NOTES ON EARLY SETTLEMENTS AND ON GEOGRAPHIC NAMES OF EASTERN WASHINGTON

Introduction

The article which follows is a by-product of several minor studies in the economic history of eastern Washington. Although not intended as such, it turns out to be, in some respects, an appendix, or perhaps a series of footnotes, to Professor Meany's *Origin of Washington Geographic Names,* a study published serially in this magazine and subsequently brought out as a volume by the University of Washington Press in 1923. The article contains some names not included in Professor Meany's study, elaborations of a few of his entries, and, in rare instances, slight corrections of his work. To facilitate comparison, frequent references are made to the above-mentioned volume.

But the present article is conceived in a different spirit from that of Professor Meany's study. His interest centered in the origins of names; mine has consisted primarily in assembling data relating to early settlements in one area of Washington. Other entries in my article are incidental. By means of the data herein assembled the story of the occupation of the area north of the Snake River in eastern Washington during the seventies and the eighties can be traced in outline, and the principal factors which determined the sites of pioneer towns can be seen in operation. Not the least important of these factors was transportation. During the decade of the seventies the pioneers of eastern Washington were in large measure economically dependent on the Columbia River system. Down the Snake and Columbia rivers was shipped the produce of the "upper country," and up these rivers were transported immigrants and equipment needed for the economic development of the Palouse and Spokane countries.* And to some extent settlers south of the Snake River were dependent on the navigation of that stream. At convenient places on the Snake River, warehouses, wharves, and ferries were established, and here goods and passengers were landed or received aboard. On either side of this river, at the crossings and at the points of embarkation and debarkation, towns

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* This statement should not be construed to mean that a large proportion of the early settlers in the "upper country" arrived by way of the Snake River. Undoubtedly most of them entered by way of Walla Walla, traveling thence overland by wagon or by stagecoach. Quantities of freight were also hauled directly from Walla Walla to the Palouse and Spokane countries in those years. The purpose of this statement is to call attention to the fact that the Snake River boats of the Oregon Steam Navigation Company carried passengers as well as goods.

began to grow as the flow of immigrants and of goods increased. A promising future seemed to lie ahead of these towns.

Railroad building, however, opened a new chapter in the history of eastern Washington. In the autumn of 1879 the Northern Pacific began at the mouth of the Snake River the construction of what was then called its Pend Oreille division. This extended from Ainsworth in a northeasterly direction through eastern Washington to Lake Pend Oreille in Idaho. Along this division several town sites were platted, and the completion of the transcontinental road in 1883 marked the beginning of an economic revolution in eastern Washington. Traffic that had moved southward to the Snake River was now in large part diverted to the railroad. The economic life of the region was quickened, but the Snake River towns reaped none of the benefits. As branch lines were built from either side of the Northern Pacific, and as the O.R. & N. (now the O.-W.R. & N.) system was extended into eastern Washington, more "railroad" towns came into being. Before the close of the decade of the eighties the ruin of the incipient Snake River towns was completed.

For the study of early settlements in eastern Washington there is available a variety of material of uneven value. In the preparation of this article considerable use was made of pioneer newspapers; county records, maps, and diaries were examined; and to some extent pioneer reminiscences and county and regional histories were consulted. The files of the *Spokan Times* (founded in 1879), the *Oregonian* (founded in 1850), the *Palouse Gazette* (founded in 1877), the *North-West Tribune* (founded in 1880), and the *Walla Walla Union* (founded in 1869) were carefully studied. Five volumes of typescript material relating to the history of eastern Washington furnished considerable information. These volumes, compiled by the present writer, contain newspaper stories, editorials, reminiscences, and other data assembled from various sources. The title of this work, which is deposited in the library of the State Normal School at Cheney, Washington, is *Readings in the History of Eastern Washington.* Another typescript volume of similar character, entitled *The Early History of Spokane, Washington, Told by Contemporaries,* was also consulted. This volume consists of newspaper articles collected by the present writer for the library of the State Normal School at Cheney, Washington. Of the county and regional histories the following were extensively used: *An Illustrated History of Whitman County* (W. H. Lever, 1901); F. T. Gilbert, *Historic Sketches of Walla Walla, Whitman, Columbia and*

Garfield Counties, W.T. (Portland, Ore. 1882) ; *An Illustrated History of Stevens, Ferry, Okanogan and Chelan Counties* (Western Historical Publishing Co., 1904) ; and *An Illustrated History of the Big Bend Country* (Western Historical Publishing Co., 1904). These books have been cited by the following short titles: *History of Whitman County Historic Sketches, History of North Washington,* and *History of the Big Bend Country.* They are entered in Professor Charles W. Smith's *Pacific Northwest Americana* (New York, 1921) as numbers 2165, 1398, 1841, and 1842, respectively.

Perhaps further description of the principal newspaper sources used in this study is desirable. The *Spokan Times,* the pioneer newspaper of the Spokane country, was published in Spokane Falls (now Spokane). Its publication was suspended in the early eighties. The *Oregonian* has been continuously published in Portland, Oregon, since 1850. The *Palouse Gazette* (now the *Colfax Gatzette*) was established in Colfax as the pioneer newspaper of the Palouse country. The *North-West Tribune,* no longer in existence, led a perambulatory life. It was founded in Colfax in June, 1880. In October of that year it was moved by its owner, Lucien E. Kellogg, to Cheney, Washington. After the general election in November, 1886, it was moved from Cheney to Spokane Falls. The *Walla Walla Union* has been published in Walla Walla, Washington, since 1869. Students who have need for a guide to the newspapers of Washington Territory are advised to consult Professor Meany's *Newspapers of Washington Territory* (issued serially in the *Washington Historical Quarterly* and then published as a pamphlet) and my supplement thereto in the *Washington Historical Quarterly,* XVIII, No. 1 (January, 1927).

ADDY: A town in Stevens County, situated between Colville and Chewelah. A post office was established here in 1890. (*History of North Washington,* p. 162).

AINSWORTH: A town named Ainsworth in honor of Captain J. C. Ainsworth, a prominent officer of the old Oregon Steam Navigation Company, was started at the mouth of the Snake River in 1879. From this point the Northern Pacific Railroad Company worked eastward until the two sections of the road under construction were united in western Montana in September, 1883. The establishment of a town at or near the mouth of the Snake River was in contemplation as early as 1873. "We learn that parties are making arrangements to lay out a new town on the Columbia River just above the mouth of the Snake river, at the place where the North

Pacific Railroad survey leaves the Columbia river in the direction of the Lake [Pend Oreille]. The Wastukna ferry has been moved down near the site of the new town, and we presume the foundation of the new city will soon be laid. It is not the most prepossessing site in the world, but as the saying goes, 'there is no telling the luck of a lousy calf'." (*Walla Walla Union,* January 11, 1873). But available evidence indicates that the actual establishment of a town at this point was undertaken by the Northern Pacific Railroad Company in the summer of 1897. The plat of the town of Ainsworth was recorded in the auditor's office in Colfax on June 10, 1881. (Whitman County *Plat Book A,* pp. 44-45). For several years Ainsworth was a thriving and dissolute frontier town, but by 1885 the new town of Pasco was depriving it of any reason for existence. (*North-West Tribune,* March 27, 1885). As a town, Ainsworth has long since ceased to exist. For further references to Ainsworth see the index volume (VI) of Harvey Scott's *History of the Oregon Country.* See also the *Palouse Gazette,* June 27, 1879, and H. J. Winser, *The Great Northwest, A Guide-Book and Itinerary for the Use of Tourists and Travellers Over the Lines of the Northern Pacific Railroad. . . .* (New York, 1883), p. 220. *Cf.* Meany, *Origin of Washington Geographic Names,* p. 2.

ALMA: See Okanogan.

ALMOTA: A town on the north bank of the Snake River, in Whitman County. It was founded in 1877. The plat was recorded in Colfax on March 9, 1878. (Whitman County *Plat Book A,* pp. 6-7). Almota was for several years one of the promising "river" towns in eastern Washington. Until the coming of the railroad to Colfax in 1883, it was the principal shipping point for the Palouse country and until 1881 for much of the country lying north of that region. A ferry, which was established at Almota in 1877, facilitated travel between Walla Walla and the "upper country." See the *Palouse Gazette* for 1877 and 1878 for information regarding the volume of business at Almota. See also: *Walla Walla Union,* June 9, 1877; *Oregonian,* May 22, 1877; Gilbert, *Historic Sketches,* p. 445; *History of Whitman County,* pp. 226-227. *Cf.* Meany, p. 5.

ALPHA: See Centerview.

ANATONE: A town situated on Mill Creek, in Asotin County. "Charles Isecke started in the mercantile business at this point in June, 1878, and was soon after appointed postmaster of an office established here, which he caused to be given the name of a Nez

Perce squaw called Anatone who lived in the vicinity." (Gilbert, *Historic Sketches,* p. 430). *Cf.* Meany, p. 7.

ASOTIN: The seat of government of Asotin County. "The plat of Assotin City, on the Snake River, at the mouth of Assotin Creek, was filed in the clerk's office at Dayton recently." (*Willamette Farmer,* August 6, 1880). Gilbert says (*Historic Sketches,* p. 429): "The town was laid out in April, 1878, by Alexander Sumpter, who became postmaster in July, 1880, when an office was established here." *Cf.* Meany, p. 10.

AUGUSTA: A town, no longer in existence, which was started in the early eighties on the line of the Northern Pacific Railroad between the towns of Tyler and Cheney, in Spokane County. According to Mr. and Mrs. Frank Spangle, of Cheney, the town site was on the farm of August Covert, near the present Grier schoolhouse.

BADGER LAKE: A lake in the southwestern part of Spokane County.

BELMONT: See Colville. The town site of Belmont, in the northern part of Whitman County, was laid out by the Palouse Land Company, of which A. M. Cannon, of Spokane, was president. The plat was recorded in the auditor's office in Colfax on July 17, 1886. (Whitman County *Plat Book A,* p. 130). Belmont is the name of precinct No. 63 in Whitman County.

BILLINGS: See Cheney.

BLEWETT: A settlement on Peshastin Creek, south of Leavenworth, in Chelan County. This is said to be the oldest settlement in that county. (*History of North Washington,* p. 735). Blewett is also the name of a pass in the Cascade Mountains and of a precinct in Chelan County.

BLUE CREEK: A post office and railroad station in Stevens County, situated between Chewelah and Addy.

BOLLES JUNCTION: A station on the O.-W.R. & N. in Walla Walla County. Here the Dayton branch of this railroad joins the Spokane-Pendleton line.

BOLSTER: A "boom" town in the northeastern part of Okanogan County. It was situated near Chesaw. It was named by George Tindall and Grant Stewart in honor of H. Bolster, "a prominent resident of Spokane." For a time a newspaper, the *Bolster Drill,* was published here. (Okanogan Independent: *Glimpses of Pioneer Life,* p. 98; *History of North Washington,* pp. 553-554).

BOSSBURG: A town in Stevens County, north of Colville, on the Great Northern Railroad. Although the town had its beginning in

1888, the site was not platted until May 1, 1893. It was eventually named Bossburg in honor of C. S. Boss, one of its prominent citizens. (*History of North Washington*, p. 161). See Young America and Millington. *Cf*. Meany, p. 25.

BOUNDARY: A post office in Stevens County, one mile south of the international boundary. A town was founded here when the Great Falls & Northern Railroad was under construction. After a brief "boom," it declined. Many of its inhabitants moved to Rossland, B.C. (*History of North Washington*, p. 164). This name is now applied to a precinct in Stevens County.

BOWERS: "*Bowers*.—This is the name of a new town on Union Flat, located half-way between this place [Colfax] and Lewiston, on the ranch of Mr. Bowers, from whom it takes its name. Mr. J. W. Offield has located there with a good stock of general merchandise, which is quite a convenience to the settlers in the surrounding country." (*Palouse Gazette*, July 4, 1879). The name of this incipient town was soon changed to Irene, as is shown by a communication, dated at "Irene, Jan. 5, 1880," to the *Palouse Gazette*: "Irene is one of *the* places on Union Flat. . . . A post office was established here last fall. Irene is situated about half-way between Colfax and Lewiston, and but six miles from Wawawai, as good a shipping point as any on Snake river. . . . The stage line has its morning station at this place. The station is kept by Mr. James Bowers, who has a livery stable and a hotel. . . . There is but one store here at present, which is carried on by Mr. J. W. Offield. . . ." (*Palouse Gazette*, January 16, 1880). There is now no town named Irene in Whitman County.

BRENTS: "In 1881 a post office was established a few miles north of where now is Creston, and it was salled Brents. This was the only postal station west of the old Mondovi station. Pioneers of northern Lincoln County tell us that the residents had a hard time to preserve the existence of this office as no one desired the honor of serving as postmaster. Nearly all the people in the vicinity at one time or another held the position. For many years Josiah Cole kept a small grocery store at Brents post office. He disposed of his business about the time the Central Washington Railroad was built through the country and subsequently removed to Wilbur. Brents post office was discontinued in 1890, when a post office was established at the station of Creston." (*History of the Big Bend Country*, p. 188). Brents was situated a few miles southwest of Fort Spokane. See the map in the *North-West Tribune*, January 13,

1887. Brents was named in honor of Thomas H. Brents, the delegate in the Congress from Washington Territory in 1881. He owned land in that vicinty.

BREWSTER: A town situated in the southern part of Okanogan County. About a half-mile south of this spot there was platted on July 10, 1893, a town site which was called Virginia City. The promoters of this enterprise were "Virginia Bill" Covington and Francis Green. Virginia City became at once a port for steamers on the Columbia River and was used as such until 1896, when a rival town was started on land owned by John Bruster. The new town was named Bruster, but subsequently the spelling was changed to Brewster. Virginia City soon disappeared. In 1892 an attempt was made to build in this vicinity a town which was named by its promoters Swansea. The enterprise failed. (*History of North Washington*, pp. 557-558; *Glimpses of Pioneer Life*, pp. 17, 55). *Cf.* Meany, p. 27.

BUTLER: "A new town has been laid out on Pine Creek, 24 miles below Spangle, called Butler. The advantages are plenty of good country surrounding it, good water power, and splendid business openings for all classes of industries, schools, churches, etc. Dr. Z. T. Dodson is located here. See card in another place in this paper." (*Palouse Gazette*, October 25, 1878). This town soon disappeared, according to Mr. Frank Spangle, a pioneer of Spokane County. Near this spot was laid out somewhat later the site of the present town of Pine City.

CALIFORNIA CREEK: A creek situated in the southern part of Spokane County. It flows into Hangman, or Latah, Creek.

CAPPS: See Reardan.

CASCADE TUNNEL: A temporary town built at the eastern end of the Cascade tunnel of the Great Northern Railroad. It was started in 1897. (*History of North Washington*, p. 733).

CEDONIA: A post office in the western part of Stevens County.

CENTERVIEW: "The new town site at Hangman P. O., known as Centerview, is to be changed to Alpha." (*Spokan Times*, April 14, 1881). This town was in existence in Hangman Creek Valley, Spokane County, as early as November, 1880. (*Ibid.*,) November 27, 1880). It was situated near Major Wimpy's farm. (*Ibid.*) The name of Alpha has been given to a school in this part of Spokane County. The town has disappeared.

CHASE'S MILL: See Lincoln.

CHENEY: A town situated on the main line of the Northern

Pacific Railroad, sixteen miles southwest of Spokane, in Spokane County. It is the seat of one of the Washington State Normal Schools. The town was founded in 1880 and named in honor of Benjamin P. Cheney, of Boston, one of the directors of the Northern Pacific. Mr. Cheney gave the sum of $10,000 to found an academy in Cheney. This institution became a State Normal School in 1890. Cheney was first called Depot Springs and somewhat later Billings. "The town recently laid out at Depot Springs has had its name changed from Billings to Cheney. Hon. Benj. P. Cheney is one of the directors of the Northern Pacific Railroad and Frederick Billings is president. Cheney is one of the five towns recently located on the line of the N.P.R.R., between Ainsworth and Spokan [*sic*] Falls." (*Spokan Times*, September 11, 1880). See J. Orin Oliphant, *History of the State Normal School at Cheney, Wash.* (Spokane, Wash., 1924), chap. 1. *Cf.* Meany, p. 44.

CHESAW: A post office in the northeastern part of Okanogan County. A town sprang up here during a mining boom in the nineties. The site was platted in 1900 and named in honor of Chesaw, a Chinese resident who was married to an Indian woman. (*History of North Washington*, p. 550). A precinct in Okanogan County is named Chesaw.

CHIWAUKUM: A station on the Great Northern Railroad, in Chelan County, northwest of Wenatchee.

CLAYTON: The name of a town and of a precinct in the southeastern part of Stevens County.

CLIFFTON: "Cliffton is the prettiest location for a town on the line between the great lake [Pend Oreille] and Spokan [*sic*] Falls, and is eight miles from the latter named city. The head and shoulders of Cliffton is [*sic*] John W. Arthur, who keeps the handy ferry there." (*Spokan Times*, September 27, 1881). Cliffton was established east of Spokane Falls, in 1880, at the point where the Northern Pacific crosses the Spokane River. This name was bestowed by Francis H. Cook, editor of the *Spokan Times*, and was suggested by the presence of cliffs on the opposite side of the river. (*Spokan Times*, September 25, 1880). It appears that the name Cliffton was soon discarded. The *Washington Democrat* (Colfax) printed in its issue of March 22, 1882, the following story: "In-i-ti is the name of the new town recently surveyed at the railroad crossing of the Spokane river. The name signifies in the Indian language 'crossing the river,' and is pronounced by placing the accent on the first syllable." The substance of this story appeared in the *Clarke County*

Register (Vancouver, Wash.) of March 23, 1882. Cliffton is shown on the map published in the *Resources of Oregon and Washington,* December, 1881. This town is no longer in existence, nor is there now in Spokane County a town named In-i-ti.

CLINTON: A letter dated at "Clinton, W.T., Dec. 13, 1877," reads as follows: "This place is situated on the South Palouse, six miles below Moscow, I.T., and fifteen miles from Wawawa [*sic*], W. T. Clinton P.O. owes its existence [*sic*] to the energies and enterprise of Mr. John C. Wolf. This gentleman received the appointment of P.M. last Monday, and on Wednesday he commenced to distribute mail." (*Palouse Gazette,* December 29, 1877). See Gilbert, *Historic Sketches,* p. 446. There is now no town of this name in Whitman County, but the name has been applied to precinct No. 2. *Cf.* Meany, p. 50.

COLFAX: The seat of government of Whitman County. "The commissioners, appointed at the last session of the legislature to select a site for the county seat of Whitman County, have chosen a place near or at the forks of the Palouse. We believe it is the same place at which M[e]ssrs. Anderson Cox and James H. [A.] Perkins are building a mill. The new burg has been named Colfax, and will no doubt be a thriving place, as it is backed by a fine agricultural country. A. L. Knowlton is now surveying the site into lots and blocks. Success to Colfax!" (*Walla Walla Union,* February 3, 1872). The plat was recorded on June 22, 1878, by H. S. Hollingsworth. (Whitman County *Plat Book A,* pp. 16-17). *Cf.* Meany, p. 52.

COLTON: It appears that this town, situated on Union Flat in Whitman County, was named in honor of Dr. J. A. Cole. Dr. Cole called at the office of the *Palouse Gazette* about September 1, 1879, and informed the editor that Colton was situated about thirty miles from Colfax and eight miles from the Snake River. A petition for a post office had been sent to Washington, D.C. "Part of Dr. Cole's mission to this city," the *Gazette* stated, "was to secure the services of a teacher to take charge of the school at his town during the coming winter." (*Palouse Gazette,* September 5, 1879). See the *Palouse Gazette,* October 24 and November 7, 1879. See also a letter from Colton dated January 7, 1880 (*Ibid.,* January 16, 1880). The plat of the town of Colton was filed by Gregor Koshir and recorded on November 7, 1881. (Whitman County *Plat Book A,* p. 51). See *History of Whitman County,* p. 223, for a different account of the founding of Colton.

COLUMBIA CENTER: A town started in 1876 at the forks of the Pataha River, in Garfield County. A post office was opened here, but it was soon afterward discontinued. (Gilbert, *Historic Sketches,* p. 426). *Cf.* Meany, p. 53.

COLVILLE: The seat of government of Stevens County. The present site of Colville, which was at first named Belmont, was laid out by a company in 1883. The plat was filed on May 20, 1883, by J. W. Still, of Cheney, Washington. For various applications of the word Colville to geographic places see Meany, *Origin of Washing Geographic Names,* p. 54. For a correction of the account therein of the founding of the present town of Colville see the *Washington Historical Quarterly,* XVI, 97-101.

CONCONULLY: A town in Okanogan County, once the county seat. This town was at first called Salmon City. The name was changed to Conconully on February 28, 1888, according to the diary of Benedict Gubser. (*Glimpses of Pioneer Life,* p. 107). *Cf. Meany,* p. 55.

CONNELL: "A post office, to be known as Connell, with A. M. Vance as postmaster, was recently established at Palouse Junction. It was named after the former station agent." (*Palouse Gazette,* April 29, 1887). It was from Palouse Junction, or Connell, that the first railroad into the Palouse country was built from the main line of the Northern Pacific Railroad. (Winser, *op. cit.,* p. 219). This road reached Colfax in November, 1883. Connell is situated in Franklin County. *Cf.* Meany, p. 56.

COTTONWOOD: See Davenport.

COWLEY'S BRIDGE: See Spokane Bridge.

CUSICK: A town in Pend Oreille County. The site was platted in 1902 by J. W. Cusick. (*History of North Washington,* p. 128).

DAISY: A small community center in the western part of Stevens County. The site was platted in 1902 by Samuel L. Magee. (*History of North Washington,* p. 128). This is also the name of a precinct in Stevens County.

DANVILLE: A town in Ferry County, just south of the international boundary. This town was first called Nelson, in honor of its pioneer merchants, Peter B. Nelson and O. B. Nelson. Subsequently the name was changed to Danville, upon the application of railroad officers, to prevent its being confounded with Nelson, B.C. This name was suggested by the presence of the Danville Mining Company. The Danville town site was platted in March, 1899.

(*History of North Washington,* p. 428). There is also in Ferry County a precinct named Danville.

DAVENPORT: The seat of government of Lincoln County. "Davenport is the name of the new town recently started at Cottonwood Springs, and given after one of the town site proprietors, J. C. Davenport, of Cheney. It is located in one of the finest farming countries north of Snake river, and one that is rapidly developing." (*Palouse Gazette,* August 4, 1882). See the *North-West Tribune,* July 7, 1882. "The history of the town of Davenport dates from the year 1880. . . . For several years the post office established in this vicinity was known as Cottonwood post office." (*History of the Big Bend Country,* p. 127). See the *Spokane Falls Chronicle,* June 20 and July 25, 1882, and the *Democratic State Journal* (Dayton, Wash.), October 27, 1882.

DAYTON DEPOT: "Dayton Depot is at the mouth of Tucannon on Snake river, 22 miles distant. The O.S.N. Company's boats carry all the products of Columbia County, from that point, at all times consistent with the safety of navigation."—(*Dayton News,* March 31, 1877).

DEEP CREEK: A small town on the Central Washington branch of the Northern Pacific Railroad, in the western part of Spokane County. The site was chosen in the late seventies, although the plat was not recorded until May 14, 1883. The streets and alleys were dedicated to public use on March 17, 1881, by Daniel Stroup, Lucy Stroup, Alfred Stroup, and Nancy B. Stroup. (Spokane County *Plat Book A,* p. 42). Deep Creek Falls, as the town was at first called, gave some promise of growth in its early years. "J. Ewart & Co. have removed their extensive stock of general merchandise to Deep Creek Falls, Stevens County, and Mr. W. H. Davenport started on Monday to take charge of the store. This store will meet a long-felt want at the Falls, and as the goods are such as will meet the wants of the people of that locality, they will give it their united patronage." (*Palouse Gazette,* May 23, 1879). The town was started at the falls of a small stream called Deep Creek. Deep Creek is also the name of a township in Spokane County. *Cf.* Meany, p. 66.

DEPOT SPRINGS: See Cheney.

DIAMOND: A small town in Whitman County, west of Colfax, on the Spokane-Pendleton line of the O.-W.R. & N. It was "named for Q. Diamond, the man who platted and instituted it." (*History of Whitman County,* p. 228).

DISHMAN: A town in Spokane County, on the Spokane-Pendleton line of the O.-W.R. & N., a few miles east of the city of Spokane.

DOWNS: A station in Lincoln County, on the line of the Great Northern Railroad. The site was platted on January 14, 1902, by Howard S. Amon and named in honor of P. J. Downs, assistant general superintendent of the Great Northern Railroad, who was killed in a railway wreck in Montana in August, 1901. (*History of the Big Bend Country*, p. 163). A precinct in Lincoln County is named Downs. Downs Lake is situated in the southwestern part of Spokane County.

DUSTY: A community in the southern part of Whitman County.

EDWALL: A town in the eastern part of Lincoln County, on the line of the Great Northern Railroad. It was named in honor of Peter Edwall, a pioneer of 1881. (*History of the Big Bend Country*, p. 164).

ELBERTON: A town in Whitman County, situated on the north branch of the Palouse River, at the mouth of Silver Creek. The town site was laid out by Sylvester M. Wait. The plat was recorded on August 19, 1886. (Whitman County *Plat Book A*, p. 129). Elberton was named in honor of Elbert, a deceased son of Mr. and Mrs. Wait. The name Evergreen was at first proposed for this town. *Cf.* Meany, p. 77.

ELK: A small town in the northern part of Spokane County.

ELTOPA: See Marshall. A small town named Eltopia is situated on the main line of the Northern Pacific Railroad, in Franklin County.

ENDICOTT: "The Oregon Improvement Company have laid out a town on their lands on Rebel Flat, eighteen miles distant from this city [Colfax], called Endicott, after William Endicott, Jr., the Boston banker and a large share-holder in the company. Mr. Endicott was out here with the Villard party sometime ago. The lumber for the company's buildings is on the ground as also are the carpenters." (*Palouse Gazette*, January 13, 1882). "*Endicott.*—The Oregon Improvement Company's new town on Rebel Flat, of the above name, was laid off in lots and blocks this week. The tract surveyed embraces about fifty acres. The lots will be one hundred feet square and ten to the block, without alleys." (*Ibid.*, January 27, 1882). "The postmaster general on July 28th established a post-office at Endicott, in Whitman County, W.T., and appointed H. D. Smith postmaster." (*Ibid.*, August 18, 1882). The plat of the

town site was recorded on May 18, 1882. (Whitman County *Plat Book A*, p. 60). See *History of Whitman County,* p. 225. The Oregon Improvement Company, organized by Henry Villard, bought from the Northern Pacific Railroad 150,000 acres of land in the Palouse country. See James B. Hedges, *Henry Villard and the Railways of the Northwest* (New Haven, 1930), p. 125.

ESPANOLA: A small town in the western part of Spokane County.

EVERGREEN: "S. M. Wait, styled 'the modern town builder,' who founded Waitsburg and has been instrumental in building three other towns, one of which is Dayton, has purchased over 400 acres of land on the North Palouse, at the mouth of Silver Creek, twelve miles above Colfax, on which he proposes to build a new town, which will probably be known by the name which heads this item. The Farmington branch of the O.R. & N. runs through the town site, and an ample water power for milling and manufacturing purposes is available. The end of the Spokane and Palouse Railroad is only seven miles distant and may pass through Evergreen when extended. Judging from the past achievements of this 'modern town builder,' Evergreen will doubtless flourish like a green bay tree. Mr. Wait, accompanied by W. M. Matzger, of the Dayton *Inlander,* passed through the city Wednesday, en route to the new town." (*Palouse Gazette,* June 25, 1886). See Elberton.

FAIRWEATHER: A town founded in Spokane County (in the part that subsequently became Lincoln County) in 1882 by Mr. and Mrs. W. F. Hooker and Mr. and Mrs. W. J. Still, of Cheney. The plat was recorded on September 23, 1882. (Spokane County *Plat Book A,* pp. 116-117). The town site was on the N ½ Sec. 15, Twp. 25 N., R. 39 E.W.M. (*Ibid.*). The present town of Reardan occupies approximately the site of Fairweather. "Messrs. J. W. Still, Esq., of Cheney, and W. F. Hooker, a capitalist lately from Georgia, have purchased a quarter section of land on the headwaters of the Crab, Deep, and Spring Creek, ten miles west of Deep Creek Falls and sixteen miles west [east] of Cottonwood, and have laid out a town site. The new 'town' is well situated in one of the richest bodies of land in Eastern Washington, and is said to be so situated as to be sure of one or more railroads. Well informed parties estimate that within a radius of ten miles of Fairweather there are more than 500 ranches [?] opened up and occupied. We hope the town of Fairweather may be as businesslike as its popular namesake." (*North-West Tribune,* September 1, 1882). Apparently this town

was named in honor of H. W. Fairweather, who had been associated in an important capacity with the Northern Pacific during the construction of the Pend Oreille division. See the *North-West Tribune,* April 10, 1883; *History of the Big Beng Country,* p. 169; *Reardan Gazette,* June 4, 1925. A writer in the *North-West Tribune* of June 23, 1887, who had recently visited Fairweather, described the town as "once prosperous but now defunct." "This is the dullest town we have yet struck," he said. "Out of the five houses in the town, the only one that is ever occupied is the school house." See Reardan.

FARMINGTON : A town in the eastern part of Whitman County. The first settlers located here in 1871. A post office was established in 1872, and a town site was laid out in 1877. (Gilbert, *Historic Sketches,* pp. 443-444). The plat of the town site was recorded on March 19, 1878. (Whitman County *Plat Book A,* p. 10). A correspondent, writing under date of September 9, 1878, described Farmington as follows: "Our location is on the head of Pine Creek, in Whitman County, about twelve miles east of Steptoe Butte, two miles west of Coeur d'Alene Mountains and twenty-three miles from Colfax. The valley was settled in the fall of 1871, by a band of hardy pioneers, some of whom were compelled to grind their wheat (generously donated by the Coeur d'Alene Indians) in a coffee mill. But how changed! . . . . All kinds of grain as well as vegetables do well here and our section of country is filling up very rapidly. . . . We would say to the immigrant seeking a home, keep as close to the mountains as possible, for it requires considerable firewood as well as fencing material in this new country. . . . As regards our little town, there has not been much done yet. There is now a hotel, meat market and two dwelling houses, with timber on the ground for a store, livery stable, and dwelling house. We will have a large school house built this fall, and there are thirty other lots engaged for building before winter sets in, which were generously donated by the proprietor, Mr. G. W. Truax, for building purposes, which added to the one hundred dwellings within a radius of five miles will, I think, make it one of the best farmer's [*sic*] villages on the Pacific coast." (*Palouse Gazette,* September 20, 1878). See *ibid.,* October 25, 1878. *Cf.* Meany, p. 83.

FISH LAKE: A small lake, situated three miles northeast of Cheney, in Spokane County. This was formerly the source of Cheney's water supply, but is now used as a resort by the people of Cheney. On a soil map of Spokane County, published in 1917 by the United States Department of Agriculture, this lake is named

Farrington. Apparently this name is given because the land of a man named Farrington adjoins the lake.

FOSTER CREEK: A small tributary of the Columbia River, in Douglas County. A detachment of United States troops, en route from Fort Colville to the new post at Lake Chelan, spent the winter of 1879-1880 at the mouth of Foster Creek. (*Spokan Times,* October 9, 1879).

FOUR LAKES: A small town in Spokane County, six miles north of Cheney, on the Central Washington branch of the Northern Pacific Railroad. The name Four Lakes was applied to this region as early as 1858, for on September 1 of that year Colonel George Wright fought with the "northern Indians" a battle which was called the "Battle of Four Lakes." (Lawrence Kip, *Army Life on the Pacific,* chap. vi). The present town of Four Lakes is situated approximately on the field of battle. The town of Four Lakes apparently had its beginning in 1879, when a store was established at this point by Colonel G. H. Morgan. "Col. G. H. Morgan, while on his recent trip to the upper country, was so well pleased with the Four Lakes that he purchased a farm and is now buying a stock of goods with the intention of going into the general merchandise business at that place. The people of Four Lakes will find the Col. an excellent business man, besides a valuable addition to the social circles of that gay place." (*Palouse Gazette,* May 9, 1879). This store was mentioned by George D. Anderson, who passed it while making a trip into the Big Bend country in 1880. (*Anderson Diary, MS.,* entry for May 10, 1880). See J. Orin Oliphant, *Readings,* IV, 78, for further contemporaneous mention of Morgan's store. A writer in the *Columbia Chronicle,* in 1879, said: "Four Lake City, at the southeast end of White Bluff Prairie, consists of one store. . . ." (*Spokan Times,* August 21, 1879). "G. H. Morgan, Esq., has been appointed postmaster at Four Lake. A good appointment." (*Spokan Times,* June 19, 1880). The station at this place on the Washington Water Power Company's electric railroad (now abandoned) was called Meadow Lake. *Cf.* Meany, p. 92.

FREEMAN: A station on the Spokane-Pendleton line of the O.-W.R. & N. It is situated in the eastern part of Spokane County.

GARFIELD: A town in the eastern part of Whitman County; also the name of a county in the southeastern part of Washington. The following account of the founding of Garfield is given by Benjamin F. Manring, of Colfax: "Early in the winter of 1880-81 Mr. Samuel J. Tant, who owned the south half of the SE ¼ of Sec. 33,

Twp. 18, R. 45, embracing the south part of the flat on which Garfield stands, in addition to the homestead cornering with this tract on the southwest, on which he lived, circulated a petition for the establishment of a P.O. in the community. In the petition he proposed that the P.O. be named Garfield. I remember that when he called at my father's house, at night, with the petition, father joked with him about the name and, being inclined to the principles of the Democratic party, countered with the suggestion that the name should be Hancock. Mr. Tant was of the Republican faith and very naturally was of the opinion that the naming of the P.O. Garfield would be honoring the newly elected president and would, therefore, be more appropriate than to give it the name of the defeated candidate. I do not remember that any other name was seriously considered. It was understood that anyone who was old enough to send or receive mail was eligible as a petitioner, and this included nearly all the Manring family, my own name among them. The P.O. was soon established and equipped and Mr. Tant was appointed first P.M. For several months the mail was received through the P.O. at Palouse City and for the first few weeks Mr. Tant himself made the twice-a-week trips after the mail. Then Charles E. Manring, my oldest brother, was employed as mail carrier and carried the mail to and from Palouse, riding a cayuse. The original plat of the town was surveyed June 4th, 1881, by C. A. Grimes, who was at the time making his headquarters with his brother, J. S. Grimes, a farmer, living near Farmington. My brother, A. W. Manring, and myself assisted in the survey. My brother carried one end of the surveyor's chain and I performed the important task of sharpening the stakes which marked the corners of the lots. The new town, of course, took the name of the P.O. which had been already established. The selection of the site was due to the fact that it was centrally located, was accessible, and contained an area of level land sufficient to accommodate a good sized town, and also to the desire on the part of Mr. Tant to become the proprietor of a town site. Mr. Tant was a man of exemplary character, a typical pioneer, and public spirited in a marked degree. The first store building erected and the first mercantile business established in the town was that of Giles Brothers. The building was erected in the summer of 1881, and the first merchandise was installed along about harvest time." (Letter to J. Orin Oliphant, June 20, 1926). Mr. John C. Lawrence,* of Winlock, Washington, was employed as a typesetter for the Colfax

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* Mr. Lawrence died a few months after this letter was written.

Democrat when Mr. Tant laid out the town site of Garfield. He met Mr. Tant in Colfax on the day the latter filed the plat of the new town site. "Mr. Tant was promptly appointed postmaster at the new town by President Garfield," says Mr. Lawrence. "The name Garfield was selected by Mr. Tant, who was of the same political faith. After Farmington was laid out as a town site, his former home, he felt a natural pride in laying out a town of his own. As the O.-W. R. & N., then known as the Columbia & Palouse R.R. Co., had made a preliminary survey from Colfax up the Palouse River and Silver Creek, the time seemed opportune." (Letter to J. Orin Oliphant, June 14, 1926). See the *Palouse Gazette,* July 13, 1883; *History of Whitman County,* p. 197; Gilbert, *Historic Sketches,* p. 447. *Cf.* Meany, p. 95.

GLOVERSVILLE: See Twisp.

GRANGE CITY: For accounts of the origin of this name see Meany, *op. cit.,* p. 101, and Gilbert, *Historic Sketches,* p. 416. This was one of several early towns whose future depended on the continued navigation of the Snake River. Grange City showed some promise of growth in the beginning, but after 1881 it quickly declined. (*Spokan Times,* October 9, 1880; Gilbert, *Historic Sketches,* p. 416).

HARRISTON: A town site, long since abandoned, that was laid out on the line of the Northern Pacific Railroad in 1880. It was ninety-six miles from Ainsworth and fifty-three miles from Spokane Falls. (*Spokan Times,* September 11, 1880). The town site was laid out on the NE and SE quarters of Sec. 9, Twp. 20 N., R. 37 E.W.M. The plat was recorded on December 22, 1880, for General J. W. Sprague, general superintendent and agent for the Northern Pacific Railroad. (Whitman County *Plat Book A,* p. 34).

HAY: A small town in the southwestern part of Whitman County, on the Spokane-Pendleton line of the O.-W. R. & N.

HAYFORD: A small community center in Spokane County, near the site of the former Cheney Junction. Cheney Junction was a station on the Washington Water Power Company's electric railroad which, before its abandonment in 1922, connected Cheney and Medical Lake with Spokane. Hayford was also a station on this railroad.

ICICLE: See Leavenworth.

IN-I-TI: See Cliffton.

IRENE: See Bowers.

IVES: See Pateros.

KAMIAC BUTTE: A butte in the eastern part of Whitman

County. It was named by James A. Perkins, a pioneer of Colfax, in honor of the Indian chief Ka-mi-akin. (*History of Whitman County*, p. 187). The name is sometimes written Kamiak.

KENDALL'S BRIDGE: See Spokane Bridge.

KIPLING: A town site in the northeastern part of Okanogan County. It was laid out in 1900. (*History of North Washington*, p. 563).

LA CROSSE: A town in the southwestern part of Whitman County. It is on the Spokane-Pendleton line of the O.-W. R. & N.

LAFAYETTE: See Medical Lake.

LAKE CREEK: A small tributary of Hangman Creek, in Spokane County. The town of Marshall is situated on this creek.

LAKESIDE: A town on the shore of Lake Chelan. It was started in 1888. (*History of North Washington*, p. 725). *Cf.* Meany, p. 139.

LEAVENWORTH: A town on the Great Northern Railroad, in Chelan County. Its beginning dates from 1892, when a small town called Icicle was started about a mile from the present town of Leavenworth. In the fall of that year the site of Leavenworth was laid out, and Icicle was abandoned. Leavenworth was named in honor of Captain Leavenworth, of Olympia, president of the Okanogan Investment Company, the organization which platted the town site. (*History of North Washington*, p. 730).

LEITCHVILLE: This town, which is no longer in existence, appears to have been named in honor of M. H. Leitch. Its location is described in a communication dated "Leitchville, Apr. 19, 1878," as "section 19, township 13 north, range 45 east, 17 miles from Lewiston, and 25 miles from Colfax." (*Palouse Gazette*, May 4, 1878). The site was surveyed by O. L. Wolford in March, 1879, and in July, 1879, it had a post office. (*Ibid.*, March 28 and July 11, 1879). In a letter to the *Palouse Gazette*, dated April 2, 1880, Mr. Leitch declared that he had come to Whitman County from Idaho in 1871. (*Ibid.*, April 16, 1880). This town is shown on a map in the *Resources of Oregon and Washington*, December, 1881.

LIBERTY LAKE: A lake in the eastern part of Spokane County. It was named in honor of Stephen Liberty, who settled on the shore of the lake in 1871. (Edwards, *History of Spokane County*, p. 49). Liberty Creek flows into this lake from the southeast. *Cf.* Meany, p. 147.

LINCOLN: A small town in Lincoln County, near the mouth of the Spokane River. A town site named Lincoln was laid out on the

north branch of the Palouse River, in Whitman County, in 1877. This town failed to materialize, however. It was situated between the present towns of Palouse and Elberton. "This new town, better known about here as Chase's Mill, is thriving equally as fast as other young places. A grist mill is located here, and a saw mill will soon be in operation. A post office has been established, with Mr. Charles S. Chase P. M. School advantages are not neglected; a school is organized and a teacher employed. Mr. Chase, proprietor of the saw mill at that place, informs us that immigrants can obtain such lumber as will enable them to build a shelter for the winter, in the absence of better building material, and that in the spring good lumber can be had." (*Palouse Gazette*, November 17, 1877). See *ibid.*, January 5, 1878, and Gilbert, *Historic Sketches*, p. 446. Lincoln is shown on a map in T. W. Symons, "Report of an Examination of the Upper Columbia River. . . .," 47th Cong. 1st Sess., *Sen. Ex. Doc.* No. 186. *Cf.* Meany, p. 147.

LOON LAKE: The name of a lake, of a town, and of a precinct in the southeastern part of Stevens County. P. W. Winans says that this name was given to the lake in July, 1881, by John Hofsteter, a pioneer of the Colville Valley. (Winans, *Stevens County, Wash., MS.*, p. 26). *Cf.* Meany, p. 150.

LOOP LOOP: Once a mining town near Conconully, in Okanogan County. It was founded by W. P. Keady and F. S. Chadwick. The site was platted in 1888. (*History of North Washington*, p. 555; *Glimpses of Pioneer Life*, p. 116).

LYON: A station on the Great Northern Railroad, in Spokane County, west of the city of Spokane.

MALAGA: A small town in the southern part of Chelan County. The site was platted in 1903. (*History of North Washington*, p. 736).

MALOTT: A post office in Okanogan County. It bears the name of a pioneer family of the Okanogan country. This post office was established in 1890 and L. C. Malott was postmaster for twenty years. (*Glimpses of Pioneer Life*, pp. 6-8). The site of the town of Malott was platted in 1909. (*Ibid.*, p. 8).

MARSHALL: A small town in Spokane County. It is situated on the main line of the Northern Pacific Railroad, between Cheney and the city of Spokane. At this point the Palouse branch joins the main line of the Northern Pacific. Marshall was founded in 1880, at the time the Pend Oreille division of the Northern Pacific was under construction. A sawmill, owned by Smith & Marshall, was

built at this point to cut timbers and ties for the railroad. Subsequently a town site was laid out, and in the summer and autumn of 1880 Marshall was a candidate for the seat of Government of Spokane County. It appears that the town of Marshall had its beginning about February, 1880. "We learn that Smith & Marshall, proprietors of Lake Creek Mills, are about locating a town near their mills, which bids fair to be a formidable rival for the county seat of Spokane County. Eltopa is suggested as a proper name for the new city. It is rather a pretty name, short and easily spelled, is quite suggestive and has the merit of originality. There is probably no city, town or post office of that name in the world." (*Palouse Gazette,* February 27, 1880). "A post office has been established at Marshaltown, on Lake Creek." (*Palouse Gazette,* March 19, 1880). A correspondent wrote from Marshall on May 18, 1880, to the editor of the *Spokan Times* as follows: "Probably many of our readers are not aware of the fact that we have a lively and prosperous little burg springing up on Lake Creek, christened 'Marshall,' after one of the proprietors of the firm, Smith & Marshall. . . ." (*Spokan Times,* May 22, 1880).

McCoy: See Oakesdale.

Meadow Lake: The name of a small lake situated near the village of Four Lakes, Spokane County. Meadow Lake was formerly the name of the present village of Four Lakes. See Four Lakes. *Cf.* Meany, p. 163.

Medical Lake: A town in Spokane County, situated on the shore of a lake of the same name. The first name given to a town started here in 1879 was Lafayette. (*Spokan Times,* October 2, October 30, November 27, 1879). "Col. E. L. Smith, the proprietor of what is called Medicine Lake—quite well known on account of its peculiar chemical properties—has recently had a town site surveyed on the east side of the lake, on the prairies. . . . It is a pleasant place for a town, and of course must be healthful. . . . A lot is given to anyone who will build a house on it." (*Spokan Times,* October 2, 1879). See the *Palouse Gazette,* October 10, 1879, and the *Spokan Times,* May 15, 1880. "J. G. Labrie has been regularly installed as postmaster at the new office established at Medical Lake. The office will receive mail once each week from Spokan Falls." (*Spokan Times,* May 15, 1880). The plat of the town site of Medical Lake was filed on July 13, 1880, at the request of George W. Brower and Andrew Lefevre. (Spokane County *Plat Book A,* p.

93). See also Spokane County *Deed Book A,* p. 161. *Cf.* Meany, p. 163.

MICA PEAK: A peak in the eastern part of Spokane County. In the eastern part of this county, on the Spokane-Pendleton line of the O.-W. R. & N., is a station named Mica.

MILAN: A small town in the northern part of Spokane County.

MILLINGTON: Formerly the name of Bossburg. (*History of North Washington,* p. 161).

MISSION: The name of a creek in Chelan County and of a station on the Great Northern Railroad in the Colville Valley, Stevens County. *Cf.* Meany, p. 168.

MOAB: A post office in Spokane County, near Newman Lake.

MOLSON: A town in Okanogan County. It was founded in 1900 by George B. Mechem, manager of the Colville Reservation Syndicate, who named it in honor of John W. Molson, the president of the corporation. (*History of North Washington,* p. 554).

MONDOVI: A settlement in the eastern part of Lincoln County. It was named by Mr. and Mrs. C. D. Ide in honor of their home town in Wisconsin. See the *Washington Historical Quarterly,* XVIII, 123. "Mondovia [*sic*] is the name of a new post office recently established on the White Bluff road leading from Deep Creek falls to Cottonwood springs." (*Oregonian,* March 16, 1881).

MONITOR: A small town in Chelan County, on the Great Northern Railroad.

MORAN PRAIRIE: A prairie south of the city of Spokane, in Spokane County. It was named in honor of Joseph Moran, a pioneer settler. (Edwards, *History of Spokane County,* p. 49). Moran is also the name of a station in Spokane County on the line of the Spokane and Inland Empire Electric Railroad.

NELSON: See Danville.

NEWMAN LAKE: A lake in the eastern part of Spokane County. It was named in honor of William Newman, an early settler near the lake. (Edwards, *History of Spokane County,* p. 59; "Reminiscences of James Monaghan," in Oliphant, *Early History of Spokane, Washington, Told by Contemporaries, MS.,* p. 16). Newman Creek empties into Newman Lake.

NIGHTHAWK: A post office in the northern part of Okanogan County. A town was started here in 1899 and a post office was established in the same year. The name was derived from the Nighthawk mine. (*History of North Washington,* p. 557). This is also the name of a precinct in Okanogan County.

NORTHPORT: This town, situated in the northern part of Stevens County, was founded by the Northport Townsite Company in 1892. "It was so named by the town site company that located it, because the topography of the country between Northport and the boundary line between the United States and British Columbia demonstrated the fact that it was destined to be the most northern town on the line of the Spokane Falls & Northern Railway." (*History of North Washington,* p. 137).

OAKESDALE: "James McCoy, town proprietor of Oakesdale, formerly known as McCoy, was in this city Monday and had the plat of his new town recorded." (*Palouse Gazette,* July 23, 1886). The plat was recorded by Mr. and Mrs. James McCoy on July 19, 1886. (Whitman County *Plat Book A,* p. 133). The town was named in honor of Thomas F. Oakes, sometime vice president of the Northern Pacific Railroad. *Cf.* Meany, p. 194.

OKANOGAN: The seat of government of Okanogan County. At this spot F. J. (Pard) Cummings settled in 1886 and opened a store. The place was named Alma, in honor of Alma Kahlow, who married Captain C. E. Hansen. In later years the name was changed to Okanogan. (*Glimpses of Pioneer Life,* pp. 93, 108; *Spokane Daily Chronicle,* June 25, 1927; *History of North Washington,* p. 585. *Cf.* Meany, p. 195.

PALOUSE: A town in the eastern part of Whitman County, on the north branch of the Palouse River. Professor Meany, in the *Origin of Washington Geographic Names,* p. 207, quotes H. H. Bancroft as saying that the founder of the present town of Palouse erected a flouring mill and laid out a town site at the falls of the Palouse River. This is an error. The falls are situated a few miles from the mouth of the Palouse River, which empties into the Snake River. The present town of Palouse was founded in 1875 by W. P. Breeding, who had settled in the eastern part of Whitman County in 1874. A post office was established here in 1876. (Gilbert, *Historic Sketches,* pp. 442-443; *History of Whitman County,* p. 216). In the decade of the sixties, at the height of the mining advance into the Pacific Northwest, there was laid out at the mouth of the Palouse River a town site which was named Palouse City. It is probable that Bancroft confounded this site with that of the present town of Palouse. "*New Town*—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 im-

portance, 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 one hundred pack animals have crossed his ferry this spring *en route* for the Kootenai mines." (*Ibid.*, April 2, 1864).

PALOUSE JUNCTION: See Connell. Consult also Winser, *op. cit.*, p. 219.

PATEROS: A small town situated in the southern part of Okanogan County. The site was platted by Lee Ives, who settled here in 1886. For several years the place was called Ives, but eventually the name Pateros was given to it. (*History of North Washington*, p. 591).

PENAWAWA: The name of a creek and of a town situated at the mouth thereof, in Whitman County. Penawawa Creek empties into the Snake River. A ferry was established at the mouth of the creek by C. C. Cram in 1872. Penawawa was once an important shipping point on the Snake River, and in the late seventies and the early eighties it had stage connections with Colfax. A town site was laid out here in on November 23, 1877, for Emsley Fincher and C. C. Cram, and the plat was recorded on April 29, 1879. (Whitman County *Plat Book A*, p. 27; Gilbert, *Historic Sketches*, p. 446; *Palouse Gazette*, 1877-1879, *passim*). "Mr. C. C. Cram, our enterprising ferryman, says he has crossed at least five hundred immigrant trains [?] this fall. Reckoning five persons to each wagon, we have a gain of twenty-five hundred inhabitants. Pretty good for only one of our five roads." (*Palouse Gozette*, December 15, 1877). A correspondent wrote from Penawana, under date of July 10, 1878, to the *Palouse Gazette*: "The boats are landing large quantities of merchandise for this and other points, and are taking from here a large amount of down freights. This is now one of the best shipping points on the river, and will soon be *the* point." (*Palouse Gazette*, July 13, 1878). In the late seventies there was a considerable movement of people into the Palouse country by way of the Columbia and Snake Rivers and overland from Walla Walla. In those years Almota and Penawana were rivals for the business arising from this travel and from the development of the country north of the Snake River. These river towns were in a fair way to become prosperous when the building of the railroads

diverted traffic into new channels. See the *History of Whitman County,* p. 227.

PESHASTIN: The name of a station on the Great Northern Railroad and of a creek, both of which are in Chelan County. The station of Peshastin had its inception in 1892. (*History of North Washington,* p. 735).

PINE CITY: "The land on which this town is situated [on Pine Creek, in the northern part of Whitman County], was pre-empted in 1878 by a man known as Dr. Dodson, who platted it into town lots in 1881." (*History of Whitman County,* p. 225). The plat was recorded on July 30, 1881. (Whitman County *Plat Book A,* p. 47). See Butler. *Cf.* Meany, p. 213.

PINE GROVE: See Spangle.

PLAINVILLE: A town started in Whitman County by the Oregon Improvement Company. The plat was recorded on October 5, 1882. The town was located on Secs. 20, 21, 28, and 29, Twp. 16 N., R. 43, E.W.M. (Whitman County *Plat Book A,* p. 68). See Gilbert, *Historic Sketches,* p. 447. This town has ceased to exist.

PLAZA: A small town on the Palouse branch of the Northern Pacific Railroad. It is situated in the southern part of Spokane County.

REARDAN: A town situated in the eastern part of Lincoln County, on the Central Washington branch of the Northern Pacific Railroad. Its site is approximately that of the former town of Fairweather. Reardan was built at the time of the construction of the Central Washington Railroad. Previously a post office named Capps had been established on a farm one mile north of the present site of Reardan. After the building of the railroad the post office was moved to a new site which was at first called Capps. The name was subsequently changed to Reardan, honoring C. F. Reardan, a construction engineer. The plat of the town site was filed for record by Mr. and Mrs. George A. Fellows on June 13, 1889. Reardan is situated on the NW ¼ of Sec. 15, Twp. 25 N., R. 39 E.W.M. (Letter from Jim Goodwin, auditor of Lincoln County, to J. Orin Oliphant, April 28, 1927; *History of the Big Bend Country,* p. 169). See Fairweather. *Cf.* Meany, p. 241.

REBEL FLATS The name of a creek in Whitman County and of a flat through which the creek flows. This creek is a tributary of the Palouse River. According to Gilbert (*Historic Sketches,* p. 447), Rebel Flat is fifty miles in length. South of this flat is a similar area, Union Flat, through which flows into the Palouse River a small creek called Union Flat Creek. Union Flat, accord-

ing to Gilbert (*Historic Sketches,* p. 447), is seventy miles long. Both Union and Rebel Flats are in the southern part of Whitman County. Settlers began to enter this region a few years after the close of the Civil War, and the memories of that struggle influenced them in the naming of the above-mentioned places.

RITZVILLE: The seat of government of Adams County. The site was laid out by the Northern Pacific Railroad Company. The plat was filed for record in Whitman County on December 22, 1880. (Whitman County *Plat Book A,* p. 38; Adams County *Town Lots I,* p. 1). When the plat of Ritzville was filed, the present Adams County was a part of Whitman County. "*Ritzville*—This is a new town on the N. P. R. R., eightyfour miles from Ainsworth, and laying [*sic*] in the heart of one of the finest wheat-growing countries on the Pacific Coast. This place has been named after our old friend Philip Ritz, Esq., a gentleman who has done more to aid in developing the best interests of the North Pacific Coast than any other man. Mr. Ritz has a wheat farm there, some sixteen miles around, of eight thousand acres with the N. P. R. R. line running five miles immediately in front of him, with a strong probability of making his town the county seat of a new and prosperous county. A post office will be established there at once with store, hotel, etc. Mr. Ritz has a contract of grading ten miles of the road at this place, amounting to some $35,000.—*Mountaineer.*" . . . . "A post office has been established at Ritzville, Whitman County, W. T." (*Palouse Gazette,* May 21, 1880). *Cf.* Meany, p. 245.

ROCKFORD: A town in the southeastern part of Spokane County. "*Rockford*—Is the name of a new town on Rock Creek, in Stevens County, on the Coeur d'Alene trails, on what is known as the California Pass. Messrs. Farnsworth, Worley & Co. are the town proprietors. These gentlemen have a large steam sawmill on the way to Rockford. A brick kiln is now located there and a shoe shop. A petition has been made for a post office, and soon there will be another thriving town. Mr. James Graden has a sawmill about two miles below Rockford, so there need be no more complaint about the scarcity of lumber. The Rock Creek, Four Lake, and Pine Grove country is now attracting a good deal of attention, and unless present indications are very deceptive, the country mentioned will soon be the most thickly populated of any section north of Snake River." (*Palouse Gazette,* July 6, 1878). In 1878 the present Spokane County was a part of Stevens County). The *Gazette* declared on September 13, 1878, that the mill was in operation, having a capacity of ten thousand feet a day. "The town site

of Rockford was last week surveyed and lots offered for sale. Rockford is situated in the center of a large and exceedingly rich farming country, and there is no reason why it will not keep pace with her sister towns in growth and improvement." (*North-West Tribune,* July 1, 1881). *Cf.* Meany, p. 246.

ROSALIA: A town in the northern part of Whitman County. "It was given its euphonious appellation in honor of Mrs. T. J. Favorite, wife of the first postmaster, whose Christian name was Rosalia. Some time in the early seventies Mr. Favorite grew tired of the service of Uncle Sam and his office fell to one J. M. Whitman, who had purchased from the railroad a tract of land some two miles further north." (*History of Whitman County,* p. 220). A correspondent of the *Palouse Gazette* wrote as follows in the summer of 1880: "Here [at Rosalia] we find a post office 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 here about a 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). The growth of the town of Rosalia began with the building of the Palouse branch of the Northern Pacific Railroad. The plat of the town site was filed by John M. Whitman on August 28, 1886. (Whitman County *Plat Book A,* p. 120). *Cf.* Meany, p. 248.

SALMON CITY: See Conconully.

SALTESE or SELTICE: The name of a lake in Spokane County, east of the city of Spokane, and of a junction on the O.-W. R. & N., near Tekoa, in Whitman County. The name was given to those places in honor of a Coeur d'Alene Indian chief who was friendly to the white settlers.

SEDALIA: On a map accompanying a report of the board of directors of the Northern Pacific in 1884 this is shown as a town or settlement situated a few miles south of the mouth of the Spokane River. (Northern Pacific Railroad, *Report of the Board of Directors to the Stockholders at Their Annual Meeting, September 18th,* 1884 (New York, 1884). The name now designates a precinct in Lincoln County.

SPANGLE: This town, situated in the south-central part of Spokane County, was named in honor of William Spangle, who settled here in 1872. For several years the place was called Pine Grove. The survey of the town site was made by L. W. Rima, of Spokane Falls, in May, 1879, and the plat was recorded on June 18, 1879. (Spokane County *Plat Book A,* p. 59). The date of the locat-

ing of the site is erroneously given in Meany, *Origin of Washington Geographic Names,* p. 282. The correct date is definitely established by the following contemporaneous record: "Mr. L. W. Rima, of this place, is now engaged in laying out the town of Spangle, in order to locate definitely the streets and alleys of that promising little business center." (*Spokan Times,* May 8, 1879). See Oliphant, *Readings in the History of Eastern Washington, MS.,* IV, 12.

SPOKANE: The "metropolis of the Inland Empire" is the seat of government of Spokane County. This city, which was originally called Spokane Falls, is commonly thought of as having had its beginning with the arrival at the falls of James Glover in May, 1873; but several months earlier there was a beginning of a settlement. *"New Saw Mill*—We learn that there has been erected during the past winter a fine new sawmill, at Spokane Falls, fifteen miles below Kendall's bridge, and is now in complete running order and prepared to furnish all kinds of lumber. This enterprise will supply a want long felt by the settlers in that vicinity. The proprietors are Messrs. J. J. Downing and S. B. Scranton." (*Walla Walla Union,* March 16, 1872). The story of the coming of James Glover and of the subsequent growth of Spokane Falls is told in an interesting way by Mr. Glover in his reminiscences. (Oliphant, *Early History of Spokane, Washington, Told by Contemporaries, MS.,* Part III). The first newspaper at Spokane Falls was established by Francis H. Cook on May 8, 1879. It was named the *Spokan Times.* Spokane (then called Spokane Falls) became the permanent seat of government of Spokane County in 1886. *Cf.* Meany, p. 283.

SPOKANE BRIDGE: A post office situated in the Spokane Valley, eighteen miles east of Spokane. Here, or near this spot, was built the first bridge over the Spokane River. (P. W. Winans, *Stevens County, Wash., MS.,* p. 25). This bridge was built, according to Winans, in 1864. It was later acquired by a man named Kendall, who died in 1873. (Oliphant, *Early Histor of Spokane, Washington, Told by Contemporaries, MS.,* p. 89). This property was subsequently bought by M. M. Cowley and Thomas Ford, who operated the bridge as a partnership until 1881. (*Spokan Times,* April 14, 1881). For several years the bridge was known as Cowley's Bridge. See the reminiscences of M. M. Cowley in Oliphant, *Early History of Spokane, Washington, Told by Contemporaries, MS.,* Part I).

SPRING VALLEY: The name of a creek in the southern part of

Spokane County and of a junction on the Spokane and Inland Empire Electric Railroad. The Colfax, Wash., and Moscow, Idaho, branches of this road come together at Spring Valley.

STALEY: A railroad station in the southeastern part of Whitman County. It was named in honor of D. M. Staley, a pioneer of the region. (*History of Whitman County*, p. 228). This is also the name of precinct No. 60 in Whitman County.

STEPTOE BUTTE: Some information on the Indian names of this geographic feature of eastern Washington is contained in Lieutenant John Mullan's "Topographical Memoir of Col. Wright's Campaign," a part of which follows: "We had to-day a distinct view of the Se-empt-tee-ta butte, which, rearing its blue peak far above the prairie hills around make [*sic*] it the prominent land mark of the country. . . . So also the butte called by Governor Stevens in his maps and in his reports the 'Pyramid butte,' is by the Spokanes and Coeur d'Alenes called the Se-emp-tee-ta [*sic*], and by the Palouses and Nez Perces the E-o-mosh-toss butte." (35th Cong., 2d Sess., *Sen. Ex. Doc.* No. 32 [Serial Number 984], pp. 72-73). *Cf.* Meany, p. 289.

STEPTOE STATION: The name applied to the establishment of James S. ("Cashup") Davis, an early settler near Steptoe Butte, in Whitman County. Mr. Davis kept a store and tavern, and his place was one of the stations on the stage line between Spokane and Colfax. The name Steptoe has in recent years been given to a nearby town which came into being with the building of the Spokane and Inland Empire Electric Railroad, and the name "Cashup" has been given to a station on this railroad. See the biography of "Cashup" Davis, by Mrs. Ivan Chase, in the Spokane *Spokesman-Review*, December 24, 1922).

STEVENS: This town, now called Tyler, was founded by the Northern Pacific Railroad Company at the time of the building of the Pend Oreille division of that road. It is situated on the NE ¼ Sec. 5, Twp. 22 N., R. 40 E.W.M., in Spokane County. The plat was recorded on June 7, 1882. (Spokane County *Plat Book A*, p. 56). "Stevens is located on the line of the N. P. R. R., fourteen miles from Sprague and eleven from Cheney. It is beautifully located and surrounded by a magnificent belt of timber. There is a large and prosperous farming community on either side of it." (*North-West Tribune*, February 23, 1883). See also *Ibid.*, March 9, 1883. On some early maps this name was spelled "Stephens." See the accompanying map in Northern Pacific Railroad, *Report of the Directors to the Stockholders at Their Annual Meeting, Sep-*

tember 18*th*, 1884 (New York, 1884). *Cf.* Meany, p. 289.

SUNSET: A town in Whitman County, situated on Cottonwood Creek, six miles from St. John. It was built upon land owned by Joseph Conatzer, a pioneer stockman. The town site was laid out at the time of the building of the Pleasant Valley branch of the O.-W. R. & N. The plat was filed on November 16, 1888, by Joseph Conatzer. (Whitman County *Plat Book A*, p. 178; *History of Whitman County*, p. 226). This is also the name of precinct No. 47 in Whitman County. *Cf.* Meany, p. 297.

SWANSEA: See Brewster.

TEKOA: A town in the northeastern part of Whitman County. The site was laid out in 1888. "A new town, to be known as Tekoah, has been laid off by D. W. Truax in township 20, R. 45, at the point where the railroad into the Coeur d'Alene mines crosses the O. R. & N. extension to Spokane Falls, twelve miles from Farmington." (*Palouse Gazette*, July 20, 1888). Twenty acres were surveyed into lots, streets, and alleys in 1888. (*History of Whitman County*, p. 193). The plat of the town was filed on January 4, 1889, by Daniel H. Truax. (Whitman County *Plat Book A*, p. 181). *Cf.* Meany, p. 303.

THORNTON: "Thornton is the name of a new town recently laid out on the Pleasant Valley branch of the O. R. & N., eight miles from Oakesdale. It is in the midst of a fertile and productive region and bids fair to grow and prosper." (*Palouse Gazette*, August 16, 1889). Thornton was located by P. M. Sheehan at the point where the Pleasant Valley branch of the O.-W. R. & N. crosses Thorn Creek. (*History of Whitman County*, p. 226).

TYLER: See Stevens.

TWISP: A town in the Methow Valley, Okanogan County. "H. C. Glover homesteaded the land where Twisp now stands and July 30, 1897, he laid out and platted a town site which he called Gloversville. That same year O. W. Benson established a small store in the new town. A post office was installed shortly afterward and James Colwell became the first postmaster. June 29, 1899, Amanda B. Burgar platted the town site of Twisp and thereafter the town was recognized by that name." (*History of North Washington*, p. 559). *Cf.* Meany, p. 320.

UNION FLAT: See Rebel Flat.

UNIONTOWN: A town in the southeastern part of Whitman County, situated at the head of Union Flat. The plat of the town site was filed on February 4, 1879. (Whitman County *Plat Book A*, p. 23). This town is mentioned in Gilbert, *Historic Sketches*, p.

447. In 1878 Thomas Montgomery, the town-site proprietor, received a patent to the land upon which the town is situated. (*History of Whitman County*, p. 222).

VALLEY: A small town in the Colville Valley, Stevens County. It came into being with the building of the Spokane Falls & Northern Railway. The town site was platted by D. C. Corbin on July 20, 1891. (*History of North Washington*, p. 164).

WAVERLY: "A post office has been established at Waverly, Stevens County, and A. D. Thayer appointed postmaster." (*Palouse Gazette*, June 27, 1879). "Waverly is the name of a new town just laid out which is destined to be one of the important towns of the upper country. It is situated on section 3, township 21 north, range 44 east, near A. D. Thayer's place, and is surrounded on all sides by a fine agricultural country for from 20 to 25 miles distant. Marshall Field, of Chicago, and Baker & Boyer, of Walla Walla, are the principal town proprietors. . . . *North-West Tribune*." (*Pomeroy Republican*, July 28, 1883). Cf. Meany, p. 340.

WAWAWAI: A railroad station in the southern part of Whitman County. In the late seventies, before the railroads had entered eastern Washington, a town of this name was founded at the mouth of Wawawai Creek, which falls into the Snake River. Wawawai was a shipping and receiving point of some importance for the Palouse country. Gilbert says (*Historic Sketches*, p. 447) that Wawawai was situated eight miles above Almota and thirty miles below Lewiston, Idaho. A town site of three hundred acres was laid out in 1877 and a warehouse was built thereon. "Wawawa [*sic*] is the natural point for receiving and discharging freight and passengers for the South Palouse country, and as soon as boats begin to run in the spring there will be a regular passenger line from the boats to Palouse City and Colfax." (*Palouse Gazette*, October 20, 1877). "Parties from Wawawai inform us that the new road, leading from the river to the top of the hill, is finished. The road is said to be an excellent one, and will be a great convenience to parties shipping and receiving wheat, merchandise, etc., at Wawawai." (*Palouse Gazette*, July 20, 1878). The building of railroads in eastern Washington destroyed the hopes of Wawawai as well as those of the other river towns. See Oliphant, *Readings in the History of Eastern Washington, MS.*, IV, 5, and *History of Whitman County*, p. 227. Cf. Meany, p. 341.

WHITMAN CITY: "About three miles southwest of Colfax, on the state highway, is the southwest quarter of Section 20, Township 16, Range 43, now owned by Silas F. Morgan. As you look upon this place, now a beautiful farm, you behold Whitman City. There

was no more of a town there in 1872 than there is today, yet it lacked less than a dozen votes of becoming the county seat. The place was then the claim of Mr. Alfred Holt, father of our J. B. Holt of Pullman." (B. F. Manring, "Historical Sketch of Whitman County," in the *Colfax Gazette,* December 9, 1921).

WILBURVILLE (WILBERVILLE): "Wilberville is on the Palouse river, 10 miles from Colfax and 10 miles below Palouse City, and six miles southeast of Steptoe Butte. There are a great many vacant claims around this vicinity, which could be had for locating and improving, upon which are good springs." (*Walla Walla Union,* October 20, 1877, quoting the *Palouse Gazette* of October 13). This reference is to an early and little remembered attempt to form a settlement on the site of the present town of Elberton by G. D. Wilber [*sic*], who, according to B. F. Manring, helped to erect on Union Flat the first sawmill in Whitman County. He subsequently built a water-power mill on the north bank of the Palouse River, and with this mill site the name of the owner became associated. "No post office was ever established at this place until the town Elberton was started. Wilberville never became a generally known name for the place, though some did apply that name to it. It was commonly referred to as 'Wilber's Mill' . . . When we came to the country, in 1878, there were three residences at the mill, one of which we occupied during the winter." (B. F. Manring, Colfax, Wash., to J. Orin Oliphant, April 29, 1931). Also see "Reminiscences of George T. Miller," *Colfax Gazette,* April 17, 1931. See Elberton.

WILLIAMS LAKE: A lake in the southwestern part of Spokane County.

WILLOW LAKE: A small lake in Spokane County, near Granite Lake. Both of these lakes are in the Four Lakes region.

WINONA: A town in the western part of Whitman County, on the Spokane-Pendleton line of the O.-W. R. & N. It is a terminal point of the Pleasant Valley branch of that system.

WRIGHT'S BUTTE: A small butte near Four Lakes, in Spokane County. It was locally named in honor of Colonel George Wright who defeated at its base, on September 1, 1858, the "northern Indians" in the battle of Four Lakes. See Four Lakes.

YOUNG AMERICA: See Bossburg, which was once called Young America. The name was derived from the Young America silver mine. (*History of North Washington,* p. 161).

<div align="right">J. ORIN OLIPHANT
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