British Columbia in the early sixties, and subsequently was engaged in the same business in Colville. He was also, at various times, school superintendent, sheriff, and commissioner of Stevens County. The present town of Colville occupies his homestead. He died in Colville in 1906.—*Winans Ms.*, 39, 52.

37 "The first sawmill in the country was built in 1856 and 1857 at the falls on Mill Creek, about three miles below where the United States Fort Colville was afterwards located in 1859. The money necessary was furnished by Francis Wolf, and the work of building by R. H. Douglass and John Nelson. . . . The partners in the sawmill did not work in harmony, there was some litigation. Mr. Douglass claimed the water right and froze the others out. He afterwards, about 1860 or 1861, built a flour mill adjoining the sawmill. The power being buckets on a fifty-foot endless chain over a three-foot pulley. He called the mill 'Love Defeat.' He also built at the foot of the falls a distillery, and generously sampled its product."—*Winona Ms.*, 28.

38 When Major Pinkney Lougenbeel, in 1859, undertook to build Fort Colville he endeavored to make a contract with the owners of the Douglass sawmill for lumber, offering \$20 per 1,000 feet, for rental of the mill, he to furnish the logs and labor. "The Douglass & Company, no doubt thinking their opportunity had arrived, asked \$40.00. The result was that the Major built a dam about half a mile above the Fort, put in a sawmill, cut what lumber the Post required and afterwards leased the mill, and the settlers were thus able to buy lumber at \$10.00 per 1,000 feet."—*Winans Ms.*, 17. A settlement which grew up near the fort was at first called Pinkney City, but later Colville.

Wheat was ground into flour and the flour was shipped out and they fed the rest to the hogs. There was about 20,000 [bushels?] raised including oats, barley, etc. To harvest it they cut it with cradle and tramped it out. The mower and the reaper came in the latter 60's. Wheat was the best seller. The Indians raised a little wheat and packed it in on horses to the mill. In later years, in the 70's, a man by the name of John Chapman worked for us and we discharged him and he started a mill at Addy but he didn't make much. He is an uncle of Dr. Chapman<sup>39</sup> of Colfax. This was a great hay country and it is the prettiest valley in the State of Washington.

#### *Stock Raising*

Oppenheimer & Co. in the latter 60's bought two Berkshire pigs and he [sic] paid \$150 and also a brood sow for which they paid \$150, and these were the first thoroughbred pigs this side of Portland. They had nothing but wild razor-backs in there before. Later on they bought a pair of Chester white pigs and hauled them from Wallula in wagons to Colville. These pigs were purchased in Portland. On the way up there some of the *honest* ranchers took the Chester white pigs out of the pen and put in a pair of razor-backs. The Hudson Bay Company, Angus McDonald in the early days, in 1850 bought some Durham cattle up in the Flathead country which had originally come into Montana from the East. These were the first thoroughbred cattle north of Snake River. There were a few sheep, and John Hofstetter had the first sheep in the country. We killed hogs and cured meat and shipped it to the mines and to Portland, Oregon, and the cattle we bought from the farmers in the valley and drove them to the Kootenai country. We made two trips a year and sold to the butcher. We made one drive to The Dalles of 500 head. Charlie Montgomery made one drive to Montana in 1871. We received \$40 a head for the steers and the age made no difference.

#### *Money*

The money that was used was principally gold dust. The soldiers had the only green-backs that were in use. They weighed the gold dust out on gold scales. The gold on the Columbia River was worth \$16.00 an ounce. The Rock Creek, which was coarse, was worth \$16 an ounce. The French Creek and McCullough

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<sup>39</sup> Dr. George A. Chapman, a dentist of Colfax.



Creek gold was worth \$18.00 an ounce. Perry Creek and Wild Horse Creek gold was worth \$18.00 an ounce.<sup>40</sup> The Caribou gold was worth \$16.00 an ounce. Montana gold was worth from \$16.00 to \$18.00 an ounce. The gold was priced by dollars, and everything was in gold prices. In the early days goods came from Portland by steamboat to the lower Cascades, portage from the lower to the upper Cascades, and then from the upper Cascades it was shipped in a boat to The Dalles. It was sent from The Dalles to Cellio [Celilo] in wagons and on boats to Wallula, and in high water in boats to Lewiston, but from Wallula to Walla Walla it was sent in wagons and from there they packed it to the mines in wagons and pack trains and in later years, in 1863, they built a railroad.<sup>41</sup> It was the first railroad in the country from The Dalles to Cellio [Celilo]. In later years they built a railroad around the Cascade portage. They ran one boat (Colonel Wright),<sup>42</sup> which was the first boat, from Cellio [Celilo] to Wallula and to Lewiston. Captain Leonard White was the first steamboat captain on the upper Columbia.

#### *Navigation of Columbia*

Ran a boat in high water as far up as Priest Rapids.<sup>43</sup> The "Steamboat 49" was built at Marcus by Leonard White (Captain), Westley Briggs (Purser), Wash Eldridge (Engineer), Al Pinkston (Mate), and Jim Costello was the ship carpenter. The steamboat was launched in the fall of 1865 and it made its trial trip in November, 1865, and it made its first trip on the Columbia in April, 1866.<sup>44</sup> They started from Marcus and then started from

40 "The [Kootenai] gold was of the best grade, worth \$18 per ounce."—Trimble, *op. cit.*, 57.

41 "The Railroad of the Oregon Steam Navigation Company at the Cascades is completed. The first load of freight and passengers was brought over the road the 20th instant. The Dalles and Celilo road is also completed, and freight and passengers are now being brought over it."—*Washington Statesman*, April 25, 1863. See G. H. Atkinson's account of his trip to Florence in 1862.—*Oregon Argus*, August 16 and 23, 1862. It will be noted that Mr. Burgunder's statement in reference to these railroads is not entirely accurate.

42 See T. C. Elliott, "The Dalles-Celilo Portage: Its Influence and History," in the *Quart. Ore. Hist. Soc.*, XVI, 133 et seq., and Lulu D. Crandell, "The 'Colonel Wright,'" *Wash. Hist. Quart.*, VII, 126.

43 "The steamer *Cascadella* went up to Priest Rapids this week, with a cargo of goods for the Columbia river mines. We believe it is the intention of the company to run her regularly hereafter to that point."—*Washington Statesman*, June 6, 1863.

"The steamers of the Oregon Steam Navigation Company's line will hereafter make irregular trips from Wallula to Priest Rapids, touching at the new gold mines at White Bluffs. Due notice of the departure of the steamers will be given by the agent, at Wallula."—*Washington Statesman*, August 8, 1863.

44 One encounters numerous references to the steamer *Forty-Nine*, some of which are contradictory. Perhaps the most satisfactory contemporaneous notice of the building of this vessel is to be found in the *Walla Walla Statesman* of May 4, 1866: "The steamer 'Forty-nine,' plying on the Columbia River between Little Dalles, W. T., and Death Rapids, B. C., Capt. L. White, commanding, has made her first trip. She left Little Dalles on the 15th of April, and arrived at Death Rapids, on the 24th—a distance of nearly 300 miles. She had a large number of passengers en route for the Columbia mines. The trip was not a pleasant one, as it was storming nearly all the time, besides they had to

Little Dalles below Northport and ran up to LaPort[e], B. C. The machinery for the boat was furnished by the Oregon Steam Navigation Company and was taken from the "Jennie Clark" and hauled from Wallula to Marcus by ox-team.<sup>45</sup> The lumber for the boat was cut at the Douglas[s] Mill on Mill Creek. Another boat was built in the early 80's at the time when the Canadian Pacific was being built. Mr. Oppenheimer had the contract and they built a steamboat. Captain Sanborn was in partnership with Oppenheimer to haul supplies from there up to the Canadian Pacific Railroad at Revelstoke, B. C. They put the steamboats on the upper Columbia.

In 1863, after the Boise excitement, the town of Umatilla was started. The steamboats used to land at that place. All goods going to Boise and the Owyhee from Portland and San Francisco was landed at Umatilla.<sup>46</sup> The goods was packed on from there. We also used to pack our money because the express was so high that we would rather take a chance on highway robbers. We carried gold dust principally and we carried it on the horn of the saddle. We rode to Walla Walla and took the stage to Wallula

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break through 12 miles of ice. The snow on the River banks ranged from 2 to 4 feet in depth. Only two persons had come in from the other side this spring; both of them had their feet badly frozen. They report that the trail cannot be traveled with safety for over a month yet. Nearly 300 miners wintered in the mines. Several more creeks have been discovered that give promise of great richness. The steamer made her return trip in 26 running hours. The road from Colville to Little Dalles is in good order. The steamer was to start on her second trip, Monday, April 30th."

Bancroft, *op. cit.*, 533, tells virtually the same story of the *Forty-Nine*, as does also Winans in his diary. According to Winans, 7, "The first steamboat for the Upper Columbia River was built where the town of Marcus now stands by Captain Lew [Len] White, Miss Christine McDonald and Miss Mary L. Brown driving the first nails. It was launched November 18, 1865. Its officers: Captain Lew [Len] White, Purser Wesley Briggs, Mate A. C. Pingstone, Engineer Wash Eldridge. Made its first trip about April, 1866. It was named 'Forty-Nine' in commemoration of its route from Kettle Falls north across the 49th parallel to the head of navigation."

The Walla Walla *Statesman* of May 18, 1866, published a letter from a correspondent who was a passenger on the first trip made by this steamer. This correspondent said: "The steamer has proved a perfect success; she found no obstacles that she did not readily overcome. . . . On the first trip she took 15 tons freight and 75 passengers. The trip was made in 9 days up and 26 hours down—cutting her own wood."

Judge J. E. Wyche, upon his return to Walla Walla from holding a term of court at Colville, told the editor of the *Statesman* that he had had "an interesting talk with Capt. White, the pioneer Capt. on the upper Columbia. It is about 270 miles from the Little Dalles by steamer to Laporte or Death Rapids, the upper point of navigation, and which is only some 15 miles from French Creek, in the Big Bend mines. Passengers are carried for \$25, and freight at 10 cents per pound, and each passenger is allowed 50 pounds of baggage without charge. . . . An effort is being made to establish a competing route by Victoria and Yale and up the Shuswap Lake some 130 miles, thence about 50 miles over the Selkirk range of mountains to Laporte. . . . As the routes of travel are now established, the best way to reach the Big Bend mines is by the Columbia from Portland to Wallula; thence to Colville; thence to the Little Dalles, and thence by Capt. White's steamer to Laporte, which is only about 15 miles from the mines."—Walla Walla *Statesman*, June 1, 1866.

Additional references to the *Forty-Nine* and its relation to the Upper Columbia River mines are as follows: Walla Walla *Statesman*, December 8, 1865; May 25, August, 10, 1866; *Puget Sound Weekly* (Seattle), November 5, 1866; F. W. Perkins, in the *Palouse Gazette*, August 9, 1878; *History of North Washington*, 152; Caroline C. Leighton, *Life at Puget Sound*. . . . chap. iv; special correspondence to the Portland *Oregonian*, May 28, 1883; A. J. Splawn, *Ka-mi-a-kin*, 228; Lieut. Symons, *op. cit.*, 12; "Narrative of Benjamin MacDonald," in the *Wash. Hist. Quart.*, XVI, 190, 191; Trimble, *op. cit.*, 27.

<sup>45</sup> See Trimble, *op. cit.*, p. 127.

<sup>46</sup> This is apparently an overstatement. See the next note.

and then took a boat to The Dalles and stayed all night there and took a boat to Portland. On the way down I stopped at Walla Walla and my friend, Schwabacher, gave me a sack of gold dust to take to Portland, and at Wallula Mr. Gatzart and Company gave me another sack of gold dust and when I got to The Dalles Block, Miller & Company gave me another sack, and by the time I was ready to leave my canteen was full and I had about 100 pounds or more. In traveling in the early days we met brother merchants, probably some men that we had never met before or would [n]ever meet again, and let them keep your gold dust and we kept theirs while going to dinner. I was never held up but was once followed, but the fellow never held me up. I always carried a six-shooter revolver and because I rode the fastest and best horse on the road I could kiss them all goodbye.

#### *Horses*

The horses in the valley were mostly cayuses, but early in 1860 a man by the name of Morgeau brought in a good stallion and in 1870 Charles Montgomery bought a half-breed Perchion [Percheron] from Walla Walla. Antoine Paradise brought a White Stocking, over sixteen hands high, which was a draft and a trotter. We brought some American mares from Oregon and sold them to farmers. Some cayuses and stallions were bred up. The only mules in the country were the ones in our teams in the early days, and we had about fourteen. The government bought the mules that we brought across the plains. The pack horses were cayuses and we packed these with pack saddles but we packed the mules with aparhoes [aparejos]. The pack mules came from Mexico and they averaged about 400 pounds to a load. A cayuse packed about 300 pounds. Most of the packing into the mines was done by cayuses or mules. Out of Walla Walla mostly mules were used for packing to the mines. Sometimes they hauled from Walla Walla to Simiachtine with wagons and they were met there and packed the rest of the way. From Walla Walla to Colville, freight, provisions, etc., were hauled in wagons. Spokane Bridge, Lewiston, Simiachtine, and the steamboat landing on the Pend O'Reille were the main distributing points for the pack trains. From these points they packed to the mines with pack trains, and they used mostly mules, but they also used some horses and wagons. The wagons hauled 6500 pounds. Some of the wagons with four horses would only haul about 3500 pounds. Out of the Umatilla country they hauled to Boise with prairie

schooners.<sup>47</sup> These prairie schooners had a bed six feet high and hauled about 10,000 pounds with a trail wagon and eight or ten head of oxen. One freighter used five span of horses. He was called "Whispering Thompson" because he could be heard a mile off hollering at his horses or mules. Packers packed out of Walla Walla and they bought whole cargoes and take [took] them to Montana and charge[d] for the cargo in addition to the freight. They also traded as well as freighted. They ran pack trains with from forty to sixty mules. Henry Hewitt and John Bartlett (Hank and Yank) were big packers and they had sixty packs. Patsy McGraw, Martin Collins, James M. Kennedy, Frank Lowden, Don Hayes, H. H. Spalding, John O'Neil, Adam McNeeley, Freer Brothers (ran cayuse train) packed out of Lewiston to Florence and Elk City. Andrew Evans freighted with ox teams in Walla Walla. Ball and Stone had big ox teams and freighted from Walla Walla to Boise, Idaho.<sup>48</sup> These freighters hardly ever lost any animals. They used iron axle wagons.

There were lots of Chinamen in this part of the country. In 1865 from 1000 to 1500 immigrated to the Columbia River from British Columbia and scattered from Marcus down to the Snake River. All of the Chinamen walked. There was a \$3000 claim at the mouth of the Pend O'Reille and a \$5000 claim at Daisy. These claims were sold by white men to the Chinamen. They worked with sluices at the mouth of the Pend O'Reille and at Daisy and the others worked rockers along the banks of the river. These bars are all now orchards. Quite a crowd in 1865 and they came to Marcus and then scattered out. They used to mine at Rock

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47 There was considerable freighting from Walla Walla to Boise. The rivalry between Umatilla and Walla Walla as shipping points to Boise Basin was perhaps as great as was the rivalry at one time among White Bluffs, Wallula, and Walla Walla as the most suitable outfitting point for freighters destined for the Big Bend, the Kootenai, and the Montana mines. See the *Walla Walla Statesman*, April 6, 27, and July 27, 1866.

The *Statesman* of December 19, 1863, printed the following paragraph: "Several teams have left the city this week for Boise. Four ox teams freighted with goods left on Wednesday, going by way of the new road." There also appeared in the issue of May 27, 1864, the following: "Ball & Russel's train of ox-teams consisting of 16 teams and 250 oxen, left the fore part of this week for Boise. They were freighted with the quartz mill for the Ainsworth company at Owyhee, and oats for the U. S. military post at Fort Boise—from 90,000 to 100,000 lbs. in all."

48 Some account of the freighters who lived in the Walla Walla Valley in 1866 is given in the *Walla Walla Statesman* of April 6 of that year: "We, the undersigned teamsters and freighters, living in Walla Walla valley, and being engaged in the transportation of goods from the Columbia River, inland, beg leave to present the following facts, to all those who are interested, that we prefer freighting from Wallula to Black-foot, Boise and Colville, than from any other point on the Columbia River—W. A. Ball, John O'Donald, J. W. Harbert, Richard Farrell, John S. Cairns, D. M. Grow, Charles Russell, Baldwin & Whitman, W. Bernding, J. C. Calls, E. T. Lowe, Milton Evans, J. W. Morrison, T. B. Williams, G. A. Evans, A. L. Jones, John Dunn, P. M. Lynch, S. Clayton, C. Jacobs & Co., W. M. Ewing, Geo. F. Thomas, Henry L. Boyle, S. Linkton."



Creek, B. C. These were the principal Chinese on the Columbia.<sup>49</sup> Some Chinese cooked but most of them mined. In 1865 the state put a tax of \$6.00 a year on each Chinaman.<sup>50</sup>

I came to Colfax in 1879.<sup>51</sup> We shipped the first oats in 1881 to California and we hauled it to Almoda in wagons and shipped it to San Francisco by boats. I was in the mercantile business but we handled grain. We shipped the first load of wheat East. We sold it to the Pacific Elevator Company and they took it back for exhibition and for seed to the Dakotas in 1884. It was shipped on the Northern Pacific, now the O. W.<sup>52</sup> Paid ½c a pound for oats and 60c a bushel for wheat. When I got to Colfax in 1879 there were the following stores: Bob Ewart's General Merchandise Store, E. M. Downen<sup>53</sup> Merchandise, Lippett [Lippitt] Brothers Merchandise Store, Burgunder and Schwabacher Merchandise Store, Livingston[e]<sup>54</sup> and Kuhn Hardware Store,

49 For several years the Chinese, following in the steps of the white men, worked as gleaners in the gold fields. In the decade of the seventies, and even early in the eighties, they were washing the bars of the Columbia and the Snake Rivers for gold. The following newspaper stories tell briefly of their advent in the Kootenai region:

"The expressman informs us that this season will about let the white men out of the Kootenai mines. The majority of the miners have already sold their claims to Chinamen, and with another year the 'Johns' will hold undisputed sway in the Kootenai country."—*Walla Walla Statesman*, September 21, 1866.

The *Puget Sound Weekly* of October 1, 1866, reprinted from the *Colonist and Chronicle* the following story: "Mr. H. Stewart, who has just arrived from the Kootenay mines, has furnished the following items of news: He left Kootenay on the 2d inst. He reports 350 Chinamen and 100 white men at work in the mines—generally doing well. The white men are selling out and leaving camp as fast as possible."

Further references on the Chinese in the gold fields of the Inland Empire are: Symons, *op. cit.*, 27-28; *Spokane Times*, July 10, 24, 1879; *Oregonian*, September 26, 1879; *Spokane Times*, May 15, 1880; *Tacoma Daily Ledger*, November 25, 1886.

50 The Washington Legislative Assembly passed on January 23, 1864, an act levying a quarterly capitation tax of \$6 on each Chinese, male and female, of the age of 18 years and upwards. This was to be known as the Chinese police tax. On January 20, 1865, by legislative enactment, the sheriff of Stevens County was authorized to pursue Chinese into other counties of the territory for the purpose of collecting this tax. On January 17, 1866, the law of January 23, 1864, was amended, and the Chinese police tax was made an annual tax of \$16 per capita, and in the following year this tax was reduced in Stevens, Jefferson, Snohomish, Island and Kitsap Counties from \$16 to \$6 per capita. See the *Laws of Washington Territory*, 1863-64, p. 56; 1864-65, p. 28; 1865-66, pp. 115 *et seq.*; 1866-67, p. 143.

It was provided in the act of 1864 that the collector of the Chinese police tax should receive for his compensation one-fourth of the tax collected. Regarding the difficulties encountered in the collection of such taxes, see the "Reminiscences of Joseph H. Boyd," in the *Wash. Hist. Quart.*, XV, 250, and *Winans Ms.*, 10, 11.

51 Mr. Burgunder associated himself in business in Colfax with William H. Bishop in the autumn of 1879. In the following spring Mr. Bishop withdrew from the firm, and Burgunder thereupon "formed a co-partnership with the old and solid firm of Schwabacher Bros."—*Palouse Gazette*, October 10, 17, 1879; April 9, May 7, 1880.

52 Colfax celebrated the arrival of the railroad on November 10, 1883. The *Palouse Gazette* of November 16, 1883, stated that November 10 "was an important day in the history of Colfax, for it was then that the first train of the Columbia & Palouse Railroad company steamed within our limits." The mayors of Portland and Colfax congratulated each other by telegraph on the completion of the railroad to Colfax. On the day following the completion of the track, "Everybody and his family were out . . . for a walk to the end of the track."

Goods began at once to come into and go out of Colfax on this line. Said the *Palouse Gazette* of November 16, 1883: "Yesterday Knapp, Burrell & Co. received the first freight on the new road to Colfax. It consisted of a car load of wagons and a car load of box sleds. Lippitt Bros. made the first down shipment, which consisted of four car loads of wheat."

53 Should read E. M. Downing. Mr. Downing subsequently became a pioneer merchant of Spangle, Wash.

54 For appreciations of Livingstone see *Colfax Gazette*, January 8, 15, 1926.

R. J. Wilson Hardware Store, and Mrs. Ewart, Captain Ewart's wife, ran the Ewart House and Mr. Baldwin ran the Baldwin House and there were two restaurants, four saloons, two blacksmith shops, Chinese laundry, brewery, two sawmills, flour mill, Baptist, Congregational and Methodist churches.<sup>55</sup> The Baptist school was in the church and the teacher was Miss L. L. West.<sup>56</sup> There was also a public school which was started about 1878.<sup>57</sup> There was in addition to those mentioned two harness shops. The principal trade came from the country. The land office was here and E. N. Sweet and Gov. James were in charge.<sup>58</sup> The lawyers here were Jake Hoover, James V. O'Dell,<sup>59</sup> and P. C. Sullivan.<sup>60</sup> For the big cases lawyers were always gotten from Walla Walla.

We hauled by team to Almota and shipped to Portland by steamboat. From Moscow they hauled to Wawawai.<sup>61</sup> W. J. Hamilton<sup>62</sup> hauled wheat to Spokane and sold it to Post's Mill there. Wheat, oats and barley were the grain shipped. The first barley shipped East was shipped for brewing purposes. There was no flax raised around Colfax; however, some was raised around Uniontown, Colton and Moscow.<sup>63</sup> The grains principally raised around here were wheat, oats and barley. When I was here in 1877 there was no land broken between Farmington and Colfax. There was one ranch at Farmington but most of the land broken was in Idaho (2½ miles east of Farmington). A man by the name of Davenport<sup>64</sup> had a ranch which he sold to a man from Walla Walla. A man named Campbell had a ranch, too, which was later owned by a man named McCann. They were a fine family and it was nice land. The Rosalia country was settled by a man by the

55 This is not a complete list of the business firms. See the *Palouse Gazette* of January 3, 1879. Business changed hands rapidly in these years, however, and the business directory of one month might be hopelessly obsolete the next.

56 This was the Colfax Academy and Business Institute, opened in September, 1878, with Miss Leoti L. West as principal.

57 The public school in Colfax was started somewhat earlier than this. See the *Palouse Gazette*, November 3, 1877.

58 See the *Wash. Hist. Quart.*, XVI, 257.

59 James V. O'Dell represented Whitman County in the Constitutional Convention of 1878.

60 P. C. Sullivan, a pioneer lawyer of Colfax, who is described by Mrs. Ivan Chase, a pioneer of the Palouse country, as "an ornament to his profession." He fell dead in the court room in Colfax as he was making an eloquent plea in defense of a young man who had been charged with the crime of murder. W. C. Jones of Spokane, who was in court in Colfax when this happened, also speaks highly of the character of Mr. Sullivan.

61 Almota, Wawawai, and Penawawa, ferry towns on the Snake River, were for many years shipping points for a large country lying to the north of Snake River. With the coming of the railroads these places soon fell upon evil days and are today of no consequence.

62 W. J. Hamilton died in Colfax on October 31, 1925.

63 Earlier in the decade of the seventies some flax was raised in the country east of Colfax. I have heard my grandfather, James H. Stevenson, who arrived in Whitman County in 1873, tell of raising flax on his homestead nine miles east of Colfax and hauling it to Almota for shipment.

64 Probably L. W. Davenport, an early settler in this region.—F. T. Gilbert, *Historic Sketches*, p. 444.

name of Whitman<sup>65</sup> who had a store, a mail station and a road-house. The first time I met him was in 1878. When we came through this country in '77 there was a settlement up in Uniontown and there was a family by the name of Rudy and there were a few houses around Uniontown. We came in by Four Mile and a few settlers had just gotten there. When we got to Moscow the Llewellyns<sup>66</sup> were there and some men by the names of Northrup and Taylor had farms in the Hog Heaven country. Further this way a man by the name of Howard had a farm and after that we didn't strike anything until we came near Palouse City and from Palouse City we went to Farmington. At Palouse there was a grist mill, a saw mill and a store.<sup>67</sup> There was a farm in this locality owned by a man by the name of Smith. From there we went to Farmington and struck Campbell's house 2½ miles away on Pine Creek. After we left Farmington we went to Latah, which was then called Copeland.<sup>68</sup> There we crossed Hangman Creek and went over to Major Wimpey.<sup>69</sup> The father and son lived about two miles apart. After that we didn't strike any more farms. From there we crossed the trail and came out where Spangle is now and found some farms. We then went to Moran Prairie where Joe Moran lived. The old Jackson place is now the Browne place. From there went to Spokane Falls. We came back the same way.

There was no way of shipping cattle out. In the fall and winter of 1877-78, Lang and Ryan drove out 20,000 head and paid \$10.00 a head. Lang and Ryan bought all the cattle in the Snake River country and in Eastern Oregon and in the Walla Walla country. They drove the cattle back to the Iowa feeding yards over the Oregon Trail.<sup>70</sup> It took them two years to drive them

65 A traveler in the Palouse country in the summer of 1880 wrote to the editor of the *Palouse Gazette* as follows: "Here [Rosalia] we find a postoffice and one of the best selected country stocks of merchandise to be found on the road, kept by Mr. J. M. Whitman, who is also the postmaster. Mr. Whitman opened his store about one year ago, since which time he has been doing a thriving business and will soon enlarge to accommodate his rapidly increasing trade."—*Palouse Gazette*, June 4, 1880.

66 Almon A. Lieuallen settled near the present site of Moscow in 1871, homesteaded the site of Moscow in 1875, and in 1881 platted the townsite. He was born in Tennessee on September 10, 1842, and died in Moscow on November 4, 1898.—*History of North Idaho*, p. 635.

67 In September, 1877, Palouse City was somewhat larger.—*Palouse Gazette*, September 29, 1877.

68 For some account of the founding of Latah see Edwards, *History of Spokane County*, p. 277.

69 Major R. H. Wimpey, a veteran of the Civil War, settled on Hangman Creek in 1872. His home was a favorite stopping place for travelers. See Edwards, *op. cit.*, p. 338; *Palouse Gazette*, April 6, October 25, 1878.

70 "The agents of Lang & Ryan, cattle dealers, are now in the Yakima and Kittitas valleys purchasing an immense drove of cattle, which they intend to drive to St. Louis early in the spring. They expect to start with fifteen or perhaps twenty thousand head. Last year they purchased about one-fourth that number for the same market. The effect of this drain will be in a few seasons hence to make beef cattle extremely scarce."—*Washington Standard* (Olympia), January 12, 1878. According to this newspaper of Janu-

back because they stopped the first winter at Cheyenne and then went on from there.<sup>71</sup> They sold 1000 head of cows to McCoy and Freeman<sup>72</sup> at \$10.00 a head and McCoy sold a 100 head to McNeeley at the same price. The cattle sold were bought for ranch purposes. McCoy and Freeman ran the cattle across the Snake River and into the Eastern part of Whitman County. Adam McNeeley lived on Crab Creek. The largest cattle owners were Lewis Niece<sup>73</sup> at Waitsburg and Jim Kennedy at Cow Creek.<sup>74</sup> Dooley and Kirkland<sup>75</sup> had big herds of cattle and they ran a butcher shop in Walla Walla. Pat Komosky had some cattle at Colville Lake in 1870. He settled here in 1869.<sup>76</sup> Thomas Turner lived down near Pampa and had a herd of cattle. This was in 1870-80. The Hooper boys who lived at Hooper had sheep and so did the Cox's (Lewis and Phillip). They sold the sheep in Montana. The building of railroads in this country brought the raising of wheat.<sup>77</sup>

Coyotes were the only wild animals in this country. There

ary 26, 1878, Lang & Ryan bought 12,000 head of cattle. "At an average cost of \$13 per head, this would give a total of \$156,000 disbursed by them since the first of October."

71 "A Walla Walla exchange says: 'The drove of 4,000 cattle, bought in this country by Rand, Briggs & Co., has been started for Cheyenne. They are a fine lot of cattle. Some of their drivers came out by stage from Cheyenne, where they are called "cowboys."' These cattle will reach the Chicago market next year by rail, after being fed one season in Wyoming Territory.'—*Spokane Times*, June 19, 1879.

72 "Mr. Jos. Freeman informs us that he has 1100 head of cattle running on the north side of Snake River, between the Palouse and the Columbia. They have wintered there thus far without being fed. They are in fine condition and not one has died. There are hundreds, perhaps thousands, of other cattle in that country that are doing equally well. There has not been an inch of snow during the winter. That certainly can be called the champion stock country. Mr. F. says he has hundreds of head of steers that are in fine condition for beef; and he will have from three to four hundred head of calves this spring. So far as we have heard, he is the heaviest stock raiser in this territory.'—*Walla Walla Union*, July 25, 1873.

73 Lewis Neace.

74 "A meeting of stock raisers was held on Cow creek, in this county, on Oct. 15, 1879, and an association of stock men formed. James M. Kennedy was chosen foreman and Thos. McManamon, secretary. The association will meet again at the Three Spring Bar, on Snake River, on April 1st, 1880, at which time and place all persons owning stock are invited to attend a general rodeo.'—*Palouse Gazette*, January 6, 1880.

75 Dooley and Kirkman.

76 Comosky (or perhaps Komosky) was also interested here as late as 1872. See *Walla Walla Union* of February 17, 1872. According to this newspaper, there were "some 15 or 20 people wintering" at Colville Lake or Big Lake in 1871-72. In December, 1871, it was reported that the thermometer was as low as 33 degrees below zero at this place, but most of the people "were well provided with hay and the stock did well."

77 In the decade of the sixties many bands of cattle were driven through Eastern Washington to the mines in British Columbia, as well as to the mines in Idaho and Montana. Toward the close of May, 1864, a small drove of cattle passed through Walla Walla "en route to the Kootenai mines."—*Washington Statesman*, June 3, 1864. In August, 1866, a correspondent of the *Statesman* observed a band of 650 head of cattle passing through Wallula for Cariboo. This band had been driven from California. The owners of this band, he stated, had been engaged in driving cattle to British Columbia since 1860 and each year drove into that country from 600 to 1,000 head.—*Walla Walla Statesman*, August 17, 1866. No satisfactory account of the cattle industry in these years has, so far as I am aware, been written, although considerable material on this subject is available in the territorial newspapers. See *Walla Walla Union*, April 22, 1871; June 9, 1877; *Palouse Gazette*, February 9, April 27, May 11, 1878; *An Illustrated History of Klickitat, Yakima and Kittitas Counties*, p. 178; *North Pacific Coast* (New Tacoma), May 16, 1881; *Report on the Productions of Agriculture: Tenth Census* (1880), *passim*; A. J. Splawn, *Ka-mi-a-kin, passim*; *Drumheller Recollections*.



were some deer up on the Palouse River, between Palouse and St. Maries.

Supplies were bought in Portland and San Francisco and were shipped up the river in high water to Almoda and freighted up, but in low water they were shipped to Walla Walla and from there they were freighted up here in wagons. Prunes weren't popular and couldn't be given away. All the fruits were shipped in. The peaches and pears came from California, the apples from Oregon, prunes from Oregon, and the apricots were from California. Bayo beans (big brown beans) and dried fruits were the mainstay of the people. Dried apples and peaches were the principal dried fruits. The syrup came in five gallon kegs. In later years Scully syrup used to be shipped in from Chicago. The honey was shipped in from California. Oranges were shipped in once in a while from California and these were considered a treat. Some of the apples used came from Walla Walla and we used to go down there in the fall of the year to get them. Cod fish was the only dried fish used. We raised vegetables around here and the stores bought the valley produce. The women all made their own clothing for at that time there were no ready-to-wear clothes for women.

#### *Amusements*

Some barn storm theatrical troupes came to town. They also had dances in a hall owned by Oliver Hall and this was the only hall in town.<sup>78</sup> The Indians used to have horse races in the street. The Methodists used to have church camp meetings out at Four Mile.

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<sup>78</sup> For some account of the amusements in pioneer days see the *Palouse Gazette*, January 3, 10, 17, 1879. A graphic description of social activities in Colfax in the pioneer days is contained in a manuscript written by Mrs. Ivan Chase. This manuscript, of which I have a copy, is entitled "Pioneer Days in Colfax." Dancing, theatricals, skating and sleighing helped to while away the long winter months, and an occasional journey to the home of "Cashup" Davis, who kept a roadhouse near Steptoe Butte, was looked forward to with great eagerness. See Mrs. Chase's short biography of "Cashup" Davis in the *Spokane Sunday Spokesman-Review*, December 24, 1922.