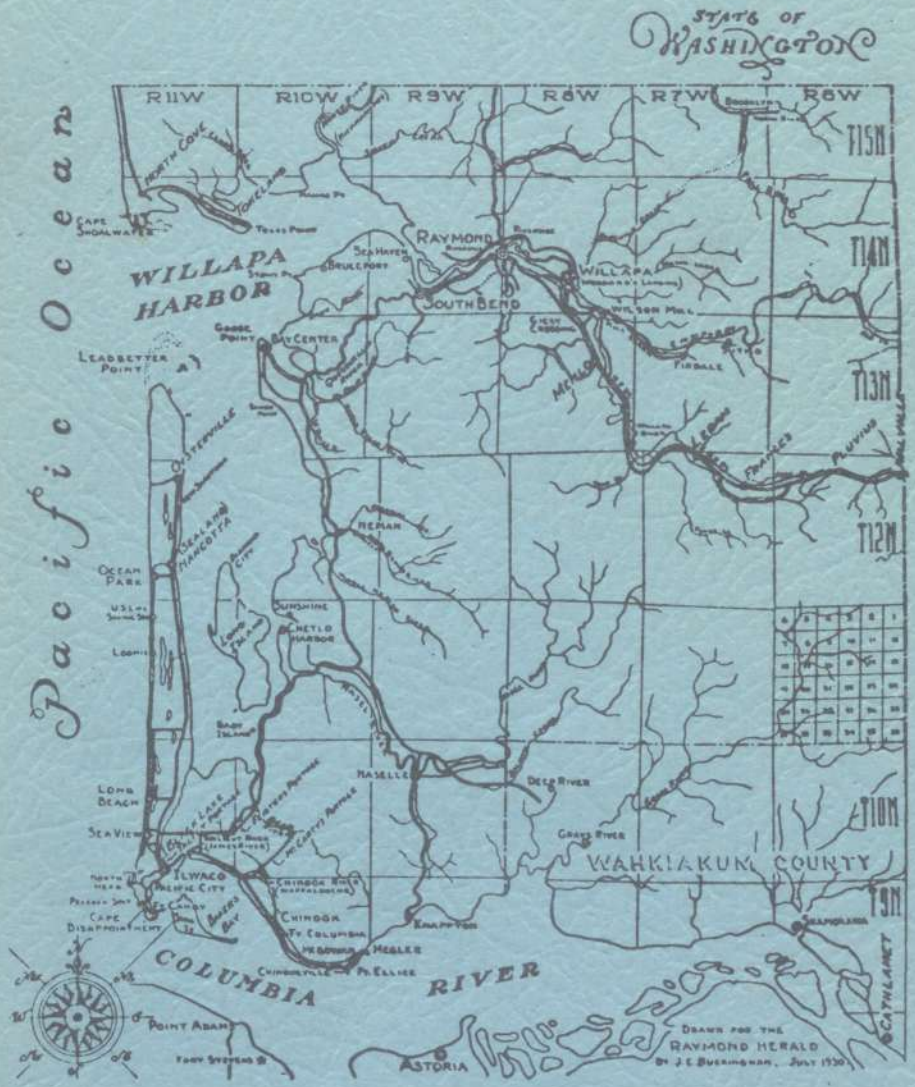
OUR
PACIFIC COUNTY

By

L. R. Williams



1930

OUR
PACIFIC COUNTY

By

L. R. Williams

1930

Facsimile Reproduction 1964

THE SHOREY BOOK STORE
815 Third Avenue
Seattle, Washington 98104
SJS 49

Third Edition of Facsimile Reprint
LTD to 100 copies. December 1970

DEDICATION

To Mrs. Jessie Simmons, county superintendent of schools, whose interest in securing for the school children of Pacific County the information contained in this volume, made its publication possible.

L. R. W.

INTRODUCTION

Pacific county is rich in historical lore, when it is remembered that Shoalwater Bay, now Willapa Harbor, was one of the earliest discoveries in the Northwest, that from the shores of Pacific County members of the famous Lewis and Clark expedition first glimpsed the Pacific ocean after their epic trip across the continent, and that on the northern side of the Columbia, the discoverer of that great river made his only stops.

History too, will support the claim that Chinook, Pacific County fishing community, is the oldest town in the state, having had white traders there long before the big fur companies began their settlements along the Columbia.

Next to the fur trade, the most important early-day industry of the Pacific Northwest was the taking of oysters and their shipment, chiefly to San Francisco. It was in Pacific county that industry rose and prospered.

Lying between two of the great harbors of the Pacific coast, the Columbia River and the Willapa River, the county has possibilities undreamed of until its geography and its resources are studied. That location is so favorable, and those resources so abundant despite their exploitation for many years, that one may well believe that the golden period of the county's history is yet ahead.

But those early pioneers, whose toil and hardships made possible the present wealth of the county, and who, in the final analysis, must receive the basic credit for any great future development, must not be forgotten.

In this little volume, L. R. Williams, himself a younger member of one of those pioneer families, has made a permanent record of the growth and development of each section of Pacific county, detailing

the part played in the drama of development by the individual pioneers, as well as summarizing, as of the present, the district's resources and industries.

It has been principally with the thought that such information should be a part of the knowledge of Pacific County school children, that the volume has been prepared, but the book also holds a vital interest for members of pioneer families still residing in the county and for others who appreciate the value of written history as a record and as a monument to the trials and accomplishments of those who shaped the wilderness into the county we now know.

HARRY N. BEALL

ACKNOWLEDGMENTS

H. S. McGowan
Elizabeth Wealdon Williams
George Johnson
J. A. Morehead
L. L. Bush
A. N. Skidmore
D. J. Crowley
Ida Dalton Leonard
Mrs. L. V. Raymond
Z. B. Shay
Elmer Lauderback
Ben Wheaton
E. W. Lilly
May B. Lilly
Mrs. G. C. Hamilton
Wallace Campbell
Mrs. C. A. Wood
Mrs. Elizabeth Kindred
Marion Bullard
Mrs. W. W. Moffitt
W. H. Turner
Merle C. Powell
J. E. Buckingham

CONTENTS

DERIVATION OF HISTORICAL NAMES

Beard's Hollow—Near Sea View. The body of Captain E. N. Beard, master of the wrecked bark Vandalia, was washed ashore there in 1853.

Baker's Bay—The name was given by Lieutenant W. R. Broughton in honor of James Baker, captain of the American bark, Jenny.

Bear River—The Indians called that river "Atisowil", which means "bear".

Bruceport—The ship Robert Bruce, was set on fire by its cook there in 1851.

Bay Center—A name suggested by Mrs. Mattie Goodpasture Rhoades. Its location is about the central point on Shoalwater Bay.

Chinook—The town was named for a tribe of Indians, the "Chinooks".

Chinook River—This stream was once called the "Wappalooche" which in Chinook jargon means "owl". It takes its name from that tribe of Indians.

Chetlo Harbor—"Chetlo" means "oyster" in the language of the Indians.

Deep River—The Indians called this stream the "Alamicut", meaning "deep".

Dead Man's Hollow—The currents of the Columbia River carry to that place many bodies of fishermen who have been drowned. It is near North Head.

Fort Canby—Built in 1862 at the mouth of the Columbia; named for General Canby.

Fort Columbia—Built in 1897 and named for the river it guards.

Giesy Crossing—Named for the Giesy family which settled near there.

Iiwaco—A town on Baker's Bay. The name was taken from "Elowahka Jim", an Indian who lived there, whose body is buried on the hill by the light plant.

Klipsan Beach—"Klipsun" is an Indian word meaning "sunset". The name was given by Captain Theodore Conick of the coast guard station.

Knappton—A town on the Columbia River named for J. B. Knapp who built a saw mill there. The settlement was once called Cementville.

Lebam—Name taken from Mabel, spelled backwards.

Megler—A railroad station named for J. G. Megler, a fish packer of Brookfield.

Menlo— Name taken from a sign board, "Menlo Park", placed there by a real estate agent, John Brophy.

McGowan—Named for P. J. McGowan, who settled there in 1852.

Nahcotta—Taken from an old Indian name, "Nahcotte".

North River—A stream that was called "Nickomen", or "Nickomanchee", which, translated by the Indians, means "shadowy water".

Oysterville—A settlement on the North Beach Peninsula named by I. A. Clark in 1852 when it was the center of the oyster industry.

Ocean Park—The name was given by Rev. William Osborne, a member of the Ocean Park Camp Meeting Association in 1888.

Palix River—Formerly "Palus", meaning in Indian, "river covered with trees".

Pine Island—Oystermen named that small island near Bay Center for the pines on it.

Point Ellice—Named for Edward Ellice of the Northwest Fur Company.

Pleasantville—Named by settlers between Iiwaco and Chinook. Once Stringtown.

Peacock Spit—Named from the U.S.S. Peacock, wrecked on those sands in 1841.

Querquelin River—The word "Querquelin" means "mouse" in the Indian language.

Raymond—The town was named for L. V. Raymond, first postmaster.

Republic Spit—The steamer, Great Republic, wrecked there in 1878.

Skinville—Name chosen by those who were induced to pay high prices for land there.

South Bend—Name given by John B. Woods, first postmaster; located on a bend in the Willapa River.

Sea View—J. L. Stout, who took up several hundred acres of land there in 1871, built a hotel and started a summer resort, chose the name.

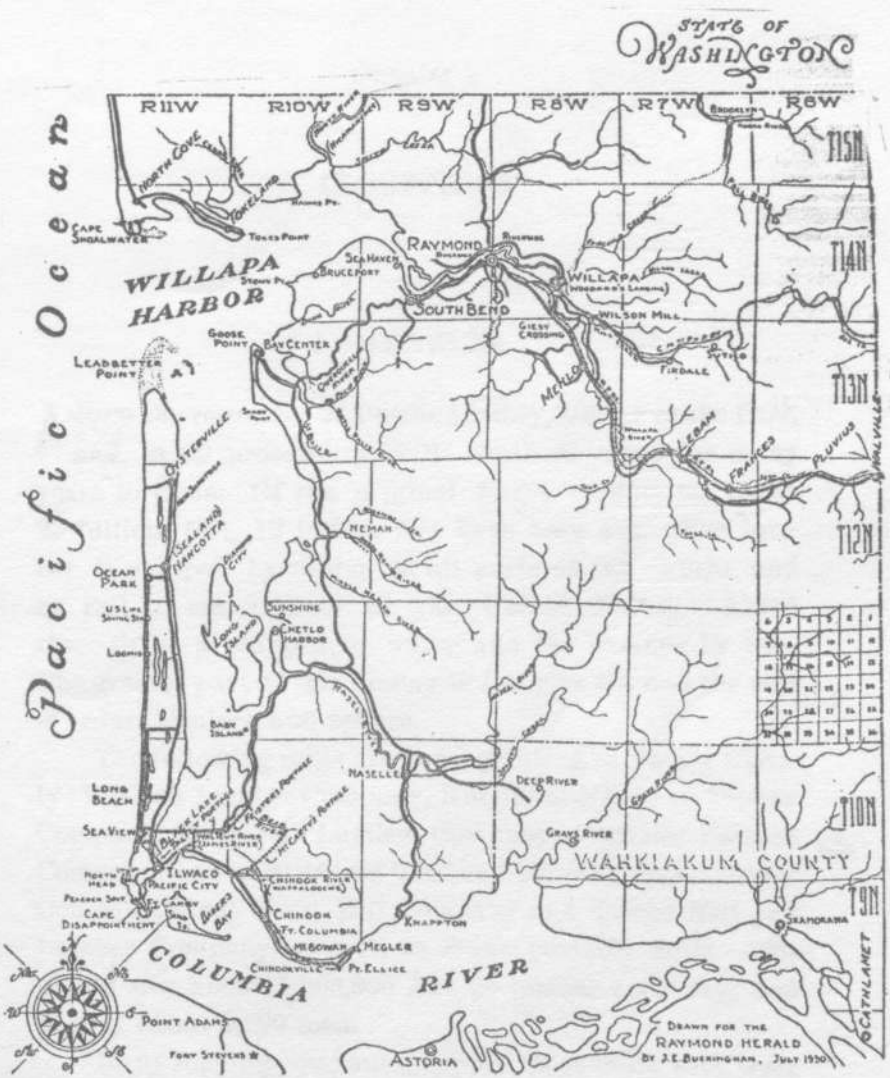
Shoalwater Bay—Now Willapa Harbor; named by Meares who entered it July 5,1788.

Tokeland—Named for "Toke", an Indian. It was formerly called Toke's Point.

Wallicut River—Taken from an Indian word meaning "place of stones". Once James.

Willapa River or "Whilapah", the name of an Indian tribe that lived near its mouth.

Willapa—The town's name was taken from the river that flows through it.


STATE OF WASHINGTON
Pacific Ocean
R11W
R10W
R9W
R8W
R7W
R6W
T15N
T14N
T13N
T12N
T10N
T9N
WILLAPA HARBOR
CAPE SHOALWATER
TOKELAND
TOKES POINT
RAYMOND
SEA HAVEN
BRUCEPORT
SOUTH BEND
WILLAPA
WILSON MILL
FIRDALE
GOOSE POINT
BAY CENTER
LEADBETTER POINT
OYSTERVILLE
SEALAND
NAHCOTTA
OCEAN PARK
LONG ISLAND
SUNSHINE
CHETLO HARBOR
NEMAH
BABY ISLAND
LONG BEACH
SEA VIEW
ILWACO
PACIFIC CITY
NORTH HEAD
CAPE DISAPPOINTMENT
CHINOOK
FT. COLUMBIA
MEGLER
KNAPPTON
CHINOOKVILLE
FT. ELLICE
HASELLE
DEER RIVER
GRAYS RIVER
WAHKIAKUM COUNTY
SKAMOKAWA
CATHLAMET
COLUMBIA RIVER
POINT ADAMS
FORT STEVENS
ASTORIA
DRAWN FOR THE RAYMOND HERALD BY J.E. BUCKINGHAM, JULY 1930

Chapter I

INDUSTRIES

LUMBERING

AMONG the resources of Pacific County, timber ranks first, and, in all probability, will continue first for many years to come. Of the original forest containing about 25 billion feet, 12 billion feet have been cut. The lumber is shipped by water to all parts of the world and by rail to many parts of the United States. About three-fifths is shipped by water and the balance by rail. The greater part of this lumber is Douglas fir, and the rest is cedar, hemlock and spruce.

The following mills are now operating in Pacific County: Willapa Lumber Company, Knappton Mills and Timber Company, Raymond Lumber Company, Walville Lumber Company, Lewis Mills and Timber Company, Sun Lumber Company, Hart-Wood Mill Company and Ilwaco Mill and Lumber Company, as well as many portable mills. The plants saw about 1,000,000 feet of lumber each day, and employ about 1,200 men. Mills

Many logging companies supply those mills with their timber, among them the Sunset Timber Company, Raymond Lumber Company, Nemah River Logging Company, Lewis Mills and Timber Company, Walville Logging Com-

pany, Andall Logging Company, Case Cedar and Shingle Company and many smaller concerns. The logging camps supply the mills with about 1,000,000 feet of logs each day and employ about 1,000 men. Besides saw mills, there are many shingle mills and a veneer plant which is located at Raymond.

Logging camps

AGRICULTURE

Pacific County has rich soil suitable for all kinds of farming. Agricultural income totals nearly $1,000,000 a year. There are about 1,000 farms in the county, and the chief agricultural products come from dairying, which yields about $300,000 annually. The dairymen have some fine herds of stock which include Jersey, Guernsey, Holstein and other breeds. In the southern part of the county cream is shipped by the farmers to the creameries in Astoria, while in the northern part, especially in Willapa Valley, milk is taken to the Lewis-Pacific Dairymen's Association cheese factory at Menlo. That factory pays the farmers of Willapa Valley about $500 daily.

Dairying

The poultry business is second to dairying in Pacific County and brings in an annual revenue of about $200,000.

Poultry

Another important industry in the southern part of the county and in the Tokeland district is the cranberry industry. With favorable soil and climate, many hundred acres of berries are cultivated. There are about 4,000 acres with an acid, peat soil found there suitable for cranberry culture and favorable to the growth of the berries.

Cranberries

The yield per acre is from 100 to 400 boxes, depending upon location and soil conditions. During harvest time

several hundred persons are engaged in gathering the crop, which totals about 35,000 boxes annually. The growers receive an average price of about $4.50 cents per box.

While cranberries thrived in the bogs near Long Beach long before the white man came to Pacific County, this industry is considered a new one, and is growing rapidly.

The annual income from other agricultural pursuits in Pacific County may be summarized as follows: from livestock, $100,000; from bulbs, $10,000; from wild blackberries, $25,000; from the sale of honey, $10,000; and from vegetables, $10,000. Various diking projects which will reclaim many thousand acres of rich dairy land have been proposed, and if developed they will add much to the agricultural wealth of Pacific County.

Other industries

FISHING

Catching salmon in Pacific County for commercial purposes began on the Columbia River in the early 'fifties. At Chinookville many white people and Indians gathered during the spring and summer months to await the arrival of the fish on their way to the spawning grounds. They were caught by seines, set nets and spears. The catch was dried, salted in barrels, or pounded into pemmican. Many trading vessels from the Atlantic Coast visited the Columbia River and carried away cargoes of Royal Chinook salmon.

First catches of salmon

The first cannery in Pacific County was established by P. J. McGowan and Sons at McGowan in 1864. Others established included the cannery of Jewett and Ellis at Point Ellice in 1872; the Seaborg Cannery at Ilwaco in

Canneries

1880; the Reeves Brothers Cannery on the Willapa River near South Bend in 1887; the Hudson Cannery at South Bend in 1896; and many more at various points on Willapa Harbor.

How caught

The fish for packing are caught in traps, seines or gill nets, or by trolling, and are shipped to various parts of the United States and many foreign countries.

Value of pack

In 1929 the canneries at Chinook and Ilwaco canned 38,000 cases, a pack valued at $400,000. The pack on Willapa Harbor consisted of 27,000 cases valued at $90,000. About 800 persons in Pacific County are engaged in this industry.

Hatcheries

Many hatcheries to rear young salmon are maintained by the State of Washington. At the present time there is a large hatchery at Chinook, another on the Naselle River and a third on the Willapa River at Lebam.

Clams and crabs

Besides salmon and other food fish, great quantities of clams are taken on the sand beaches and many crabs are caught in the deep water off Willapa Harbor and the Columbia River. There are four clam canneries in operation on the North Beach Peninsula near Nahcotta and Oysterville and another at North Cove. Crabs are shipped to cities where they find a ready market. More than 400,000 pounds of clams and about 200,000 pounds of crabs were taken by the fishermen of Pacific County in 1929. About 200 persons are engaged in the industry.

THE OYSTER INDUSTRY

Many years before the white people arrived, the Indians living in Pacific County gathered many oysters from

the native beds. Those they dried and used for food during the winter. Large quantities were carried away by many tribes which came annually to Shoalwater Bay to get them. When visiting the old camping grounds of the Indians who once lived along the Columbia River, one may still see vast piles of the shells of the oysters which were taken from the waters of Shoalwater Bay.

Indians gathered oysters

In 1851 Charles Russell shipped the first cargo of oysters to the markets of San Francisco. That was the beginning of the industry which, in a few years employed hundreds of men and added much to the prosperity and commercial life of Pacific County. The shell fish were taken from the channels, sand and gravel bars, rocks and mud flats. Oysters which were found in deep water were tonged, while those on shallow flats were gathered at low tide by both Indians and white people.

First shipment

Following the year 1870, the oyster industry on Shoalwater Bay began to decline, due to the overworking of beds, their lack of protection, disease, eel grass, and severe cold weather in which vast quantities of the bivalves in shallow beds were frozen.

Decline of industry

Within a few years the industry again began to show signs of prosperity and large shipments again were made to San Francisco and other cities in California. Following the cold winters of the early 'eighties, during which many oysters were frozen, the industry began to fail. After the lapse of a few years it again recovered, but the annual shipment from Shoalwater Bay was far below that of former years. From 1895 to the present time little activity has

been shown in this industry as compared with former years.

Eastern oysters planted

In 1876 Crellin and Company planted the first eastern oysters in this harbor, but it was not until 1899 that eastern oysters were planted for commercial purposes. In that year the Toke Point Oyster Company placed several car loads on beds at the north end of the bay and the West Coast Oyster Company planted beds near Oysterville.

Revival of industry

During the years of 1929 and 1930, the Bay Point Oyster Farms, Inc., began the importation of the Japanese oyster, and several hundred acres of land near Tokeland have been planted. As the shell fish thrive abundantly in the waters of Willapa Harbor, a revival of the oyster industry in this county is expected.

Chapter II

EARLY DISCOVERERS

CAPTAIN Robert Gray of Boston, in the ship Columbia, discovered the Columbia River on May 10th, 1792, and ascended it 15 miles to what is now Gray's Bay. Many nations had made attempts to find the river because they wanted furs from the animals that roamed its banks. It was customary also, that when a river was discovered, all the land drained by the stream and its branches belonged to the nation of the discoverer.

Captain Gray

England sent Meares to the Pacific Coast, and on June 29th, 1788, he looked into the river mouth, but, believing it to be an arm of the sea, he called the north headland Cape Disappointment and the body of water inside, Deception Bay. On July 5th, 1788, he discovered and named Shoalwater Bay, now known as Willapa Harbor.

Meares

The Spanish sent out many exploring parties. The leader of one was the navigator, Heceta, who saw the Columbia River mouth but thought it was a bay. He named the cape on the north, *Cape San Roque*, and the waters inside, *Bahia de la Asuncion*. The south point, now called Point Adams, he named *Cape Frondosa*.

Heceta

The ship Columbia had a hard time in entering the mouth of the Columbia River without the light ship, the buoys and the many lights that guide vessels in and out

at present. After sailing through great white breakers, Captain Gray came to anchor under the high hills at Fort Canby. After an hour's sail up river the ship was anchored near the Indian village of Chinookville. A boat was lowered and many of the sailors went ashore. The Indians ran for the wooded hills behind the village. It was the first time they had seen a large sailing vessel and they thought it a large bird, as its great white sails looked to them like wings. They knew about sailing vessels, for legends and stories told them of great wrecks which had taken place not far from their home. The wreck of a beeswax ship near the mouth of the Columbia River had been told about their camp fires. It was, probably, the first time they had seen white men. Their legends and superstitions had taught them to look upon the whites as beings from the great spirit world.

Columbia enters river

When the crew made signs to the Indians that they were friends, they came from the woods and looked with wonder and amazement upon the strangers. The chief of the Chinook tribe at that time was *Comcomally,* a very smart old Indian who was blind in one eye. He was given some presents by the white men, and, in return, gave them many beautiful furs. Along the beach the Indians were catching salmon with spears and with nets made from the fiber of cedar bark.

The men returned to the ship, and after lifting anchor, they sailed up stream. Near the mouth of Grays River the water became shallow and the ship was grounded. Captain Gray then ordered the vessel to turn back. That bay was named Gray's Bay in honor of the captain. In a

two-hour sail, the Columbia passed down the river and crossed the bar. So the great stream which is so dear to those who have lived on its banks was named the Columbia, in honor of the first ship that sailed its waters. Captain Gray will always be remembered by the boys and girls of Pacific County as the one who discovered the river for the United States.

Chapter III

LEWIS AND CLARK

LITTLE is told about Pacific County until Lewis and Clark arrived on November 15th, 1805. President Jefferson wanted the northwestern land for the United States, so he sent those men to explore it for our country. They left St. Louis, Missouri, in 1804 and stayed all winter at Fort Mandan, North Dakota. While there they met Chaboneau and his pretty Indian wife *Sacajawea.* They asked them to go with the party as *Sacajawea* knew the paths and trails well. There were about 30 men in the party that left Fort Mandan in April, 1805 for the mouth of the Columbia River. After traveling over mountains, through forests, across lakes and down rivers, the party arrived at Chinook, Pacific County, on the 15th of November, 1805.

Lewis and Clark

Sacajawea, the principal guide, was a *Shoshone* Indian girl who lived with her tribe in Wyoming. One day her mother and another Indian woman took their papooses and went into the hills to gather berries. They were surprised by a band of *Mandan* Indians who shot one of the women and her baby, and took *Sacajawea* and her mother as prisoners back to North Dakota. Some years after, the mother died and *Sacajawea* was left alone. She longed to see her tribe again and one day she ran away. After swimming the Missouri River and traveling several hundred miles, she

Sacajawea

arrived at her old home, but was told to go back, for it was the custom among the Indians that when members were absent from the tribe for any length of time they were considered outcasts. She was given the name *Sacajawea* which mean "outcast" in the *Shoshone* language. She went back among the *Mandan* Indians who named her "the bird woman." *Sacajawea* performed a great service for the country in guiding Lewis and Clark across the Rocky Mountains, and a great many monuments have been erected to her memory in the Northwest. After many years of wandering, she died in Wyoming, and is buried in that state.

Lewis and Clark explore

The Lewis and Clark party stayed at Chinookville in Pacific County 10 days, from November 15th until November 25th, 1805. During that time they explored much of the territory and killed game, which was not plentiful. On a trip to what is now Long Beach, Washington, Captain Clark cut his initials on a small tree. Many persons have tried to find those initials, but have failed. On the 24th of November, 1805, before the party left for Fort Clatsop, near Astoria, where they stayed all winter, they prepared a great feast which may be called the first Thanksgiving feast in the Northwest. There were no turkeys, but in their place were wild geese, ducks and deer. There was plenty of cranberry sauce, as Lewis and Clark had traded many yards of bright ribbon and many trinkets to the Indian women for the berries which grew wild in the bogs near Long Beach. This feast was prepared by York, cook of the party, and by *Sacajawea*. Before leaving for the Oregon shore, the entire party cut their initials on the alder trees

First Thanksgiving feast

back of their camp, which was near the present village of McGowan.

Chapter IV

THE FUR TRADERS

REPORTS from white men told of opportunities in the fur trade along the Columbia, and John Jacob Astor of New York organized a trading company called the Pacific Fur Company which sent out a small vesssel, the Tonquin, for that place, to build a trading post. After a trip lasting many months, the Tonquin rounded Cape Horn and arrived at the Sandwich Islands. On leaving there, the crew took several of the natives with them.

Astor party

It was on March 22nd, 1811, that the Tonquin arrived off the mouth of the Columbia River. Great white breakers were seen tumbling across from shore to shore. Captain Thorn sent out a boat to sound a channel. As it went toward shore, it was caught in the breakers and upset, throwing the crew into the water. None were ever seen again, although the bodies were probably washed ashore against the rocky cliffs between Cape Disappointment and North Head. On the next day the wind calmed, and on approaching shore they could see no opening through which the ship might pass. Strong watch was kept for the men who left the day before in the boat, but they could not be sighted. A second boat was then sent shoreward, but the breakers were so high they forced the crew to return to the ship. The wind changed and a third boat was lowered to sound

Entering the Columbia

Crew lost

the channel. In it were two Sandwich Islanders. As they rowed toward land the current became so strong that the boat was carried northward and lost to sight in the great white breakers.

Tonquin crosses bar

The Tonquin was then in shallow water and huge swells began breaking over it, but it was finally worked out to deeper water and at last into the little cove behind Fort Canby. As the ship lay there, many natives came along side, bringing beaver skins to trade.

Great sorrow was felt for the two crews that were lost, and sailors were sent on shore to search for those who might possibly have reached the beach. As Captain Thorn was searching the beach near McKenzie Head, he found one white man almost dead, lying in the drift. That sailor told the captain that the strong current and high seas had carried them opposite that place. The boat was upset and the other two white men were lost. The Islanders, being excellent swimmers, righted the boat and partially bailed it out. The oars were collected and the boat, half filled with water, was rowed toward shore. As they gained the beach near "The Rocks" at Sea View, one of the natives died from exposure and the other became unconscious. A path over the hill was found and one of the white men, after a two-hour walk, came in sight of the Tonquin anchored at Fort Canby. The crew made its way hurriedly to "The Rocks". A fire was built and the Islander restored to consciousness.

Eight men of the Astor party had lost their lives in attempting to cross the Columbia River bar, among them one Sandwich Islander. The Hawaiian natives were much

disheartened with the loss of one of their number and preparations were made for his burial. The body for a time was suspended from a tree. A grave was dug in the sand and filled with food which they thought was necessary for the departed in the other world. It was then covered with large boulders to keep away the wolves which roamed in Pacific County in those days. When all was completed the natives knelt on each side of the grave. One of them acted as priest. He took sea water, and, sprinkling the others, chanted prayers for the dead. Their ceremony took place at sundown March 26th, 1811, near the Willows.

Burial of Islander

Captain Thorn was very anxious to locate a spot on which to build a trading post. When Mr. M'Dougal and Mr. M'Kay went up the river to locate a site, he ordered the sailors to unload all the cattle and hogs at Fort Canby. As M'Dougal and M'Kay were part owners in the company they were very angry at Captain Thorn after they returned.

Cattle and hogs at Fort Canby

Later the Tonquin sailed up the river and on the present site of Astoria was built the first trading post in the Northwest. It was erected in 1811 and named Astoria, in honor of John Jacob Astor of the Pacific Fur Company.

Founding of Astoria

Chapter V

CHINOOKVILLE AND CHINOOK

CHINOOKVILLE

CHINOOKVILLE probably was the first settlement in Pacific County. It was located between McGowan and Point Ellice. Long before white men went there, it was a thriving Indian village, the home of the *Chinook* Indians, some 300 to 400 in number.

Oldest town

A few white men arrived there in about 1800 to trade with the Indians. Among them were Haley, Svipton and "One-Eyed" Skelly.

Early traders

The bay near there, which is now called Baker's Bay, was for a long time called Haley's Bay, in honor of Haley, the trader. The same body of water has had many other names. Meares called it Deception Bay, Heceta named it *Bahia de la Asuncion,* Lewis and Clark called it Rouges Harbor, and at last it was given the name of Baker's Bay, in honor of Captain Baker, commander of the brig Jenny.

Baker's Bay

Near the town, at Scarborough Head, lived *Comcomally,* chief of the *Chinook* Indians. He had six wives. His eldest daughter, called "The Princess", was married to M'Dougal, part owner of the Pacific Fur Company's post at Astoria, in 1814. As she left the lodge for the boat which was to carry her and the bridal party to Astoria, she

Comcomally

Marriage of daughter

found the pathway leading from her home to the boat landing covered with beaver and otter skins.

Near the ferry landing at Point Ellice is a cemetery, the oldest in Pacific County. Many white people who died in the 'fifties, and many Indians are buried there. The graves of *Comcomally's* two sons are to be found in that burial spot. Old cemetery

In 1840 the Hudson Bay Company built a store there, and it was operated by Rocque Ducheney, a French-Canadian, for about 10 years. First store

In 1831 Chinookville was visited by such missionaries as Fathers DeSmet and Blanchette, who converted many of the Indians to the Catholic faith. Daniel Lee, the brother of Jason Lee, a Methodist missionary, spent some time there preaching to the Indians. Missionaries

When Washington was made a territory in 1853, Chinookville was made the county seat of Pacific County. There are many interesting stories told about trials which occurred there. In 1861 the county seat was trasferred to Oysterville. County seat

Among the early settlers were Captain James Scarborough, P. J. McGowan, H. H. Stevens, Louis and Mary Ducheney, James McCarty, Fredrick Colbert, Job Lamley, Charles Green, Washington Hall, George Dawson, William McGunnegille, William Ellis, John and Emeline Pickernell, Amabelle Petit, LePretre, Daniel Wilson, Lewis Rondeau, Angele Poesie, Charles Deereck, James Welsh, Sylvester Hall, Elizabeth Hall, Francois LaFrambois, William Smith, John M. Howe, Ezra Weston, John Frazier, Hiram Brown, James S. Wilson (county auditor), Early settlers

Peter St. Andre, Larose Speyer, Charles Speyer (Justice of the Peace), J. C. Kelly and others who lived at Chinookville during the 'fifties.

Captain Scarborough, who had been master of one of the Hudson Bay vessels, took up, as a donation land claim, the ancestral home of Chief *Comcomally* in 1844. It embraced the present Fort Columbia Military Reservation. The captain died suddenly in 1854 and it is said that he left a considerable sum of money buried somewhere on his land. That hiding place was known only by an old Indian woman who was his housekeeper. He planted on his place some beautiful trees, many of which were dug up when the United States constructed a fort there in 1897. One large hawthorne tree, planted in 1848, grew to a height of about 50 feet. During the month of May its white blooms could be seen for many miles by the fishermen on the Columbia River.

Captain Scarborough

There is very little left now to indicate the location of the first town in Pacific County. An old orchard near the ferry landing is the only remnant of that village.

CHINOOK

Chinook is a town on Baker's Bay. It is famed throughout the United States for its catch of salmon. During the heavy storms in the 'seventies and the 'eighties, many gill net fishemen lost their lives while fishing for salmon on the Columbia River. During one large storm in 1884 about 400 were drowned. Today the fishermen have gasoline engines in their boats and fishing is not as dangerous as it was to those who once used sails.

Chinook

In 1878 fish traps were located in Baker's Bay, and in a short time a village with a population of 300 persons had been built. As more trap locations were driven, the town increased in size until today it has a population of about 500.

Fish traps

Many settlers took up claims in the 'fifties. Among them was Neil White, whose house stood near the present post office. For many years that point of land in front of his home was called White's point. George Dawson settled on land at the mouth of the Chinook River. William McGunnegille and E. L. Northrup homesteaded much of the land now belonging to the Gile Investment Company. E. J. Ford, Leonard Riley, Amos Church, J. R. Hall, and Richard Davey owned much of the land now included in Chinook River Valley. Among the settlers at Chinook in the 'seventies, 'eighties and 'nineties, who later were prominent in the affairs of Pacific County, were William Taylor, Jasper Prest, W. B. Barrows, H. S. Gile, John Graham, Nick Neinburg, Charles Johnson, J. R. Hall, Charles Payne, Herman Johnson, Captain Rees Williams, Thomas Jenkins, W. R. Williams (County Commissioner and State Representative), Peter Erickson, Captain J. D. Murray, Otto Nelson, Charles Davis, William Dixon, Joseph Petit, William Donaldson (County Commissioner), Charles Anderson, Christ Olsen, Julius Jensen, J. S. Jones, Fred Reiff, G. Raiser, Martin Jensen, W. J. Rees, Hans Jensen, Samuel Olsen and many others.

Early settlers

The first school conducted at Chinook was held in 1878. The school house stood on the Gile farm. Among the first pupils were Metty, Rosy, Joe and Amos Church,

First school

William and Charles Ford and William Hall. Maggie Brown was the first school teacher. The school building was later moved to the Prest farm where it stood for a number of years. In 1892 it was moved to the cross roads near Chinook, and in 1897 a new building was constructed on the present school grounds. In 1923 the present modern concrete building was erected.

Early teachers

Among the early teachers were David English, Lottie Bodie, W. H. Jackson, Mary Ewing, Ella Mason, Joseph Smith, L. H. Judson, Bertha Goulter and Florence Chambers.

Roads

The only route for travel at Chinook in the 'seventies, 'eighties and 'nineties was by water. Boats from Astoria carrying passengers and freight landed several times a week. Mail was carried on horseback and by wagon from Ilwaco until the completion of the Union Pacific Railroad from Megler in 1908.

Post office

The mail was distributed from the home of Charles Davis for a number of years. Later Mr. Davis constructed a building, and Miss Annie Henderson became the first postmistress.

First fish hatchery

The first fish hatchery for the rearing of young salmon was built on Freshwater Creek in 1894. A. E. Houchen, who was deputy fish commissioner of the State of Washington, had charge of the work. In 1895 the hatchery was moved to the headwaters of the Chinook River, where it has remained up to the present time.

Strike of fishermen

In the year 1896, the fishermen of the Columbia River, not satisfied with prices offered them by the packing plants, created a strike which lasted several months. Many

of the traps on Baker's Bay operated, and, as a result, much damage was done. The governor of the State of Washington was forced to call out the state militia to protect the property of the trap fishermen. Later a compromise was effected and the matter was settled.

Chinook at the present time is a town with a population of about 500 persons. It has several stores, a fish cannery, a newspaper, a large school building and many beautiful homes.

Chapter VI

PACIFIC CITY

Elijah White

In 1851 Doctor Elijah White took up a donation land claim which included much of the present Fort Canby Military Reservation. Near China Beach he platted a town and called it Pacific City. Pacific County at that time was a part of the Oregon Territory but, in 1853, it was made a part of the Washington Territory. Pacific City was a promising town site. The water between it and Fort Canby was very deep, affording good anchorage to ocean vessels.

J. D. Holman

Doctor White sold the townsite to J. D. Holman, who had come from Oregon City. Mr. Holman went to San Francisco and purchased a large hotel, ready to be put together, which he shipped to Pacific City and erected there. He paid $20,000 for the hotel and it cost him $8,000 more to ship it. For many years that large, white building stood near the beach at Pacific City and sheltered many a traveler who visited the town on Baker's Bay.

Large hotel

Saw mill

In 1853, Edward Loomis built a saw mill there, and many ships loaded lumber for ports on the Pacific Coast. The boiler which furnished steam for the mill was one of the two first boilers used in the Pacific Northwest. The old boiler may be seen today at Morehead Park, Nahcotta. The machinery in the mill was later used in the first saw

mill built at South Bend by the Riddell brothers in 1869.

On February 26th, 1862, Mr. Holman's townsite at Pacific City was made a part of the Military Reservation of Fort Canby, and he moved eastward to a place called Unity, a name given by the soldiers at Fort Canby. During the Civil War people talked of Union and Unity, so the soldiers chose the latter name for that settlement.

Unity

Some years later the name was changed to Ilwaco, given in honor of an old Indian, *Ilwaco* Jim, who had lived there and who is buried on the hill near the city light plant. Jim had married *Elowahka,* a daughter of Chief *Comcomally,* a granddaughter of a *Whilapah* chief, and for many years he was quite generally known by his wife's name. So it was that Ilwaco received its present name. There is nothing to mark the site of Pacific City. Underbrush and vines have grown over it, and now few traces of this promising little lumber city on Baker's Bay can be seen.

Ilwaco Jim

Ilwaco named

Fredrick V. Holman, one of Portland's leading lawyers, who died three years ago, was born at Pacific City August 29th, 1852, and was the first white child born in Pacific County.

First white child born

The Lewis and Clark party saw no Indian settlement at Ilwaco in 1805, but it is said that about 50 years previous, a very powerful tribe, numbering about 600 Indians, lived there. The settlement was abandoned because of a deadly disease which carried away more than half the tribe. According to Indian tradition and custom, the place was never again inhabited for fear of the *Great Skookum,* who had dealt so unkindly with them.

Ilwaco an Indian village

John E. Pickernell

John Pickernell was the first settler near Ilwaco. In 1842 he took up a land claim at the mouth of the Wallicut River, the land embracing much of the Hunter estate. Mr. Pickernell stated that the only settler living in the vicinity of Ilwaco was a colored man, James De Saule, who lived at Fort Canby. De Saule had been a cook aboard the ship, Peacock, which was wrecked on the sands which now bear that name. He shipped from Callao, Peru, and, when the vessel was wrecked, he deserted.

Chapter VII

ILWACO

In 1851 Henry Feister and his wife, Jane, took a land claim on the Wallicut River. For a number of years the roadway leading from the Wallicut River over the hills to Bear River was called Feister's portage. The supplies of many early settlers who located on Shoalwater Bay were transported over that route by an ox team which was owned by Feister. He was elected the first representative from this district, and died while on his way to Olympia. Jehu Scudder, who owned the claim which is now the Baker farm, was appointed to fill the vacancy. It is said by many that Jane Feister was the first white woman to arrive in Pacific County.

Henry Feister first representative

Captain James Johnson arrived at Ilwaco in 1848 and took up a donation land claim, much of which is now included in the town of Ilwaco. In 1850, on the hill behind the present town, he erected a large house. The lumber for it was shipped around the Horn in 1849. Captain Johnson was later drowned while crossing the river to Astoria. He was the fourth bar pilot on the Columbia River.

Captain James Johnson

Samuel Sweeney and John Edwards settled at Pleasantville in 1854. The lands embraced in these two claims are now occupied by the Timmen brothers and Alex Johnson.

Other settlers

In the year 1859, Isaac Whealdon and family arrived at Ilwaco and bought the the donation land claim of Captain James Johnson. The house in which the Whealdons lived was built by the Captain. For years that old colonial home stood as a landmark overlooking the Columbia River. A few years ago it was torn down, but a part of the original fireplace still stands.

The Whealdons

At that early date, all transportation between Shoalwater Bay and Baker's Bay was by way of Talilt Slough and Johnson's Lake, now called Black Lake, on account of its great depth and consequent dark color.

Mr. Whealdon built a small dock at the south end of the lake and hauled freight, principally oysters, over the hill to Baker's Bay. Thence it was taken by large sloops to Astoria for the Portland trade.

In these days of the 'sixties, Sand Island lay far over toward the Oregon shore, and the main ship channel was on the north or bay side, with a strong current to and from the ocean. Mr. Whealdon soon saw an opportunity to utilize a readymade highway, the ocean beach, and put on the first freight wagons, but the mail was carried on horseback by a son of the family, William Whealdon, and later by Noyes Wirt of Oysterville.

Mrs. Elizabeth Whealdon Williams, wife of County Commissioner L. D. Williams, who now resides at Ilwaco, recalls many interesting incidents and scenes from her residence of 71 years at Ilwaco. The Whealdon family for many years took an active part in the industrial, civic and educational life of Pacific County.

Many years before school districts were organized,

a private school was conducted at Ilwaco. Among some of the early pupils were Fredrick V. Holman, Henry Johnson, James Johnson and Kate McCarty. In 1865 a district was organized called the Wallicut District, No. 3, and a school house built on the roadway near the old Hunter home. It was this school that the pupils of Ilwaco attended for many years until it was moved to Ilwaco. The date of the first private school taught there was 1852. Only narrow trails connected Ilwaco with the Head of the Bay, Wallicut River, Bear River and Chinookville for the early settlers. The first wagon roads built were those connecting Ilwaco with the Head of the Bay, over which oysters were hauled, and one over the hill to Sea View in 1875. In 1887 a road was completed to Chinook. Steamboats carrying freight, passengers and mail for Oysterville and many settlements on Willapa Harbor, ran between Astoria and Ilwaco in the late 'sixties, 'seventies and 'eighties. In 1889 the present railroad connecting Ilwaco and Nahcotta was completed.

First school

Roads and travel

In 1879 John E. Graham and his brother, O. P. Graham, drove a fish trap near Yellow Bluff. They caught many fish because a deep channel then existed between Fort Canby and Sand Island. In the following years scores of traps were located, and Ilwaco grew rapidly in population. In 1880, B. A. Seaborg built a cannery and began the packing of fish. That cannery was located on the site of the dock now occupied by the Columbia River Packer's Association. In 1898 it was destroyed by fire, and was never rebuilt.

First fish traps

The lake near Ilwaco, which now is called Black Lake,

for many years bore the name of Johnson's Lake. When Isaac Whealdon purchased the land of Captain Johnson in 1859, the name was changed to Whealdon's Lake. In 1888 B. A. Seaborg built a saw mill at its north end, the lumber being sawed from spruce timber which grew along the shores. The product was used principally in making boxes to pack canned salmon.

First saw mill

Ilwaco today is a prosperous town with population of more than 1,000 persons. It has many stores, a saw mill, a newspaper, a bank, two garages, a drug store, two restaurants, two hotels, an electric light plant, an excellent school system, two salmon canneries and a new port dock.

Chapter VIII

WILLAPA

JAMES Swan, who spent the years from 1852 to 1856 in Pacific County, stated that, when he visited Willapa in 1852, he found there a settler by the name of Samuel Woodard, who lived in a house near the old steamboat landing. Woodard had a large tract of land and had cleared many acres on which he had planted a garden and an orchard. A relative of Mr. Woodard, Joel Woodard, was buried on the place in 1856. In later years a hemlock tree grew above the grave. In widening the county road, it was necessary to move the remains, and they were buried in the cemetery at Menlo.

Early settlers

Captain Henry Whitcomb took up a donation land claim at Woodard's landing and, with his family, lived in a house which stood on the McCuen farm of today. Captain George Whitcomb, now a resident of Willapa, was born there in 1854.

Other settlers who came and lived near that settlement and neighborhood were William Cushing, 1851; Solomon Soule, 1852; Captain Gardner, 1851; Mark, Jobe and Seth Bullard, 1851; Daniel Wilson, 1854; Thomas Shay, 1856; John M. Louderback, 1857; and George Armstrong, 1861. There were two settlers who resided on the banks of the Willapa River in 1851. They were Walter Lynde, who

Other settlers

lived at the Narrows, and Captain John Vail, who lived near Raymond.

Freight and mail

Willapa for many years was called Woodard's Landing. The boats that brought freight, mail and supplies from various points on Willapa Harbor unloaded cargoes there, as the river was shallow above. From Woodard's Landing supplies were distributed to all parts of Willapa Valley until the Northern Pacific Railroad was built in 1893, when freight was then carried by railroad.

Roads

Roads leading from Willapa in the 'sixties consisted of a single track. One to the Stauffer farm near Holcomb was about 9 miles in length. That road was usable only when the Willapa River could be forded. Another branch road, about two and one half miles in length, ran from Giesy's to Anger's place and the South Fork. From various points in Willapa Valley one could travel by trail to Chehalis and Montesano. In 1872 another section of roadway was built from Giesy's to Lauderback's.

Big storm

In 1873 Willapa Valley was visited by a heavy wind storm, which blew with the force of a hurricane, felling much of the timber. The trails leading to Chehalis and Montesano were impassable. During the storm many Indians from the *Nisqually* tribe were in the Valley picking berries. They were unable to find their way back over the trail and were cared for by settlers in the Valley.

New road

In the 'eighties the main roadway up the Valley was extended to Elk Prairie, and the Lilly-Wheaton road was constructed.

First logging

In 1854, Soule and Henry Whitcomb cut a schooner-load of piling on Wilson Creek and shipped it to San Fran-

cisco, but the first logging camp was operated by S. A. Soule on Skidmore slough in 1870.

When logging began in the 'seventies, Willapa grew rapidly from the home of a few families to a thriving village. There were three large hotels there in 1881. One was owned by Andrew Steen and Joe Moore, and it stood near Wilson Creek on Main Street. Another was the Simmons Hotel built near the Johnson store. John Dolan, the village blacksmith, ran the East Side Hotel. Dr. James Easterbrook and James Fitzell owned drug stores. Elmer Farrer and John Dolan operated livery stables. Willapa was a platted city, and lots were sold by Frank Crawford, who conducted a real estate office, a part of which still stands. There were several stores owned by Jacob and John Drissler, Freeman Albright, and Edward Woodard. Mr. Woodard constructed, in 1881, the present store now owned by L. M. Johnson. F. L. Putney published at the time, a paper, The Willapa Republican. It was purchased later by C. A. Heath and named The Willapa Pilot. There were many saloons at Willapa in pioneer days, but now a row of stately maple trees marks the place where stood the Dew Drop Inn and the Palace Saloon.

Early buildings

Willapa had three school buildings apart from the present one. The first one, built in 1861, was a log structure which stood on the site now occupied by the C. H. Clapshaw residence. James Wilson was the first teacher. Other teachers who followed were Mrs. Delia Whitcomb, Miss Cora Fowler, Mrs. VanCleave, then Miss Hoover, Mr. Morrison, Mr. Glendine, Miss Gillespie, Mr. Levins, John T. Welsh, and many more of later years.

First school

Pupils in the first school included Stuart, Frank and Fayette Wilson; Arthur, Jack, Addie and Mary Skidmore; Fred, George and Bill Whitcomb; Tommy Williams; Dan and Elmer Lauderback; and Tom Shay.

First mill

In 1856, Daniel Wilson built near Willapa, on Mill Creek, the first saw mill in the Valley. It was run by water power and sawed lumber from logs that were cut along Mill Creek. Mr. Wilson sold that mill to A. S. Bush in 1873. Afterwards Mr. Bush moved it to Riverdale, and then to Bay Center where he later went into the oyster business.

Another sawmill was built at Willapa in 1902 by Shaffer and Nix. Besides fir lumber, they sawed alder in their plant. The lumber was loaded on freight cars and shipped to towns and cities in Oregon and Washington. The factory was located near the mouth of Wilson Creek. Later it was moved to Whitcomb Creek where it was run for a number of years.

Early logging

Logging began in Willapa Valley in the 'seventies. Today logs are towed to the mills by boats, but in pioneer days the logs were rafted on the Willapa River, and, with aid of two or three men, they were drifted down stream. When they met the incoming tide the raft was made fast to trees on the river bank. With the change in current they were again floated down stream.

Steam boats

Freight and mail were brought to Willapa by boats, among which were the steamers Alarm, Cruiser, Edgar, General Miles, Polar Bear, and General Garfield, and the sloop, Pet. As there were no railroads until 1893, supplies

were hauled by wagon from Willapa to many parts of the Willapa Valley.

Mail was carried on horseback, usually once a week. Among the early postmasters at Willapa were Samuel Woodard, Henry Whitcomb, Thomas Shay, John Drissler, Solomon Soule, C. A. Heath and Mrs. Paulding Clapshaw. When the Northern Pacific Railroad was built in 1893 down through Willapa Valley to South Bend, freight was carried by the railroad instead of by boats, and the town began to show less activity. In 1929 the Sunset Timber Company built a large Camp at Willapa, and, as a result, the town again has become active and prosperous.

Chapter IX

INDIANS

MANY tribes of Indians lived in Pacific County long before the white men came, but have died away, save a few who still live at Bay Center. Their principal food was fish, which they caught with spears, hooks and nets, and dried and packed in grass mats to store away for winter use. The fish on the Columbia River and Shoalwater Bay were caught in the spring and early summer. Many villages were deserted when tribes went away to the fishing grounds to catch salmon. Many oysters and clams were used as food, and those, too, were dried in the sun.

Fish as food

Great quantities of salmonberries, gooseberries, blackberries, salal berries, wild currants and huckleberries were gathered. In the marshes and swampy lands grew *wapatos* (Indian Potatoes) which were dug by the red men and baked as white people bake potatoes. The roots of skunk cabbage, cow parsnip and wild celery were eaten raw. In the spring time the sprouts from the salmonberry bush were gathered in large bundles and brought to the lodges. With the many varieties of fish and berries, together with the wild game in the woods, Indians found Pacific County a very favorable place in which to live.

Berries

Before the white men came, the Indians dressed in skins of the deer, bear and sea otter. The women wore

Clothing

skirts made from the inner bark of the young cedar which was prepared by being beaten until it was soft, and then spun into a yarn-like thread and woven together. The men wore shirts and pants made from skins, and over them they sometimes used blankets. Their shoes were made from the thick, tough skins of many wild animals. After the arrival of the white men, the Indians wore clothes made of woolen and cotton goods.

Houses

Their lodges and houses were long and low, usually made from boards which were split from cedar logs. Sometimes many families lived in one lodge. There were no windows or openings save a door at one end. Beds were arranged around the side of the building, and, in the center, at a large fire, was the cooking place. The smoke went out through a large opening in the roof. Those houses were deserted often, because the large number of fleas which infested them gave the Indians much discomfort. Some Indian tepees were stretched on poles fastened together in the shape of a pyramid, but they were generally used by Indians only when they went on fishing and hunting trips. Long after the white men came, one could see many old deserted lodges in Pacific County.

Burying dead

The Indians had various ways of disposing of their dead. Many were buried like white people. At Scarborough Head several graveyards were found by workmen when they built a fort there in 1897. From those graves were taken strings of beads, some of which were 40 feet in length. It was customary when an Indian died to place many things he owned with him, and, as a result, many guns, spears and other articles were also found there.

Sometimes the dead were placed in canoes which were fastened in the limbs of trees, or elevated on a high platform. The corpse was first wrapped in blankets and put in the canoe. All the wearing apparel was next included, together with trinkets, beads, little baskets and other articles. More blankets were then laid over all and mats were spread on top to cover everything in the canoe.

The bier was then raised and placed on a platform supported by poles five or six feet from the ground. On all sides of that platform were hung pots, kettles and pans, each utensil with a hole punched through it. When all was finished, they left the body in that condition for about one sun (a year). Sometimes the bones were then buried in a box under the canoe. Indians often buried their dead on *Memaloose islands* (dead islands). One of them was Baby Island, which may be seen from the highway near the mouth of Bear River. At Ilwaco, many years ago, could still be seen, fastened to the limbs of a spruce tree, the remnants of an old canoe, in which had rested the body of some famous Indian.

Stony Point, near Bruceport, was another Indian burial ground in which were found many canoes and other Indian relics. Stony Point is a narrow strip of land some sixty feet high and one hundred feet wide, extending into the bay about three hundred yards. The Indians long ago used it as a *Memaloose* land, Their superstitions, reverence and fear of anything belonging to the *Memaloose tillicums,* or dead people, prevented their going near the spot.

Stony Point

While exploring that point in 1853, James Swan and

a companion found a mummy, the well preserved body of an Indian. Many canoes were found that contained the bodies of Indians who had died many years before, and had been buried on that point of land.

Before the white men came the Indians used implements and tools made of stone. In many places were found large stones that had been hollowed out to serve as bowls in which to mix their foods. Dried fish and venison were pounded in those large bowls or mortars, with a pestle, a long stone flattened at one end. In skinning deer and in preparing the hide for tanning, a square pumice stone was used. The hide was pounded off and scraped. Great round stones with grooves cut around the outside were used as weapons for killing animals. In the grooves were fastened leather thongs to which handles were attached. Such a weapon could be thrown at wild game or used as a war club.

Implements and tools

While walking around on former camping grounds of the Indians, large numbers of arrow heads may be found. They are of many shapes and sizes, and each one was used to kill some particular kind of game. Most of the arrow heads were made of flint in the following manner: A piece of the rock was taken and heated to a high temperature. Cold water was then allowed to fall, one drop at a time, onto the heated rock, which chipped. That process was continued until the arrow head was worked down to the proper size and shape.

Spears for catching salmon were made of stone and were used until the arrival of white men, who furnished the Indians with iron hooks and weapons of metal. That

was in about 1800. Many weapons and tools were brought in by Haley, a trader, and have been found at Chinookville.

Numerous legends have been handed down by the Indians of Pacific County. One story is told about a doctor and his brother who were walking along the beach at Bay Center. The brother fell in a large hole and was swallowed by a great fish or sea monster. At that time giants lived in the mountains near the bay and along the Naselle River. They carried down large stones which were placed upon huge fires the doctor had made along the beach. When the stones became hot they were thrown into the bay, causing the water to boil. Great clouds of steam arose to be carried away by the wind. The bay become dry and the sea monster was located. The doctor killed it with his war club and, ripping open its stomach, saved his brother. The two then journeyed to Chinook. There, after curing several sick persons, they made one of the great chiefs of the village angry and he turned them to stone. Two rocks which stand near the roadway at Scarborough Hill, or Fort Columbia, are still known as the Doctor and his Brother.

Doctor and his brother

Another legend is to the effect that Scarborough Hill was made by the gods as a look-out station for the Chinook Indians, a place where they might see the approach and movement of all enemies. One day an Indian girl, looking for her lover who had gone across the "Big River", could not see from the hill because of the many trees that screened her view. She called upon the gods. They came to her aid and with a few blows from their great weapons, cut

Scarborough hill

down the forest, affording a clear view of the country for many miles around.

Westwind

Near Ilwaco lived a young Indian chief named Westwind. He made daily trips to Shoalwater Bay to see *Katonka,* who was the daughter of the *Whilapah* chief. During the Spring and Summer the tribe lived on Baby Island where they fished for salmon.

Down the waters of Ford's Lake and on through the waters of Black Lake and Talilt Slough sped the swift canoe of Westwind as he nightly visited the dark haired princess of the *Whilapahs.* The two lakes, according to Indian traditon, were connected by a large tunnel. It was dark and many spirits made their homes there. The great spirit was unkind to the *Whilapahs,* as he did not permit many salmon to run on Shoalwater Bay up the Bear River. He liked the *Chinook* Indians who lived on the Columbia River better, and made many fish run up that stream.

One day Westwind went out on the bay in his canoe and frightened great schools of salmon through the opening into Shoalwater Bay. *Katonka's* father was pleased, and for the kind act, he promised her to Westwind. As that young chief was returning one night from Shoalwater Bay, and was passing through the tunnel, the great spirit caused the earth to shake. It trembled and fell, burying the young chief.

Katonka for years, made nightly visits to the spot, searching for Westwind. Indian tradition tells that when passing the lake today, there may still be heard the faint voice of an Indian girl calling to her lover.

A long time ago, runs another legend, there was no

North Beach Peninsula, no Shoalwater Bay, nor any Indians. A large canoe with 100 warriors, their klootchmen and papooses, came from the far cold country. They tried to enter the Columbia River, but the great, strong east winds stopped them, so they paddled along the shore and stopped near the rocks at Sea View. There they moored their large canoe, tying one end to the rocks, with the bow pointed toward the North.

Legend of the Peninsula

They hid their paddles in a cave and went to Chinookville. After many moons they returned but could find no canoe. Instead, they found a great sand spit, with clam beds, crab holes and an ocean on the West. A few pine trees had sprung up. On the East grew some berries of bright color, cranberries. When the Indians saw the changes they built a house on their sand canoe, and many children were born. As the tribe became greater the spit became larger. So from a great canoe, the North Beach Peninsula was formed and from the 100 warriors came the Indians of Shoalwater Bay.

For many suns and many moons after *Sahle* destroyed the Bridge of the Gods across the Columbia and turned *Loo-wit, Klickitat and Wiyeast* into the great snow peaks which white men call Mounts Saint Helens, Adams and Hood, the Willamette Valley lay bare and desolate. When the bridge was destroyed the Indians no longer prospered. None camped along the Columbia River and the grass grew high again because there were no braves to burn it down or to drive big game in the mighty hunt. The five brothers who lived at *Walla Walla* and caused the cold winds to blow, had killed the three *Chinook* brothers who

Breath of the Chinook

lived in the West and caused warm winds to blow. The oldest of the *Chinook* brothers had a son, and his mother taught him to seek revenge on the Indians who had killed his father and uncles. He went up the Great River and arrived at *Umatilla,* where the *Walla Walla* brothers lived. He killed four of them and the fifth begged for mercy, promising never again to blow his icy breath to freeze the people. The young Chinook then started for home and as he passed through the Willamette Valley, which lay cold and desolate, he blew his warm breath upon it and flowers and plants sprang into bloom. So became known the breath of the *Chinook,* or South Wind.

Origin of Chinook Indians

Ages ago, and old man, *Toolux,* while traveling, met an old woman, *Owoots-Hooi,* an ogress and giantess. He asked her for food and she gave him a net, telling him that she had nothing to eat and that he must go and try to catch some fish. After fishing for some time, he succeeded in catching a grampus, or little whale. He began cutting the fish with his knife, but the old woman called out to him to use a sharp shell and not to cut the fish crosswise, but to cut it lengthwise and split it down the back. He disobeyed the old woman and, as he was attempting to cut the fish crosswise, it turned into an immense bird, the wings of which shadowed the sun and shook the earth when it flew. The Indians called it *Hoh-ness.* It flew away to the North and lit on top of Saddleback Mountain near Astoria. *Toolux* and the old woman journeyed North in search of *Hohness* and, one day, while *Owoots-Hooi* was picking berries on the side of that mountain, she found the nest of the

thunder-bird full of eggs. She broke them and from them came the *Chinook* Indians, the legend says.

Cutting fish

The Indians of Pacific County, in preparing fish for cooking, always cut the flesh lengthwise and never crosswise. It was their ancient belief that if they cut the fish across, the gods would not permit them to run up the Columbia River. Among the Indians today, the custom still prevails.

Willapa legend

At some distance above the mouth of Wilson Creek, near Willapa, stands a great, large, oval-shaped hill which looks very much like a large grave. Indian traditions relate that the young men of the *Whilapah* tribe, while fishing in that stream, caught great quantities of salmon, and in preparing them for cooking, cut the fish crosswise. The act made the great thunder-bird angry, and he sent the *Memaloose tillicum* after them, to take the young warriors and enclose them in a huge cavern over which was heaped a great mound of earth. For several suns the salmon were not permitted to run up the Willapa River. The big mound may be seen from the Sunset Timber Company's camp at Willapa.

Giesy Hill Legend of

In passing the Giesy farm near Menlo one glimpses a grain field on the side hill. There is something unusual about that rolling stretch of hill land which leads to the thought that nature itself, and not man, had cleared its gentle, rolling slopes. No trees have ever grown there save one or two which stand out as silent sentinels on the hillside.

To punish the unruly members of the *Whilapah* tribe, the great fire god caused the forests of Willapa Valley to

burn. Heavy timber existed everywhere and there was little chance of escape from the burning trees. To save his friend, the beaver, a spot was cleared by the god on which no fire could burn. There all the beavers gathered and remained while the fire god destroyed every other living thing in Willapa Valley. The bald hill at Giesy's was the camping place of the beaver during that great fire, the story says.

Beliefs about Columbia river

Other beliefs which may not be classed as legends were common among the Indians of Pacific County. Some of the older ones tell of the time when the Columbia River flowed into Shoalwater Bay. There is much evidence to support the belief when one studies the geology of the section.

Chapter X

INDIAN TRIBES

SEVERAL tribes of Indians lived in Pacific County. Chief among them were the *Chinooks,* who resided, as was stated, on the Columbia River at Chinookville. That tribe was the most powerful of the Pacific County Indians and numbered in 1800 about 300. They have died away, and today there are few, if any, left.

Chinook tribe

The *Willapa* or *Whilapah* tribe, once lived at the mouth of the Willapa River, near South Bend, and, unlike the *Chinooks,* they spoke the *Cowlitz* language. Many places in the county are named for them. In about 1850, there were only two or three remaining members, who then lived at Bay Center.

Whilapah tribe

On North River lived a tribe called *Nickomen,* that numbered, at the time white people arrived, about 50 or 60 members. The name Nickomen Boom, is derived from that of that tribe of Indians. They found North River a very good stream for salmon fishing.

Nickomen tribe

The *Wharhoots* lived at Bruceport, and another small tribe called the *Querquelins* lived but a short distance away.

Wharhoots

Querquelins

The *Palus* tribe lived on the *Palus* River. Today the stream is called the Palix.

Palus

A small tribe known as the *Marhoo,* or *Nemah,* lived on

the Nemah River and the *Nasal* tribe on the Naselle River. *Acclan,* a chief of the Naselle tribe, who owned the land occupied later by I. H. Whealdon, located a short distance above Naselle Landing, told about the first white men who visited Shoalwater Bay. He related that many suns, meaning years, ago, a little schooner came from the North manned by *toltum tillicums,* 110 men. They anchored their vessel outside the bar on Shoalwater Bay and came into the harbor in a whale boat, landing near "light house cove", now North Cove, which was then a good, land-locked harbor. It was early morning, and they remained all day trading with the Indians for fish, clams and other articles of food. They were very hungry. They were neither King George nor Boston men. They wore long beards, *Acclan* stated. Those men, of whom the young chief spoke, were Russians, who visited Shoalwater Bay in about 1815. They intended to enter the Columbia River, but finding the bar too rough, came into Shoalwater Bay. The vessel in which they came was the Juno.

Nemah

Naselle

Acelan's story

Chapter XI

BATTLE OF THE INDIANS

OLD Indian Jim, who lived on Lewis River, in Clarke County, Washington, told the author about an Indian battle in which his father was killed, which took place on the banks of the Chinook River. Jim was a member of the *Wahcomah* tribe of Indians which made its home in Clarke County.

When visiting the camping grounds of the tribes that once lived on the Columbia River some 70 or 80 miles from its mouth, one sees many clam and oyster shells. The shell fish were obtained at the mouth of the river and on Willapa Harbor. Annual visits in the Fall were made to the coast where a winter's supply of shell fish from these waters was taken. Large canoes, carrying several tons, were used in transporting food from the lower river to places farther inland. With the coming of each year, the demand for food fish caused many tribes to visit the place where shell fish were plentiful.

Indians visit Shoalwater Bay

The Indian tribes living at Ilwaco and Chinook looked forward to the time when this food which thrived on their hunting grounds would all be carried away. A council was held to decide whether the upper river Indians would be permitted to come and take the fish. For two days the *Chinooks* and *Ilwacos* debated the matter in a

Ilwacos and Chinooks declare war

council near the Chinook River. It was during this council that old chief *Komkomis,* then chief of the *Chinook* tribe, arose and, in a lengthy talk to the gathered warriors, demanded their decision. It was planned to stop further invasions on the part of the Indians who lived on the upper river. Runners who sped southward to inform all tribes to stay away from Shoalwater Bay, were sent across the Columbia. The messengers carrying that order were told to go back to their tribes and tell them that the lands of the lower Columbia were the hunting grounds of all the tribes of the *Wauna,* or Confederacy. On receiving the answer the *Chinooks* and *Ilwacos* made a declaration of war.

Portages

There were three portages used by Indians in going from Baker's Bay to Shoalwater Bay. The first, which was most widely used, was the route over the hill from Chinook River to Bear River. For weeks, in the Fall of the year, as the tribes came, woods rang with the shouts of the powerful *Willamettes* as they transported oysters and clams through from Bear River to the Chinook River. Upon learning about the declaration of war, the upper river tribes were more than ever determined to invade those lands in the coming Fall. Preparations were begun for an armed invasion. Canoes, large and small, were assembled during the summer months, and painted in war colors. Sauvie's Island was astir as braves and warriors sought its forests in search of the yew tree from which the bow was made. Squaws and papooses made arrow heads and rounded into shape stone war clubs. The

Willamettes prepare for war

Chinooks and *Ilwacos* were mindful of the preparations being made and planned an armed resistance.

Spies

In the early Fall Chief *Komkomis* was informed by a runner from the *Wahkiakums,* a tribe that was friendly to the *Chinooks,* that several spies from tribes up the river had passed down stream, and that they were now in his territory. The lookouts on Scarborough Hill, whose camp fires at night signaled to their brothers on Yellow Bluff, the movements and approach of enemies, had received the information that five spies had been captured by the *Ilwacos* near the mouth of the Wallicut River. A runner next day was sent to *Komkomis* to ask what punishment should be given those Indians. The old chief, fearing that they might gain their freedom, ordered immediate death by burning at the stake. As the captives, lashed to posts, struggled to free themselves from the flames, one brave cried out in pain that the act would be avenged by his brothers. From the top of Scarborough Hill next day the look-outs beheld a fleet of canoes moving swiftly down stream near the Oregon shore.

Battle

The *Chinook* and *Ilwaco* warriors then assembled at Chinookville. In the event the enemy passed the village, it was planned to follow them down Baker's Bay and give battle. As the *Willamettes* and *Wahcomas,* in their war canoes, crossed the river and skirted the shore line near Chinookville, they were unmindful of enemies who were watching their movements from the thick forests near the beach. The upper river Indians, having received no word from the scouts sent down in advance, and seeing no enemy, surmised that they were probably at Shoal-

water Bay gathering oysters and clams. A landing was made therefore, near the mouth of the Chinook River. From the thick growth of underbrush and trees, old *Komkomis,* who was given command, watched the invaders with his eagle-like eyes. To cross the river and make an immediate attack, seemed to him a poor plan. He decided to wait until night. When that time came, he and his warriors suddenly descended upon the sleeping enemy and began a deadly massacre. Those who survived took to their canoes hurriedly to make good their escape. All prisoners taken were burned at the stake to serve as a warning that no tribe could invade the river mouth territory without permission. That was probably the last invasion made by the Indians of the upper Columbia River upon the soil of Pacific County.

Chapter XII

WRECKS IN AND AROUND PACIFIC COUNTY

THE first ship wrecked at the mouth of the Columbia River was the William and Ann. That vessel went ashore on Clatsop Spit in 1828. It was owned by the Hudson Bay Company. Heroic efforts were made by the crew of the doomed vessel to save themselves but not one survived to tell the story of the disaster. The cargo, consisting of general merchandise, was to be taken to the post at Vancouver, Washington. Following the tragedy it was reported that the *Clatsop* Indians who witnessed the wreck, murdered the members of the crew as they came ashore, and then carried away the cargo. The natives were asked by Hudson Bay officials at Vancouver to return the goods, but they refused, and an armed vessel was sent down the Columbia to their village, located several miles below Astoria. In the fight which followed, the *Clatsop* chief and two of his warriors were killed. The Hudson Bay Company recovered the goods.

William and Ann

The first steamer to enter the Columbia River was the Beaver. It was a side wheeler built in England about 1835. As it sailed away for the Pacific Northwest, the King and more than 100,000 persons cheered it. The boat was rigged as a brig, its machinery not being attached until later. The vessel belonged to the Hudson Bay Company and for many

First steamer crosses bar

years made trips along the coast of Washington and British Columbia. The Beaver crossed the bar in 1835.

In 1841 the American ship, Peacock, one of a squadron of vessels sent out by the United States government under the command of Lieutenant Wilkes, was wrecked on the sands which now bear that name at the mouth of the Columbia. The crew stayed aboard the vessel for some time and was taken off by the *Chinook* Indians in a large sea canoe. Other vessels of the squadron included the Vincennes, Porpoise, Relief, Sea Gull and Flying Fish. Those vessels crossed the bar in safety and the expedition spent some time making surveys, sounding channels and examining harbors. To replace the Peacock, Lieutenant Wilkes purchased another vessel from the Hudson Bay Company.

Ship Peacock

Two more wrecks occurred on Clatsop Spit in 1852, the General Warren and the bark Merrithew. The General Warren was a steamer under command of Captain Flavel. Forty persons were drowned. The Merrithew had a cargo consisting of 100 tons of general merchandise and was in command of Captain Kissam. The wreck drifted to sea and later came ashore near Cape Disappointment.

General Warren

Merrithew

In 1853 five wrecks occurred in the waters near the shores of Pacific County, the bark Oriole, the schooner Willamette, the bark Mindora, the brig Palos and the bark Vandalia. The Oriole was bound for Astoria with building material for the light house at Fort Canby and was wrecked on Clatsop Spit. It was in command of Captain Lewis H. Lentz. The Willamette was a schooner of 180 tons. It was bound for Shoalwater Bay, coming from San Francisco. Captain Vail was in charge, and, while off

Willamette

Shoalwater Bay, the ship became unmanageable and capsized. The wreck came shore near Grays Harbor. The Mindora was in command of Captain George Staples and it came ashore on Sand Island. Later it drifted to sea and finally found the beach north of Shoalwater Bay. The brig Palos was en route from San Francisco to Shoalwater Bay. A thick fog arose as the vessel attempted to enter the harbor, and it went ashore at Leadbetter Point. The captain was drowned but all members of the crew were saved. There were several passengers aboard who were taken ashore safely.

Palos

The bark Vandalia in command of Captain E. N. Beard was lost off the mouth of the Columbia River in 1853. No one survived to tell the story of the fatal mishap. The hull was found floating, bottom up, near McKenzie Head. Four bodies were later washed ashore, among which were those of Captain Beard and a 14-year-old boy. The Indians were kept from plundering the wreck by the following men who lived at Pacific City: Messrs. Holman, Meldrum, Scudder and Col. Steward. The name, Beard's Hollow, was given to that place on the shore where the body of the captain was washed up.

Beard's Hollow

It was in 1865 that the bark Industry started from San Francisco for the Columbia River. After a two weeks' struggle with unfavorable weather outside the bar, Captain Paul Corno attempted to enter, but his ship went aground in the north channel. First Mate Coppin and six passengers were drowned, only two getting safely to shore. A 12-year-old girl, the daughter of Mr. and Mrs. John Marks, who were on their way home to Walla Walla, was lost in

Industry

the boiling surf, after every attempt was made to save her life. The following year, 1866, Captain Corno was given command of another vessel, the bark Scranton. The ship shared the same fate as the Industry, going ashore at almost the same place. All members of the crew and two passengers were rescued by Captain Munson, light house keeper at Fort Canby. Captain Corno's wife and Miss Brown were the passengers.

Scranton

The steamer U. S. Grant, while lying at the wharf at Fort Canby December 19th, 1871, was blown adrift by a strong wind, and before steam could be raised or an anchor made to hold, went ashore and was pounded to pieces by the heavy breakers. Captain J. H. D. Gray and his brother, A. W. Gray, escaped in a small boat. Heavy seas prevented their landing and in the cold weather they were almost frozen to death. The name board, U. S. Grant, was among the relics at the Canby Life Saving Station for many years.

U. S. Grant

The American bark Architect, in ballast from San Francisco to Cementville (now Knappton) was wrecked on Clatsop Spit in 1874.

Architect

In 1875 a mysterious fate overtook the crew of the schooner Sunshine, which was built at Coos Bay. In command of Captain George Bennette, who was half owner of the vessel, it left port and was later sighted floating, bottom up, near North Head. The wreck washed ashore near Easterbrook's on North Beach, and was so badly damaged by heavy seas, that none could determine what had happened to it. The ship was valued at $32,000 and the cargo at $18,000. Being new and stiff, it was thought that it

Sunshine

might have capsized. There was $10,000 in money carried aboard the vessel. Passengers and crew were lost.

One of the largest wrecks at the mouth of the Columbia occurred in 1878. The Great Republic, a big side wheel passenger steamer running between San Francisco and Portland with 896 passengers aboard, ran aground on Sand Island. The boat crossed the bar during the night and struck so lightly that no one knew an accident had occurred. Tide was then high, but as it began to ebb, the weight strained the hull so badly that the steam pipes burst, and the sea and bilge pumps failed to work. The passengers were landed on Sand Island, but the crew stayed aboard until the following day. When the last boat carrying the officers and crew was leaving the wreck, it overturned and the first officer, Lennon, William Johnson, John Connor and several members of the crew were drowned. In the cargo were 27 horses. Seven of them swam ashore on Sand Island but the rest were drowned. A few residents of Pacific County were aboard the steamer the night it was wrecked.

Great Republic

Five wrecks occurred on the shores of Pacific County in the year 1881. The British bark Lammerlaw, of 746 tons register, with a cargo of coal from New Castle to Portland went ashore on Leadbetter Point and was a total loss. Captain Pringle mistook Shoalwater Bay for the Columbia River and came in too near the shore. The crew was taken off the vessel by Captain Al Stream and the life saving crew from North Cove. The Lammerlaw was an iron vessel three years old valued at $70,000.

Lammerlaw

The British bark G. Broughton, of 803 tons register,

from Brisbane to the Columbia River, made the same mistake as the Lammerlaw. Captain Payne also thought Shoalwater Bay was the Columbia River and he anchored at night so close to Leadbetter Point that the heavy seas next day parted the cables and the ship went ashore. The vessel was owned by Peter Irendale and valued at $40,000. The crew was saved. Broughton

The Edith Lorne, another British bark of the same tonnage as the Broughton, was wrecked on the middle sands of the Columbia River. It carried a cargo of wheat and was bound for Queenstown, England. Captain Al Harris and his crew from the life saving station at Fort Canby rescued all on board. Captain Watt was the master. Edith Lorne

The Harvest Home and the Corsica were both lost in 1882. The former was owned by Preston & McKinnon of San Francisco, and was bound for Port Townsend, Washington. In a heavy fog the first indication the captain and crew had that they were hard aground was the crowing of a rooster near a residence on shore. Captain Mason was in charge of the vessel and it was insured for $14,000. When the tide went down, the crew walked ashore. Many wagons salvaged from the wreck were used by the farmers of Willapa Valley. Harvest Home Corsica

The British bark Corsica, Captain W. H. Vessy, master, was enroute to Queenstown, England, with a cargo of wheat valued at $46,000. While crossing the Columbia River bar in tow of the tugboat Astoria, it struck the sands and was wrecked. Captain Vessy and his wife and baby were taken back to Astoria on the tugboat. There were no lives lost.

The British bark Cairnsveore, and the American bark Whistler, were lost in 1883. The Cairnsveore, in charge of Captain Gibbs, left London for Portland with a cargo of cement and went ashore on Clatsop Spit. The bark Whistler was bound for Shoalwater Bay and was wrecked near Long Beach.

Cairnsveore

Whistler

The ship W. H. Bessie, with a load of railroad iron from New York to Portland, went ashore on Peacock Spit. No lives were lost. For years a buoy to mark the place where the hull went down, placed there by the United State government, was known as the "Bessie Buoy". The wreck occurred in 1886.

W. H. Bessie

Another disaster occurred near Long Beach in the year 1887, when the barkentine Grace Roberts, was lost.

Grace Roberts

In 1881 the American bark Rival was stranded on Peacock Spit. It had left San Francisco, bound for Knappton, Washington, with a cargo of hay and shingles. As Pilot Hansen and Captain Thomas B. Adams were navigating across the bar, the wind changed to an easterly direction and the ship drifted ashore. Anchors were thrown over but they did not hold. Later the boat came in on the beach at McKenzie Head. The wife of Captain Adams and all members of the crew were saved.

Rival

The Fern Glen, wrecked at the mouth of the Columbia River bar was the fifth vessel lost in the year 1881 on the shores of Pacific County.

Fern Glen

There were more shipwrecks in the 'nineties along the shores of Pacific County than during any preceding ten years. It was in 1892 that the British ship Strathblane came ashore at Long Beach. The vessel was bound for

Portland to load a cargo of wheat for England. According to its officers, the chronometer, an instrument for giving the position of longitude, was defective. They thought the ship was some 60 or 70 miles off the mouth of the Columbia River and were disheartened and surprised when they felt their beautiful steel vessel pounding in the breakers. As the boat stood off shore, the beach became thronged with watchers who had come from many points along the Peninsula to view the sad spectacle. The wind was blowing a gale and as the vessel rose and fell in the breakers, spars, blocks and bits of rigging were seen to give away. Life crews made a desperate effort to reach the ship but the strong wind prevented success. Many of the members of the crew jumbed overboard while others launched a boat which upset, throwing the men into the water. Captain Kuthel jumped into the surf and in attempting to swim ashore, was drowned. A row of graves in the Ilwaco cemetery mark the resting place of the sailors who were lost. Captain J. D. Murray, prominent in the political and social life of Pacific County, was the chief officer aboard that vessel. Captain Murray later married Mrs. Frances Dalton Taylor, who died recently. The captain at present is master of the Memphis City. Charles A. Payne, for a number of years editor of the Chinook Observer, was an apprentice.

Strathblane

Capt. Murray

The Glenmorag, another British sailing vessel of the same type as the Strathblane, went ashore at Ocean Park in 1896. The ship received very little damage in going through the breakers. For some time it lay on the beach in an upright position, affording a beautiful view to visit-

Glenmorag

ors. Several attempts were made to float it but all were unsuccessful. Later the ship was dismantled and the masts, spars and steel plating, sold. Captain Turnbull of that vessel married Agnes Garretson of Ocean Park and William Beggs married Maud Taylor of the same community. The figure head of the ship may be seen today at Morehead Park, Nahcotta.

Capt. Turnbull

A German vessel, the Potrimpus, was wrecked at Long Beach in 1897. It was floated and in attempting to tow it through the breakers, hawsers parted and the vessel capsized, coming in again on the beach. Like the Glenmorag, it was then dismantled.

Potrimpus

The steamer Point Loma was wrecked near Sea View in 1898. Parts of its hull are still seen in the sand there.

Point Loma

One of the most serious wrecks of later date was that of the oil tanker, Rosecrans, which went down off McKenzie head. Thirty-one members of the crew were dashed to death against the rocky cliffs and only one, who floated up the beach on a plank, came ashore safely.

Other wrecks include the Frank Howe, lost at Seaview; the Potallach, stranded in Shoalwater Bay; the bark, Alice, wrecked at Ocean Park; the Cavour, which went to pieces on Sand Island; the Alstranix that went ashore on Sand Island, but was floated later; the steamer, Caoba, which went ashore north of Ocean Park; the North Bend, which went aground on Peacock Spit; the Avalon of the Hart-Wood line, which drifted onto Leadbetter point and was dashed to bits after striking on the Grays Harbor bar; and within the last year, the Laurel and the Admiral Benson, both wrecked on Peacock Spit.

Other wrecks

Chapter XIII

LEBAM

In 1871 Frederick William Kirsch and his wife moved up the Willapa River above Holcomb, later moving to Lebam. Another settler during the same year was Joe Goodell, a surveyor, who made a home on Half Moon Creek. In the years which followed, W. F. Malloy, J. Hyde, C. Rutherford, J. Blaine, J. Patton, M. Pease, W. Morgus, S. Welch and D. Bush found their way into that community to take up land. A thriving settlement, which depended upon farming and lumbering, was begun.

Early settlers

With the increase of population, a postoffice was established and the mail was brought from Willapa on horseback three times a week. The Post Office Department at Washington, D. C., asked Joe Goodell to name the settlement. One day as his daughter Mabel, now Mrs. C. A. Thompson, was playing about the house, Mr. Goodell spelled her name backward. The thought occurred to him then that the new-formed word would be suitable for the new settlement, so it was named Lebam. For years mail was distributed to the community from Mr. Goodell's home but, when the post office was established in 1886, A. Shore was made the first postmaster.

Lebam named

The first school was taught in the Kirsch home by May Lilly in 1881. In 1884 a school house was built, and

Early school

numbered among its pupils were Nell Hyde, Henry Kirsch, Lucy Mallory and Burt, Mary, Edward and Lena Blaine.

Business houses

A list of buildings and business houses is summarized as follows: Morgus Creamery 1885, Shore's Saw Mill 1885, Shore's Boarding House, 1886, Bunker's Mill, 1894.

Roads

The first roads to Lebam were those connecting that community with Elk Prairie and with Willapa. They were built in 1881. There was a trail road connecting Lebam with Pe Ell and Chehalis.

In the years following, scores of new settlers were attracted to the town because of its farming land and timber. Today it is a prosperous community, with a good school system, many beautiful homes and industrious citizens.

Chapter XIV

GIESY'S

THE first settlement in and around Menlo was at Giesy's in 1855. Doctor William Keil of Bethel, Missouri, at the head of 100 or more emigrants, started west to found a colony in Willapa Valley. In 1853 he had sent seven picked men in advance to locate a place. These men arrived and reported back that Willapa Valley was a favorable spot, so plans were made to go West. For months the industrious Germans labored in manufacturing wagons, stocking the trains, and gathering funds to purchase lands. To outfit wagon trains was a large task, and it drained the treasury of the Bethel Colony for many years.

Keil colony

Doctor Keil had a son named Willie, who died before the party left. Willie had been promised by his father that he would be taken along. As the train was about to start, Doctor Keil loaded the coffin containing the body of the dead boy on a wagon drawn by two mules, and placed it at the head of the train.

Willie Keil

The emigrants were not troubled by Indians during the entire trip, although sad stories are related of the massacre by Indians of many travelers going West at that time. Some believe that the presence of the coffin frightened the Indians away. After many months, the settlers arrived at Portland, Oregon, and there they sold much

of their equipment. About half of the number chartered a boat and reached Willapa Valley by way of Ilwaco and Feister's Portage. The others arrived by way of the Cowlitz Trail.

Arrival in valley

Dr. Keil and many others of the party were disappointed on their arrival. They expected to find a country with miles of prairie land instead of one largely covered with trees. On the eve of December 26, 1855, they buried Willie Keil in the cemetery now located on the Giesy farm. Dr. Keil with a large number of his followers, left Willapa Valley and started the settlement of Aurora, Oregon.

Disappointed

A few remained in Willapa Valley and made it their home. Among them were Sebastian, Jacob and Rudolph Giesy, John Stauffer, Mike Shaeffer, Henry Knox and Henry Beck and his son, Charles Beck, who, at this date, is a resident of South Bend. Mr. Beck was a young lad when he arrived but he recalls many interesting scenes and happenings of that time. Later in the 'sixties John and Henry Giesy arrived in Willapa Valley to make it their home. The present Giesy farm, as we know it today, had been taken up by the early settlers of Willapa Valley before 1855, but was relinquished to the Giesys on their arrival.

Settlers who remained

In a prominent spot on the farm is the family graveyard where are buried Willie Keil and many members of the Giesy family.

Early grave yard

In the Autumn of 1857, the settlers of Willapa Valley constructed a fort at the Giesy place, located where the present Giesy residence stands. It was not a fort, as we think of one, but only a stockade built around two log

Fort

houses. Many settlers in the Valley lived there for fear of attack by the Indians, but no outbreak occurred in the Willapa Valley.

Mail was distributed to settlers around Giesy's once every week. In 1900 a union high school was established there. A row of stately maples across the highway from the present Giesy farm house marks the spot where that first union high school in Pacific County was located. Numbered among the first students were Z. B. and W. J. Shay, Edward Ellis, Ernest Cady, Will Bues, William Ellis, Lyle Soule, Hubert Ellis and Ivan Bullard. The first graduating class consisted of Ernest Cady, Z. B. Shay and Edward Ellis. W. E. Greenway, who for many years was identified with the educational and political life of Pacific County, was the first principal. The first teacher's cottage in the State of Washington, built from school district funds, stood near the banks of the Willapa back of the the high school. The school today is included in the Valley Consolidated Schools, and is located at Menlo.

Mail

Union high school

Chapter XV

RAYMOND

At a distance of seven or eight miles from its mouth, the Willapa River is divided into two streams, commonly called the North and the South Forks. Between these two streams an island is formed, covering about 400 acres. It was occupied for a number of years by the Perkins brothers, who sold their rights in the land to Captain George Johnson, who later acquired title by a government homestead patent in 1878. Shortly after, Captain Johnson moved to North Cove, and died there in 1881. The "Island", as it is commonly called today, was farmed by James Anderson for many years. He had a large meadow and stocked the place with many cattle.

Captain Johnson

In 1851 Captain John Vail, master and owner of the schooner Willamette, which was wrecked off Willapa Harbor, took up the first donation land claim in what is now Raymond. The tract embraced much of the Riverdale addition. Captain Vail married Jane Feister, widow of Henry Feister, who was elected first representative from Pacific County to the territorial legislature at Olympia, but died before serving. Jane Feister was the aunt of Mrs. Edward Bailey, and Ben, Ray and A. F. Wheaton.

Captain Vail

In 1862 Captain Vail died, and his widow married John Adams, who erected the first saw mill on the Willapa

John Adams

at Raymond in the addition now called Riverdale. A. K. Bush was another pioneer who operated a sawmill at Raymond in the 'seventies. His mill was run by water power and, too, was located in Riverdale. Traces of the dam and the water wheel which furnished power could be seen as late as 1904.

Old saw mill

Half a mile east of the site was built the first school, the lumber being sawed by the old mill. It is said that the floor boards in the school house were two feet in width. The building not only served as a place where reading, writing, arithmetic and other subjects were taught, but was used also as the community Methodist church. Jane Haguet, who taught at Riverdale in 1868, was given a pig for her services by John Adams, but the animal was killed by a bear.

School

In 1879, Leander Foster and his wife, Harriet, settled on the South Fork and took up land, much of which is now included in the golf course near Raymond. After living there 20 years they moved to South Bend. Mrs. A. M. Sproul, now of South Bend, is a daughter of those early pioneers.

During the South Bend boom, about 1890, much of the land across the South Fork, as well as that north of the main river, near what was then Riverside, was platted as additions to South Bend. When the boom failed, those lands were returned to their original owners, or were sold for taxes. In 1902 the Siler Mill Company erected a saw mill on the island near the mouth of South Fork. It was on low land through which many sloughs flowed, and during the high tides of winter it was flooded. In

First modern saw mill

1903 the Western Veneer and Manufacturing Company was organized and a factory at the juncture of the river forks was constructed. Later that company failed, and the site was purchased by the Willapa Lumber Company, which today is one of Raymond's large industrial plants.

L. V. Raymond first postmaster

The post office in Raymond was established in 1904, with L. V. Raymond as the first postmaster. At that time the streets were only sidewalks built five or six feet above the tide lands. They looked very much like bridges. As the town grew rapidly, streets were built of lumber raised on piling.

The first plat of Raymond was filed in the office of the county auditor of Pacific County in October, 1904. A residential section, known as Riverdale, was started on the north side of the river, and it grew rapidly.

Other mills

In 1904 the Glibert brothers erected a mill later called the Quinault, and in 1905 the Raymond Lumber Company built the Raymond Mill. The same year saw the construction of several shingle mills along Ellis lagoon.

Bridges

In 1911 and 1912 two draw bridges were constructed, one across the main river, and one across the South Fork resulting in the growth of other residential sections.

Lands taken for homes and industrial growth were originally the farms of Charles Blake, Dan Wilson, Captain John Vail, A. K. Bush and Doctor Riddell, with those first platted as additions to South Bend.

Improvements

In 1912, a portion of the business district was filled, and the South Fork was dredged to make the channel deeper for boats that loaded lumber at the Quinault and the Clerin-Hamilton mills.

A second school house was built at Second and Ellis Streets in 1905, but was abandoned in 1926 on the completion of the new high school. New grade schools were built in 1924 at Riverview and in the Garden Tracts. A second fill, taking in most of the west end of the Island, and the rest of the business district, was completed in 1923, and paved streets took the place of the planked bridge streets. Schools

In 1915 the Chicago, Milwaukee and St. Paul Railroad was completed into Raymond. The Northern Pacific Railroad had already been built through the town in 1893. Many large vessels now load at the Raymond wharves, with lumber which is carried to all parts of the world, while both railroads bring logs to the mills from the large forests near by, and carry the finished product away to the East. Railroads

Raymond has a Chamber of Commerce, Kiwanis Club, Rotary Club, and many other organizations and lodges. In addition it supports the Methodist, Lutheran, Catholic, Baptist, Christian Science, Presbyterian and Four Square Gospel churches. Among the fraternal organizations are numbered the Masonic, I. O. O. F., Elks, Eagles, Moose, Modern Woodmen and Knights of Pythias lodges. There are two banks, two Building and Loan Associations, several good hotels, two fine theatres, and many beautiful homes. Organizations

Raymond's educational system is one of which any town of its size may feel proud. The enrollment in high school numbers about 400, with about 800 in the grades. Present schools

Chapter XVI

OYSTERVILLE

THE Town of Oysterville is located on Willapa Harbor, and is the most northerly of all the settlements along the North Beach Peninsula. It received its name from the early pioneers who were engaged in the oyster industry.

Before the white men came to Pacific County, many Indians lived there and gathered oysters which they dried for winter use.

First settlers

In the year 1854, R. H. Espy and I. A. Clark arrived in Pacific County to engage in the oyster business. Finding Oysterville a favorable location for their enterprise, they decided to stay there and thus they became the town's first permanent settlers.

Others who made Oysterville their home were John Brisco, 1854; Hiram Wing, 1858; C. W. Stuart, 1858; Frank Garretson, 1860; Isaac Lane, 1861; John Crellin, 1863; Thomas Crellin, 1863; Frank Warren, 1868; and John Hunter, 1868. Many had lived at Bruceport before going to Oysterville.

First buildings

Soon after their arrival, Espy and Clark constructed a log house, which was Oysterville's first residence. Later, Clark built the first store, and conducted a general merchandise business with the prosperous oystermen. As the town grew rapidly, John Crellin, in 1865, erected a store

building, which also served as a post office. Among the early postmasters were John Crellin, John Brown and John Brisco. For many years the Indians had traveled over trails leading from the mouth of the Columbia River to Puget Sound by way of Willapa Harbor and Grays Harbor. As the white men began settling the territory, those trails were the ones over which mail and supplies were carried. In the 'seventies, passengers and mail were carried over the route from Astoria, Oregon, to Olympia, Washington, three times a week by way of Ilwaco and Oysterville. For several years L. A. Loomis had that contract with the government. Between Astoria and Ilwaco, the steamer, General Canby, built in 1874 at South Bend, carried mail and passengers. The Captain of that ship was Wes Whitcomb, and the mate, Tommy Parker. Clarence Green, who later lived at South Bend, was the engineer.

Mail and supplies

On arriving at Ilwaco, mail and passengers were transferred to the stage lines which ran between that place and Oysterville.

Early stage lines

In the operation of those stages, eight horses were used daily. They were of the broncho type, weighing about 1000 pounds each. The old stage coach was a primitive and clumsy affair. Both ends were closed, and entrance was made by side doors. At its rear was a strongly built boot in which freight and baggage were carried. Although there were only five seats, the old stage sometimes carried twenty passengers. The driver sat on the outside, and many times was exposed to severe weather. The coach had no springs, so riding was sometimes rough.

As there were no roads connecting Ilwaco and Oyster-

ville in pioneer days, the ocean beach was used as a highway. It made a very good road when the tide was out, but was very dangerous when the tide was high. Among the early stage drivers were J. A. Morehead, Jack Winchell, Bill Denver, William Taylor, Lew Slack and Charles Burch.

Beach used as highway

Stage drivers

On arriving at Oysterville, the freight was loaded aboard boats and distributed to such settlements as Bay Center, North Cove, South Bend, Riverside and Willapa. For a number of years the steamer Garfield made those trips. Its captain was the well known pioneer boatman, John Brown. The late Charles Nelson of Oysterville, was the mate. During the 'sixties such boats as the Humming Bird, owned by Crellin and Company, and the Willapa Green, owned by George W. Brown, made the trips. Other boats in the 'seventies included the Lib Smith, owned by James Johnson, the Minerva, and the sloop Pet owned by Captain Henry Whitcomb.

Early steam boats

Other buildings constructed in Oysterville in the early 'sixties were the Stevens Hotel, owned by Gilbert Stevens, a school house, and a court house.

For a number of years Chinookville was the County seat of Pacific County, but, as Oysterville grew in population, the county seat was moved there in 1861.

The first public school conducted in Pacific County was located in Oysterville. There had been several private schools before, but they were not supported by public taxation. The date of district formation was 1863, and it was numbered ONE, which it still maintains. The first school teacher was James Pell, who had as his pupils,

First school in Pacific County

John and Eva Clark; Ella, Arthur and Loris Crellin; and Ada, Frank and Alice Stevens. Following Mr. Pell as teachers were Norris Wirt; Julia Jefferson, who later became Mrs. R. H. Espy; Agnes Lowe, daughter of Doctor Lowe, one of Pacific County's pioneer doctors; and Miss Griswold, a sister of M. S. Griswold, who became the first County Superintendent of Schools.

The little, red school house was built on lot six, block two. It was a portable building, made of redwood, sawed in California, and shipped to Oysterville aboard one of the oyster schooners. When it arrived, the progressive citizens declared a holiday, and, with the aid of carpenters, put it together.

Another famous old building at Oysterville in 1873, was the hotel, called the Pacific House. It was the largest building of its kind in the county. Richard Carruthers was the owner, and after his death, the hotel was operated by O. H. Stott and S. L. Stratton.

Many people were attracted to Oysterville for their summer vacations, in the 'sixties and 'seventies. An annual regatta was held there which drew such large crowds that the hotels could not accommodate all. In the year of the Centennial (1876), the Gussie Telfair, a Portland steamer, ran direct from Portland to Oysterville with a large number of passengers, who came to attend the regatta. For several days they witnessed many races between the fast sloops and yachts of Shoalwater Bay. Ed Loomis, in his sloop, Artemisia, took a leading part.

Annual regattas

Other business houses and buildings occupying prominent corners in old Oysterville, which have long been

torn down, were the Methodist church, the Swan restaurant, the general store of I. S. Jones, and the famous Dan Rodway saloon.

First clam cannery in the West

In 1874, J. C. Johnson built a clam cannery and began the canning of bay clams. A pack of 174 cases was put up that year, the first clams packed on the Pacific Coast.

Two wharves were constructed, one in 1884 and the other in 1888.

County court house moved

On Sunday, February 3rd, 1893, the contents of the Court House, consisting of all books and records, were taken to South Bend. Within a few short hours the seat of government, which had for 30 years been located at the little historic oyster town, was changed to the metropolis on Willapa River. The story of its removal forms an interesting chapter in the annals of Pacific County.

First newspaper

The first newspaper published in Pacific County was established at Oysterville in 1887. It was called the Pacific Journal and was edited by Alf Bowen.

First college in Pacific county

In 1895 a college, called the Peninsula College, was founded there by A. B. L. Gellerman. The old Pacific County court house, which had been abandoned, was then made a college building. The course of study included both grade and high school subjects. About 40 students, including several from Portland, were enrolled. Tuition charges were $30 for nine months. The faculty consisted of A. B. L. Gellerman, principal and history teacher; Mrs. Gellerman, who taught German and music; Mr. Hines, teacher of mathematics; William Forrester, grade principal; May B. Lilly, grade teacher; and Miss Harriet,

teacher of commercial subjects. After two years of work, the college was discontinued.

Oysterville today is a quiet little settlement. With the growth of the North Beach Peninsula as a summer resort and play ground, it is expected to regain the activity and busy life of former years.

Chapter XVII

OCEAN PARK

OCEAN Park is a summer resort and was founded by the Ocean Park Camp Meeting Association for the purpose of providing a Christian summer resort for its members.

Founding

It was given the name of Ocean Park by Reverend William B. Osborn, who was a member of the organization in 1888. The company purchased 250 acres of land having a water frontage on the ocean beach of three quarters of a mile. The group also purchased several acres on Shoalwater Bay. As leading members of the organization are found the names of Rev. W. S. Harrington, president; Rev. A. Atwood, vice president; Rev. T. L. Sails, secretary; and E. W. Cornell, treasurer. The association was incorporated and gave to each of its members a perpetual lease on the land. All were prohibited from manufacturing or drinking any kind of alcoholic liquors, and from gambling.

Early settlers

Early settlers who made the place their home were W. D. Taylor and family, 1886; Wes Miller and family, 1891; S. A. Matthews, 1888; and Stephen Kirk, 1891.

Buildings

The following buildings and the dates of their construction are here given: Taylor Hotel, 1887; the Sleet store, which was operated only during the summer months, 1888; the railroad depot, 1889; and the Methodist church,

1914. The post office was established in 1890, with D. E. Beechy as postmaster.

In 1889 a school building was erected at Nachotta where the pupils from Ocean Park attended. Ella Tanger was the first teacher. Following is a list of pupils who attended that first school: Maude Taylor, Blanche Miller, Anna Collins, Allen Miller, Sedgwick Matthews, Flora Miller, Valor Matthews, Maud Kirk, Maud Slee, David Andrews, William Shagren, Alfred Osborne, Ada Shagren, and Carl Shagren. Miss Sayers was the second teacher. Other include Theodore Fessler, Olive Andrews and Hattie Moore. first school

Clamming is an important industry at Ocean Park, and as a result, many canneries for packing that food fish have been operated there during the years, including the Weigart Brothers cannery, Warrenton Clam Company, Cattle and Company, J. L. Tousey and Company, and the Sigurdson Company.

Chapter XVIII

SEALAND-NAHCOTTA

SEALAND and Nahcotta were two Peninsula settlements, one on the north, and the other on the south side of the railroad tracks on Shoalwater Bay. Sealand was so named because of its location, and Nahcotta was a name given by the railroad company in honor of old Chief *Nahcotte,* who, with a few Indians, made that place his camping ground.

Railroad completed

In 1889 the narrow guage railroad was completed, and Nahcotta was made the terminal. Freight, passengers and mail were taken from there on boats and carried to all points on Shoalwater Bay. A steamer, making regular trips daily, connected Nahcotta with South Bend.

Early settlers

The first ten settlers to make their homes there were J. A. Morehead, James R. Morrison, John Osborne, Alfred Hughes, A. P. Osborne, J. P. Paul, W. W. Ward, Charles H. Burch, Wallace Stuart and John Phillips. They arrived in 1890.

Buildings

J. A. Morehead conducted the first general merchandise store and James R. Morrison became the first postmaster at Nachotta. Among the other enterprises was a weekly newspaper published by John Phillips, and a clam cannery built by Arthur Wentworth and J. W. Kleeb.

The first wharf was completed in 1889. There were

two hotels, one at Sealand, owned by J. R. Morrison, and the other across the railroad track in Nahcotta, owned by Alfred Hughes.

A railroad depot was maintained. A. P. Osborne was the first agent.

Chapter XIX

SOUTH BEND

Founding of South Bend

SOUTH BEND had its beginning in the year 1869, when a saw mill was built on the site now occupied by the Lewis Mills and Timber Company. It was constructed by Captain Valentine Riddell and his brother, John Riddell. The machinery which had been used in the saw mill at Pacific City (Ilwaco) was installed.

First mill

The mill contained one rip and down saw. Lumber was sawed from logs purchased from S. A. Soule, who operated the first logging camp in Pacific County on Skidmore slough in 1870. There were four houses built near the mill and, in one of those, Captain Riddell and his family lived. In 1875, John Hood, James Miller, John Jordan and A. M. Simpson purchased the mill from the Riddell brothers. It was then made larger. John Wood was the engineer, John Jordan the blacksmith, James Miller the bookkeeper, and A. M. Simpson the general manager. Later, Robert Miller, brother of James Miller, bought the interest of John Jordan. Simpson in turn bought the interest of the two Miller brothers, and, with John Wood, continued to operate the mill. Some time later Simpson became the sole owner, and R. B. Dyer became his general manager, until the mill was sold to Cartier, Gaudette, and Campbell. A severe accident occurred when one of

the boilers exploded, completely wrecking the fire room and killing two men, Jack Scully and Edward Payne. John Wood received a broken leg, and Don Ross was badly scalded. For a time after the accident the mill did not operate.

Boiler

Cartier, Gaudette and Campbell operated the plant until 1917. It then lay idle until purchased by the Lewis Mills and Timber Company in 1921, when it was remodeled and had new machinery installed, giving work to many men in South Bend.

Four mills have operated on that old mill site. The first was torn down, the second one burned, and the third remodeled.

In 1875 a post office was established at the mill. As it needed a name, John B. Wood sent in the one which had suggested itself to Will Whitcomb and Captain Riddell when they chose the mill site, South Bend, appropriate, since the location was on a large bend in the Willapa River. Wood became the first postmaster and distributed mail from the company's office to the settlers around and in the present city limits of the town. The mail was brought by boat, once a week, from Oysterville.

The land within the present city limits of South Bend and across the Willapa River on the island was taken up as homestead land. In 1870 Valentine Riddell homesteaded 146 acres near the old mill site. The addition is known today as the South Bend Addition.

Early homesteads

Elijah Pernich in 1871 located 160 acres across the Willapa River at what is today called Baleville.

John Scully, who was killed later in a boiler explo-

sion, homesteaded 160 acres on the island. That land today is owned by John Larsen. It was taken up in 1874.

John N. Skidmore in 1875 homesteaded 159 acres. It included the hill and much of the low land on both sides. A. E. Skidmore, a pioneer teacher, now occupies a residence on the land taken up by his father. The South Bend land Company's Addition to South Bend is included in that original homestead.

In 1875, Samuel P. Soule homesteaded 158 acres which now includes Eklund Park, and Thomas Potter 160 acres which is now a part of the Potter Ranch. A tract of 156 acres, taken up by William Lewis in 1877, is also a part of the Potter farm.

Other parcels of land taken up in South Bend were as follows: John B. Wood, 5¾ acres, now located near the old mill, in 1876; William Axford, 18 acres, a part of the corrected plat of South Bend in 1876; Edwin J. Axford, 138 acres on the island, 1879; Gustave Faber, 75 acres, located in the central part of town, known as the original Plat of South Bend, in 1881; Louis Johnson, 160 acres, the Central Avenue Addition to South Bend, in 1882; Charles Brown, 40 acres, a part of the Corrected Plat of South Bend, in 1883; and Sidney A. Baker, 40 acres, a part of the Corrected Plat of South Bend, in 1884.

First school

The first school at South Bend was begun in 1875. It was located on Nob Hill. Among the first pupils were Arthur, Addie and Fred Skidmore; Ernest, Perry and Jane Willard; Mayme Soule; Ernest and Allie Shannon; James, Mathew and David Ansley; and Fred and Frank Lewis.

John Dodge, a man then about 60, was the first teacher. He was short of stature, and wore long hair and a full beard, both of which were gray. Mr. Dodge did not teach the alphabet as it is taught today in our schools, by the phonic method. He sang the alphabet. It took beginning pupils about two years to learn it under his syetem. The pupils studied the following subjects: Reading, multiplication, writing, spelling and the memorizing of tables. That old pioneer teacher made it plain to the pupils of South Bend's first school that they were not old enough, or far enough advanced, to take up the study of English grammar, although some of those same pupils were 16 and 17 years old.

First teacher

In 1889, the school on Nob Hill was enlarged because of the increase in population which South Bend began to experience at that time.

Among the pioneer teachers who taught in school district No. 11 on Nob Hill, were John Dodge, 1875; A. Amidon, 1876; John Bensen, 1877; Laura Fowler, 1878; Addie Brown, 1879; and Ola Gillespie, 1880.

Pioneer teachers

In 1880, the school district was divided, and another school house was built at the Narrows in Eklund Park. The new district was called No. 16.

New district formed

Following were the early teachers in the Eklund Park school: Maggie Brown, 1880; Bessie Gillespie, 1881; Sarah Brand, 1882; John Webb, 1884; Doctor O'Brien, 1885; S. H. Frasier, 1886; and Edward Bowen, 1887.

Eklund Park teachers

The two school districts in South Bend were again united in 1890, and a large grade school was built on the high hill near Spruce and Ferry Streets. John T. Welsh,

New school buildings

John T. Welsh

now of South Bend, was the first principal. Other teachers included Mrs. Page, Miss Katie Robb and Theresa Patchen. In the uniting of those districts South Bend became known as district No. 32. In later years other consolidations were made, and the district number was changed to 114, and, finally, to 118, which it now has. In 1910, the Broadway and A Street schools were built, and in 1915, the present high school on Adams Street was completed.

New mills

In 1890 the Empire Mill Company constructed a saw mill on the Willapa River across the street from the South Bend Iron works. It was operated several years and then closed. John L. Harris continued operations for two years, but was forced to close down because of the financial panic which swept over the country at that time. Remnants of decayed piling on the river bank mark the site of that mill.

Herbert Bale, in 1894, built a mill which was located at the mouth of Mail Boat Slough, and, after operating for some time, it was closed down.

The Columbia Box mill, which stood on the bank of Willapa River near the present railroad depot, was erected in 1898. After running for a short time, it was sold to the Siler brothers.

The Columbia Box Mill Company, located near the Narrows, was built by Hyman and Company of California in 1905.

The present Kleeb mill of South Bend was erected by Commander F. R. Wright. It was sold to Wallace and Kleeb. The mill was built in 1898.

During the boom days in South Bend, starting about

1890, many buildings were constructed. James Ashton built a large hotel on the hill opposite the Broadway school. That hotel was used for only one night, the occasion being a large banquet given in honor of the officers and crew of the war ship Monterey which visited South Bend and Willapa Harbor at that time. For many years after, there still hung over the large fire place in the lounge room the words cut in gilt paper, "Welcome, Monterey". In later years the old building was torn town.

New hotels

Following is a list of other hotels: Broadway, built in 1891 by Allen; Albee Hotel, built in 1891 by Fred Albee; the Rose Boarding and Rooming House, built in 1890 by Louisa Rose; the Dewey House, built in 1898 by Lizzie Galbraith; and the Cassels Hotel, built in 1902 by Henry Peters. Watson's Hotel was built in 1891 by the Watson brothers, who later operated restaurants in Portland, Oregon.

Other hotels

In 1881 the first cannery for the packing of salmon was erected near the old mill. It ran one season and closed. For many ears it was used as a dance hall.

Canneries

The Reeves brothers operated a fish cannery on the north side of the Narrows in 1887, the fish being caught in gill nets and traps by fishermen along the Willapa River. John Hudson, in 1896, built the plant which now stands near the South Bend Iron Works. It was later purchased by the F. C. Barnes Fish Company.

The First Methodist Church, now a part of the present Foster Boarding House, was erected in 1891. Rev. Davis was its first pastor. The Congregational Church at Jackson Street was built in 1892. For some time before its

Churches

completion, the congregation occupied the building used as a private school which was being conducted by Mrs. Moore near the Broadway school. A Sunday school was organized in 1876, which the children of South Bend attended. It was a community Sunday school.

Newspapers

The South Bend Enterprise, now the South Bend Journal, was founded in 1890. It was owned by the South Bend Land Company, which had the following officers: George Holcomb, president; Lew Ecklund, vice president; A. Warner, secretary; and Fred Swett, treasurer. W. F. Wallace was its first editor, and A. E. Skidmore, printer.

The next paper that made its appearance was the South Bend Herald, edited by H. J. Hubler. F. L. Putney operated the Willapa Republican at Willapa. It was purchased by C. A. Heath and the name changed to the Willapa Pilot. Later the plant was moved to South Bend where its name was changed finally to the Willapa Harbor Pilot, now edited by Edwin M. Connor. The politics of the paper was changed from Republican to Democratic.

A Tan Extract works was built near the hill on Kendrick Street in 1891 for preparing hemlock bark for use in tanning. Many barrels of the liquid were shipped East and used in leather factories.

First steam boat built

The first steamboat built on Willapa Harbor was the General Canby. It was constructed by the Patterson brothers at South Bend for the Mill Company in 1875, to be used for towing purposes. As the hull was too large for the engine, A. M. Simpson sold it and built the tug, South Bend.

Among the steamers and boats which carried freight,

passengers and mail to and from South Bend in the 'seventies, 'eighties and 'nineties were Garfield, Humming Bird, Lib Smith, Minerva, Polar Bear, Alarm, Montesano, Cruiser, Edgar and General Miles.

First railroad

With the completion of the Northern Pacific Railroad in the early 'nineties, freight and mail were carried to South Bend over that route.

Old grave yard

A little deserted grave yard on Mill Hill marks the spot where some of the early pioneers of the town were buried. Recent excavations for a new highway uncovered many of those graves. Among the first buried there were John Scully, Edward Payne and Nicholas Clackan, three who were killed in the old mill. Others were Harley Dolan, August Fabre, Mattie Hill, two Chinamen who were murdered on Pine Island, one Chinaman who was drowned near Raymond, and a baby, a child of "China Dick."

Land boom

In 1889 the boom began at South Bend. Land which had been idle then sold for high prices and scores of buildings were constructed. A large land company was organized. It bought the holdings of the homesteaders, platted new additions and sold lots at a good price. The residents had expected that the Northern Pacific Railroad which was being built from Chehalis to South Bend would make that town a large seaport, due to its location on a deep harbor. Those hopes were not realized and, due to the great panic which swept over the nation following the completion of the railroad, industry and development declined. Some years later business conditions were revived and the town began its second growth.

Today South Bend is a thriving little city, with paved streets, good harbor facilities, progressive civic and commercial organizations, energetic citizens, and a first class school system. As the oncoming tide of emigration continues to move westward, the city's dream of becoming a seaport may be made a reality.

Sea Haven

The town of Sea Haven, at the mouth of the Willapa River, was founded in 1889 and was located on a tract of tideland belonging to Thomas Potter. The men who promoted that new enterprise were Herman Trott of Saint Paul, Minnesota, and John Dobson, Frank Donahue, N. B. Coffman and several others from Chehalis. In 1890, Sea Haven had a bank, a newspaper, a large hotel and several buildings. All of them have long since disappeared or have been moved to South Bend.

Chapter XX

BRUCEPORT

BRUCEPORT was a settlement between South Bend and Bay Center on Willapa Harbor. It took its name from a schooner, the Robert Bruce, which belonged to a company consisting of Messrs. Winant, Morgan, Hanson and Milward. That schooner was set on fire by the cook. It is said that the Captain chastised him for smoking while preparing dinner, and, as an act of revenge, he burned the ship. For a number of years a part of the hull could be seen on the mud flats near there.

Bruce Boys

The Bruce Boys, as the company was called, earned enough money the following year to purchase the schooner Mary Taylor. They shipped many loads of the oysters that thrived abundantly in the shallow waters about Bruceport, to San Francisco and other California towns. The settlement was an important Indian town long before the white men came to Pacific County, and for many years following it was the center of the oyster industry on Willapa Harbor.

Oystering

In the 'seventies, it was a town consisting of 25 families, with two hotels, two stores and a school. Captain Henry Whitcomb, who lived at Willapa for many years, moved to Bruceport in 1872 and conducted the hotel. Charles Fisher also ran a hotel, where many of the men

Early residents

who engaged in gathering and tonging oysters roomed and boarded. Captain Riddell and Pekander Parker operated a general merchandise store. Among those who lived there and whose names are familiar to the present residents of Pacific County, were Captain John Brown, Lucy Johnson, Mary Ann Tanger, William Clark, John Pope and wife, and Hiram and Lucy Paulding.

Graveyard

There is an old grave yard near Bruceport in which James Miller, Sarah Brady and many Indians were buried.

Teachers

A private school was organized in 1865, but in 1874 a district was organized, and a public school founded. Among the early teachers were Delia Whealdon, Myrtle Sawyers, Harrison Sparks, A. E. Skidmore, Arepta Murdock, Rebecca Harrison and others. The school was discontinued in 1919.

There is very little now left to mark the site of that early settlement which was for many years the center of the oyster industry on Willapa Harbor.

Chapter XXI

MENLO

THE first settlers in the vicinity of the present town of Menlo came there in the early 'fifties. Numbered among them were Jobe Bullard, who settled on the land now included in the present Burkhalter farm, in 1851. Seth Bullard took up the donation land claim, much of which is included in the present Towner farm, and Mark Bullard, in 1851, settled on a donation land claim, on which the Town of Menlo is located. The last named Bullard was the uncle of Marion Bullard, now one of Menlo's well known citizens.

Bullard claims

Captain Croker and Captain Gardner, two sea captains, settled on claims in the neighborhood of Giesy's Crossing in 1851. For a time, a boat landing on the Willapa River bore the name of "Croker's Landing" in memory of that old sea captain.

The two sea captains

Other early settlers included Daniel Wilson, who, in 1855, built the first mill in Willapa Valley on Mill Creek, and the Keil Colony, whose members settled on many thousands of acres of land in the vicinity of Giesy's, Menlo and Holcomb, in 1855. Stones of an old grist mill used in the grinding of flour now may be seen on the high school grounds at Menlo.

First mill

Keil colony

Settlers around Menlo

Other pioneers who found their homes in that neighborhood were Phillip Stauffer, 1855, who settled at Holcomb; Dan Bush, 1855, who settled on the Wildhaber farm; John Stauffer, 1855, who settled on the Imfield farm; Soro Jacob, 1855, who settled on Mill Creek; John Fry, 1855, who settled on the Stahle farm; Henry, Sebastian, Jacob and Rudolph Giesy, who settled on the Giesy farm in 1855; Christ Nedrow, 1855, who settled near Giesy's; John M. Lauderback and G. B. Riggs, who in 1857 resided for a time on the Bullard farm; Van R. Wheaton, 1868, who settled on Mill Creek; A. S. Bush, 1869, who settled on Mill Creek; H. A. Towner, 1870, who settled on the Seth Bullard farm; Jacob Drissler, 1870, who settled on the Herzog farm; Charles Towner, 1870, who settled on the Beireis farm; Fredrick Kirsch, 1871, who settled at Holcomb; Watson W. Lilly, 1874, who settled on the Wildhaber farm; Reuben Lilly, 1875, who settled on the present Lilly farm; Phillip Drissler, 1875, who settled on the Bues farm; Ford Schlittler, Sr., and Ford Schlittler, Jr., 1877, who settled on the Dobler and E. S. Bailey farms; M. M. Monohan, 1878, who also located on the E. Bailey farm; and Talor Rue, 1878, who settled on the Gangor farm. Thus in a few short years the valley became dotted with homes of many sturdy pioneers, whose work and achievements may be seen in the beautiful farms where years ago were dense forests.

First school

The first school in the valley was taught in 1865. The building occupied for that purpose was the Giesy home located at that place. The pioneer children came many miles to attend that school. Numbered among the early

teachers were Sanfield Soule, Delia Whitcomb, Mrs. A. S. Bush, Watson W. Lilly, Billie Morrison, Isaac Whealdon and Lizzie Carruthers. The first school house constructed at Giesy's was in 1868. It was built by Christian Nedrow, and the lumber was sawed in the Daniel Wilson mill on Mill Creek. The first instructor to teach school in that new building was William Morrison, who later settled on land near Moose. In 1877 another school was held at the old Towner farm. The children of Watson W. Lilly attended there.

In 1893 the Northern Pacific Railroad was completed through Willapa Valley, and the section began to show signs of rapid industrial and agricultural development. John Brophy purchased land now belonging to John T. Welsh, and platted it into city lots. Brophy had come from Menlo Park, California, and he erected a large sign board with the name, Menlo Park, on it. Some time later the sign board was moved to Giesy's Crossing where it stood for a time. It was then cut in two, and the part bearing the name "Menlo" was carried to what is now the town of Menlo, and so it was that the community received its name.

Name 'Menlo'

The first post office established at Menlo was in 1894. T. H. Myers became first postmaster. He distributed mail at his home, which is now the Dobler house. The first store was operated by R. B. McCash in 1895, and the first blacksmith shop by John Moore in 1897. The present Methodist church was built in 1896.

Post office

Menlo today is an enterprising little town, located in the central portion of the great agricultural district of Willapa Valley.

Chapter XXII

NASELLE

Early settlers

THE earliest arrival on the Naselle River was Colonel H. K. Stevens, in 1852. That early settler located on land near the Naselle bridge. Another settler, James Hinckley, settled on a land claim a short distance away. J. S. Vancleave, who in later years was prominent in county politics, took up, in 1852, what is today called the Mill ranch. A part of the original home may still be seen from the highway. He later sold the place to Julius Mack in 1868, and moved to Willapa. His daughter, Mary, was drowned in that river while attempting to cross in a canoe.

Naselle called Kennebec

For a number of years the Naselle river was called the Kennebec, a name given by Colonel Stevens, in honor of the river bearing the same name in the State of Maine, where he had been born. Later it was called Naselle, named after an Indian tribe.

Later settlers

During the following years, many settlers were attracted to the Naselle Valley because of its rich soil. It was during the 'seventies and the 'eighties that the following settlers arrived: John Dell; Charles Stevens; Henry Smith; Patrick O'Connor; Charles Holm; Henry Rommerinan; Joseph, Isaac and Frank Whealdon; Olof, John and Peter Anderson, J. P. Arnicleons, Matt Bruntz and John Bruntz.

Robert Miller, who was interested in the saw mill at South Bend, sold out his interests and, in 1884, constructed another mill at Sunshine, near the mouth of the Naselle River. Logs were supplied by George and Henry Scott, who operated the first logging camp on that river in 1879. After running for about ten years, the mill was forced to close because of poor management. For many years schooners called at Sunshine and carried away cargoes of lumber. After the mill closed its log boom held many million feet of logs which were never used. First mill

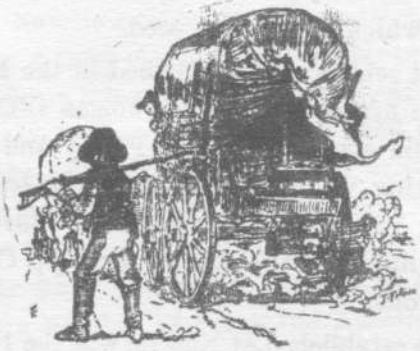
In 1880 the first school was established in the Naselle Valley. Among the first pupils were Thomas O'Connor, W. M. O'Connor, Ella Anderson, Ralph Finley and Annie O'Neil. The following were among the early teachers: Mrs. Emma Finley; Miss Clark, sister of J. J. Clark, deputy sheriff of Pacific County; Emma Bailey; Cynthia Scott and Letty Lyons. First school

The first church established at Naselle was the Finnish Lutheran in 1908. First church

In 1884 Otto Zimmerman built the first store. The second store was owned by Maurice Fildberg, who also constructed the hotel in 1886. Early buildings

There were no roads to Naselle during the 'seventies, 'eighties and 'nineties. A narrow trail over the hill to Knappton and a boat running to Nahcotta were the only means by which the residents could get in and out. Later a road was built to Deep River and in 1924 the Ocean Beach Highway was completed, connecting that section with the main roads of travel in the Northwest. The Na- Travel

selle Valley, which many years ago was covered with a dense forest, has been cleared and well-cultivated farms may be seen along the river banks. The majority of those who live there are of Finnish birth and nationality.



Chapter XXIII

KNAPPTON

KNAPPTON is located on the Columbia River. A large mill operated by the Knappton Mills and Timber Company, and a few fish traps and gill nets, give employment to many men. Industries

In 1866, Job Lamley, father of Captain Lamley, with George Hopkins, settled there. Two years later, J. B. Knapp, J. H. Burl and George Hopkins started a cement factory and named the settlement Cementville. They located some rock out of which they made cement, but as there was only a limited amount of the raw material, the factory was soon closed. First settlers Cement factory

A saw mill was built in 1869 by J. B. Knapp, S. W. Backus, H. F. Williams, N. W. Spaulding and D. W. Grant. It was called the Columbia River Manufacturing Company. The town's name was changed in 1871 from Cementville to Knappton in honor of Mr. Knapp. The saw mill has changed ownership many times, but it has run steadily up to and including the present time. Many deep sea vessels load lumber at the Knappton docks for foreign ports. In 1896 a quarantine station was established near there by the United States government. Why named Quarantine station

Chapter XXIV

BAY CENTER

BAY CENTER is situated on Willapa Harbor near the mouth of the Palix River. The land surrounding the settlement is chiefly tideland suitable for dairy purposes and stock raising.

First settlers

Joel Brown, who settled in 1851 on what is now the Rockey farm, was the first Bay Center settler. He is buried on the land he took up as a donation land claim, and an alder tree, covered with ivy, marks the grave.

Other settlers

Later settlers who followed Joel Brown were George Wilson, 1853, and J. R. Johnson and wife, who were given a deed to that land, much of which is now included in the town of Bay Center. In 1863, Lewis H. Rhoades moved from Willapa Valley to the north fork of the Palix and constructed a saw mill. He later took up land at Sand Point. E. O. Reed also built a saw mill on the North Palix.

In about 1875 a thriving oyster industry had attracted many residents to the section and, as a result, Bay Center became a settlement of some fifteen families. Included among the residents were John Fry, Amos Markham, Leonard Rhoades, Sylvester Markham, James Goodpasture, Edgar Reed, Martin Fry, William Mills, Peter Petty, Fred Craft, Richard Marion and A. S. Bush.

Fred Craft and Leonard Rhoades, in 1875, purchased the land of J. R. Johnson and began selling town lots. The first, purchased by William Miller, consisted of a three-acre tract.

Town Platted

A. S. Bush re-platted the town into lots and streets as it is laid out today. For many years Bay Center was called Palix, but in 1875, it became known as Bay Center, a name given to it by Mattie Goodpasture, who, in later years, became Mrs. Leonard Rhoades.

Named

First oyster company

The first oyster company organized was called the Bay Center Oyster Company. The following men were share holders in that new enterprise: George Wilson, Fred Craft, Leonard Rhoades, Orlando Wilson, A. S. Bush, Richard Marion, Lewis Rhoades and Captain West. The last named was president. The oysters were shipped to San Francisco in schooners. A store operated by the company occupied the E. O. Reed boat house, but later a separate building was constructed for it. Most of the oysters shipped by the company were taken from beds at the Nemah, Billy's Channel and Long Island. Many loads of oysters were carried in plungers to the head of the bay where they were loaded in smaller boats and carried through Talilt Slough and Black Lake to Ilwaco and shipped from there. I. N. Hennis constructed a wharf at the head of the bay later, where oysters were unloaded and transported by wagon to Ilwaco.

The early residents of Bay Center received their mail from Bruceport. In the early 'seventies, a mail carrier was employed at $50 per month for making those trips. When the Bay Center Oyster Company built its new store,

a post office was established and A. S. Bush became the first postmaster.

First postoffice

In the middle 'eighties Bay Center had grown to a town of about 400 persons. There were five stores, a restaurant, one hotel and four churches. Later a fire destroyed much of the business section, taking two stores, the hotel and the post office.

Other buildings

The first school house, built by public subscription, was erected in 1875. It stood near the Thomas Olsen store. Martin Frye was the first teacher. In 1885 it was necessary to build a two-room school, which was located on the present school grounds. That building was later re-modeled and now serves as a community hall. The present school house was built in 1920.

First school

Many prized sloops and plungers for transporting oysters were owned by the citizens of Bay Center when the oyster industry was at its height. Among them were the Mary M. Soule, Artemisia, Queen of the Bay, Lizzie Brown, Indiana, Sailor Boy, Pearl, White Wings, Columbia and Dauntless.

Boats

There were no roads connecting Bay Center with outside points until later years and a few trails leading to the Palix and one to Bruceport were the only paths over which one could travel. Steamer service between South Bend and Nahcotta afforded the residents of Bay Center an opportunity to go and come.

Travel

A cannery was built by B. A. Seaborg in 1880 at the end of the county dock, where fish, caught in the Palix River and other points on the bay, were canned. A few de-

Cannery

cayed piling on the mud flats now mark the spot of that enterprise.

With the revival of the oyster industry, increased opportunities in dairying and a good market for crabs, the commercial life of the historic little oyster town may be revived.

Chapter XXV

FRANCES

THE settlement of Frances, which lies at the extreme eastern part of Willapa Valley, was made by pioneers who were attracted there in the late 'seventies and the early 'eighties by the favorable soil and the wealth of timber. Elk Prairie, which received its name from the vast herds of elk that once roamed there, was settled by the following: Harry Hansen, 1877; Michael Gehrman, 1866; Wallace Campbell, 1879; C. A. Heath, 1880; James Fowler, 1879; and Tom Sparrow.

Elk Prairie early settlers

Other settlers who took up land in the neighborhood of Frances were Lewis Custer, 1866; Leonard Habersetzer, 1887; Joseph Guggenbickler, 1887, William Duckwitz, Phillip Patton and Wesley Campbell, 1883.

A trail connecting Willapa Valley with Pe Ell and Chehalis and a narrow road to Woodard's Landing, were the only routes over which supplies and mail were carried to the settlements in the 'eighties and early 'nineties. When the Northern Pacific Railroad was completed through Frances in 1893, shipments were made by rail.

Roads

The first school taught at Frances was a private one. It was conducted in the bunk house of Fowler's Logging Camp, while the men were at work during the day. Miss May Lilly was the first teacher. In 1887 a school house

Schools

was built on the Edward Souther farm, where the children of the neighborhood attended. Mrs. Bessie Gillespie Burnham was the first teacher at that public school. Others who followed her were Mollie Hutton, 1888; Emma Devold, 1889; Carrie Miller, 1890; James Pinder, 1891; and Mrs. Catherine Murdock. The pupils of the first school were Wendell, Harry, Maggie and Annie Campbell; Addie, Reta and Ola Patton; and Laura, Walter and Jessie Fowler. Pupils who later attended that school included George Gehrman; Joe, Peter, Addie, Melia, and Colonel Habersetzer; and George, Vinson and Luke Duckwitz. Ora Patton and Mrs. C. Woods, now of Frances, were also early pupils in that school. The second school building was constructed in 1893 near the present location and served the community until 1918 when the present building was erected. For some time in later years, a school for children of the Catholic faith was taught at Frances, but it was discontinued.

Logging

In 1890, Forney Soule began logging operations on Elk Prairie. Two saw mills were later built, one owned by Brooks and the other by McKeever, which operated for some time during the early 'nineties.

Frances today is a prosperous farming community, being connected with all outside points by the Northern Pacific Railroad and the Ocean Beach highway.

Chapter XXVI

LONG BEACH

THE journals of Lewis and Clark state that, when the party arrived at Chinook in 1805, they explored much of the surrounding country, made maps and named many places. While on a trip along the ocean beach, Captain Clark cut his initials and the date, November 19, 1805, on a small pine tree near the drift wood at Long Beach. That tree historically marks the most western point reached by the party in their eventful journey across the continent. As the Pacific Ocean was viewed for the first time from there, the spot also marks the western end of their trail.

Historic pine tree

Many people have tried to locate the historic tree, but it never has been found. It is possible that it may have been cut down while clearing a right of way for a boulevard built along the beach through Long Beach by the county some years ago. Its possible location was due west of the Lyniff bath house.

Possible location

Lewis and Clark stated that they found many wild cranberries growing in the marshes near Long Beach. In a feast prepared at Chinook by *Sacajawea* and York, cook of the party, many cranberries were eaten at what was probably the first Thanksgiving feast in the Northwest.

Cranberries

The long stretch of beach between Sea View and Leadbetter Point was for many years used by the Indians as a highway in going from the Columbia River to Oysterville and other Indian settlements on the Peninsula bordering Shoalwater Bay. During high tide the beach could not be used, and, as a result, there are many Indian trails through the woods to those places.

Indian travel

In the 'seventies many people went to points along that stretch of ocean beach during the summer months for a vacation and an outing. On reaching Ilwaco, passengers were transferred to stage lines which operated between there and Oysterville. J. L. Stout built a hotel and bath house at Sea View which attracted many visitors. In 1881, H. H. Tinker settled at Long Beach and purchased a large tract of land from C. A. Reed, county clerk of Pacific County. The following year Mr. Tinker constructed the town's first hotel, and many people came from Portland and the Northwest to spend the summer. That was the beginning of the summer tourist trade for which the settlement is now famed throughout the West. Within a few short years many cottages were built and a summer resort was established. In 1895, Mr. Tinker's hotel burned to the ground, and the following year a larger one was constructed. The completion of the railroad through Long Beach in the 'eighties, and its direct connection with boats from Portland, brought hundreds of people who constructed summer cottages. The steamers T. J. Potter and Ocean Wave, both side wheelers, running between Portland and Ilwaco, carried as many as 400 and 500 passengers at a trip. Those visitors found Long Beach

J. L. Stout

H. H. Tinker

and other places along the Peninsula a summer play ground, and within a few years a continuous line of summer homes from Sea View to the Breakers had been built.

Other early settlers who made the vicinity of Long Beach their home were Alfred Baker, who settled on the Sand Ridge in 1861; Judge Brisco and wife; and the Easterbrooks.

Today Long Beach ranks first among the summer resorts of the Northwest. An unbroken stretch of beach 28 miles long affords the tourist a highway unsurpassed in scenic beauty. A bountiful supply of clams and crabs, together with the many wrecks along the way, are the attractions which annually lure thousands of visitors. As the highways leading from that section to outside points are improved, it is expected to become the summer play ground of the Northwest.

Chapter XXVII

TOKELAND

THE village of Tokeland was for many years called Toke's Point, named in honor of an old Indian, *Toke*, who with his wife, *Suis*, lived there. Old *Toke* disliked the white men, and drank so much whiskey that the Indians disliked him. His wife, *Suis*, was a very bright old Indian woman who gave the early settlers much information and history concerning Pacific County.

Old Toke

Suis

Among the early settlers of Tokeland were J. F. Barrows and G. H. Brown. In 1858, the latter took up the land now included in the settlement and for many years he was prominent in the affairs of Pacific County. His daughter, Elizabeth Brown Kindred, who operates the Tokeland Hotel, was born there in 1862. That hotel, built in 1899, is famed throughout the northwest. A brother, Albert Brown, was drowned in 1866.

Early settlers

The broad beach and pleasant surroundings began attracting people there in 1900, and today Tokeland is one of the leading summer resorts in the Northwest. It is reached by the ferry from South Bend and a highway from Aberdeen and Grays Harbor points.

Tokeland a summer resort

The lighthouse at North Cove several miles distant from Tokeland, was built in 1853. A life saving station is maintained there.

Early light house

INDEX

Shorey SJS-49 – 1-1971

NEELANS