

EARLY HISTORY of FERNDALE

and TEN MILE TOWNSHIPS

Whatcom County, Washington

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By Chris C. Siegel

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Greetings, Old Timers . . .

The life of the pioneer Homesteaders and the way they and their families lived has never been told. Having lived through that period I am describing in this story the struggle and hardships they encountered, together with a brief early history of Ferndale and Ten Mile townships, where I was raised.

My father's homestead was located in the very center of these two townships. The Guide Meridian road is the dividing line and Laurel is the hub. Laurel post office was located on father's homestead. From this vantage point I was in a position to make a wide acquaintance with the homesteaders. I believe that I had a personal acquaintance with two-thirds of the resident homesteaders.

While this region is only a small portion of Whatcom county, it is a very important part, for everyone traveling through the county must cross it. I hope that I have contributed something to the history of the county as a whole. Any future historian is welcome to use any of this data.

I dedicate this story to all of the homesteaders in these two townships who did so much of the early development of this district. A complete list of the original homesteaders and the approximate year that they settled on their land will be found in the last pages of this book. This story was written and published in 1948.

Sincerely,

CHRIS C. SIEGEL
Rockwood Hotel
Bellingham, Washington

Early History of Ferndale and Ten Mile Townships, The Lower Nooksack River and Ten Mile Creek Valleys, Whatcom County, Washington

This history covers only the period from the date of the first settlers down to the year 1901, which year ends my residence in this region. Subsequent history will be left to some future historian.

The name Nooksack is of Indian origin. How Ten Mile creek received its name seems to be in doubt. Some of the pioneers claim that it was named by the builders of the Telegraph road in the middle seventies. When they reached the creek it was found to be exactly ten miles from the bay. Others claim that it was named by the government surveyors that surveyed the land, and they found that the creek was ten miles in length. The latter seems to be correct as a tributary of Ten Mile creek is exactly four miles in length and is called Four Mile creek. Ten Mile creek has its source near the Everson-Goshen road and is fed by numerous springs on its way. With its tributaries, Four Mile and Deer creeks it drains about forty square miles of land. It runs almost due west and empties into Barrett Lake and thence into the Nooksack river.

The Nooksack river runs almost through the center of Ferndale township diagonally from northeast to south-

west, dividing it into almost two equal parts. Thus the township is known as East and West Ferndale.

These two townships contain some of the finest agricultural land in Whatcom county. They are in the exact center of the western half of the county and extend from the Indian Reservation on the west almost to the foothills on the east. They are both highly developed and some of the finest farms in the county are found here.

Early Settlers

In order to follow the advent of homesteaders to the area covered by this story, it is necessary to refer briefly to the first settlers in the county who settled around the mouth of Whatcom creek on Bellingham Bay. While these settlers were not the earliest white people to inhabit the county, they really were the first bona fide settlers. The Hudson Bay Fur Company had fur traders here, and there were a few other trades people who made the Bay their headquarters.

The first bona fide settlers, however, were Captain Henry Roeder, Captain Edward Eldridge and Russell V. Peabody. These settlers all were granted donation claims by the government. A donation claim usually contained 320 acres and was given free as an inducement to settle up the county. A large section of the present city of Bellingham is located on these claims.

Several thousand acres of land north and northwest of these claims was acquired by the Bellingham Bay Improvement Company for its coal deposits. The area covered by this land extends two and one-half miles north of the city limits and from the Guide Meridian road on the east almost to Marietta on the west. This region was heavily timbered and as there were no settlers living in this area, no roads were built through it until the county began building roads. It was one of the most expensive places in the county to build roads.

Whatcom county originally was a part of Skagit county. A town was established on the beach from the mouth of Whatcom creek to F street. The town was

called Whatcom. Later, when the county of Whatcom was established, Whatcom became the county seat, and a new court house was built. This was the first brick building erected in the county and still stands on its original location on E street near West Holly. The government maintained a company of soldiers at Fort Bellingham, with Captain Pickett in command. The fort was located about midway between Whatcom and the Indian reservation. There was a stockade, and inside a block house was built for settlers to take refuge in case of an Indian uprising. However, by this time the Indians were settled on their reservation and gave little trouble to the whites.

New comers took up homesteads along the bay to the west and in a few years all the land as far west as the mouth of the river was taken up. Some of these new comers are such well known pioneers as John Bennett, D. E. Tuck, Charles Robinson, William Yates, F. F. Lane, Solomon Allen and Phil Clark. From this point we follow our homesteaders up the Nooksack river and Ten Mile creek.



Many of the homesteaders were European immigrants from Germany, Ireland, Scotland, England and the Scandinavian countries. They came to the new world to get away from tyranny and poverty. They knew what hardships were. They were the hardy class and had the ambition to start a new life in the new world, where they could carve out a new home and give their children a better chance in life. They were the kind of people who could stand the rigors and hardships the pioneers had to endure.

Many of the early homesteaders in the lower Nooksack river valley were of English origin. English ships



PHOTO BY YEAGER

View of the fine farms in the lower Nooksack Valley as they appear today. The mountains in right background is Lummi Island. The ridge in front of Lummi Island is part of the Lummi Indian reservation. The rest of the picture shows the mouth of the river and Bellingham Bay, Pioneer Park is about one-half mile from the left side of the picture.

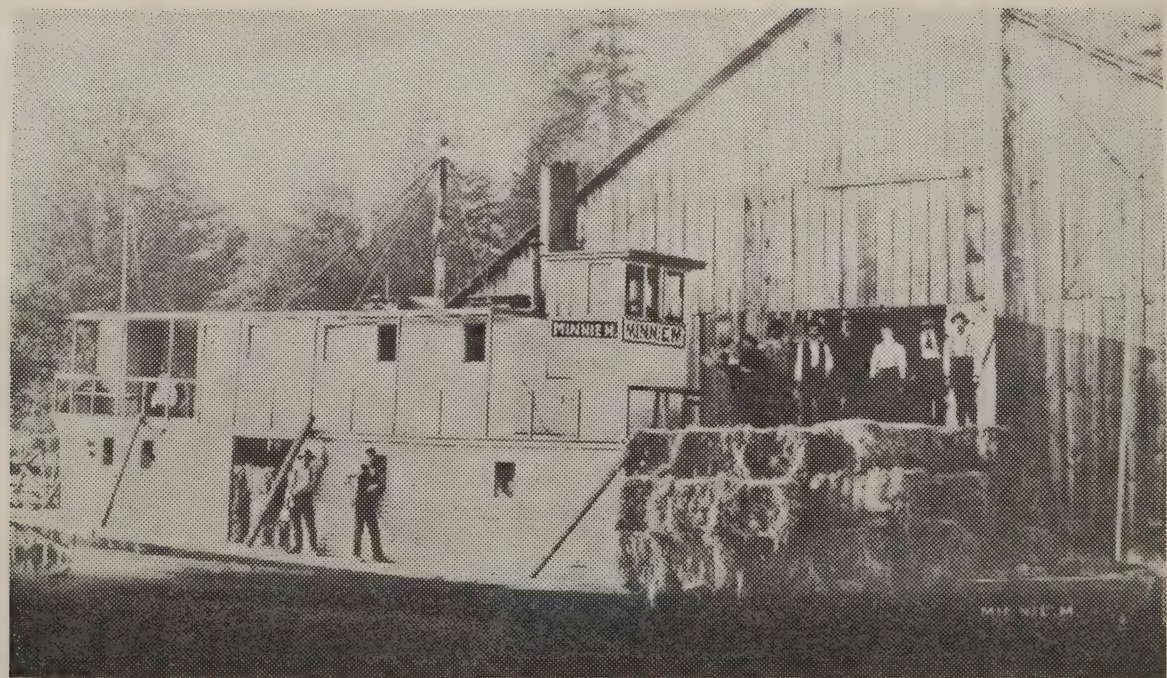
did most of the exploring in the Pacific Northwest and Puget Sound. When they returned to their homeland, they no doubt gave glowing accounts of this section of the world to their people, and thus many of them came here to settle. Some of the sailors on these ships also returned and took up land.

The early arrivals had the pick of the land and naturally they chose land in the Nooksack river valley, which contained the richest land in the county. It was also accessible. The river provided a way for them to get in for their supplies. These could be transported in canoes or row boats. In a few years all of the land up the river as far as Ferndale was taken up.

The construction of the Telegraph road in the late sixties opened the way for the settlement of the upper Nooksack valley around Everson and Lynden, and homesteaders began to flock to that region. The towns of Ferndale and Lynden were established and became the trading centers for the entire valley. As these communities grew, larger quantities of supplies had to be shipped in. It was then that steamboats began to navigate the river. The first boat to go up the river was the Black Diamond, followed by the Lady of the Lake, Washington, Gleaner, Minnie M., Edith, and Edith R. The two largest boats: the Washington and Gleaner, never went up the river farther than Ferndale. In the late eighties, Captain C. M. Maltby of Lynden built the Nooksack, which was especially designed for river travel. The boat struck a submerged snag or log on its second trip, just above the bridge on the Guide Meridian road, and sank. That was the end of river navigation.



A great majority of the early settlers were single men. As there were few white women of marriagable age,



WINNIE

many of these bachelors married Indian women. Thus they became squaw men. Many of these men raised fine families of children and in most cases gave their children the best education available.

Many of these single men took both homestead and pre-emption claims. A homesteader had to live on his homestead six months out of each year, build a house and make other improvements, and he could prove up in five to seven years. A pre-emption claim required no residence and in six months \$1.25 per acre was paid to the government for his patent. They picked the best land and almost in every case a pre-emption claim was selected some distance from their homestead. Few of these single men became permanent residents, and as a result the problem of building roads and school houses was left to the family men. There was a fine spirit of friendly cooperation among the settlers. Each one had the same problem confronting him: that of clearing land, building homes and barns. Practically all of the early homes were built of logs, but as lumber became available, new houses were built. Barns were built of split cedar boards, and shakes for the roof. It would be impossible for one man to construct these buildings alone. Consequently his neighbors would have a "bee" to help him build them. Clearing land was done in much the same way. A settler would slash and burn four or five acres of land, cut up the logs in lengths that could be drawn by ox teams and then his neighbors would gather and help him pile up the logs into huge piles, which would be burned later. I have often been asked how the settlers got rid of the huge fir trees. They were the easiest to get rid of and with the

Minnie M., one of the steamboats that operated on the Nooksack in the seventies and eighties. The master was Capt. John Kilcup.

least manual labor. The settler would take an auger with a one and one-half inch bit with a handle four feet long, and bore a hole into the tree at an angle of about fifty degrees downward to the center of the tree. Then he would insert a long stick in the hole and bore straight in from the bottom. When the auger struck the stick, he knew that a junction had been made. Then live coals made from vine maple would be poured into the hole and fanned with a bellows. If he did not have a bellows, he used his lungs. Soon a blaze was started and in a short time it was a roaring furnace. It took about two or three days to burn down a tree. After it was felled, holes would be bored in the log about six feet apart and the same process was followed as in burning the tree down. Chunks left would be split and put in piles to burn. The roots of the tree contained so much pitch that they would burn out completely underground. Cedar stumps were the hardest to get rid of. They were so wet that they would not burn and usually were the last left standing in the field. When the settler was able to buy powder they were blown out.

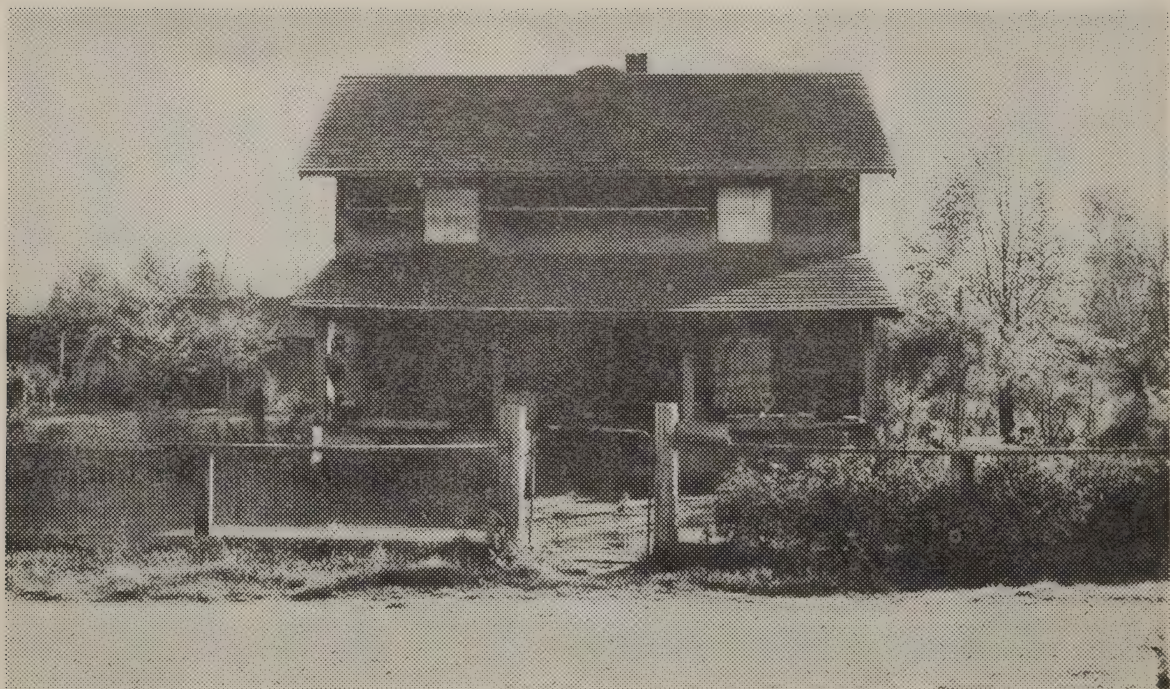
Drainage was a real problem for the pioneers. Much of the land was low and had to be drained before it was of much use. Often ditches had to be dug for several miles to the creek or river. About half of father's land was marsh land. He was very fortunate because when Harry A. Fairchild, a prominent pioneer attorney of Whatcom bought the Brower place which joined father's place on the west, he spent a considerable amount of money to drain it. He dug a ditch a mile and one-half long, which drained to Ten Mile creek to the north and Deer creek to the west. All that father had to do was to dig a connecting ditch. Fairchild also purchased eighty acres of the Matthews place, making

240 acres in all. This place is now owned by the heirs of the late L. J. Sinnes, and I believe that it is the largest farm in the county.

The townsite of Ferndale occupies 200 acres of the Abraham Green homestead, 100 acres of the John Evans homestead, 40 acres of the Darius Rogers and approximately 20 acres of the John W. Hardan homesteads. Most of the business section of the town is located on the Evans land, and some of the business and most of the residence sections is located on the Green place. Mr. Green took up both homestead and pre-emption claims comprising 320 acres in all. The Greens located on their land about 1873. They had no children. Mr. Evans located his land about 1875 and as far as I know Mr. and Mrs. Evans had no children. Darius Rogers located on his land about 1874 and John W. Hardan about 1875. Ferndale is today one of the most prosperous towns in the county.

The first storekeeper in Ferndale was Ambrose Rogers. Later he sold the store to his brother Darius, who conducted the business for many years.

The Ferndale post office was established in 1879, with H. P. Wynn as postmaster, and it was located on the Wynn homestead. Later Sam Hardan and J. D. Wheeler opened up stores. Some years later, Hardan retired to settle on a homestead in the Pleasant Valley district. Wheeler also retired to a farm. Hardan and Wheeler's stores were located on the east side of the river, while the Rogers store was on the west side. In 1882, W. M. Sisson moved his stock of merchandise from Whatcom to Ferndale. Business was not good in Whatcom and the fast growing Nooksack valley looked good to Sisson. He built a small building on the east bank of the river where his first store was located. Later he built a new and larger store on the west side.



This building still stands near the bridge. The same year, Dr. A. W. Thornton moved his drug store from Whatcom to Ferndale.

The fast growing community attracted other merchants. In 1884, James B. Wilson and John E. Mitchell opened up a new store on the west side with the largest stock of general merchandise yet to be found in the community. Mitchell stayed only a short time and sold his interest in the business to J. B. Hatch. Hatch later sold his interests to Wilson who continued the business for many years. Mitchell located on the bay and later engaged in the real estate business.

The same year Mr. Mayfield and his family of five adult children came to Ferndale. He built a new building on the west side of the river just below the bridge, where he opened up a store. One of his sons, Dr. Reuben Mayfield established his medical practice. He was the first doctor in Ferndale. Misfortune overtook the family the following year. Mr. Mayfield was shot and killed and his son Wesley was seriously wounded by a man by the name of John Guildy. A posse was immediately formed to hunt down the murderer. The woods were so dense that it took several days before they caught up with him. For some unknown reason, Guildy wanted to kill Tom Oxford. One night shortly after the murder, he burned down Oxford's barn, hoping to get Oxford out of his house. Oxford suspected Guildy and stayed in the house. The posse suspected that the deed was done by Guildy and the next day the surrounding territory was covered by the posse. Guildy was cornered and shot.

Shortly thereafter, Doctor Mayfield and his brother

PHOTO BY YEAGER

This log house was built by John Hardan, Sr., in 1876, and still stands near the approach to the Ferndale bridge.

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Wesley left Ferndale to locate elsewhere. The three daughters remained in the community. One of them married John Slater and still resides in Ferndale. She is the only survivor of the Mayfield family. The other daughters married John Evans and B. W. Bailey.

About 1889 the Newkirk family came to Ferndale, where Mr. Newkirk operated a livery stable for many years.

About 1889, M. McLain and his family came to Ferndale. He built a large store building, the lower part of which was used for a store, with living quarters in the rear. The upper floor contained a large dance hall. It was the first dance hall built in Ferndale large enough to accommodate the dancing public at that time. Albert Mohrmann was an accomplished accordion player and furnished much of the dance music. McLain was postmaster for many years.

In 1885 a post office was established at Yager, (it is better known as Ten Mile). Emery S. Prouty was the first postmaster. Prouty and E. S. Whittier both operated small general stores, one on each side of Ten Mile creek.

In 1890 a post office was established at Laurel, with Everett Adams as postmaster. He and his brother, L. M. Adams, operated a store. Henry Richardson purchased the Argo homestead and also built a store building and operated a store. When the Adams brother retired, Mrs. Richardson was appointed postmistress.

When the Bellingham Bay & British Columbia Railroad was built in 1891, a station was located at Goshen on the Dad Cook homestead, and T. H. Burtenshaw opened a general store. The opening of this store, and the two at Laurel, left little business for the two stores at Yager, and both retired from business. The Yager post office was also discontinued.

The two townships supplied their quota of state and county officers. In 1889, Marshall M. Clothier was elected a delegate to the Territorial Convention to draft the state's new constitution. In 1888, George C. Curtis was elected sheriff. Two years later, F. W. DeLorimer was elected county sheriff. DeLorimer was better known as Jack DeLorimer. In 1894, the Peoples Party was the dominant party in the rural section of the county. The party is better known as the Populist, or Pops. In that year this party elected most of the county officers, including members of the legislature. Howard Rogers of Ferndale and G. P. Dean of Ten Mile were elected county commissioners; S. D. Rhinehart of Ten Mile was elected state senator and James Batstone of Ferndale was elected to the lower house; C. A. Puariea, who married Alice Rogers, was elected county clerk. W. P. C. Adams, a brother of Scott, Leonard and Everett Adams, was a candidate for congress, but was defeated.

In that year and for several years thereafter, a series of farmer picnics were held annually at Wisner Lake. George H. Griffith and Charles McCloskey cleared a picnic ground on their homesteads, and built a large dance hall. Each year in August a picnic lasting a week was held at this park. Farmers came from every part of the county, many of them bringing tents, and stayed all week. Each afternoon public speaking was the program, mostly political. Every night there was dancing in the pavilion. Everyone enjoyed themselves, meeting their neighbors and getting acquainted with other residents of the county. The depression was at its depth and this picnic provided a means of relaxation for the people out of work or out of money.

Frank L. Whitney was one of the government surveyors who surveyed the homesteads in Whatcom county. He settled at Ferndale and was a valuable

man for the homesteaders to help them locate corner posts on their claims. He also served as county engineer for some time and his knowledge of the county helped in establishing roads.

Jack DeLorimer had a very unusual experience while serving as sheriff. In those days the sheriff had no regular deputy. If he needed extra help he deputized men to help him in case of an emergency.

In 1894, a grand army veteran by the name of Younkens was brutally beaten to death on the Great Northern railroad bridge at the mouth of Squalicum creek. An Indian by the name of George Swilooos was suspected and arrested for murder. The Indian cunning was used, with DeLorimer as the victim. Swilooos asked the sheriff to show him the scene of the crime. DeLorimer, hoping to secure a confession from the Indian, took him to the bluff where the Eldridge house stands to show him the trestle. DeLorimer got too close to the bank and, without warning the Indian pushed him over the bank, which was about forty feet deep, and made his escape. He fled to British Columbia but was captured a few months later living with a tribe of Indians. He was tried and acquitted. The Indian was defended by Sam H. Piles, a brilliant attorney from Seattle. Piles was later elected United States senator. Feeling against the Indian ran high, and a vigilante committee was formed to lynch him in case he was acquitted. Jacob Beck headed this committee. When the news of the Indian's acquittal reached the town the committee was hastily summoned, but when they reached the court house the Indian had been whisked away and made his escape by canoe. Again he fled to British Columbia to live with the Indians. Several years later he returned to his farm on the reservation where he led a peaceful life. Public opinion was very bitter against the jury that

acquitted Swiloo. One restaurant owner by the name of Johnson refused to serve meals to the jurors after they returned their verdict freeing the Indian. About the same time another double murder occurred on the Bay. A man killed his wife and another man and his guilt was clearly indicated. James Hamilton Lewis of Seattle defended this man and in his plea to the jury he contended that his man was no more guilty than the Indian that was acquitted a short time before. The jury agreed with him and acquitted the man.



Tribute to The Pioneers

By JOSEPHINE DODD MARR

We, the descendants, vividly recall the life of hardships of that period, for we shared it insofar as possible. But thrilled as we were with the vigor of youth, responsibility fell but lightly upon us and we were happy. Not until adult years did we understand the sacrifice of our dear ones. To speak of them lifts the heart to extreme heights of gratitude.

It is in retrospection that we see them vibrant with energy—sometimes enthused with anticipation of achievement, perhaps only to end in abrupt disappointment—but never in despair. They appear to us again in the spirit of friendliness and good cheer, despite the fact that they were constantly encountering obstacles which would have caused a less courageous people to turn back from it all. But to falter would have meant defeat. That was not written in the pages of early history. They were staunch pioneers. Their environment—all, were but winding roads, bypaths and stepping stones to their goal—a home in Washington.

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The Slater Family

One of the most prominent of the early pioneer groups of the lower Nooksack valley was the Slater family. George and Elizabeth Metcalf Slater came from England the hard way, by sailing vessel around Cape Horn. They paused for awhile in Chili and then came up the Coast to Oregon and later, about 1858, to Puget Sound.

The father of the family became interested in coal mining which was then being carried on under the town of Sehome, now a part of the city of Bellingham. Later he followed the example of other coal miners, and located on a homestead in the rich Nooksack valley, southwest of Ferndale. Later he acquired other adjoining land by purchase, until he had more than 350 acres. This land he afterward divided among his children.

It is said of pioneer George Slater that he was keenly interested in the welfare of the early settlers. At one time he was county superintendent of schools, being the first person to fill this position in the county. An interesting note is that his granddaughter, Mrs. Beryl James Bruff, was elected to this office in 1931 and served four years. Mrs. Bruff is now principal of the Lowell and Larrabee schools in Bellingham.

To George and Elizabeth Slater were born eight children, two of whom died at an early age. The other six were George, Henry, John and Thomas Slater, Anna Slater Jones and Margaret Slater Hope. All are now deceased. It is significant of the high type of citizenship of the family that they were interested enough in public affairs to serve in county offices. Thomas Slater was

county commissioner from 1905 to 1909, and Henry served in the same position from 1915 to 1919, and later served as a city councilman of Bellingham. John Slater was born at Nanaimo, British Columbia, in 1865, where the family was residing for a time. He spent his early life on the farm. He retired from farming at middle age and built a fine home in Ferndale. Here he was identified for a number of years with the Mount Vernon Condensery Company. He also held an official position with the Ferndale Bank.

George Slater continued to work on the farm, carrying on the labors there when his father became too old to work.

From the six children there were born eighteen sons and daughters, who are still alive and who make up the living third generation of this fine old family. They are: Elizabeth Brown and George Slater, children of George and Agnes Slater; Eva Burke, Alta Wallace, Freda Walters, Stanley Slater and Lois Kline, offsprings of Henry and Maude Slater. Dorothy Hughes, Gladys Hammer and Verla Hawley, daughters of John and Inda Slater. Wila DeLong, daughter of Thomas and Etta Slater. Sidney and Bert Jones, Elizabeth Hovde, Eva Riddlebjelke and Rita Swanson, children of Anna Slater and John X. Jones, and Elizabeth Bergen, Lillian Smith and Beryl James Bruff, daughters and granddaughter of Margaret Slater and John Hope.

In the fourth generation there are thirty-four living great-grandchildren and five great, great-grandchildren to make up the fifth generation. The family name of Slater will be carried on in three branches. George Slater and his wife and four children now reside on the Smith road on the Ramsay homestead. There are two sons in this group, Hal and Don Slater. Stanley Slater, son of Henry Slater is now living in Idaho and has one

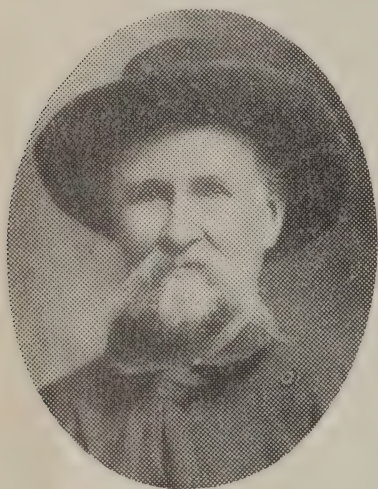
son, Robert Slater. Also there is John Slater, son of the later Glen Slater, who was the son of John and Ina Slater. John lives with his mother, Ruth Slater, on Broadway in Bellingham and is a student at Western Washington College of Education.



Blanket Bill Jarman

William R. Jarman was one of the first white men to come to Bellingham Bay in 1849, and lived one of the most colorful lives of any of the early settlers.

Jarman married an Indian girl and thus became a



BLANKET BILL

squaw man, one of the first squaw men in the county. He was a very handsome man and the Indians became jealous of him. They kidnaped him and took him to their reservation and kept him secreted. However, his whereabouts was discovered and later he was ransomed. The price paid for his release was a pile of blankets as high as a man. After that he was known as "Blanket

Bill," a name he carried to his grave.

I knew Bill very well, and he often told me interesting stories about his early life in the county, especially his experiences with the Indians.

He spent the last years of his life in Ferndale, and at

one time was awarded the Neterer Cup for being the oldest settler in the county. He passed away many years ago and his Ferndale friends buried him in Woodlawn Cemetery, where a small gravestone marks his grave, with the simple words "Blanket Bill Jarman" inscribed on it.

Bill was about seventy years of age when this picture of him was taken. Looking at his picture, it requires no stretch of imagination to see that he was a fine looking fellow when he was a young man.



Early Road Building

Roads were the greatest problems confronting the pioneers. Everyone of them had to build a road of some kind to get to their homesteads. Of course, in most cases they were nothing more than trails. Bachelors did not have much household equipment or furniture, but with the family man it was different. When my family came to the county, there was only one road leading out of Whatcom. That was the old Telegraph road which ran in a fairly straight northeasterly direction to Sumas on the Canadian border. It crossed the river about one-half mile west of Everson, where a ferry was operated. This was known as the upper crossing. It followed no section lines and as a result the old Telegraph road disappeared entirely when county roads were established. The only trace of it is found on the Jack DeLorimer homestead at the southeast corner of the Hannegan and Axton roads. I recently visited this remaining piece of this historic road and got a picture of some of the corduroy laid there more than seventy years ago. I was surprised to find this corduroy in such a remarkably preserved condition.

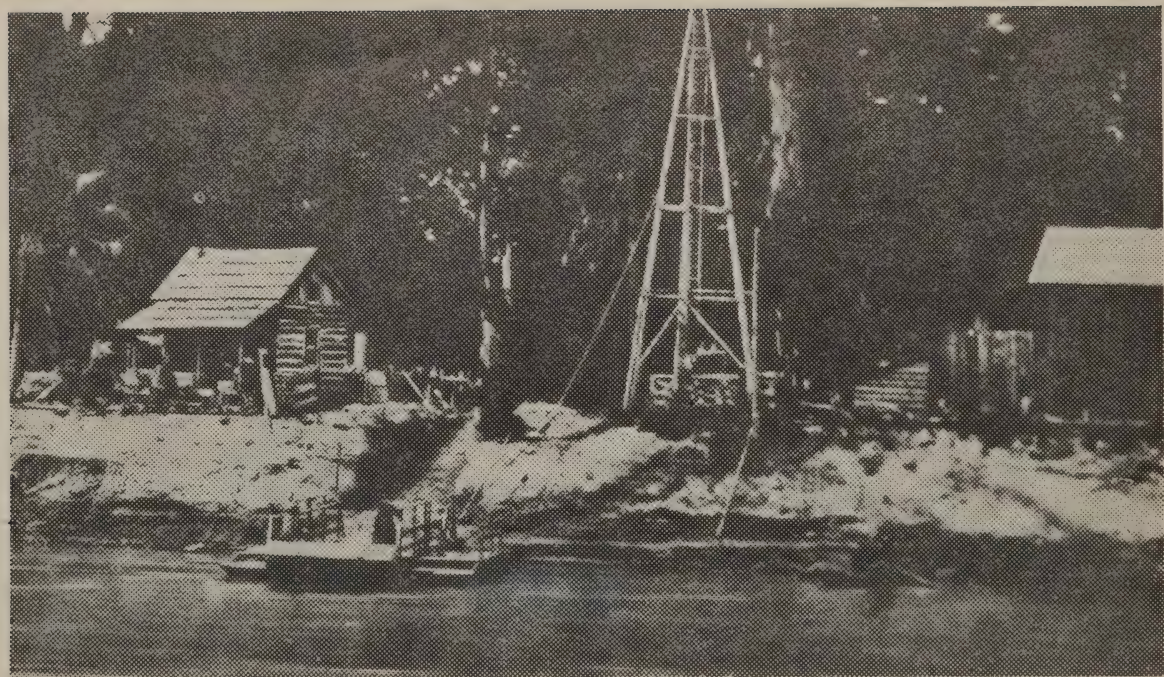
A branch road was later opened up running west down the Ten Mile creek valley from Yager to Ferndale. Another branch road was built on the north bank of the Nooksack, running west from the upper crossing to Lynden.

The history of the Telegraph road is very interesting. The Western Union Telegraph Company built a huge

PHOTO BY YEAGER

The author inspecting some corduroy on the old Telegraph road placed there nearly eighty years ago.

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ship called the Great Eastern. This ship was especially equipped to lay cable across the Atlantic Ocean to the European continent. The ship made two attempts and failed. It was then decided by the Company to build a telegraph line up the Pacific Coast through Canada and Alaska to the Bering Strait and lay a cable across it to Siberia and thence build a telegraph line on to Europe. It was a tremendous task to say the least. The Telegraph road in Whatcom county was built about 1870. A road had to be built in order to bring up equipment and supplies for the construction crew. Charles Donovan had charge of inspecting the telegraph line from Blanchard to Sumas. From Whatcom he rode on horse back to Sumas and from Fairhaven he was taken to Blanchard by an Indian in a canoe. He made a round trip every week. When the construction crew reached a point about four hundred miles in the interior of British Columbia, word was received that a cable had been successfully laid across the Atlantic Ocean. Work on the line was stopped immediately and the construction crew returned. The net result for us was that we had a road and a telegraph line that otherwise might have been delayed for years.

The only taxes collected by the county were those levied against real and personal property. Until a homesteader proved up on his land and received a patent from the government it could not be taxed. Taxes received from personal property were negligible. It remains to be seen that the county had little money with which to build roads. However, roads were surveyed and the settlers in most part had to clear the right of way by voluntary labor. In 1884 the Northwest Diagonal road was opened up to Ferndale where it con-

Ferry built in 1886 on the old Guide Meridian road and operated by Austin Orvis

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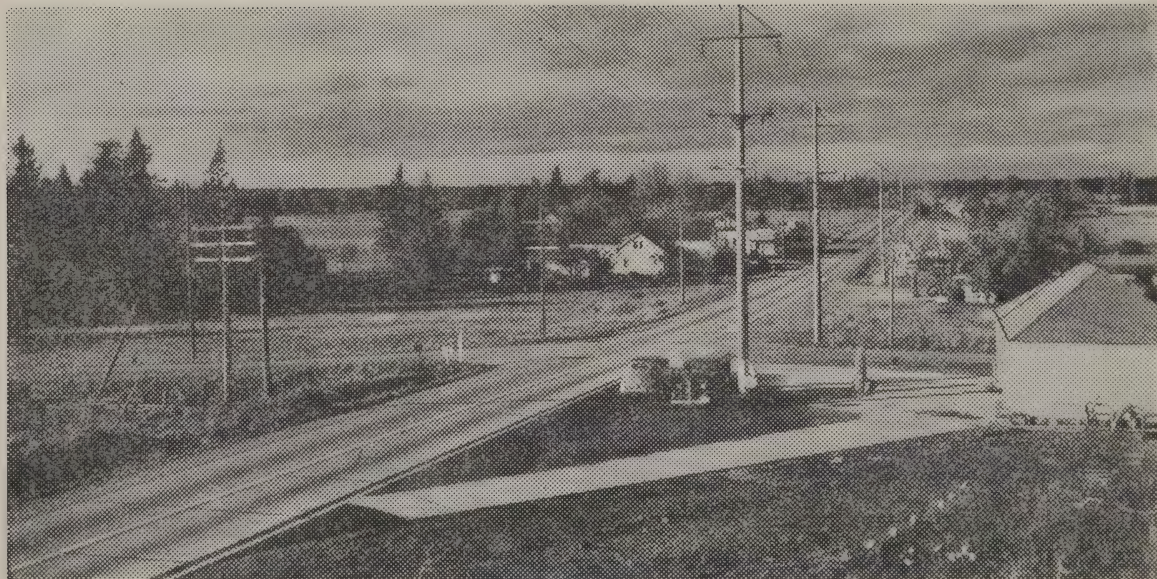


PHOTO BY YEAGER

Laurel and the central Ten Mile creek valley, showing Guide Meridian road.

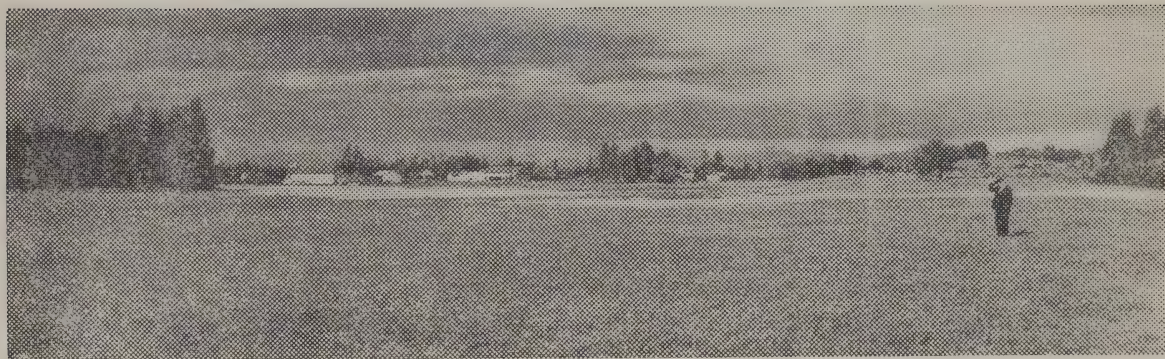


PHOTO BY YEAGER

*The Siegel homestead as it looks today. Laurel school buildings
in center background, farm buildings on left.*

nected with a road already opened up running through Custer and Pleasant Valley to Blaine. As soon as this road was opened, a stage line operated by Lyle Hicks was established. It took a whole day to make the trip from Blaine to Whatcom, and the trip was anything but pleasant over the rough road.

In 1886 the Guide Meridian road was opened. This road gave to the people living in the Lynden and Delta districts a direct road to the county seat. The road turned west for a half mile at the Siegel place and thence run north around the west end of Wisner Lake. A ferry was built and operated by Austin Orvis across the Nook-sack river. The timber from Laurel to Todd's hill was so dense in places that it was hard to find openings between the large fir trees wide enough for a wagon to get through. A tree never was cut down, the road was built around it. This made a very crooked road, but it generally followed section lines. Most of the right of way was cleared by voluntary labor by the settlers.

Settlers from the Lynden and Delta districts had to walk to Whatcom and it took most of a day to make this trip one way. The distance was more than twenty miles. Siegel's place was about half way and became a convenient place to stop and take a rest and often get something to eat. Although my mother had a large family, she always found time to get something to eat for those who did not carry a lunch. There were not many settlers from Delta and Lynden who did not know the Siegel family.

In 1890 a contract was awarded to Seanor & McDaniels by the county commissioners to clear, grade and plank five miles of the Guide Meridian road from the city limits (McLeod road) to the foot of the hill at Laurel. The right of way was cleared twenty-four feet wide and graded about eighteen feet wide for laying sixteen-foot

planks. The contract price was \$30,000 or \$6,000 per mile. A lot of money in those days. When the road was completed, we sure had a fine road until we got to the city limits, where we had to travel almost two miles through the mud to get to the city. This condition prevailed for two years, when the city planked Meridian street from Broadway to the city limits to connect with the county road.

In 1894, a bridge was built across Wiser Lake and the Guide Meridian road was planked straight through to a point about one mile north of the river. The Orvis ferry was moved to the new crossing. The straightening of the road shortened the distance to Lynden by one mile. When the Guide Meridian road was first opened up a stage line was established from Whatcom to Lynden. Previously the people from Lynden traveled by stage over the old Telegraph road. When the new stage line was established the stage line on the Telegraph road was discontinued. A new post office had already been established at Laurel and the post office at Yager was closed. Laurel then became the hub of the Ten Mile creek valley. Everett Adams was the first Laurel postmaster. When the Guide Meridian road was completed, a system of lateral roads was established. The Laurel, Smith, Axton, Hemmi and Ten Mile roads opened up. The Guide Meridian road is the longest straight north-south road in the county. It begins at the Bay and runs straight north to the Canadian line.

The Smith road is the longest straight east-west road in the county. Beginning at a point on the south bank of the Nooksack river near Deming, it runs straight west to the Wynn road, a distance of nearly 14 miles. Both of these roads are in Ferndale and Ten Mile townships.

When the Guide Meridian road was first planked,

very little grading was done. It was up hill and down and only leveled to lay the plank. Low places were bridged or trestled, and there was no drainage provided for. The result was a terrible fire hazard. When the big forest fire swept through the county in 1897, most of these bridges and trestles were destroyed by fire. It took nearly two months to replace them. The county commissioners appointed me as road supervisor to do the work of repairing.

By 1890, nearly all of the homesteaders had proved up on their land and received a patent from the government. This enabled the county to levy taxes on the land and raise more money for roads and schools. Also, the settlers were raising more crops that had to reach the markets on the Bay. It became apparent that more and permanent roads had to be built. Mr. T. W. Gillette, a civil engineer and owner of the Fairhaven water system, proposed that three trunk highways be permanently surfaced. The Guide Meridian road had already been planked to Laurel. He proposed that this road be planked to Lynden and that the Northwest Diagonal road be planked to Blaine and the Northeast Diagonal road be planked to Nugent's Bridge. This plan was carried out. Mr. Gillette was elected county commissioner in 1892 from the first district and served four years.

The life of the plank road was about five years, when they had to be replanked. It became apparent that some other surfacing must be used which would be more permanent. Gravel was then tried out. The roads had to be regraded and drainage provided for. The gravel used was not screened or washed and the soil in the gravel made a very muddy road in the winter and very dusty in summer.

The Guide Meridian road again was the first to try the experiment of gravel. The road had to be widened

to thirty feet, which meant that a considerable amount of clearing had to be done to provide drainage. For the first time, hills were cut down and dirt hauled to low places. All this work had to be done by hand labor and with teams of horses with hand and wheel scrapers. The cost of clearing, grading and graveling the first five miles north from the city limits was a little more than \$29,000. I submitted a bid for this work and my bid was \$30,000. Chas. W. Worthen of Lynden received the contract. This work was done on a warrant basis, as the county did not have sufficient funds to pay cash. The warrants were discounted about 8 percent and the contractor had to figure this discount in making his bid.

Ditching was expensive. In one place about a little more than a half mile north of the Smith road, the ditch had to be dug eight feet deep through a ridge. As I have already stated that gravel roads were unsatisfactory, the gravel roads did serve as a base for concrete roads built later.

After the turn of the century the legislature passed the Donohue road law. This law provided that county commissioners could improve roads by petition from a majority of tax payers along the road to be improved. This opened the way for concrete roads. The method of assessing the property was very inequitable. The land owners on each side of the road were assessed 50% of the cost, the township 25% and the county 25%. A man owning 160 acres of land along the road often paid as much as \$400 in assessments. Several roads in the county were built under the provisions of this law.

The present day residents of the county little realize how much it cost the pioneers to establish the fine roads the county now has.



Pupils in the Ten Mile School picture, on opposite page. This log school was built in 1883. Picture taken in 1884.

Nellie Hanlon	Ed Kenoyer	Jenny McLeod
Daisy Kenoyer	Joe Zink	Sally Schrimsher
Charley Bentley	Everett Schrimsher	Elizabeth Schrimsher
Florence Griffith	Eddie Benton	Josephine Dodd
Myrtle Collins	Ernest Schrimsher	Eva Kenoyer
Jane Anne McLeod	Homer Prouty	George M. Brown, Teacher
Alice Dodd	Ollie Schrimsher	Arthur Clothier
Maud Collins	May Prouty	Jim McLeod
Josephine Kenoyer	William Hanlon	Nate Bentley
Truman Prouty	Mary Zink	Tommy Mitchell
Fred Prouty		Joe Kenoyer

Only eight or nine of these pupils are now living.

Schools

The greatest problem confronting the family men was that of schools. The county had no money with which to build school buildings, and had very little money to pay teachers' salaries. The result was that the family men had to build their own school houses. They got together and built log houses. The first such school house was built on the Wynn homestead, about three hundred yards east of the bridge, and the first teacher was Miss Eldridge, daughter of Captain Eldridge. In 1882, another school house was built on the homestead of John D. Rogers at the northwest corner of the Axton and Aldrich roads. That was the first school I attended in 1884, and Miss Alice Rogers was my first teacher. The first teacher in this school was John D. Kempster. In 1883, another school house was built on the E. S. Whittier place at Yager. Mr. Foster was the first teacher in this school.

In 1885, a new frame school building was built on the Rogers place about one-fourth of a mile north of the first log cabin. Mr. Rogers donated one acre of ground and his son Arthur did most of the carpenter work without compensation. The school was named the "Anatole" school. Several years later the building was moved to Laurel, where it now stands.

The first school terms were three months in a year, and they were always held during the summer months, so the children could go to school barefooted. Parents just did not have money to buy shoes for their children.

The first salaries paid teachers were \$30 to \$35 per month. Later, when the county could provide more

money, the terms of school were six months in a year. The salaries paid to teachers were increased to \$40 and \$45 per month.

By 1890 the families of the homesteaders increased so much, and a number of new families coming to the district, more school houses had to be built and the districts made smaller.

A new school district was established at Laurel in 1889. It took in the east half of the Anatole district and two miles of the western portion of the Ten Mile district. At the same time the North Bellingham and Paradise school districts were established. A little later the following school districts were established: Elbonita, Victor, Wahl, Forest Grove, Wisser Lake, Woodlyn and Evergreen.

Mr. William R. Wight gave an acre of ground to the new Laurel school district, at the northeast corner of the Guide Meridian and Laurel roads. The Meridian Saw Mill donated the lumber and the building was built by voluntary labor.

The following were some of the early teachers in these districts: Anatole: Alice Rogers, Mrs. H. T. Krieter, C. A. Puariea, Thomas E. Creed, Kate Dufner and J. N. Selby. Laurel: George M. Brown, W. R. Parkins, (my oldest sister, Elizabeth, married Mr. Parkins), W. S. Bulla, J. J. Armstrong, Carrie Palmer, Viola Palmer and J. B. Tracy. Ten Mile: Mr. Foster, Mrs. Gardner, Mrs. Beaver, Frank H. Reid, Thomas J. Foley, Walter Creed and Frank Walker. School houses in those days were also used for community entertainment.

Probably no family in the community took a greater interest in education and community welfare than the family of John D. Rogers and his four adult children, Arthur, Howard, Alice and Harriet. Arthur taught Sunday school classes in the Anatole school until the build-



Pupils of the Laurel School in picture on opposite page. School house built in 1889. Picture taken in 1895.

Front row, reading from left to right: Myrtle Wight, Lena Medjo, Ione Chandler, Mattie Tabor, and Roxy Allen.

Second row: Rosa Martini, Veronica Martini, Treasure Argo, Walter Siegel, Willie Fritz, Johnny Fritz, Carl Kannitzer, Fred Kannitzer, Miss Byers, Miss Byers, Queenie Wight.

Third row: Fred Siegel, Henry Siegel, Frank Woodward, George Allen, Arthur Pierce, Cleve Walters, Clarence McLeod, Con Siegel, Levi Allen, George Siegel.

Back row: Bertha Wight, Mable Wight, Edna Cain, Miss Carrie Palmer, teacher, Elizabeth Pierce, Jessie Walters, Clara McLeod, Nina Wight.

All of these pupils are living except seven who have passed away. They are Frank Woodward, Clarence McLeod, Johnny Fritz, Jessie Walters, Myrtle Wight, Mattie Tabor and Ione Chandler.



ARTHUR ROGERS

Mr. Rogers is the oldest and one of the best known residents of Ferndale Township. This picture was taken on his 89th birthday.

ing was abandoned. He then moved to the Paradise school and later to Ferndale. Arthur was a veteran bicycle rider and still lives on a part of the old homestead. He is nearly 90 years of age and is the oldest living descendant of any of the homesteaders in the townships.

Another family living in the Ten Mile district which contributed much to the social life of the community was that of George H. Singleton. Mrs. Singleton had three daughters by a former marriage. They were: Alice, Anna and Josephine Dodd. Josephine was the second telephone operator employed by the telephone company when they established the system on the Bay. Another son, Fred, was born to the couple. Only two children are now alive. Mrs. Josephine Marr of Bellingham and Fred, of California.

One of the best known families in the upper Ten Mile creek valley was that of Charles Schrimsher, Sr. The family came to the county the hard way—by teams and wagons overland. In the spring of 1879, the family, consisting of Mr. and Mrs. Schrimsher, three grown sons and seven minor children, started on the trip westward from Kansas with a team of mules and three horses and two wagons. They camped at the foot of the Rocky Mountains the first winter. Early the next spring they started again on their journey and by midsummer arrived at Ellensburg, which was the end of the road. From there the trip had to be made the rest of the way over a trail. Mr. Schrimsher sold the mules and both wagons to a saw mill owner at Ellensburg. With the three horses they packed their belongings through Snoqualmie Pass, while the family walked. They arrived on Puget Sound in the fall and spent the winter in one of the valleys south of Seattle. In the spring of 1881 the family came to Whatcom, where Mr. Schrimsher helped the Kansas colony build their mill. The sons

also found other work. The oldest son worked in the logging camp near Lynden, which the colony operated. In 1882, Mr. Schrimsher bought a relinquishment on a homestead, which later became his own homestead. Early in 1883, the family moved to the homestead. One of the first things that had to be done was to build a school house. A number of new families came to the district the same year which made it necessary to build the school house. In the late eighties a dance hall was built on the Whittier place, largely through the efforts of the Schrimsher boys. This hall provided the community with a building where dances and entertainments were held. Only three of the children of this fine family survive. They are Calvin, who is 84 years of age and resides at 1435 James street, Bellingham; Mrs. Sarah Hazer, 2331 Cherry street, Bellingham, and Ernest, who resides on R. F. D. 3, Bellingham.

There were many other fine families in the community and I would like to give a history of all, but space will not permit. The pioneer families were large. Many families had ten and twelve children and one wonders how they housed them all in the small homes that most of them had.

Reviewing the school days of the pioneer children, when they had to go to school barefooted and in some cases walk for several miles, we find quite a contrast to the children who now live in the community. Today they are picked up almost at their front door by busses and taken to well heated and lighted school houses. Each of the two townships have fine high schools where the children can acquire the same education that children in the city schools have. All their school supplies are furnished free by the state.

The pioneers had to buy the school supplies for their

children, and believe me, it meant something if you lost a pencil or a book.



Establishment of First Cemetery

About 1886, John D. Rogers, John Hagler, Chas. W. Matthews, Jacob Jenni, Sr., William Baer and others organized the Woodlawn Cemetery Association. Mr. Jenni donated five acres of land and he was the first to be buried in it. Woodlawn Cemetery is now one of the finest rural cemeteries in the county. It was taken over by Ferndale township many years ago, which insures its perpetuation. Prior to the establishment of cemeteries, the deceased members of the settlers were buried on the homestead. Many of the present day residents do not know that somewhere on their farms there may be a grave. A few years later a cemetery was established on the John Shetler place at Ten Mile.

Fish and Game

Ten Mile creek was much larger in early days than it is now. Log jams and beaver dams impeded the flow of water. There were several colonies of beaver along the creek. The largest was located on the Sam Wilson and Matt Martini places, about one-half mile east of the Guide Meridian road. There were several dams built across the creek by these industrious little animals, which flooded the surrounding lowlands. Trappers, however, exterminated them and those that escaped moved up the valley and finally into the mountains.

The creek was alive with trout, and every fall salmon in large numbers came up the stream to spawn. As a boy I spent many happy hours along this stream fishing and spearing salmon. The little creek gushing out of the ground just east of Laurel was the grave yard for the salmon. When they reached this point they flopped over each other to the ground. I have seen hundreds of salmon lying dead on the ground. It was a favorite place for raccoon and wildcats to come and get a feed of fish. I used to set spring traps around these fish, and caught many of these animals in them.

There were plenty of wild animals. Black bear, cougars, lynx, wildcats, raccoon and deer. Deer, wild ducks and native pheasants provided the settlers with meat. Native pheasants and wild ducks were plentiful. Black bear loved their pork and many settlers lost hogs to these culprits. Often they would come right into the pig pen to carry away a hog. The stock of the settlers ran at large and the hogs and chickens would wander too far away from home and get caught. A bear's hind feet are like those of a man and they would pick up a hog and

walk away with it on their hind legs with the pig in their arms. They would chew the pig's neck as they were walking away to make their escape. One summer, father let a contract to three men to clear ten acres of marsh land. One day, while the men were sitting at the table eating their mid-day meal, a hog started squealing. Mother went to the door and saw a big black bear carrying away a 75-pound hog. The hogs were rooting skunk cabbage near where the men were working. I was away from home at the time and one of our neighbors had borrowed my rifle, the men had no weapon to shoot the animal. They tried to drive it away with their axes, but before they caught up with it, the hog was dead. It was a female bear and had two cubs about three months old, one of which climbed a tree and was shot with my shot gun loaded with bird shot, by one of the men. Wildcats were the worst menace, as they continually caught the settlers' chickens.

One summer a silver tipped bear came to the Ten Mile creek valley. This bear is a native of the Rocky Mountain region and must have wandered away too far and gotten lost. Several settlers saw the animal, but it was Henry Kenoyer who came face to face with him, while hunting on the Martin Hanson place. Kenoyer was about fifty feet from the bear; took one look at him and decided that he did not want to take a shot at him, and retreated. So did the bear. Kenoyer described the bear as being as large as an ox, with a massive head. He stayed about two months and then disappeared and was never seen again.

While clearing land on father's place we discovered several elk and moose horns buried under the leaf mold, which indicated that sometime in the past these animals inhabited this county. For some unknown reason the moose migrated up the Fraser river to the Cariboo coun-

try, and the elk moved southward to the Olympic mountains, the only place in western Washington where native elk are found. There were many wild pigeons in the early days. They were quite a pest in the spring when the grain was being sown. If the field was too far away from the house, they would eat much of the newly sown grain.

I learned to shoot a gun at an early age and eventually became an expert marksman. My father's youngest brother presented him with a muzzle-loading single barrel shot gun which we brought to the homestead, with us. My father never shot a gun in his life. He tried to shoot some Pheasants, but after missing five or six shots he gave up. When I was about twelve years old I shot my first Pheasant. With this gun I later earned enough money to buy a single barrel shell loading Winchester shot gun. And still later a .45 Winchester rifle to hunt bigger game. Peter McDonough, the Marietta storekeeper paid 20 cents each for native Pheasants which he shipped to Seattle. That is how I earned the money for my guns. Hunting was my favorite recreation, which came to an end thirty years ago when I met with a serious accident while hunting ducks.

I was intensely interested in the preservation of wild life. Thirty-five years ago I served as a member of the Whatcom county Game Commission.

Timber and Industry

One of the finest stands of timber stood within the borders of these two townships. Cedar and spruce grew in the valleys and fir and cedar on the uplands. This timber was of no value to the settlers except the cedar which they used for building purposes and fence posts, and it was unfortunate that so many fine trees had to be destroyed. The land had to be cleared which was the most important thing to the settler. However, later on when the lumber and shingle industry developed they derived a considerable income from this timber.

The first sawmill north of Whatcom was built in 1882 on the Jacob Jenni place, about one-half mile north of the four corners. It was built on Ten Mile creek. George Waterbury, the builder, constructed a dam across the creek for the purpose of developing water power, to operate the mill. The first dam went out and another was built. This, too, failed to hold and he gave up the venture. He sold the mill machinery and moved to eastern Oregon.

Later the same year the Shetler brothers built a sawmill on the Shetler place on Deer creek, just south of the four corners. When my father built a new house in 1885, he purchased lumber from this mill. The price of lumber was \$6.00 per thousand board feet for number one common and \$8.00 per thousand for finished lumber. All of this lumber was clear of knots. This mill only operated a few years, when John and Henry Kenoyer purchased the mill and moved it to the Henry Kenoyer homestead at Yager, about five miles up Ten Mile creek.

In Ferndale, the first sawmill was built by the Craw-



ford brothers. Later the Morrison brothers built a larger and more modern mill on the bank of the Nooksack. This firm became very prominent in the lumber industry in the Northwest. They built mills at Blaine, Bellingham and Anacortes.

In 1889, Fred Kenoyer built the Meridian Sawmill on the Levi Axton place, just south of the Axton road on the Guide Meridian road. This mill furnished much of the lumber during the boom days of the Bay Cities in 1889 to 1892. All of this lumber had to be hauled to the Bay by team and wagon and the road was terrible. In the summer time a good team could haul 1,000 feet, but in the winter it could haul only half that much. Logging was done by ox team, usually three and four yoke were used. When the Guide Meridian road was planked in 1890, it opened up the way for more sawmills to be built. John and Henry Kenoyer built a new and more modern mill on the L. C. Axton place, about one mile east of the Guide Meridian road. Much of the mile of road leading to the mill had to be planked, and the Kenoyer brothers furnished all of the plank and did much of the work of laying it. This mill cut about 15,000 feet of lumber per day and employed about twenty men. Unfortunately, this mill burned down after operating only about three years. There was no insurance and the brothers suffered a total loss and left them bankrupt. The mill was not rebuilt.

When the Bellingham Bay & British Columbia Railroad was built to Sumas in 1890-91, it traversed one of the finest stands of timber to be found in western Washington. A little later the Seattle, Lake Shore & Eastern

Abbott and Olson shingle mill near Laurel. The author is seated on chair with dog on his lap. He was employed in this mill as filer and foreman at the time this picture was taken, in 1901.



Railroad was built across the eastern end of the county, via Wickersham, Deming and Lawrence to Sumas. And in 1893 the Great Northern built its line across the western part of the county, through Ferndale and Blaine to Vancouver, British Columbia.

The building of these railroads opened up the markets of the east and middle west for our lumber and shingles. The first shingle mill at Ferndale was built by H. H. Clark. It was a double block mill with a capacity of 100,000 shingles per day. Other mills built at Ferndale were: Davis & Son, Ryther & Cross, Robert Shields, John Andal, and C. F. Perry. Morrison Brothers also added a double block shingle mill to their saw mill.

Shingle mills sprang up everywhere. Frank and William Kenoyer, sons of Henry Kenoyer, built the first shingle mill in Ten Mile township. Others built were: Ireland, Pancoast and Chandler, Dickerson and Engel, Charles Lamont, Abbott & Olson, Hemmi & Nygren and Clarkson Brothers. The Meridian mill also added a shingle mill to the sawmill.

When Seanor & McDaniels received the contract to plank the Guide Meridian road, they built a new sawmill on the Henry Richardson place, just south of the Smith road, to cut the lumber to plank the road. It was quite a modern mill and had a capacity of about 20,000 feet per day. It employed about thirty men in the mill and woods. E. L. Gaudette had the contract to do the logging. Later William McCush leased this mill. Both got their start in this mill and both became prominent in the logging industry. Gaudette passed away many years ago. McCush retired from the logging industry many years ago and since has been prominently identified with the Bellingham National Bank, of which

Ox team hauling sled load of shingle bolts to one of the many small shingle mills.

he was one of the organizers and is the only survivor. This mill changed hands many times and was often operated under lease. It installed a double block shingle machine and was known as the Alki Mill.

Nearly every settler had some cedar and fir timber on his homestead. Stumpage paid for fir timber was fifty cents per thousand feet and shingle bolts brought twenty-five cents per cord. Bolts hauled to the mill brought \$2.00 per cord. While these prices were low, it brought in quite a lot of money to each. Cutting of shingle bolts also gave them work when there was no farm work to do. Cutting of this timber also helped to clear the land.

The shingle industry just got a good start when a financial panic swept over the country. Every bank on the Bay failed in a few months except a very small private bank in Fairhaven. This had a demoralizing effect on the industry and it was almost impossible to sell lumber or shingles in the eastern market.

A barter system was established by some of the merchants on the Bay. They would buy a carload of shingles from the mill owner, and he in turn could issue orders on the store for merchandise. People working in the mills and woods could buy almost everything they needed. I got an order on R. I. Morse for a new bicycle which cost me \$90.00. Business concerns handling shingles in this way were: R. I. Morse, Ireland & Pancoast, Gage & McDougal, Wilson & Noble, C. C. Curtis, and I believe a few others. These merchants shipped the shingles through the Minnesota transfer at St. Paul and from there they were assigned to the purchaser. These cars of shingles were shipped C. O. D., and the merchants did not get their money until delivery was made. And sometimes it took many months before they received pay for the shingles. However, it served its purpose and

kept the industry running part of the time. It provided the necessities of life for the workers as well as the settlers. I hauled several hundred cords of shingle bolts to the Siemons mill at the mouth of Squalicum creek, and once in a great while I got a check for five in cash. All the rest was traded out in merchandise by my family.

When the nation recovered from the panic, there was a tremendous expansion in the shingle industry all over the state. The following news item taken from the Fairhaven Herald under date of April, 1903, will be of interest:



THE BANNER SHINGLE COUNTY

“Whatcom county has claimed the title of banner shingle county of the state, a fact which remains undisputed, and to which the county has just claim. There are exactly 105 shingle mills in this county engaged in the manufacture of shingles, and there are five new mills now under construction, which will be completed within a few weeks, and will make a grand total of 110 mills directly engaged in the manufacture of shingles. The number of men employed directly in the manufacture of shingles is 1,537, which does not include woodsmen and teamsters employed by the mills. The daily average wages paid employees is \$3.00.

“The total number of carloads cut daily by the mills of the county is sixty, or approximately 9,675,000 shingles per day. The total number of carloads of shingles cut during a year by the mills of the county if placed in a continuous train would extend from Whatcom to Tacoma. The average value of each car of shingles is \$300, and the daily income of all the mills at this rate is \$18,000. The percentage of shingles cut is: clears

70 per cent, Eureka or Perfection 15 per cent and Stars 15 per cent.

“The five new mills being constructed are the Anderson & Nelson at Acme, Morrison Mill at Marietta, McKinney Bros., at Sumas, Edson & Waples at Lynden, and Charles Lind & Co., at Deming.”

This item will impress the reader with the tremendous growth that the shingle industry made in a short period of only ten years. It will be noted that the average value of a carload of shingles was \$300 at that time. Today the value of a carload is around \$2,000, with 20% less shingles, as they are now measured in squares.

In the late eighties and early nineties there was considerable logging done on the Nooksack river. In order to handle these logs, a boom was constructed at the mouth of the river, so that logs could be boomed and towed to Seattle or Port Blakely. In 1893, the year of the big snow and the high water that followed, a log jam formed at the mouth of the river, extending two miles up the river. The river cut a new channel right through the center of the Phil Clark place. Thus the boom was of no further use and that ended logging on the river for export. All the timber in later years was cut by local mills. Traveling along the shore at fish point on the Indian reservation, some of these fine logs can be seen half buried in the mud. A few years later another jam was formed at the new mouth of the river, and a new channel was cut, which is the present mouth of the river.

In the late nineties, shingle weavers from Michigan and Wisconsin came to the coast in large numbers to work in the fast growing shingle industry in the state. There were so many new shingle mills being built it was hard to get shingle weavers to operate them. Timber in Michigan and Wisconsin was becoming exhausted

and many mill operators came to the western part of the state and built new mills.



ONE MAN BARREL FACTORY

In the middle eighties we had an industry that was unique. It was a one man barrel factory. L. M. (Cap) Adams was a cooper by trade. He built a small shop on his place and made barrels by hand. He split staves out of large spruce trees, air dried them and shaved the staves by hand with a drawing knife on a foot lever vice. Tops and bottoms were made the same way. He made hoops out of split vine maple poles. He cut notches near each end and hooked them together and drove them on the barrels. The barrels were exceptionally well made and he had a ready market for all he could make. He sold his place to Chas. Solberg in 1889, and retired.

Newcomers

When the homesteaders received a patent for their land from the government, they ceased to be homesteaders any more; they were farmers. I believe that the happiest day of my father's life was the day he received a patent to his land from the government that was signed by President Benjamin Harrison. The land that he worked for so hard and the privations that his family had to suffer during so many years, was now his. It must have given him a great feeling of satisfaction.

Little land changed hands prior to 1890. Very little land in the lower Nooksack valley ever changed hands. The homesteaders hung on to this rich farming land. However, much of the land east of the river and up the Ten Mile creek valley changed hands later.

In 1889, Charles Greenfield and his family came to the valley and he purchased the Anton Slobby place one mile north of the four corners. Mr. Greenfield came up from the Puyallup valley where hops were raised. He believed that hops could be successfully grown here and he planted twenty acres and built a dry kiln. He raised fine crops and the quality was excellent, but market conditions were bad and prices low; he lost money for two consecutive years and then gave up the venture.

In 1890, P. E. Dickinson, a Fairhaven banker purchased the James Lynch place at the southeast corner of the Axton and Aldrich roads. He spent considerable money to improve the place, building a new house and barn, and clearing land. He later sold the land to Captain Langdon, a retired sea captain.

Dr. A. W. Thornton for some time advocated raising flax as a means to increase the farmers' income. He talked Captain Langdon into planting flax as an experiment. The Captain raised several acres of flax which was of excellent quality, but the method of processing the crop was cumbersome and there were no markets for the raw material in the west. It had to be shipped clear across the country to the Atlantic seaboard where the mills were located. He lost money and that was the last of flax.

Many of the farmers mortgaged their farms to get money to clear land, build a new house or barn and perhaps buy a team of horses. The amount borrowed usually was \$1,000. They paid 8% interest and a commission of 5% to the agent making the loan. When the panic came along in 1893 and lasted for nearly five years, many of them lost their farms. I remember such well known pioneers as E. M. Cudworth, one-time county commissioner, General M. A. McPherson, J. A. Delander and John F. Miller, who lost their farms and left the county. All of these men had farms northwest of Lynden.

My father borrowed \$1,000 on his place to clear land. However, he was fortunate. When the Guide Meridian road was planked, there was quite a demand for ten and twenty acre tracts along this road. He sold thirty acres on the corner at Laurel for \$2,000. This enabled him to pay off the mortgage and have money left. He took a much needed rest and visited his aged mother in Waukegan, Illinois.

The real estate boom on the Bay, 1889 to 1892, boosted the price of farm land somewhat in the county, but there was very little speculation in farm lands. Unimproved land along the Guide Meridian road sold for \$50 per acre in small tracts. Many new settlers were added to the community and they carved out the many

small farms along this highway and the Smith road. Some of the prominent people in this group were: John G. Miller, father of Edward H. Miller, prominent local realtor, and Mrs. F. F. Gererd; John McDonald, W. S. and James F. Meek, John Rankin, father of Leland Rankin; William R. Wight, Andrew Cain, both of whom came from Kansas, S. M. Woodward, W. S. Armstrong, father of Walter Armstrong, Alvin Joslyn and J. W. Parker. Most of these newcomers were working people who worked in the mills and logging camps. Nearly all of them had some cedar timber on their land which they cut into shingle bolts and sold to one of the many shingle mills in the district.

One of the later arrivals was Conrad Lunde, who purchased ninety acres of unimproved land. By hard work he created one of the finest poultry farms in the county. He sold his place a few years ago for \$40,000.

At the turn of the century a flock of newcomers came to the Ten Mile creek valley. Most of them came from Minnesota, Iowa, Nebraska, Kansas and North Dakota. All of them paid cash for their farms and had money left to make substantial improvements on them. They were practical farmers. Father had one of the finest farms at Laurel and he sold his place in 1901 for \$5,700, including stock and farm machinery. Five years later he could have sold it for \$15,000. That shows how rapidly good land increased in value.

Few descendants of the homesteaders now live in either township. I know of only about a dozen direct descendants that now reside there. They are: Thomas B. Wynn and his sister, Mrs. Julia Smith, son and daughter of H. P. Wynn; Dr. Ralph Bailey; William Baer, Jr., who still resides on the farm and in the house in which he was born; Fred Krieter, Henry and Albert Kellner, Arthur Rogers, Mrs. Eva Kenoyer Al-

vord, Mrs. Rosa Martini Conner, daughter of Peter Martini, Ernest Schrimsher and Albert Kuehnoel, who still resides on the old homestead.

Mrs. Minnie Hardan, widow of homesteader John W. Hardan, probably has the distinction of being the only surviving widow of any of the homesteaders in both townships. She is the daughter of D. E. Follett, pioneer Ferndale hotel operator. I believe that some of her children also reside in the North Bellingham district.

There was not much money in farming and as the children grew up they left the farm to work in the mills or logging camps. As a result the parents were left on the farm alone. They were getting old and could not do the hard work that was required of them. Most of them sold their farms and moved to the city. That probably accounts for so few of their descendants who reside in the community.

With the changing population, the weather also seems to have changed. In the early days we had more rain, more snow and more severe northeast storms. The winter of 1893 was the most severe winter that the writer experienced. That year we had an open winter clear up to the first day of February. On that day it turned cold and began snowing. Four feet of snow fell before it quit. Then a howling northeast blizzard began blowing which lasted for two weeks. It was 10 to 14 below zero all during the storm. When the wind went down, it was still cold for a whole month. The sun shone brightly during the day, but at night it was almost down to zero. The Nooksack river froze over and ox teams crossed the river on the ice. The snow lasted until the 15th day of March, when a chinook wind took it off almost over night. The ground was frozen under the snow and it did not absorb any of the water from the melted snow. The result was that every ditch

and stream overflowed its banks and water stood everywhere. One of the worst floods in history occurred on the Nooksack. The water backed clear up into Barrett Lake. It was in this flood that the log jam was formed at the mouth of the river. In those days we had real chinook winds. I have not seen a real chinook wind for many years.

After the arrival of the newcomers the community developed very rapidly. Rural mail service was established, telephone service was supplied and the Puget Sound Power & Light Company strung wires all over the district, bringing the blessings of electric light and power to the residents. Good roads make it possible to drive to the county seat with an automobile in twenty minutes, which used to take from three to four hours with a team of horses. The present day residents live in a paradise compared to the life of the pioneer.

A few years after the turn of the century, the Campbells and Hoods came to Ferndale. They organized the Ferndale State Bank, now the First National. Percy Hood has been actively identified with the bank from the date of its inception and is now its active head. Dr. C. S. Hood has practiced medicine for more than 40 years, and is now county coroner. Paul engaged in the drug business.

Unpleasant Memories

The community was not without its tragedies. In 1879, a number of neighbors met at the home of Tom Barrett to help him butcher some hogs. Among those present was a man by the name of Brown, who had filed on the place later taken by William Baer. Brown had a very attractive wife, and a man by the name of Peter Galiger was paying considerable attention to her, which created a suspicion in Brown's mind that he was trying to steal her. The two met at the Barrett place on the day mentioned above. A quarrel ensued and Brown stabbed Galiger to death with a butcher knife. Brown immediately fled the county. Shortly thereafter, William Baer came to Ferndale to look for a homestead. He gave Mrs. Brown \$75 for a relinquishment to Brown's claim. She left the community and nothing was ever heard again of the Browns. Galiger had proved up on his homestead and received a patent from the government. There were no known heirs of Galiger and the county escheated the land. What the county did with the property is well known as the county farm. One of the finest and best equipped hospitals in the state is situated on the land. Galiger was buried on his homestead right in the corner directly in front of the hospital. A little picket fence was built around it, which stood there for many years, but finally the fence posts rotted and the fence fell away and his grave now is unknown.

In the late 90's, John Matz and his wife met with a tragic accident. Mr. Matz was driving a spirited pair of horses hitched to a light spring wagon. While crossing the Deer creek bridge a bear came out of the woods

at the other end of the bridge. It frightened the horses and they backed off the bridge. Mr. Matz and both horses were instantly killed. Mrs. Matz was thrown clear and received severe injuries, but recovered.

About 1875, Mr. Thomas Ramsay, while hunting deer, fell from a log and accidentally shot and killed himself. Mr. Ramsay left a widow with seven children. Later Mrs. Ramsay married Richard Pierce. Two more children were born to the couple: Elizabeth and Arthur Pierce. Arthur Pierce still resides in the county and is the only one of the nine children residing here.

In the early nineties, John Both, brother of George W. Both, met a similar fate. He had married Miss Hattie Starry only a few years before. Mrs. Both was a sister of W. B. Starry.

The following tragedy did not occur here, but I want to pay tribute to a brave man. Frank H. Reid taught school at Ten Mile in the early nineties. He was a civil engineer by profession and was well known in the county. Reid was a brave man and was noted for the courage of his convictions. He joined the Klondike gold rush in 1897 and located at Skagway. When Soapy Smith and his gang of thugs were running things with a high hand in 1899, Reid headed a vigilante committee to run Smith and his gang out of town. Reid personally escorted Soapy Smith to the boat tied up at the outer end of the wharf almost a half mile from shore. Reid returned to the shore end of the wharf and waited for the boat to leave. Smith, however, was not easy to run out of town. He secured a pistol from someone and returned to town. When within gunshot range he fired at Reid and mortally wounded him. Reid, however, got to his feet and with his rifle fired one shot and killed Smith instantly. Reid died two days later.

Soapy Smith paid Bellingham a visit in the middle

nineties. He got his name by selling soap from a box on a street corner. He took a wrapper from a small cake of soap, took a five, ten or twenty-dollar bill and wrapped it around the soap with the wrapper and placed it on top of a box containing about twenty cakes of soap, and then would ask if any of the bystanders would give him two dollars to pick out the cake he had just placed on top of the pile. Many of the suckers bit and got a cake of soap for their two dollars.

About 1895, John Barwick, a homesteader living about two miles north of the four corners, married Mrs. Julia Argo, widow of homesteader Joe Argo. A number of young fellows, including myself went to his home to serenade the couple. We arrived at the place about nine o'clock in the evening and found the house dark. We made a lot of noise with cowbells, tin pans and a horse fiddle, but no one stirred in the house. It was dark and raining, so we decided to go across the road and build a fire to keep warm, and make noise intermittently. One of the boys heard a rail fall from the fence and at once told us that Barwick was coming after us. We started to run down the road when a shot was fired from a shotgun. After running to a safe distance, Boyd Ramsay felt something warm running down the back of his neck. He put his hand on his neck and found that blood was running down his back. He said that he had been shot. We made our way to an empty shack formerly occupied by shingle bolt cutters. We struck a match and found that a large duck shot had struck the back of his head near the top and cut a slit about three-quarters of an inch long, and the shot continued up the skull under the scalp and lodged at the top of his head. The wound was not serious, but it gave us quite a scare. Ramsay never had the shot removed and our secret was kept.

The next day Barwick and his wife had an argument and Barwick went to the closet to get his shotgun to shoot her. Mrs. Argo ran for the kitchen door and just as she was going out of the door Barwick fired but missed her. She ran through the orchard and then to one of the neighbors, who summoned the sheriff. When the officer came, Barwick barricaded himself in the house and challenged the officer to come in and get him. The officer together with neighbors surrounded the house and when darkness came they heard a shot in the house and upon entering found Barwick had committed suicide. Barwick had lived alone so long he became "queer," what we would now call a nut. There was no doubt that he was mentally unbalanced.

People in the community generally enjoyed good health, but tuberculosis took its toll of life, especially among the younger adults. There were no hospitals and very few doctors. For many years Doctor Van Zandt was the only doctor on the Bay. He rode on horse back to visit his patients. If called to visit a patient in the country, it would take him the best part of a day to make the trip. With the exception of the brief stay of Dr. Mayfield, Ferndale and vicinity was without a doctor until Doctor William C. Keyes came to Ferndale in 1898.

I believe that I was Doctor Keyes first patient. I was working in a shingle mill in Ferndale at the time. When the whistle blew at six o'clock to end the day's work, I sawed off the end of two fingers on my right hand. In ten minutes I was in Doctor Keyes office and he took care of my injury, otherwise I would have had to make the long trip to Whatcom.

Forest Fires

There were many forest fires, but few of the settlers lost their homes or barns by these fires. The Ten Mile creek valley was covered with dense underbrush that fire would not go through. The Nooksack valley was the same. However, all of the region south of the creek was vulnerable to fire hazards, and all of the worst fires originated in that area. The fire of 1897 started in the eastern portion of Ten Mile township and burned clear down to the Bay. The town of Whatcom was almost burned down. The fire was stopped at North street, but on the west bank of Squalicum creek it went clear down to the bay and around to Marietta. It destroyed the palatial home of Captain Eldridge, and also the fort and block house at Fort Bellingham. The loss of this historic fort and block house was a serious loss. If it had been preserved it would be one of the most interesting historic places in the county.

The fire of 1896 was just as bad and traveled over almost the same region. I have already described how much of the planking on the Guide Meridian road was destroyed. It took nearly 80,000 feet of lumber to replace it. These fires almost always occurred in early September, when a hot wind blew from the northeast and the humidity was very low. I have seen these fires jump from treetop to treetop like a roaring furnace. Young cedar trees were especially vulnerable, as the boughs contain oil that is very inflammable. In this last fire my father's barn was in danger of being destroyed. If it had not been for a large number of neighbors who came to help fight the fire it surely would have burned. Father's barn was almost new and cost

\$800 to build. It was the finest barn in the county at that time. There were many other forest fires, but were more or less local.



The Old Maid

The bravery and fortitude of some women is remarkable. We had a little lady homesteader in our community by the name of Achse Clark, who deserves mention. She was a frail little woman about forty-five years of age, weighed about 100 pounds and was about five feet two inches tall. She took up a homestead about one mile from father's place and she had to travel more than a mile through dense woods with only a blazed trail to guide her. Scott Adams built her a little log cabin, a bunk, table and bench. She cleared almost an acre of land by herself.

She lived like an Indian. There was no floor in her cabin. For her bed, she made a mattress out of gunny sacks and stuffed them with ferns and dry maple leaves. She had no stove of any kind. She had a sand box in the center of the cabin and there was a hole in the center of the roof for smoke to escape. In this sand box she brewed her tea and built a fire to break the chill. Her skirts also were made out of gunny sacks. She lived almost entirely on crackers and cheese. She lived on her place only in the summertime. Promptly on the first day of April she would come to her cabin, and just as promptly she would leave on October the first and would go to Olympia to work as a domestic during the winter months.

She came out from her place every two weeks to replenish her crackers and cheese. She carried all of her belongings in a flour sack. She always stayed a day

or two with the Matthews family where she would get some good food. Mrs. Matthews was very kind to her. She always carried a little .22 calibre revolver with her which was no protection to her in case she met up with a cougar or a bear. I never heard of her using it. She was reputed to be very wealthy, but this fact was never established. She sure was a miser. She died in Olympia a few years after she proved up on her place and a nephew in Baltimore inherited her land. This story reads like fiction and if I had not known her so well and seen her cabin, I would also believe that it was just a tall tale.

When I was about fourteen years of age I had a very unusual experience. John Fauth, a bachelor living in the Delta district was very anxious to get a wife. He was a very handsome man, with a full brown beard. Henry Hoffman, George Bremner and Martin Burk put up a job on Fauth. They told him that Miss Achse Clark was very wealthy and was looking for a husband. He wrote her a letter which was intercepted at the Delta post office by these mischief makers. In due time he received a letter purported to be written by Miss Clark but in reality was written by Miss Winnie Bremner, who was postmistress of the Delta post office. Fauth immediately came down to see her. He stopped at our place and asked father to let me go over with him to introduce him to Miss Clark. My parents did not know of the joke at the time. When I introduced him, he said that he had received her letter. She denied writing him a letter, whereupon Fauth produced the letter which she pronounced as a forgery. She told him in no uncertain terms that she was not looking for a husband. On the way back, Fauth gave me a dollar to keep my mouth shut. The next time Hoffman came down he told

my parents of the joke and they had a good laugh. Fauth never found out who the perpetrators were.

Another experience I had a little earlier was distressing to say the least. There was a circus in Whatcom which I wanted to see, but my parents could not give me the dollar for admission. I went to town to see the parade. Standing on the street I was approached by a man who asked if I wanted to lead a horse in the parade for a free admission ticket to the circus. I grabbed at the opportunity. When I got to the circus ground, I gave my ticket to the first side show ticket taker and when I wanted to go into the big tent I had no pass. It was one of the greatest disappointments of my life.

Pioneer Merchants

This story would not be complete without paying tribute to the pioneer merchants of the Bay and the Nooksack valley, who did so much to assist the settlers of the county, by extending liberal credit to those who needed it. They are in every sense as much pioneers as the homesteaders, for without this assistance to the settlers, development of the county would have been greatly retarded. No settler's family ever went without food, shoes or clothing as long as these merchants had goods on their shelves. When a settler needed a wagon, mower, plow or harness, he was not asked "how much can you pay down and how much can you pay each month." He gave his note and paid it whenever he was able to do so. Only seven of the firms doing business in the eighties and nineties are now in business. I am giving the names of the founders of these business firms and a history of their business on separate pages.

Here is a list of pioneer merchants: David Ireland and Albert Pancoast, grocers; John L. Likens, grocer; Wilson and Noble, grocers; Peter and Robert Battersby, shoes and dry goods; George E. Gage, clothing; R. I. Morse, hardware; F. J. Barlow, farm implements and harness; T. S. Hamilton, furniture; Henry A. White, druggist; George and Charles F. Nolte, wholesale and retail meats; Robt. H. Canfield, manager for Fawcett Bros. farm implements, and Charles Cissna, department store, all of Whatcom. James B. Wilson and W. M. Sisson, of Ferndale; Peter McDonough of Marietta and Will H. Waples of Lynden. All have passed away except Charles Cissna, who retired many years ago, and Will

H. Waples, who is still actively engaged in the management of the Lynden Department Store.

In the middle nineties, I became acquainted with a young man by the name of Will H. Waples, who was a clerk and buyer in Chas. Cissna's Fair Store. He is better known as Bill Waples. Bill was ambitious and wanted to own a store of his own. He looked around for a location and spotted Lynden. There he saw a little town situated in the heart of the Nooksack valley, surrounded by the best farming land in the county, and could see that this town would be the leading trading center of the county. He was right. In 1897, with a capital running into two figures, he interested a young man in Lynden by the name of Andrew Smith. The two rented a small store room in the Judson building and began business under the firm name of Smith and Waples. All the merchandise had to be hauled to Lynden by team and wagon from Whatcom. Andy Smith hauled the freight and Bill ran the store. After a few years, Smith moved to Seattle and sold his interest in the store to Waples. Waples then changed the name of the store to the Lynden Department Store. Thus the Lynden Department Store was founded. The business grew rapidly as the farming districts were developed, and twenty-five years later achieved national fame by being the only business of its kind in the United States that did business amounting to a million dollars a year in a town of only fifteen hundred people. Bill is a natural born leader. He was out on the front line of every community activity. In 1903 he built a shingle mill just outside the city limits and a year later installed an electric generator and gave to the people of Lynden their first electric light. Ten years later the Puget Sound Power & Light Company purchased this light plant and installed their first sub-station in the rural sections of the county.

From this station the company began distributing electricity all over the county. Through the efforts of Bill Waples the county fair grounds were built in Lynden.

The success that Bill Waples achieved has no parallel in Northwest merchandising.



Comparative Cost of Living

In these days of high prices, it might be well to note what prices the early farmers received for their products. Butter sold for 20c to 25c per pound. Eggs, 15c to 20c per dozen; potatoes \$10 to \$15 per ton; baled hay \$8 to \$10 per ton; oats \$14 to \$18 per ton; and dried peas about the same. Chickens \$3 to \$5 per dozen; dressed pork \$5 to \$7 per hundred pounds; beef \$4 to \$5 per hundred pounds on the hoof. Often there were times when it was impossible to sell any of these products, especially potatoes and hay. Frequently butter and eggs could not be sold for cash. If you did not trade them out at the grocery stores, they were taken back home. Living was cheap in the early days. When we came to town we could get a fine meal in the restaurants for fifteen cents, which included the choice of two or three kinds of meat, soup, vegetables, a quarter of a pie and Coffee. (Restaurant owners please take notice.)

About the middle of October, 1891, we had a very cold spell which was very unusual. Many of the farmers had their potatoes frozen in the ground, which caused a severe shortage. My father was very fortunate, for he dug his potatoes early and had them safely housed in the pit. It was the first time father got a break. The next spring he sold forty sacks of seed potatoes for five dollars per sack. You can rest assured that thereafter the farmers dug their potatoes early.

This was not the only loss suffered by the farmers. Often late wet springs prevented the planting of grain on the lowlands until middle June. Then if we had an early wet fall it prevented the crop from being harvested, and sometimes the whole or part of the crop was a total loss. The wet season nearly always began about the first of September.

The pioneer homesteaders have almost entirely disappeared, and children of these pioneers are thinning out rapidly. They are the second generation, and are the only ones left who lived through the hardships that the pioneer had to face and the privations their families had to suffer. They are the only ones left who can accurately describe these conditions. The story of my family is no different than the rest, and may well be that of another family. I was nearly nine years of age when my family brought me to the wilderness of Whatcom county and I well remember everything that we had to live through.

It may be well to look into some of the homes of the pioneers. The log house usually was a one and one-half story building with two rooms on the ground floor and two bedrooms upstairs where the children slept. One of the lower rooms was used by the parents as a bed room and the other served as a kitchen, living and dining room. The kitchen stove furnished all the heat for the entire house. The children slept in home-made beds, without springs, and mattresses stuffed with straw. Benches were used to sit on. Cracks between logs were calked with moss to keep out the cold. Floors were made out of two-inch split cedar boards, and the joints were full of cracks.

Fully eighty percent of the single men who took up land left the county as soon as they proved up on their claims. Thus the family men had the task of building

roads and school houses. Much of this land laid dormant for many years, and it was not until the community developed that new families came in and purchased this vacant land. Two of these vacant homesteads joined father's land, one on the north and the other on the south, and two more cornered on it. The claims that joined father's land were still vacant when he sold the place in 1901. We did not have much in pioneer days and we shared what we had with others. We were contented with what we had and lived in hopes of seeing better days. It was this hope that spurred us on to hard work. People were peaceful and friendly. With the world of today in such a turmoil, it would be pleasant to relive the life of the pioneer, notwithstanding its hardships.

Few people now living here have the pleasure of living close to nature as the pioneers did. Their's was a vast wilderness untouched by man, where wild life could roam at will and all streams were alive with fish. It was God's county. Spring was the nicest part of the year, when trees began budding and flowers bloomed, the very air we breathed was fragrant with perfume. The woods were full of wild flowers, such as wild lilies, wild currants, wild honeysuckle, buttercups and many other varieties.

When daylight broke, the birds began chirping and singing—the Yellow Hammer (Woodpecker) began drilling holes in the dead trees, and the Pheasant began drumming—we knew that it was time to get up. When night came thousands of frogs began croaking in the marshlands and kept it up most of the night. The large Owls, that have almost become extinct, would perch themselves on the upper branches of the large fir trees and start their Who's Who's and keep it up most of the night. Sometimes the monotony of the hooting Owls was broken by the screams of a Cougar.

I remember the first night the family spent in the log cabin, when the Owls kept us all awake with their hooting. After a few nights we got used to it. The croaking of the frogs was like music after we got used to them.



PHOTO BY YEAGER

Chris C. Siegel

Autobiography

I was born at Waukegan, Illinois, on June 3, 1875, the second child of Conrad and Amelia Diesner Siegel. There were ten children in the family, seven sons and three daughters, seven of whom survive. My father and mother were married at Waukegan, Illinois, on March 24, 1872. In 1879 the family, which then consisted of four children, moved to Streator, Illinois, where father worked in a coal mine. Another son, Fred, was born to the couple while they resided in Streator. Streator was a very unhealthy place to live. Malaria and typhoid fever was much in evidence. The low country and swampy land around the town was the cause of malaria and poor water typhoid fever.

In the spring of 1882, Mr. Adam Orth, a pioneer shoe merchant of Seattle, visited a brother in Streator. He told father and mother of the wonderful Puget Sound country in Washington Territory. He said that free homesteads were still available and advised them to come West and get one of these homesteads. Father always wanted a piece of land and this seemed to be his opportunity.

In July, 1882, the family boarded a train and started west. We traveled on the first completed railroad built to the Pacific Coast — the Union Pacific to Ogden, Utah, and the Western Pacific from there to San Francisco. The train we traveled on was a freight train made up of a dozen or more cars, and a semi-Pullman car attached. This was called a tourist car. It had a stove in one end of the car where the tourists could warm up food and make coffee. It was a long, tiresome trip which took about twelve days. From San Francisco we trav-



MR. AND MRS. CONRAD SIEGEL

*This snap shot was taken at their Bellingham home
on the occasion of their fiftieth wedding anniversary,
March 24, 1922.*

eled to Seattle by boat. It took nearly a week to make this trip because the steamer made so many stops. We arrived in Seattle about the middle of August, 1882. Mr. Orth was very kind to the family. He had secured a job for father in a barrel factory at Bell Town.

Shortly after we got nicely located and things were looking good for my parents, mother was stricken with typhoid fever. She was very ill and her life was despaired of. One night while father was sitting by her bedside she became delirious with fever. Father had been administering medicine to her that the doctor had left, and she was getting steadily worse after taking the medicine. Father was almost beside himself, and did not know what to do. Finally he got up, threw the bottle of medicine out the window and got down on his knees beside mother's bed and prayed to God to spare mother's life for the sake of her five small children. Two hours later her delirium left her and her fever began to subside. When the doctor called the next morning, he told father that mother would recover. Before mother fully recovered, I was stricken with the same disease. Mother was a good practical nurse and I soon recovered. Then father got typhoid fever. All this sickness depleted father's savings and he could not immediately look for a homestead. We must have brought the typhoid germs with us from Streator.

In April, 1883, father and a neighbor, Mr. William E. Nims, started for Whatcom county to look for a homestead. They had heard much about the rich land in the Nooksack river valley and decided that was where they would go. Arriving at Whatcom one morning they immediately set out on foot over the old Telegraph road toward Sumas. By nightfall they reached a point about two miles north of the upper crossing. There they stayed over night with a settler. When they got ready to start

their journey again next morning, father told Nims that he thought too much of his family to bring them so far out into the wilderness, and turned back. Nims went on and took up a homestead about four miles east of Sumas on the Canadian line. On his way back, father stopped at Yager to inquire about land in that district. Mr. Prouty told him that all the land around here had already been taken, but he believed that there were some homesteads open for filing northeast of Ferndale near the Canadian border. That would be in the west Delta district.

He started for Ferndale and by nightfall reached the home of Klaus Dennis. These good people invited him to stay over night. He told them that he was a family man and was looking for a homestead. Dennis told him that he was the very man they had been looking for. He told father that a bachelor by the name of Strache had filed on some land adjoining Dennis on the south, and had not been living on it for more than a year, which made it open for filing. The next morning he took father over to see the land and father was impressed with it. It was about half bottom land, which was not so hard to clear. He found a small well-built log cabin on the place, where he could move into without building a new one. Father got the description of the land and left immediately for Olympia to file on it.

The family got on the stern-wheel steamer Washington on October 31, 1883, and landed at Marietta the next day. The boat landed at a little wharf in front of Peter McDonough's store at the mouth of the slough. The steamer did not have sufficient cargo to warrant making the trip up the river to Ferndale. As a side light, the shore line of Marietta Bay, at that time, was about three hundred yards south of the highway crossing the valley, and the mouth of the river was

on the extreme west side of the valley. Our household goods were taken up the river by Indians in their canoes. It was about four o'clock in the afternoon when the family started their journey on foot over a trail to Ferndale. It was raining and we had to make most of the trip by lantern light. Alex Charles, who operated a hotel at Ferndale, was our guide and carried my sister Elizabeth on his back. My father carried my brother Fred, and my oldest brother and myself led the cow we had brought with us. We arrived at Ferndale about eight o'clock that night. Father rented an empty store building where the family lived for two weeks while father went out to the place to cut a trail so that our household goods could be taken in. We moved into the cabin on November 14, and two days later my brother Con was born. What an ordeal for mother. She walked almost five miles two days before. I marvel at the courage that my mother had to come to such a vast wilderness under such distressing conditions.

After coming clear across the country to get their homestead, they came near losing it. On a beautiful Sunday morning in February, three months after we moved in, our neighbor, Mr. Brower, came over with a man by the name of Flynn. He was a very rough looking man, and judging his language he lived the part. Almost the first thing he said to father was, "What do you mean by jumping my claim?" Father was dumbfounded and told Flynn that he did not jump his claim and went to the house to get his filing papers. Father could not read English, so Brower took it and compared it with Flynn's papers. They were found to be identical, except that Flynn had filed two days ahead of father. Brower suggested that there must be some mistake, and advised father to go to Olympia and investigate. Flynn agreed to come back the following Sunday. Father left

for Olympia that same afternoon. It took most of a week to make the trip. When father arrived at the land office and an examination had been made, it was found that father's papers were correct and that Flynn had filed on another quarter section just one mile south of father's. The clerk, however, inadvertently had put in the number 24 in Flynn's papers when it should have been 25. Father was told that Flynn's papers were good if he did not want to make the change. When he came back the following Sunday, Flynn was accompanied by Charley Matthews, a family man. When Flynn was told of the error he immediately ordered father off the place and gave him one week in which to move. Mr. Matthews intervened and told Flynn that father had no place to take his family and that he was a single man, he could have his papers corrected. Flynn was adamant. Finally, Matthews suggested that father pay Flynn \$50. Father did not have the money. Our cow was standing nearby and Flynn told him that he could sell the cow and get the money. There was nothing else to do, and father sold the cow for \$40. The loss of the cow was a severe blow for us children who needed the milk so badly.

Father had to go away to work early the next spring to earn money to support the family. During the winter he had cleared about one-half acre of land between stumps. He spaded up most of it and mother and us boys planted it in potatoes, carrots, cabbage and rutabagas. The land was rich and free from pests and insects, and the crop was wonderful. Some of the rutabagas weighed as much as 25 pounds and heads of cabbage about the same. Many of the potato vines had a half bushel on them. We raised enough to last us through the next winter. When father had earned enough money he sent it to mother to buy another cow. Misfortune still followed father. He lost two months' wages when

a Seattle contractor for whom he had been working absconded. The first three years were hard ones for my mother. Every week she had to go to Ferndale with myself or my brother Charles to get provisions. Between us we carried a fifty-pound sack of flour for nearly five miles. Father went away to work the first three summers and mother was left alone with the children. The summer of 1886, while father was away at work, my brother George was born. We had wonderful neighbors, and I will never forget Mrs. Fred Vehrs, our nearest neighbor and cousin of Nicholas and Henry Frederichs, who had purchased the Brower place. Mrs. Vehrs took care of mother during her confinement and cooked for us children.

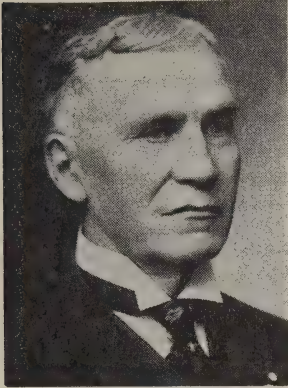
Being one of the oldest of a family of ten children, I had to quit school in early life and work out to help support the family. My education therefore was very limited. I liked to read and in this way broadened my education. The longest term of school that I attended in any year was six months. As a young man, I worked in logging camps and followed the shingle weaving trade for about ten years. The last year I was foreman in the Whatcom Falls mill, better known as the Loggie mill. In 1907, I engaged in the life insurance business which I followed for twenty years. Later I engaged in the real estate and general insurance business. Since leaving the farm, most of my life was spent in Bellingham. I am a member of the Pioneers' Association of the State of Washington, The Whatcom County Old Settlers Association, and am a life member of Bellingham Lodge of Elks, No. 194. I never married.



CUT COURTESY OF CECIL A. MORSE

Morse Hardware Co.

Mr. Morse came to Sehome in 1884 and established the business that bears his name. He built a two story frame building on lower Elk street (now State street) when



R. I. MORSE

the street was only a wagon road winding its way between the stumps. A year later he built the Sehome wharf. The business prospered as the community grew and in 1887 Mr. Morse branched out in the wholesale business. The business expanded rapidly, and in 1897 the business was incorporated under the name of the Morse Hardware Company. A new brick building and a large warehouse was built in 1902 on adjoining property. When the lumber and shingle industry devel-

oped, the company did a tremendous business supplying saws, belts, pulleys and other equipment to this industry.

Mr. Morse was one of the foremost businessmen of the county. He was a leader in religious, fraternal and civic affairs and was highly respected by all who knew him. His long and useful life in the community came to an end in 1920.

The eldest son, Cecil A. Morse, succeeded his father as president of the company and has been its active manager for more than 27 years. Another son, Charles L. Morse, is vice-president of the company. The Morse Hardware Company is the oldest and largest business of its kind in Northwestern Washington.

Picture on opposite page was taken on Elk street, (now State) about 1888. The two story white building at the fartherest end of the row is the Morse Hardware store. The little white building on the left, is the old Sehome school, the first school house built in Whatcom county.

Activities of the Hudson Bay Fur Company on Puget Sound

In spite of the fact that the Hudson Bay Fur Company dominated and controlled the Pacific Northwest from Latitude 42° to Latitude 54° 40' and from the Pacific Ocean to the Rocky Mountains from 1821 to 1846, and that Americans were practically excluded from the Columbia River north to the Russian possessions until 1845, the great company did practically nothing in the way of settling or developing the Puget Sound country during the entire period during which it was under their control, aside from the settlement at Nisqually and a few minor forts in British Columbia.

The only real British settlement on Puget Sound, made by the Hudson's Bay Company was made at Fort Nisqually in what is now Pierce county, in 1833, by Archibald McDonald, under the sponsorship of Dr. McLoughlin and the Hudson's Bay Company. When the Puget Sound Agricultural Company was organized as a subsidiary of the Hudson's Bay Company in 1839, Fort Nisqually and Cowlitz Farm both came under the control of this company, under the general management of Dr. McLoughlin. After 1848 Dr. Tolmie became general superintendent of the Puget Sound Agricultural Company, with headquarters at Fort Nisqually.

Owing to the poor soil at Fort Nisqually the great agricultural pursuit at the Nisqually Farm was stock raising and thousands of cattle, as well as other stock were brought to Nisqually. A store and trading post was established and every effort was made to trade with the

Indians for their furs, although this branch of the business was never the dominant activity. Their fur trade usually ran from 150 to 300 or more skins per month, mostly beaver. They traded with many Indian tribes, including those as far north as the Clallams and even the Makahs, and as far south as the Cowlitz.

The Hudson's Bay post at Nisqually, under the able leadership of Dr. Wm. F. Tolmie, undoubtedly did much to prevent outbreaks among the Indians, and to accustom the Indians to the customs of the whites. Both Catholics and Methodists established missions at Nisqually, and undoubtedly accomplished considerable good. About the only white people at Nisqually were those employed by the company, although settlers began to come in—mostly Americans, and settled in various sections of the upper Sound as years went by—especially the settlements at and near Tumwater, Olympia, Steilacoom, Seattle, Puyallup, etc., and by the time the Hudson's Bay people left other settlements were ready to take the place of the Hudson's Bay post at Nisqually. In fact many of the Hudson's Bay people themselves settled down nearby and became influential pioneer American citizens.

Before the Treaty of 1846 the Hudson's Bay people had begun to plan changes of base from Fort Vancouver, Nisqually, Cowlitz Farm, etc., to various points in British Columbia. As early as 1827 Fort Langlie had been selected as a trading post. Then in the early 1840's Forts Simpson, McLoughlin, and Victoria had been selected as trading posts. Sir James Douglas, Chief Factor of the Hudson's Bay Company, selected Victoria as the main trading post of the Hudson's Bay Company in 1843, three years before the treaty was signed settling the boundary, and preparations were made to build it up, clear land for agricultural purposes, build the fort and

other buildings, erect a stockade, etc. The streets of the city were laid out in 1852. Both Simpson and the London office of the company had frequently mentioned Whidbey Island as a desirable location for the main trading post of the Company, although the mouth of the Fraser River had been talked of very favorably as the best location for the chief trading post of the company west of the Rocky mountains.

Although the boundary line treaty was made on June 15, 1846, the main depot and post of the Hudson's Bay Company was not removed from Vancouver, Washington, to Victoria, B. C., until 1849, and during the three year interim the Hudson's Bay Company and its subsidiaries continued to carry on their business under the United States flag, and at times made greater profits than before the boundary settlement. It was not until September 10, 1869 that the final settlement was made between the United States and the Hudson's Bay Company, by which the Hudson's Bay Company was awarded \$450,000 and the Puget Sound Agricultural Company was awarded \$200,000. As the buildings and equipment were all of a temporary nature, the land was about the only real asset that the companies had to dispose of. The land was immediately filed upon as soon as the final settlement was made, and in many cases employees of the company filed upon the land and became its permanent owners, as in the case of Clerk Huggins at Nisqually. Of course these employees were obliged to become American citizens, as was the case with Dr. McLoughlin, in Oregon City.

As the Hudson's Bay Company moved its headquarters to Victoria, James Douglas was placed in rather a difficult situation as he was chief factor of the Hudson's Bay Company and at the same time Governor of Vancouver Island. Added to this he also later became

governor of British Columbia, but he was finally obliged to give up his title as chief factor of the Company, although the company really dominated the government of these British colonies.

Not many years after the treaty of 1846 it soon became evident that Great Britain and the United States did not agree in their interpretation of this treaty, the British claiming Rosario Straits as the boundary line and the Americans claiming the Canal de Haro as the dividing line between the two countries. In other words both countries claimed ownership of the San Juan Islands or the Haro Archipelago. This disagreement seems to have been sponsored by the Hudson's Bay Company, with Governor (or Chief Factor) Douglas as the champion of the Hudson's Bay Company point of view.

In 1850 the Hudson's Bay Company established a small fish cannery on San Juan Island and in 1853 many hundreds of sheep were landed on the island by the company, being landed there by the Steamer Beaver. It is also claimed that the company secured the services of Capt Roeder and his little schooner, H. C. Paige, which he had recently built at Bellingham Bay, to land some stock. Soon the company had several thousand head of sheep, besides hogs, cattle and horses on the island. Several Hudson's Bay Co. employees were placed on the island to attend to the stock, under the direction of Charles J. Griffin, a clerk for the Hudson's Bay Company, whom Governor Douglas designated as "Stipendiary Magistrate" for the island. There were several Americans who had settled on small farms on the islands, one of whom was Lyman A. Cutler, who had a garden near the Hudson's Bay Company's headquarters. A Hudson's Bay hog damaged Cutler's American garden, and Cutler shot the hog, although he later offered to pay a reasonable price for it, but Griffin demanded \$100

in damages, which Cutler refused to pay. Governor Douglas sent his son-in-law, A. G. Dallas, Dr. Tolmie, and Donald Fraser, officers of the company, to the island and it is claimed that they ordered Cutler to pay the \$100 or he would be taken to Victoria for trial. He refused and considerable excitement was aroused. Gen. W. S. Harney, Commander of the U. S. Army in Oregon, visited the island and after he returned to his headquarters at Fort Vancouver he commanded Capt. Geo. Pickett, the commander at Fort Bellingham, to take troops and occupy San Juan Island. Capt. Pickett landed on San Juan Island with sixty armed men at the southern end of the island, near the Hudson's Bay headquarters, and began to throw up entrenchments.

Details cannot be given here, but Governor Douglas ordered him to leave the island and ordered three British battleships to the scene and ordered them to land a large force of British troops on the island. Capt. Hornsby refused or delayed taking violent action and when Admiral Baynes arrived he positively refused to land troops on the island, in spite of Douglas' orders. Later Gen. Winfield Scott was ordered to the coast to investigate and adjust the matter. He finally arranged for temporary joint military occupation of the islands, recommended that Harney be recalled to Washington and that Pickett be replaced by Hunt. The joint military occupation was continued for many years until the matter was submitted to arbitration and the Emperor of Germany awarded the islands to the United States in 1872. The old blockhouse and many of the buildings built by the British at English Camp (which has been owned for many years by James Crook and his sister, Mrs. Davis, both of whom reside on the old English camp ground) still stand. Marble monuments mark the spots where the rival camps stood. They are about six

feet in height and were erected by the "Washington University Historical Society" on October 21, 1904, the anniversary of Emperor William's award.

There are many interesting sidelights on the San Juan controversy, that are of special interest to residents of Whatcom county. As stated before, Capt. Roeder built and operated two of the first schooners ever built in the Puget Sound country. The H. C. Paige was the first ship built north of Olympia and was the third ship of Puget Sound registry. It was built by Capt Roeder, Wm. Utter, and Jim Taylor, and was used for several years as a freighter to various points on the Sound and to and from Victoria. It was this boat that was said to have assisted the Hudson's Bay Co. in landing sheep and other stock on San Juan Island in the 50's. In 1858 and 9 Capt. Roeder had the schooner General Harney built and for many years it was used to carry lumber, coal, stock, and other commodities. Much of the time Capt. Roeder operated this vessel himself. Much lumber was carried on these vessels from Whatcom and also from the Utsalady mill. Much of this lumber was shipped to supply the demand at Victoria during the gold rush. The demand was so great there that at one time Capt. Roeder established a lumber yard at Victoria. Among the first buildings built from this lumber was the first Catholic church built at Victoria.

These vessels also supplied the lumber used for the construction of Capt. Pickett's cottage on San Juan Island, which was said to have been the first sawed lumber ever landed on the island of San Juan. This cottage was moved two or three times and was at one time occupied by the famous old San Juan pioneer, E. D. Warbass. In the early nineties Mr. Roland Gamwell, of Fairhaven, was entertained with others at this little cottage after it had been moved from its original location,

and Mr. Warbass stated positively to Mr. Gamwell that this was the original Pickett cottage. This cottage now stands a few feet from the hotel near Friday Harbor, known as KwanLohma. Several rooms have been built onto it and it has been sided up. Mr. Gamwell recently visited the old cottage and identified it positively as the old Pickett house in which Mr. Warbass entertained him more than fifty years ago. The Harney became one of the best known small freighters on the Sound and was used to carry supplies to cities, towns and settlements all the way from Olympia to the Straits of Fuca, Gulf of Georgia, Victoria, etc. In 1859 the General Harney was used to help transport cannon and other implements of war from the U. S. Steamer Massachusetts to the American camp on San Juan Island. This was a very dangerous operation as so much care had to be taken to get these supplies by the British warships anchored near by.

Much of the above information was secured from a brief biography of Capt. Roeder, written by his great granddaughter, the late Miss Rosemary Bolster. Miss Bolster gives the following very interesting statement:

“One of Capt. Roeder’s most cherished possessions was an interesting document written on heavy paper:

“For and on behalf of the United States of North America, I do hereby promise and agree with Captain Henry Roeder of the scow General Haney that in the event of any harm or damage coming to his vessel from the interposition of any of H. B. Majesty’s forces in these waters in consequence of his landing or attempting to land certain guns and ammunition from the Steamer ‘Massachusetts’ to and on the beach of San Juan Island, that the government of the United States will make good such damage to him.

“ROBERT N. SCOTT,
2nd Lieut., 4th Inf’yry, A.A.C.M.”

Although Chief Factor James Douglas of the Hudson's Bay Company, who also occupied the position of Governor of Vancouver Island and later of British Columbia, also had known of the rich gold deposits along the Fraser River since as early as 1856, he had hoped that these deposits would remain in the possession of the Hudson's Bay Company and tried to get some of the Indians to gather this gold, but the news finally spread to the outside world.

The news of the gold discovery on the Fraser was first brought to San Francisco in March, 1858, by the Hudson's Bay trading vessel, the Otter. Great excitement prevailed in San Francisco, and there was a great rush for the gold fields. It is said that every available vessel of any kind, including many that had not been in service for many years and were scarcely seaworthy, were loaded with several times their natural capacity. During the summer probably 30,000 miners left San Francisco alone for the Fraser and Thompson River gold fields, and by the following January all but about 3,000 of them had returned to San Francisco. Although some had done well, most of them came back disappointed. Whatcom seemed more accessible to the gold fields than any other place, and it is estimated that at least 10,000 or 12,000 people were in Whatcom and Sehome at a single time. The great advantage of an overland route directly from Bellingham Bay to the mines was seen and almost superhuman efforts were made to complete the trail. Much money was spent and Capt. W. W. DeLacy, of the U. S. Engineers was placed in charge of the work. On August 17th, 1858, Capt. DeLacy reported that the trail was completed from Whatcom to Thompson river. Great celebrations, including an elaborate banquet for Mr. DeLacy, were held.

But when Governor Douglas issued his proclamation

that all must enter the mines through Victoria and the Fraser river and that license fee, etc. must be paid there, the boom at Whatcom ended and almost the entire population left. A newspaper, the "Northern Light," was published from July 3, 1858 to Sept. 11, 1858. A total of eleven issues were published, and form the basis for most of what we know of this period of Whatcom's history. Richards & Hyatt built a fine, two-story brick building, which is still standing and used for many years as the Whatcom County Court House. It is said that the sales at the Pettibone store often amounted to as high as \$3,000 per day.

One other contributing factor in the sudden collapse of Whatcom was the fact that the Pacific Mail Steamship Co. had a dispute with the townsite owners over the price of property and refused to land their ships at Whatcom, but did everything possible to boost the business at Victoria. Some deny this, but it is very evident that the Hudson's Bay Company had undue power in the control of the British government on Vancouver Island and in British Columbia.

A few remarks should be made regarding the influence of the coal discoveries on Bellingham Bay. Wm. R. Pattle, an employe of the Hudson's Bay Company, who had been cutting spars on San Juan Island, under a permit from Gov. Douglas, came to Bellingham Bay in 1852. Some say that he had come in search of spar timber and others say that the Indians had told him of the coal on Bellingham Bay and he had come to investigate. Later he brought with him two other former employes of the Hudson's Bay Company, James Morrison and a Mr. Thomas. All three of these men took donation claims. Pattle's claim was at the site of the old Sehome hotel; Thomas's claim was along the Fairhaven shore line, and Morrison's place seemed to be between

these two. None of these men really worked the mines and did not become permanent settlers. Dan Harris stayed with Thomas, and later took over his claim.

Two men by the name of Hewitt and Brown worked for Capt. Roeder and later traded places with Roeder. Later they discovered fine outcroppings of coal by the roots of an uprooted tree. Later they sold the mine for \$20,000 and left. This mine changed hands many times and was worked very successfully for three years by Moody and St. Clair, lessees of the mine, who made over \$3,000 the first year. Many disasters overtook the mine at various times, including a fire which necessitated the flooding of the mine. For about ninety-five years Bellingham Bay has been one of the leading coal-producing areas of the Northwest and probably will continue to be for many years to come.

P. S.: I wish to thank Professor L. A. Kibbe for his contribution of the activities of the Hudson Bay Fur Company in the Puget Sound District. Professor Kibbe possesses the largest private collection of books and manuscripts on Northwest history in the state. Professor Kibbe taught history in the Western Washington College of Education for 28 years. I am sure that my readers will enjoy his article.

—THE AUTHOR.



Battersby Brothers and The Golden Rule Store

Peter S. and Robert W. Battersby came to Whatcom in 1888. They engaged in the grocery business with a man by the name of Reynolds under the firm name of Reynolds and Battersby Bros. Two years later Reynolds sold his interest in the business and the firm name then was Battersby Bros. After a few years, the Brothers sold their grocery business and entered the dry goods business. Their first dry goods store was located in the Hannegan Building at the corner of E and Holly streets.

Shortly after the turn of the century they moved to the Kershaw-Moultry Building on Commercial street.

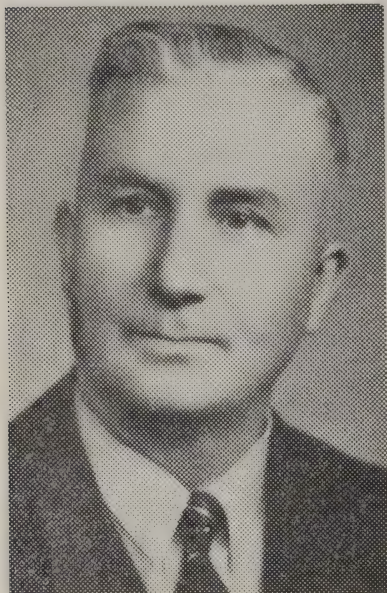
The Brothers were very popular and always took an active interest in civic affairs. Robert Battersby served several years as a member of the school board and it was during his term that the Fouts property, at the corner of F and Gerard streets, was purchased for a school play-field. The field was named "Battersby Field" in honor of Mr. Battersby.

In 1927 the Brothers sold their business to Mr. Earle W. Elliot, who has since conducted the business in the same location. Battersby Bros. always observed the Golden Rule in all of their business transactions and it is significant that the new owner named the store "The Golden Rule Store." The new owner has kept abreast of the times by taking on additional lines of merchandise as the trade required. Both Brothers have passed away.

Picture on opposite page was taken in 1895. Standing in doorway, left, Robert Battersby; right, Peter Battersby; third person unknown.

Robert H. Smith

Robert H. Smith was born in a log cabin in Whatcom county, May 28, 1878. His father, Henry A. Smith, was a native of New York City. He was born in 1845. In



ROBERT H. SMITH

Quincy, Illinois, on December, 1867, he was united in marriage to Miss Alice McComb, a native of Illinois. They journeyed to Whatcom county in 1873, and in November of that year filed on a homestead just west of Ferndale, in Mountain View township. His brother-in-law, Charles McComb, came here the same year and filed on an adjoining homestead. They were among the earliest settlers in the township and the only

method of transportation was by water. As time passed, Mr. Smith succeeded in developing ninety acres of his land, and eventually became the owner of a productive farm. His was a career of great usefulness and closed December 16, 1909, when he passed away. Mrs. Smith passed away a year later. To their union were born eight children, seven of whom survive. Helen, Alice and Laura attended the Northwest Normal School at Lynden, making the

trip by boat from Ferndale to Lynden. They became successful teachers.

Bob's boyhood was spent amid the scenes of frontier life and he remembers the time when Ferndale had only two log cabins and the only way to reach the community was by Indian canoe. His early education was received in one of the log cabin school houses of the county. At the age of nineteen he became a wage earner, working in logging camps, on a pile driver and fish traps. In this way he accumulated the necessary money to continue his education. Bob paid his way through the Wilson Business College, and after finishing his course, continued his work with the fishing industry as bookkeeper for the Carlyle Packing Company on Lummi Island. Later he entered the services of the Monarch Lumber Company of Blaine as bookkeeper. He took a position with the Blaine State Bank. Merit won him promotion to the position of cashier in 1910, a position he held until 1914, when the bank was purchased by the Home State Bank. With this bank he was assistant cashier until 1922. In February of that year he resigned and purchased the real estate and insurance business of George S. Shaw, a business in which he is still engaged.

In 1909, Mr. Smith was married to Miss Rose Drake. They have two sons, Kermit R., and Peter John Robert Smith. Bob is a life-long Republican and for two terms was a member of the city council of Blaine. He also served one year as mayor of Blaine, and gave to the city a businesslike administration.

Bob has been a member of the board of trustees of the Whatcom County Old Settlers Association for the past twenty-eight years, and has served as its secretary for the past twenty years. He belongs to the Masonic fraternity, the Knights of Pythias and is a life member of Bellingham Lodge of Elks No. 194.

MUNRO BLAKE & HASKELL.



Edwin N. Haskell

Edwin N. Haskell came to Whatcom in 1891. He was a journeyman plumber by trade, and shortly after his arrival he and H. L. Munro formed a partnership and engaged in the plumbing and sheet metal business.

In 1898 the partners and A. C. Blake engaged in the hardware business under the firm name of Munro, Blake & Haskell, and continued in business until the death of Mr. Munro about 1908 when the business was sold. Mr. Haskell then re-entered the plumbing and sheet metal business which he conducted until 1915, when he passed away. His son, Frank M. Haskell became a journeyman plumber in his father's shop and took over the business at his father's death and has continued it until the present time under the name of Frank M. Haskell Plumbing and Heating Co. Mr. Haskell was united in marriage to Miss Mahala Shell in 1893. Two children were born to the union, a son, Frank M., and a daughter, Lois. When Munro & Haskell first started business they were assigned Number 12 as their telephone number and it has remained with the firm ever since.

Frank M. Haskell has two sons, Frank M., II, and Edwin, who was named after his grandfather. Both are associated in business with their father.

The picture on opposite page was taken about 1899. The store was located on the premises now occupied by the Herald Building. Reading from left to right the men in the picture are: Unknown, H. L. Munro, A. C. Blake, E. N. Haskell, J. M. Laube, father of Fred E. Laube, Chas. R. Smith, and John Sells, former mayor of Bellingham.

F. J. Barlow

F. J. Barlow came to the little town of Whatcom with his family of five sons, in 1889. Mr. Barlow was an expert harness maker and immediately opened a shop on D street. His oldest son, Clifford, became an apprentice in his father's shop and in due time became master harness maker. Little did young Clifford Barlow then know that he was destined to carry on the name of Barlow in business for 57 years.



F. J. BARLOW

Mr. Barlow came to the county at an opportune time. The farmers were disposing of their ox teams and replacing them with horses, which created a great demand for harness. At the turn of the century business began moving

up town and in 1898 Mr. Barlow moved his business to Holly street. Five years later he moved to Canoe street, now Commercial street, and engaged in the farm implement business in addition to his harness business. When the automobile began displacing "Old Dobbin" Mr. Barlow engaged in the automobile business about 1910, with two of his younger sons, Glen and Lee. He retired from the automobile business in 1920. Mr. Barlow passed away on March 24, 1943, at the age of 95.

In 1908, the son, Clifford H. Barlow started in business for himself, continuing the making of harness and leather findings, and in addition began the manufacture of luggage and leather goods. For 40 years he has carried on this business, and his store now carries the largest and most complete stock of fine luggage and leather goods in the Northwest.

The Barlow family was one of the best known families in the city. Another son, Dr. T. M. Barlow, has been a practicing dentist in the city for the past 44 years. Both

Dr. Barlow and his brother, Clifford have been prominent in fraternal and civic affairs. Clifford H. Barlow recently incorporated his business under the name of Barlow's, Inc., thus the name of Barlow will be carried on indefinitely.



Homesteaders

Here is a complete list of homesteaders in Ferndale township and the approximate year they settled on their land. Look them over and see how many you remember.

1875	George Slater, Sr.	1880	Henry Shields
1875	M. T. Tawes	1878	J. D. Aitken
1875	John Kironan	1881	A. C. Ferguson
1875	Marshall Gorman	1881	Henry Roesel
1874	Thos. Kiernan	1882	A. W. Thornton
1875	Alex Richardson	1882	James D. Thompson
1878	Pat Mellody	1881	James J. Burke
1874	Wm. A. Utter	1883	Jacob Garris
1875	Herman Hofercamp	1880	Thomas Murphy
1875	Albert Mohrmann	1881	Herman M. Hoover
1873	George Cantrell	1883	Henry DeWitt
1875	Richard Williams	1883	John DeWitt
1874	William Pitchford	1882	William Van Dorn
1871	Peter Galiger	1881	Charles Timmerman
1875	Jonathan Harper	1881	Harrison Cowden
1874	Wm. C. Konghan	1881	Marcus C. Moulton
1873	John A. Tenant	1882	Joseph Brys
1874	Richard Watkins	1887	Timothy Keefe
1875	Reuben Bizer	1883	Joseph Moreau
1875	John H. Plaster	1883	John Lattimore
1875	John Hope	1882	Charles R. Campbell
1875	Terrence J. Grogan	1884	James W. Law
1873	H. P. Wynn	1887	M. A. Hichey

One hundred one

B. B. Furniture Co.

On September 5th, 1889, T. S. Hamilton, a young man of 23, landed on the colony wharf, walked up town and looked the little town of Whatcom squarely in the face—



T. S. HAMILTON
*Founder of the B. B.
Furniture Co.*

it looked good to him. There were no vacant store rooms, but John H. Stenger was building the Bellingham Hotel (now the Ritz), and at its completion a few new store rooms would be available. Mr. Hamilton engaged one of these rooms and on December 1st, 1889, the new store opened with a stock of furniture valued at less than \$500. With this modest capital the B. B. Furniture Co. began its business. As the community grew, the business also grew and prospered, through good times and bad. In 1907, Mr. Hamilton built the modern six story

building which has housed the business for the past 40 years. This building stands as a monument to the memory of T. S. Hamilton. As it enters its 60th year the business has grown from an infant into the largest business of its kind in Northwest Washington.

In 1903, Mr. Hamilton married Miss Lillian Handschy, a member of a prominent local family. Mr. Hamilton passed away in 1939.

In 1901, Mr. Carl Lobe, son of Mr. and Mrs. Leon Lobe, a prominent pioneer family, became associated with the B. B. Furniture Co., and at the death of Mr. Hamilton, became president of the firm. Mr. William I. Carter, became associated with the firm in 1908 and is now vice-president. The business has always been owned and managed by local residents.

HOMESTEADERS (*Continued*)

1874	Robert L. Ramsay	1883	Levi Woodling
1874	John R. Davis	1884	Jeremiah Smith
1874	George A. Kellogg	1884	William P. Hawke
1875	Alex Charles	1883	Pat Murphy
1873	Charles Alexander	1883	Lewis Seanor
1876	Joseph Gerber	1881	Edward Croak
1875	Benjamin F. Osborn	1886	Amelia A. Bartlett
1875	Darius Rogers	1883	Knute B. Aker *
1875	H. J. Evans	1883	Ashley C. Buswell
1873	Thomas Winn	1883	Thomas Edwards
1873	Samuel Wilson	1881	Harry Dix
1875	James Lynch	1883	Henry Kellner
1879	John R. Jenkins	1883	George C. Curtis
1874	Jacob D. Weiser	1883	Albert M. Roby
1875	Nicholas D. Wyman	1883	Henry Monroe
1874	Chris Baker	1882	Anton Slobby
1879	Thomas Harris	1882	Pardon O'Brian
1877	Mary Pierce	1885	Francis H. Hughes
1877	Fred H. Helonke	1882	John Barwick
1873	Harry McCue	1880	William Baer
1875	John Guildy	1883	Fred Zier
1874	John J. Gunn	1882	John Hagler
1875	Mark B. Heywood	1888	C. W. Ritter *
1873	Abraham Green	1882	John Connelly
1875	John W. Hardan	1881	Nancy Shetler
1874	Thomas Ramsay	1882	William Connelly
1877	John D. Kempster	1881	John D. Rogers
1879	Robert Banman	1881	Chas. W. Matthews
1873	Richard Williams	1881	William A. Brower
1875	Alex Murchison	1883	H. T. Krieter
1875	Schuyler Woolery	1883	Conrad Siegel
1875	John Thompson	1883	Albert S. Conrad
1875	Seriah Stevens	1883	W. S. Adams
1875	James P. Comford	1884	Achse Clark

One hundred three

Gage-Dodson Clothing Co.

George E. Gage came to Bellingham Bay in 1891 and engaged in the clothing business near the corner of Holly and Cornwall avenue. About the same time M. C. Mc-



GEORGE E. GAGE

Dougal came to Fairhaven and also engaged in the clothing business. Business on the bay was booming, but when the severe financial panic swept through the country in 1893, the boom collapsed. Fairhaven almost became a ghost town and business on the north side was not much better. McDougal told Gage that he was living on clams to keep from starving. Gage proposed that the two merge their stocks. This was agreed to and McDougal moved his stock over to Gage's store.

They incorporated under the name of McDougal-Gage Clothing Co. A short time later Mr. McDougal's health became impaired and he moved to Arizona, selling his interest in the store to Mr. Gage.

In 1894 Mr. L. T. Dodson came over from Fairhaven and purchased a half interest in the business from Mr. Gage and the firm name was changed to Gage-Dodson Clothing Company. Under this name the firm has been doing business for the past 54 years.

Many years ago Mr. Dodson passed away and his two sons succeeded their father. Mr. and Mrs. Gage had one daughter, Marguerite, who was united in marriage to Victor Henry Roth, son of Mr. and Mrs. Chas. I. Roth and grandson of Captain Henry Roeder. Mr. Gage passed away in May, 1938, and upon his death Mr. Roth together with George and Harley Dodson managed the business. Mr. Roth and both Dodson boys have passed away. Marguerite Gage Roth acquired the interests of the Dodson family and now owns the controlling interest

One hundred four

in the business with Jacob Ladd Smith as manager. The firm from the beginning has carried the well known Hart, Schaffner and Marx clothing, for men, and the nationally known Arrow shirts together with Stetson and Mallory hats. Mr. Gage took an active interest in civic affairs during his long life in the community, and his wise counsel was often sought by his fellow business associates.



HOMESTEADERS (*Continued*)

1877 Conrad Shields	1881 William Geer
1878 Ernest Strache	1881 George Geer
1876 Jacob Matz	1888 Herman Thilmann
1878 John Matz	1883 James D. Hannegan
1876 David R. Henderson	
1877 Thomas Oxford	
1873 Thomas Barrett	

* Knute B. Aker and Charles W. Ritter have the distinction of being the only survivors of the homesteaders in Ferndale township.



Here is a complete list of homesteaders in Ten Mile township and the approximate year they settled on their land:

1876 Danias Glolius	1882 John Kidd
1877 James K. P. Reed	1883 Ebenezer Dorr
1877 Jacob A. Chapman	1883 Gary Sova
1880 S. D. Rhinehart	1883 Peter A. Palmer
1882 Matt Zimmer	1882 Peter Martini
1882 Joseph Argo	1883 Levi W. Axton
1883 Leonard M. Adams	1884 Henry Richardson
1884 Michael Lawrence	1884 Orion Arnold
1884 William W. Todd	1884 Lewis Bowers
1882 Reuben Boyer	1883 Robert Creed

One hundred five

Graham Drug Co.

The Owl Drug Store is one of the oldest drug stores on the Bay. The business was established by Doc Hopkins on lower Elk street in the late eighties. When R. C. Higginson arrived on the Bay about 1891 he purchased the store and moved it to Holly street just west of its present location, and the store was known as Higginson's Pharmacy. When the Fisher Building, now the Medical-Dental Building, was built he moved the store to the corner where it has been located for more than 50 years. When Mr. Higginson passed away shortly after the turn of the century the business was acquired by L. DeChamplain and he employed Mr. Graham as



CHAS. R. GRAHAM

as pharmacist. A few years later the business was sold to Chas. R. Graham and Fred Munch, who operated the store under the name of Graham & Munch. In 1910 Mr. Munch sold his interest to Mr. Graham who named the store The Owl Drug Store. In 1923 another drug store was opened at the corner of Cornwall and Magnolia streets, which is known as Owl Drug Store No. 2. During the active business life of Mr. Graham, he was prominent in the civic affairs of the community. He passed away in 1935. The business is now managed by the eldest son, Robert L. Graham.

HOMESTEADERS (*Continued*)

1883	C. H. Schrimsher	1883	Ephriam Schrimsher
1882	Matt Martini	1884	Isaac Westlund
1884	John A. Anderson	1884	Alfred Bye
1883	Malcolm McKecknie	1884	Matthew J. Miller
1884	Charles H. Paul	1882	Martin Hanson
1882	Henry Kenoyer	1882	Frank Kenoyer
1882	William Kenoyer	1882	L. C. Axton
1883	Joseph P. Krick	1883	A. Carey Hickman
1884	Mike Kelly	1881	Baker Wilhelm
1884	Alpin McMillan	1883	Edward Callahan
1884	Thomas Morris	1882	Isaac McCoy
1882	John Shetler	1883	Chas. Schrimsher, Sr.
1878	Fred Hansen	1883	George F. Bliss
1884	Samuel A. Luke	1884	Parker Benton
1883	Alex McLeod	1877	William E. Green
1883	Emory S. Prouty	1881	George H. Singleton
1882	F. W. DeLorimer	1885	Joseph E. Goodwin
1882	Benjamin Slag	1884	Aason L. Peters
1884	John G. Hyatt	1884	James C. Swift
1884	Thomas Murphy	1883	Calvin A. Schrimsher
1882	Milton C. Axton	1877	Jacob A. Chapman
1879	Amos C. Marston	1885	John M. Griffith
1882	John S. Hanlon	1883	John McLeod
1883	Charles Kruger	1876	Reuben Fountain
1884	William LaPlain	1883	Fred Wendt
1882	James Hogue	1882	John Kenoyer
1882	Montague W. Parker	1882	John Michaels
1885	Orson E. Plumb	1884	George W. Both
1883	William G. Smith	1882	John N. Roeder
1884	Henry Herman	1884	George Davis
1884	John Davis	1883	William C. Shearer
1884	August Kuehnoel	1883	Marshall M. Clothier
1882	William Piper	1884	James Pearson
1884	Horace J. Ames	1883	George Rainford

One hundred seven

Diehl Motor Co.

Hugh W. Diehl, pioneer Ford dealer, graduated from the Whatcom high school in 1899, and like most ambitious young men took the first job available—piling lumber in a mill yard.



HUGH W. DIEHL

In 1902 he was employed by Chas. Stanbra, a pioneer sporting goods dealer. Shortly thereafter, Mr. Diehl became associated in this business as a partner. In 1908 he secured the first Ford agency of the Ford Automobile in Whatcom county. He entered into partnership with Charles R. Simpson and incorporated under the firm name of Diehl & Simpson. They established their business on Prospect street, where they operated for many years. In 1926 Mr. Diehl purchased the interests of Mr. Simpson and the name of the firm was changed to the Diehl Motor Co.

The firm owns the finest and largest repair garage and sales offices in the city. Also the largest stock of Ford parts. Mr. Diehl has sold Ford cars for nearly 40 years and by careful and business like management his business prospered. It is the oldest and largest Ford agency in the county. His son, Robert H. Diehl is now associated in the business with his father. Mr. Diehl has in his possession one of the first Fords he handled — a 1907 Model S car which is a real relic.

One hundred eight

HOMESTEADERS (*Continued*)

1885 James Elder	1884 Samuel Force
1883 John J. Fuller	1883 Clinton Prouty
1885 Henry T. Graham	1883 Charles A. Beaver
1883 John Ross	1883 Berend Tuklenburg
1885 Peter Latomme	1884 William Ham
1884 Fred Klein	1883 George Wahl
1884 Bertha Bucholz	1884 Daniel Roirdan
1884 Edson Gerry	1884 Henry Kester
1884 John Hart	1883 George W. Ahrenes
1887 Augustus Annis	1883 Odin D. Lamereau
1887 Ellen G. Edson	1870 Thomas G. Nicklin
1889 James T. Robinson	1891 John M. Morrow
1883 James L. Scott	1887 F. Christopher
1884 Harry H. Fazon	1884 Thomas Monohan
1883 William Smith	1883 John Wahl
1883 Henry Krumsick	1884 John P. Carroul
1885 James P. Smith	1884 Lars Jensen
1884 Emma Marshall	1885 Michael McDonnell
1884 Henry B. Corwin	1883 Silas F. Collensworth

Abstracts furnished by Whatcom County Abstract Company



For the purpose of identification, I have arranged two columns of homesteaders. The first column represent the ones who took up their land in the seventies, and with a few exceptions the second column represents those who took up their land in the eighties. All of the early settlers took up land in the lower Nooksack valley—the lower Ten Mile creek valley and around the vicinity of Ferndale.

The Telegraph road went right through the center of Ten Mile township and the surprising thing is that homestead seekers passed up these homesteads to locate in the upper Nooksack valley around Lynden, Everson

and Sumas. Of course the early settlers were looking for farm land that was easiest to clear. Most of Ten Mile township was heavily timbered and early settlers were not interested in the fine timber that stood in this area. The land was too hard to clear.

Some of the early settlers were not homesteaders. They purchased pre-emption claims that were already patented, and as there were no improvements of any kind on these claims, the purchasers were in reality pioneers. Among those who came in early years were: E. S. Whittier, 1880; E. B. Collins, 1883; William Door, 1883, purchased the Jacob Weiser claim for whom Weiser Lake was named; Klaus Dennis, 1881; Jacob Jenni, Sr., 1881; Jacob Jenni, Jr., 1881; John Nygren, 1898, and William Myers, 1890.

Mr. Whittier built a large frame house on Ten Mile creek, at Yager, one of the first frame houses built of lumber. The lumber was hauled from Whatcom over the old Telegraph road. Mrs. Whittier, mother of Christie, Jennie and James McLeod, operated a road house for several years.

