

## DOCUMENTS

### *Foundation of Bellingham*

Probably a majority of the citizens of Bellingham have a vague idea that Henry Hewitt, Jr., was a son of the Henry L. Hewitt who participated in their coal mine and sawmill foundations of 1853. That error will be thoroughly dissipated by these documents and the rather hazy record of Henry L. Hewitt will be given a more substantial place in history.

Henry Hewitt, Jr., was born in Lancashire, England, in 1840, and in the following year was brought to this country with his father's family. The use of the Junior in his name is accounted for by the association of father and son in contracting, lumber, and banking business in Illinois and Wisconsin. The son developed a remarkably successful business career extending into far regions including Arkansas, Arizona, New Mexico, British Columbia, Idaho, Oregon and Washington. When forty-nine years of age he came to Puget Sound just as Washington was attaining statehood in 1889. He made his home in Tacoma when he was one of the founders of the St. Paul & Tacoma Lumber Company. He practically established the City of Everett, to which fact the name of the principal street—Hewitt Avenue—bears witness. At the time of his death, recorded in a dispatch of May 2, 1918, he was reported to be the greatest individual holder of timber lands in the United States. His great prominence and the constant use of "Jr." caused a ready assumption of probable relationship whenever the older Henry Hewitt's name was mentioned in connection with the early history of Bellingham.

Henry Leeds Hewitt was from a wholly different family. As shown by his diary, he came from Vermillion, Erie County, Ohio. He had an adventuresome spirit and was something of a world traveler. His trip across the plains to California in 1850, his experiences on Puget Sound in 1853 and 1854, and his return to the States are told in the following diary, notebook and letters. He married Elizabeth Frances Smith, who earned considerable reputation as a critic and writer of religious history. She was sometimes referred to as the first "co-ed" in the United States, being one of the early women graduates from Oberlin College, Ohio. They had two sons, George Leeds Hewitt, born in Vermillion, Ohio, who lived always in the East and died without children, and Henry Irving Hewitt, also born in Vermillion, who

moved to Kansas where on December 25, 1882, he married Julia May Craft. To them was born a son, George C. Hewitt. When this son was seven years of age the parents separated, the father going East where he later died. The son was reared by his mother. He became a metallurgist and obtained work with the American Smelting and Refining Company at Garfield, Utah. After the World War, he was transferred to the smelter in Tacoma. He was moved from metallurgical work to the department of industrial relations and continued in that line with the Smelter Company and the Pacific Coast Coal Company for twelve years. He is now working for the State in the Department of Labor and Industry and resides at 6308 Sixteenth Avenue Northeast, Seattle.

In 1919, he was married to Aileen Nugent, of Tacoma. To them was born a son who received the name of William Crewe Hewitt. "Billy," now three years old, and his father, George C. Hewitt, are the last of the direct descendants of Henry Leeds Hewitt.

George C. Hewitt's mother continued to live in the old home in Kansas until quite recently when she came to Seattle to make her home with her son. In one piece of the antique furniture moved to Seattle from the old family home, George Hewitt found the papers that for the first time informed him that his grandfather had had important experiences in the early days of Puget Sound. That grandfather, Henry L. Hewitt, died at his Ohio home in January, 1862.

In addition to throwing light on Bellingham's early coal mine and sawmill development, these documents help to rescue one of those pioneers. In all histories up to date he is referred to as "a millwright named Brown." His first name is never mentioned. There was a William Brown, but the millwright was just Brown. These documents and letters identify him as Samuel Brown, who trusted and co-operated with Mr. Hewitt in the coal mine and with Henry Roeder and R. V. Peabody in the Whatcom Milling Co.

The diary kept by Henry L. Hewitt while crossing the plains in 1850 is written in a leather-covered pocketbook, four by six inches, entitled *Daily Pocket Remembrances for 1850*. Each page is divided into three portions headed by day and date. This compelled brief entries and invariable sequence. There is a separate section devoted to Sundays. On the fly-leaf is written: "H. L. Hewitt, Vermillion, Erie County, Ohio, April 8th, 1850."

The diary has been copied carefully, including the all too abundant capital letters and misspelled words. He spelled traveled

"travailed," which was not so far wrong from the dictionary's "Hard or agonizing labor." The abrupt ending of the diary is disappointing.—EDITOR.

*The Hewitt Overland Diary*

Thursday, March 21, 1850. Started from Vermillion to buy mules for an expedition for California.

Saturday, April 6. I arrived at St. Louis with four mules in company with darby and the Milan Boys.

Sunday, April 7. Found L. Pelton at St. Louis. Very unexpected.

Monday, April 8. Bapett arrived at St. Louis with the Waggon and Stayed in St. Louis all day.

Tuesday, April 9. I got the Waggon of and over the river and I started from St Louis to St Joseph to Board the Steamer Mingarian.

Wednesday, April 10. They ballance of the Company started for St Joseph with the waggon and team.

Tuesday, April 16. I arrived at St Joseph and was in Company Roeders and darby. We found St Joseph crowded with emigrants.

Monday, April 29. The team and waggon arrived at St Joseph. We loaded our provisions on our waggon and Stayed there all day.

Tuesday, April 30. Started from St Joseph to old Fort Karney where we intended to start from. We arrived at Savannah 15 miles from St Joseph.

Wednesday, May 1. Stayed at Savannah all day to repair and fix our waggon and Harness.

Thursday, May 2. Started from Savannah in the morning for Linden. A very stormy day.

Friday, May 3. On our road for Linden. Camped in the evening at Small Creek 22 miles from Linden.

Saturday, May 4. Started early in the Morning. Overtook Roeders team about ten o'clock. Passed Linden about 4 o'clock in the Evening. Camped about  $\frac{3}{4}$  mile west of Linden.

Monday, May 6. Camped at Linden at Nulls.

(Four more daily records "Camped at Linden.")

Saturday, May 11. Started for Fort Karney about 1 o'clock drove 12 miles and Camped one mile of the road on Willow Slew.

Sunday, May 12. Drove to Fort Karney from where we

camped 13 miles. Crossed the Missouri. Plenty of Indians. Camped on the Banks of the Missouri.

Monday, May 13. Camped on the Missouri. Waiting for the Lower Sandusky folks. Plenty of Indians. Great beggars.

Tuesday, May 14. The Fremont boys crossed the river. We started about one o'clock for the plains. Camped about 6 miles from the river about a mile of there not being any wood or water within 17 miles from where we camped.

Wednesday, May 15. Started from camp early in the morning. Traveled about 25 miles. Beautiful Roads. No wood But good Water.

Thursday, May 16. Started very early. Crossed Willow Creek about ten o'clock Very Bad crossing. Traveled about 20 miles. Crossed another creek in the evening. Camped about 1 hour by Sun.

Friday, May 17. Started early in the morning. Traveled about 18 or 20 miles. Traveled over a very hilly country. Crossed Salt Creek in the forenoon. Crossed Cottonwood in the evening and camped.

Saturday, May 18. Drove about 18 from Cottonwood Creek and camped at Oak Grove about 2 o'clock. The Country is very pleasant.

Sunday, May 19. Camped at Oak Grove over Sunday here. Very pleasant place. Nothing of importance occurred.

Monday, May 20. Started from Oak Grove Early in the Morning. Between 15 and 20 miles. Camped on the Platt Bottom about 4 miles from the river. A very pleasant place.

Tuesday, May 21. Started from Camp Early in the Morning. Found a good watering about 10 miles from the Bluffs. Camped at night on the Banks of the Platt. Drove about 25 miles.

Wednesday, May 22. Drove about 20 Miles. Passed through the old Pawnee Village in the forenoon. Camped at night on the banks of the Platt. Wood very scarce.

Thursday, May 23. Had a severe thunder Storm in the morning. Got a late start in the morning. Drove about 20 miles. Camped on the bank of the Platt. Wood scarce.

Friday, May 24. Drove about 20 miles. A very good road. One of the Fremont Company lost a man. Had not returned at dark in the evening. Camped on the Platt 2 miles from where the St Jo enters.

Saturday, May 25. Started early. Fell in company with very heavy ox trains. Passed a great many. Drove about 12 miles be-



fore noon. Passed the fort about 2 o'clock. Camped about 10 miles from the fort on the Platt. No wood. Feed scarce.

Sunday, May 26. Drove about 5 miles to get wood and feed in the morning. Found it scarce. Camped about 12 or 15 miles from or above the fort on the bank of Platte.

Monday, May 27. Had a Severe Thunder Storm in the morning. Started from Camp early. Drove about 25 miles and Camped on bank of the Platt. Wood scarce being willow Brush.

Tuesday, May 28. A very cool day. Started from Camp very early. Drove about 28 miles. Camped on the banks of the Platte. Poor water and no wood. Feed scarce.

Wednesday, May 29. Started from Camp very early. Drove about 25 miles. Camped on the Platte bottom. Good water, no wood, plenty of feed.

Thursday, May 30. Drove about 25. Camped at night a little above the junction of the North and South Forks. A good camping place with the exception of wood.

Friday, May 31. We crossed the South Fork in the morning. The boys from Fremont went 35 miles up the South Fork. We travailed about 20 miles up the North Fork. Camped at night on the North Fork. No wood.

Saturday, June 1. Started from Camp very early. Drove about 22 miles. There is some heavy sands on this road, about five miles this days drive and 10 miles Bluff Road. No feed this days drive till night. Good camping except wood.

Sunday, June 2. Laid over on the bottom on North Fork. No wood, feed scarce. Camping places are very scarce on the bottom on account wood and the barren sand.

Monday, June 3. Started early. Roads sandy. A steep bluff to assend before you get to Ash hollow. Assent good. Camped at night 7 miles above Ash hollow at a small Indian village.

Tuesday, June 4. A very wet cold day. Started late. Drove about 25 miles. Passed through two or three Indian villages. Roads bad most of the day. Camped at night on banks of Platte.

Wednesday, June 5. A very Cold and wet day. Drove about 25 miles. Passed through one Indian village. Roads bad. No wood between Ash hollow and Chimney rock. Camped at night about 2 miles rom Courhouse Rock. No water except River water. No wood.

Thursday, June 6. Drove about 25 miles. Road very bad. Passed through a highly interesting Country. Passed Chimney

Rock about 3 o'clock. Camped at night at Scot's bluffs, very beautiful cenery. Good food, no wood, nor water.

Friday, June 7. Passed Scotts bluffs in the forenoon. Passed a small Indian village and trading post. Drove about 30 miles and camped near horse creek. No wood and poor water.

Saturday, June 8. Drove 6 miles from horse and come to the Platte again. Drove about 25 miles. Feed very poor. Camped about 12 miles from Fort Laramie. Plenty of wood and water. Feed scarce.

Sunday, June 9. Good over the day about 12 miles from Fort Laramie. Wood and water plenty, feed scarce.

Monday, June 10. Forded Laramies fork in the forenoon. Passed the fort about 11, a very pleasant place. Had a very steep hill to assend and decend. Camped on the Platte bottom. Plenty of wood and feed.

Tuesday, June 11. Had a very rough road all day. Crossed several Small Streams not Bad to cross. Drove about twenty five miles. Camped at a spring on the right of the road. Water plenty, feed and wood scarce.

Wednesday, June 12. Drove about 25 miles. Crossed a very fine Stream of water. Country very sandy and Barren. Plenty of wood. Came to the Platte here through the day.

Thursday, June 13. Started in the morning 6 miles east of La Bont River and camped at night on the Gapt Rell River, distance about 25 miles. Plenty of wood and water, feed not very plenty, very rough Roads.

Friday, June 14. Camped about 7 miles from Deer Creek. Poor feed, no wood nor water. Drove from 2 parlel Rivers. Crossed Deer Creek a very beautiful stream.

Saturday, June 15. Drove about 10 miles in the morning and Camped about 8 miles east of the upper Platte ferry. We camped on the bank of the Platte. Feed scarce.

Sunday, June 16. We were camped on the South Bank of Platte. Crossed the river in the Afternoon on a Raft and swum our mules over. Had a great time, the River very high.

Monday, June 17. After we crossed the river we Camped over night on the Opposite Side of the river and travailed 36 M. had no feed at all. Camped at night at a small creek, no feed. Had a snow squal at night. Water plenty, no wood.

Tuesday, June 18. Drove half day and Camped on a small creek a little south of the road. Feed scarce, water plenty and

good, no wood except wild sage. That is very plenty all through this country.

Wednesday, June 19. Drove to the Sweet Water. About noon Camped at Independence Rock about 2 hours. Passed the Devil Gate in the evening. Camped in the evening on the Bank of Sweet Water. Good feed and water, no wood.

Thursday, June 20. Started from very early in the Morning. Had very sandy roads, very high Rocky Bluffs on our right all day. Drove about 25 miles and Camped on the Sweet Water. No wood, feed and water plenty.

Friday, June 21. Forded the Sweet Water twice in the morning Between two Rocky Ridges. Road mostly good from these to the other ford. Crossed the river at noon again. Travailed 16 miles in afternoon and camped on the Sweet Water. No feed, a few willow bushes.

Saturday, June 22. Crossed the Sweet Water twice and ascended a very high Rocky bluff, very Rocky. Drove about 22 miles and camp on the branch of Sweet Water. Feed pretty good, water plenty, wild sage for fuel.

Sunday, June 23. Laid over on a branch of the Sweet Water. Feed very of the road a few miles. Water cold and good. The stream in many places runs through snow banks. The tips of mountains covered with snow.

Monday, June 24. Started from camp early in the morning. Drove about through the South Pass and Camped about 2 miles from the Crossing at Pacific Creek. No wood and very poor water. Plenty of feed.

Tuesday, June 25. Started early from Camp. Drove to the Junction of the Oregon and California roads. Most of the emigrants went the Cutoff. Drove about 28 and camped on the big Sandy. Feed and water plenty. A very high Range of mountains on the north hand covered with snow.

Wednesday, June 26. Started from the big Sandy. Crossed in the morning. Stopped at noon on the Big Sandy, from there to Green River. Crossed on a ferry. Camped near there. Started about 4 o'clock in the morning, stopped about 6 in the morning [evening].

Thursday, June 27. Started about 4 o'clock. Drove about 2 miles and stopped till 9 o'clock. Drove about twenty miles and Camped on the black fork of Green river. Good feed and water. No wood except wild sage.

Friday, June 28. Could not find part of the mules. A great

excitement in camp. We left the Mormon route after crossing Hams fork. Had to drive very late for watter. Drove about 30 miles. Crossed several streams. We camped on stream unknown to us.

Saturday, June 29. Drove half a day. Stopped at Fort Bridgers two or three hours, a very pleasant place. Passed through a fine Country. Roads in many places very bad. Camped on a small creek at the foot of a high stony ridge. Wood, watter and feed plenty. A pleasant place.

Sunday, June 30. Started from a small creek 12 miles from Fort Bridger and travailed about 25. Crossed Bears River. Had a great time in crossing. Camped just across the river. Good feed, wood and watter.

Monday, July 1. Started from Bear River in the Morning and drove through a very mountainous country. Beautiful Cenery. Travailed through a narrow ravine with the Rocky Bluffs on Both sides. Good feed. Watter and wood plenty.

Tuesday, July 2. A very fine day. Travailed about 25 miles. Camped on Echo Creek under a very high bluff. Good watter, feed plenty; and wood.

Wednesday, July 3. Travailed over a very rough road through a very rough and romantic country, feed plenty. Drove about 22 miles. Camped at Browns Springs. Good feed and watter.

Thursday, July 4. Drove from Browns Springs to the City of the Great Salt Lake. Camped on a small creek near the city. They Mormons were having a great time only.

Friday, July 5. At the City of the Great Salt Lake. Very dull times, fixing to pack, selling of everything.

Saturday, July 6. At the City of the Great Salt Lake. Dull times, riging our packing material.

Sunday, July 7. Camped at Salt City. Very dull times. To work all day.

Monday, July 8. Camped at Salt Lake City. Very loansome times fixing out for packing.

Tuesday, July 9. Left Salt Lake City at 2 o'clock in the afternoon with our mules packed. Went about 10 miles. Camped near a farm house. Got supper.

Wednesday, July 10. Started early in the Morning. Went on along at the foot of the mountain. Pass a number of springs of all kinds. Feed good all along through the valley.

Thursday, July 11. Travailing to the eastward of Salt Lake



close to the foot of a very high mountain. Good feed and water plenty.

Friday, July 12. Drove from Box Elder Creek to Warm and Cold Spring. Crossed Bear River, the distance 22 miles. Watter rather scarce, good feed, wood not very plenty.

Saturday, July 13. We fell in Company with the Milan Boys. Drove 18 miles and camped on Deer Creek, the weather very hot and road very disagreeable travailing. Feed good, water plenty not very good, wild sage for fuel.

Sunday, July 14. Laid over on Deep Creek in company with the Milan Boys. Exceedingly hot weather. The country very rolling with Beautiful valleys Between the Bluffs. Watter is mostly impregnated with salt.

Monday, July 15. Monday we started from camp before daylight. Travailed about 40 miles and camped on a branch of Causus Creek. The Milan Company left us.

Tuesday, July 16. Started from Camp very early and travailed through a rough and broken Country. Had a fine view of the Steeple rocks near the Junction of Fort palesard. Camped on Goose Creek at night.

Wednesday, July 17. Travailed 18 miles up Goose Creek. Feed very good, but road many places miry, had several mules mired. Travailed to head of Goose Creek and passed through a deep Kanyon and passed a high bluf and camped *without feed* and watter. Many hard places.

Thursday, July 18. Started from Camp before day light for watter. Found it in about 5 hours but very poor. Travailed all day through a barren valley in dust up to the knees. Camped at night on a swampy piece of ground with plenty of feed.

Friday, July 19. Travailed through a very sandy and barren Country. At noon came to deep Kanyon, then travailed over a very high ridge and camped at night on a very flat Country with [out] any watter that could be used.

Saturday, July 20. During the night of 19 there was 18 horses stolen by the Indians close by our Camp. Travailed on Through a poor Country in alkali dust about a foot deep and struck the Humbolt about two o'clock. Had a small sprinkle of rain. Camped on banks of river. Good feed.

Sunday, July 21. Travailed down [river] all day, Crossing it once. Feed prety good. Camped at night on banks of river with prety good feed and watter tolerably good.

[The diary ended here.]

*Notebook Record on Puget Sound*

[A small notebook with leaves three by seven inches is about one-third filled with penciled notes much less careful or regular than in his overland diary. It appears that he frequently relied on his memory. His first entry as of 1854 must have been 1853 as shown by subsequent entries. Nevertheless, it is here reproduced as carefully as possible for the values in the early days on Bellingham Bay and in neighboring areas.

In the back part of the notebook are a few random figures, meaningless at present. With the diary and the notebook, however, are a number of letters, receipts and drafts which will be discussed following these entries from the notebook.—EDITOR.]

May 8th, 1854 [evidently 1853]. Left San Francisco on bord the Schooner William Allen Bound for Bellingham Bay, W. T. Arrived the 25th of May. I travailed about the Sound trying to convins myself that it was a good country but could not.

About the middle of August Brown and myself found a Cold mine. We got a small cargo out for Scooner William Allen. Sold on the 9th of December to Calhoun Benham.

I felt for San Francisco on 22d December on bord of Bark M. A. Millerll. Arrived there on the fourth of January. I stayed there during the Winter settling up for the Coal mine. Brown stayed up on the claim. He arrived on 8 and on the 17. I got his money and left for the States on the first of April.

April 1st, 1854. Left San Francisco on Bord Tarquina for Puget Sound and at Whitbyes Island the 14th of April and on the 19th arrived at Bellinghams of Bay. I soon got tired of that place.

About the fifth of May heard of B. S. Barston being drowned. Start over on tenth to Penns Cove. Was gone about forty six hours. Came back to the Bay. Stayed there till Monday the fifteenth of May.

I left on Ship Lucas for San Francisco with Load coal. Had a very teagous passage of 16 days. Had a gale of wind from N.W. most of the time. Arrived in San Francisco thirty first of May. Got ashore first of June.

Found Livi A. Pelton here, goin home, persuaded him to stay the fifteenth.

June 16th. Left San Francisco on Steamship Sonora for Panama bound for the States in Company with Livi A. Pelton.

Friday 23d June arrived at Acapuleo at 6½ o'clock in the evening. Left about twelve at night.

Thursday 29th Arrived in Panama about 6 in evening. Stayed over night in Panama. Left in morning on mule for Obispo. Arrived about 12½ o'clock. Left on the cars Obispo left about 8½ o'clock. Arrived about 6½ o'clock in evening. Stayed over night in Aspinwall. Left on Steamer Denysan in the evening at 7 o'clock.

July 1st. Made land at Cape St Antone on the morning of the 5th.

July 6th. Made Florida Keys in the morning. In sight of land all day. Arrived in N. York on the morning of the 10th. Left in the evening at 6 o'clock on New York and Erie R.R. Arrived in Cleveland on the 11th at half past 7 o'clock in the Evening. Arrived at Vermillion on the 13th of July.

Left Vermillion September 18th. Arrived at Chicago Sept. 21st. Left Chicago Sept. 23 for Indianapolis. Sunday 24th stayed in Layfaett, Ia. Arrived in Indianapolis 25th.

Left Indianapolis Wednesday 27th Sep. for Pittsburg. Arrived 28. Left 29th for Harrisburgh. Arrived 29th. Left for Middletown. Arrived Saturday the 30th.

I left Middletown Monday 23 October for Columbus, Ohio. Arrived at Wheeling, Va. 24th. Arrived at Columbus 24th. Came to Springfield same day to the National Cattle Show. Left Springfield on Friday November 3rd. Arrived at Vermillion Friday 3d.

Thursday January 25th left Vermillion for California. Arrived in New York 26th in the evening.

February 7th In New York. Very cold. Thermometer stood 10.0 degrees Below Zero in morning.

Tuesday February 20. Left New York for San Francisco in Steamship Illinois. Arrived at Kingston, Jamaica, on the 26, six days and two hours from New York. Left Kingston on the morning of the 27th. Arrived in Aspinwal on the first of March about four o'clock P.M.

Left Aspinwal on the morning of the Second for Panama. Arrived there about two o'clock P. M. Got aboard the Steamer John S. Stephens about five in the evening. She got under way about 7 o'clock in evening.

March 5th. Made 504 miles. Beautiful weather up to the [illegible]. Very warm.

March 8. Arrived at Acapuleo in morning. Went ashore and spent half day. Very unimportant place. Beautiful harbor.



Saturday March 18, 1855. Arrived in San Francisco at two o'clock in the morning. Very dull. Saw most of my old friends.

Thursday June 13, 1855, Left San Francisco bound for Puget Sound on board the Brig Leonisa.

July 3d Arrived at the Straits of De Fuca on the morning of the third of July. Desembarked at Port Townsend. Crossed over to Whitbyes Island the same day. Also walked across the Island then to Penns Cove. I was completely used up.

Penns Cove July 4th '55. The morning was cold and cheerless. At 10 o'clock A.M. the clouds were Despersed and the day was beautiful. There was a ball in the evening but could not attend on account of my being so used up by my walk on the third. Was very loansome. All alone in the afternoon.

Arrived at Bellingham Bay on the 8th of June [July]. Found all well.

August 25th. Left Bellingham Bay to look for a road through to Fraisers River on rout to fort Colville Mines. Monday morning 27th arrived at Mansons on Fraisers River after quite a teagous rout by way of Nea Sack [Nooksack] river and through the wood for about 20 miles with Indians for guides.

Tuesday 28th Sep. [Aug.] Left Mansons early in the morning to return. On our way down the river we saw a party that left the bay for Colville mines some days before us. They were all in good spirits, which probably was through the kind treatment of Mr. Yale of Fort Langley. We left them about nine o'clock A.M. Had a hard trip through the day.

Wednesday 29th Aug. Left camp early in hopes of getting through to the Nea Sack river by good breakfast time, but tak a different traill from the one we travailed on going over we were disapponited and did not get our Breakfast till about noon. Had quite a time with the natives. Roeder, Peabody and myself departed about one o'clock P.M., they to come through the wood to Whatcom. I to come down the river the way we went. I returned in double quick time, having a ten not current in my favour a part of the time,

Thursday 30 Aug. Arrived at Whatcom about nine o'clock A.M. Considerably used up. Look for Roeder and Peabody all day. But they did not get through till Saturday morning, almost famished.

Saturday 15 September. Arrived in Bellingham Bay from Port Townsend and Port Ludlow.



Tuesday Sep. 18. Left Whatcom for the Lummie after a Load of Hay.

Wednesday 19. Looked very cloudy. Since Rain.

Thursday 20th. Rainey all day. Hunted for a Lost Boy all Knight without success.

Friday 21st Sep. Started at day light after the Boy. Found him about 6 o'clock in a Tulie Swamp about two miles from McLanes house.

Saturday 22nd. A very pleasant day. Loaded our hay and got under way in the evening. Got aground on the Bar coming out of the River. Lay there till the next day tide.

Sunday 23rd Sep. Got under way about three o'clock P.M. with a fair wind. Before we got over the flats wind hove to the southward and blew a gale. Commenced raining in the evening. Had a severe thunder Storm also a severe hail Storm during the night with a gale of wind.

Monday 24th Sep. Blowed heavy from the Southward with a little rain. Still on the Lummie flats.

Tuesday 25th. Got off the flat in the evening. Arrived at Whatcom same night. Friday, Saturday rainy weather.

Monday October 1. Quiet in Whatcom.

Wednesday Oct. 3. Left Bellingham Bay for Olympia in H. C. Page.

Saturday Oct. 6. Arrived in Olympia at 12 o'clock Left about 1 o'clock for San Francisco via Columbia River. Arrived at Mr. Goodels in evening Grand Mound Pararie. Received several letters from home.

Sunday, October 7. Travailed from Goodels to Cowlitz Landing. Bad roads most of the way. Arrived about sundown.

Monday October 8. Left Cowlitz Landing early in morning in canoes for Monticello two miles from mouth of Cowlitz. Showers during the day. Arrived at Monticello about three P. M. [illegible] Busy no Steamer at Monticello. Had to lay over as my lot. Very rainy. We congratulated ourselves on being over the bad roads; and being very near a Steamer bound for San Francisco.

Tuesday Oct. 9. Hired a canoe in the morning and crossed over from Monticello to Rainier, Wash. [Oregon.] There till three P.M. when the Multunarn Steamer came along. Left on her for Portland. Arrived there about 12 o'clock at night.

Wednesday 10th Oct. Went up the Willhamet as far as Oregon City to view the falls and City returning evening to Portland.

Thursday, Oct. 11th. Left Portland for San Francisco in Steamship Columbia.

Friday, Oct. 12. Arrived to Astoria early. Stopped about half an hour then left for San Francisco. Crossed the bar 10 A.M. Very heavy swell. At 12 o'clock every passenger Seasick.

Saturday, October 13. Very unpleasant day. Arrived at Port Orford four o'clock in evening. Left as soon as [illegible]. Weather very disagreeable and fog.

Sunday 14. Stop a short time at Crescent City also at Trinidad.

Monday 15th. Arrived in San Francisco harbour about 6 o'clock P.M.

Left San Francisco on 20 for New York via Panama on John S. Stephens.

28th of October. Arrived at Acapulco at one P.M. Left Acapulco at half past five P.M.

Wednesday. Arrived at Panama. Arrived at Aspinwall about 6 P.M.

[Two blank pages on which he did not remember to make entries.]

Embarked on board Steamship Empress City at 12 o'clock at night.

December 17th arrived in New York. Left New York 18th. Arrived in Cleveland 19th. Arrived in Vermillion 20th.

1856 March 8. Arrived at Springfield.

March 14. Arrived at Middleton.

March 18, 1856. Arrived at Bellsville.

#### *Letters and Documents*

Accompanying the diary and notebook are a number of drafts, receipts, bills and letters, running from 1851 to 1862. Their chief interest lies in the light they throw upon that early coal mine development at Bellingham Bay.

A draft for \$600 by Beach Wells & Co. on Willis & Co., Boston, to the order of Louis Wells and made payable to Beebe & Co., Wall Street, New York, is dated 23 August, 1851, and is undoubtedly related to the expenses of the overland trip.

An order by William Utter on Mr. Benham to pay \$100 to H. L. Hewitt is dated "Whatcom October 3d, 1853."

According to these papers 1854 was the big year in these transactions.

Samuel Brown signed a very elaborate power of attorney for Henry L. Hewitt, both being stated as "of Washington Territory."

No month is mentioned the final paragraph being: "Given under my hand this twenty-eighth A.D. one thousand eight hundred and fifty four at San Francisco, State of California." The witnesses are Calhoun Benham and W. N. Jenifer.

On February 1, 1854, H. L. Hewitt signed a receipt for \$120 from Calhoun Benham on account "of purchase money of my interest at Bellingham Bay, which I hereby request Mr. Samuel Brown to credit him with." On February 28, 1854, another receipt for \$100 with exactly the same import, except the statement that the credit was to be on a note held by Mr. Brown against Mr. Benham.

B. P. Barstow, by S. Libbey signed a receipt on the bottom of a bill of goods purchased by "Mr. Brown & Coal Co." at Penns Cove on October 19, 1853. Witnessing the receipt was R. V. Peabody. The total of the bill was \$113.20. Some of the items are interesting: "1 Bbl. Pork, \$45.; 2 pr blankets, \$14.; 1 und Shirt, \$1.50; 1 lb Coffee, 25 cents! 1 Sack Beans, \$5."

Samuel Brown at San Francisco on March 31, 1854, signed an order for Alexander McLean to pay Henry L. Hewitt \$740.

As of the same date, there is a copy of an extended receipt and statement by H. L. Hewitt acknowledging receipt of the above order by Samuel Brown and from him a promissory note for \$160. executed by Roeder, Peabody & Co. to be collected by Hewitt and paid to Brown. This also mentions a note for \$1000 by Calhoun Benham and belonging to Hewitt and Brown, "part & part alike." The witness signing is John Daugherty.

Mr. Hewitt saved a receipt signed by John F. Daggett for \$40 to pay for a pasage to San Francisco from Bellingham Bay "on bord Ship Lucas."

From Olympia, on May 19, 1854, Calhoun Benham asked to have Mr. Hewitt call on Samuel Dwinelle in San Francisco and arrange for an extension of the loan to him (Benham) before he (Hewitt) went to the States. He requested a reply "to be sent to Col. Isaac N. Ebey's care at Olympia and it will be forwarded to Bellingham Bay to me."

Lucas Turner & Co., bankers at San Francisco wrote Mr. Hewitt on September 28, 1854, saying they held Calhoun Benham's note that would soon become due and asking what they should do if it were not paid when due. This letter had been sent to Mr. Hewitt at Vermillion, Erie County, Ohio.

Benham wrote a brief note from the Metropolitan Hotel, Broadway, New York, on January 30, 1855, to H. L. Hewitt at

the Western Hotel, Courtland Street, New York, saying he had not been out of his hotel but once in three days and asking him to call. Evidently they were trying to negotiate over financial matters mentioned in the other papers.

On August 8, 1855, S. Brown wrote from Birmingham to "Friend Hewitt" asking that he try to make Benham pay that note saying: "It is time it was paid for I think he has made a Great Strike on that Coal." He adds: "Try and git Something from the Whatcom Milling Company for me if it is Possible for I am in want of a few dimes at Present. Tell Benham that I want that the worst way and if he wants to trade Back let me know as far as I am concerned."

A draft by Drexel, Sather & Church of San Francisco on Van Vleck, Read & Drexel of New York for \$1500 in favor of H. L. Hewitt is dated November 19, 1855.

On April 1st, 1857, Lewis Wells signed receipt for \$3500. from Henry L. Hewitt in full for one fourth "of the Schooner or vessel F. T. Barney."

In 1859 there was a letter to and one from John Sherman. The letter to him is from Bradley & Bradley of Washington saying they had for collection Mr. Benham's note in favor of H. L. Hewitt. Mr. Sherman wrote with his own pen evidently to Mr. Hewitt saying he had turned the note over to "the Bradleys, excellent attys in Washington." He wrote from Mansfield, Ohio.

The last item is uncomfortable but, in a way, quite definitive. It is a bill with an affidavit attached. Samuel Brown brings the bill against the estate of H. L. Hewitt and swears to its accuracy before H. H. Poppleton, Notary Public in Lorain County, Ohio. The date is August 1, 1862 and the amount of the claim is \$1305.00. Across the back is written: "Presented to me and rejected by me this 1st day of August, 1862, a claim of which the within is a copy. Elizabeth F. Hewitt, Admnstr."