

*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-

ing engineers and machinists at the rate of seven dollars per day; lathe and planing machine work, fifteen dollars per day; provided the ship is lying at any wharf in Bernicia. In case of removal the expenses of the men, such as board and travelling will be charged extra. Material to be furnished of best quality and at the usual prices charged for similar work in this State. A payment of one third the amount expended on engines and boilers to be made on 20th May 1857. James Pollock. Approved Jas. M. Hunt."

The other letter is dated at Portland, Oregon, April 22, 1857. It is in the handwriting of Joseph Lane, first Governor of Oregon Territory and is signed by him. It is addressed to Captain James M. Hunt and is as follows:

"Your humble servant has been put in nomination for Congress and has a fair prospect of election. I have seen Captain Cain from Washington who informs me that Gov. Stevens will without doubt be put in nomination and, of course, be elected. This will be glorious.

"Now, my friend, I want you to have all the good luck in the world, and rest assured that I will at all times do all I can to promote your welfare in the business that you are engaged. Success to you and my friend Capt. John H. Scranton. Kindest regards to Mrs. Hunt and Miss Bowes. Your friend, Joseph Lane."

Both men were successful in that campaign. Governor Stevens remained Washington Territory's Delegate in Congress until the Civil War broke out when he entered the Union Army, winning promotions until his death at the Battle of Chantilly on September 1, 1862. In the meantime Oregon was admitted to Statehood in 1859 and Joseph Lane became one of the first United States Senators. In the presidential campaign of 1860 he secured the nomination for Vice President on the Breckenridge ticket. Delegate Stevens was made Chairman of the Executive Committee for the Breckenridge-Lane portion of the Democratic Party. The little personal letter, given above, from Joseph Lane thus becomes an interesting item, a link between Northwestern and National politics.

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*Pioneer Adams Honored*

The Ellensburg *Capital* for November 13, 1931, contains a tribute by Austin Mires to the memory of Phil H. Adams, successful stock-raiser, who had been accidentally shot, to the sorrow of his associates in the Kittitas Valley. Mr. Adams was a native son, born in Walla Walla on February 12, 1876.