

*Spokane's First Railroad Train*

Mr. W. E. Coman, Vice President of the Northern Pacific Railway Company, recently received from Mr. C. E. Arney, Industrial Agent for the company in Spokane, an extract from the *Spokan Times* (final e omitted in those days). As it establishes a point in history important to that "Capital of the Inland Empire," it is here published in full:

"At 4 o'clock p.m. Saturday June 25, 1881, the rails were laid to Howard Street, the main thoroughfare of the city, running north and south. Our citizens were greatly interested, hundreds came to the scene to witness the last strokes which were uniting our fair city to the busy marts of commerce. When the train arrived in the evening about 400 persons accompanied by a brass band, were assembled to meet Superintendent Fairweather. It was slightly amusing to see how eagerly the throng rushed to the coach but failed to find the Superintendent. Ever watchful and attentive to business, Mr. Fairweather had arrived on an engine just before the passenger train.

"As he was greeted by a friend who informed him that the crowd down yonder wanted a speech from him, his genial but dusty countenance was guilty of a wicked smile as he remarked 'Well, I guess I have avoided that little difficulty, haven't I?' But the old standby, Mr. J. N. Glover, climbed upon the top of a car of the first train for which he had waited so long and with a red bandanna waving over his head, proposed three cheers for the Northern Pacific, which called forth loud hurrahs. The great crowd then quietly dispersed."

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*Early Territorial Letters*

Mrs. Harry B. McElroy, of Olympia, has presented two more packets of letters from her husband's collection. One package, from the B. F. Kendall papers, will receive attention later. The other package contains letters to Captain James M. Hunt of the Steamer *Constitution*. They deal mostly with "accounts due" and make frequent reference to a depression in 1857. Two are selected for reproduction: One to show the wages prevailing for skilled labor in 1857 and another for its political flavor.

Dated at Benicia, April 23, 1857, is an agreement between James Pollock and Captain James M. Hunt as follows:

"James Pollock agrees to overhaul the engines and boilers of Steamer *Constitution* lying at the Pacific Mail Steamship Co.'s wharf, Benicia, in a substantial and workmanlike manner, furnish-