Eastern Washington's Past
Chinese & other Pioneers 1860-1910

A self guided auto tour to the state's diverse heritage

by Mary Gaylord
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Uncovering Eastern Washington's Hidden Past

We hope this guide will introduce you to a past you may never have known existed or help you explore a world you have known of but never have taken the time to learn more about it. Most stories and histories of eastern Washington have either glossed over lightly the subject of the thousands of Chinese people who lived in eastern Washington in the years between 1860 and 1910, or omitted them entirely. We hope that inclusion of some of their stories will add an extra dimension to the fascinating history of the Chinese pioneers and those from other cultures who lived in eastern Washington - pieces of which can be found scattered through the basins, plains, valleys, and towns east of the Cascade range.

The guide is arranged by towns and cities. The story spreads much wider. Use a road map to find each place... use the individual entry in the guide to learn about where that place fits in the story... use the bibliography to learn how to find out more.

Explore and enjoy.
Finding Your Place...

To make traveling easier to the historic places described in this book, you will find a map of Eastern Washington on every page, with a marker showing the site's relative location.

Official highway maps published by the State of Washington Department of Transportation can provide more detail, including traveling distances.

Refer as well to the map on page 18, where all the sites described herein are shown. Once you are on the road, consult your Washington State Highway map to find your best route to the site. Maybe you'll discover more of Eastern Washington's history and charm along the way.
Overview:

Cultures & Conditions Converge in Eastern Washington

Much of what was experienced by the Chinese in eastern Washington between 1860 and 1910 was due to the interaction between several factors unique to this area. Included among these factors were the unusual degree of cultural diversity among the early pioneers, the natural setting dominated by the Columbia River and its tributaries, and the rapid changes in modes of transportation and settlement patterns that developed during the last half of the nineteenth century.

CULTURAL DIVERSITY

Dramatic cultural variations in ways of life, language, religion, customs and world views were an important part of the pattern of life in many eastern Washington communities. As the pioneers persisted and struggled to build new lives for themselves, part of the struggle often involved discrimination, oppression and exclusion directed against people who were racially or culturally different.

The Native Peoples: The fur traders, the first white men to come into this region, were not greatly interested in acquiring lands,
removing American Indians to designated areas, or making them, or other racial minorities, members of the white society. By the 1830's and 1840's Christian missionaries, both Protestant and Catholic, moved into eastern Washington. A few American Indians adopted the Catholic religion (e.g., John Wapato of Lake Chelan - Shoemaker, p. 52). The religious and cultural differences introduced with these new teachings often caused a split within the American Indian communities and frequently failed to create acceptance of Christianity, much to the disappointment of those who endured hardship and suffering in trying to convert them. In addition, new infectious diseases came to the area as the traders, missionaries and immigrants came into the region (S. White, pp. 7-8). It was in 1847 that several Cayuse Indians blamed a severe measles epidemic and other grievances on Marcus Whitman and others at their mission near Walla Walla. This misunderstanding resulted in the Whitman Massacre (S. White, pp. 7-8). The incident brought on the Cayuse War in 1848 (Splawn, p. 18; Ruby and Brown, p. 23).

The split of Oregon Territory into the territories of Oregon and Washington in 1853 caused a change in American Indian policy. The changes included the liquidation of their title to the land, the surrender of their lands for a specifies sum, and the removal to designated areas to be governed by the Bureau of Indian Affairs. Issac Stevens, Washington Territory's first governor, met first with the Puget Sound Indians, then with the Plateau Indians in Walla Walla Valley in 1855. Approximately ten thousand American Indians met with Stevens. Their position was that the land was sacred given to their people by their Creator, and that it could not be sold, and that the whites were asking them to commit a great sin. Stevens assured the American Indians that it would be years before the United States would ratify the treaties, and in the meantime they could continue to occupy their land. Although against the treaties, many leaders were persuaded that it would prudent to sign.
Immediately after the Walla Walla Council, Stevens announced in the West Coast newspapers that Washington was open for white settlement. Gold was discovered near Colville which resulted in a stampede across eastern Washington tribal lands. Conflict developed when American Indians killed miners for murdering and raping members of their race. In response, the settlers demanded greater involvement of the U.S. and Territorial forces which culminated in the Yakima War (1855-58). The war went badly for the American Indians. Afterwards many of them tried to live within the constraints of the new system of government forced upon them, others held out for a few years. Eventually, even Chief Moses, the Columbia Chief, and Chief Joseph, of the Nez Perces, lived out the rest of their lives on the Colville Reservation (S. White, pp. 7-17).

**Asian Pacific Pioneers:** Eastern Washington’s pioneers from Asian and Pacific Rim countries share a common history of struggle and resistance to oppressive legislation that attempted to prevent them from finding permanent residence. Their labor was essential to the rapid development of the state in the 1800’s. Hawaiians, Chinese, Japanese, Asian Indians, and Filipinos were recruited to work on railroads, lumber mills, canneries and agriculture (S. White, p. 116).

Hawaiians were the first of these immigrants to work in large numbers in Washington. Hawaiians were known for their seamanship and came as sailors on ships involved in the fur trade with China. These sailors were frequently hired off of these ships to act as boatmen for the fur traders based at the mouth of the Columbia River. They are known to have accompanied inland expeditions as early as 1819. Later more than a thousand were recruited to work as farmers, shepherders, carpenters and in other occupations. In 1849 they were denied the right to become citizens and 1850 the right to own land. Many intermarried with the Indians. A few settled in Walla Walla (S. White, p. 116, 126; Solberg, pp. 1-2).

The Chinese were the first Asians to arrive in eastern Wash-
ington in large numbers. In the mid-nineteenth century, China was weakened by overpopulation, famine, Western imperialism, Taiping Rebellion and clan warfare; it experienced a major out-migration from the Canton (Guangzhou) region. Formal emigration was illegal until the 1868 Burlington Treaty guaranteed free migration of Chinese (S. White, p. 117; Art Chin, pp. 3-6). The first Chinese to come to Eastern Washington in the 1860's were drawn by the discovery of gold. By the 1870's many more were recruited to work on railroads and in other growing industries.

In 1864, hundreds of Chinese miners could be found placer mining from Rock Island on the Columbia River upstream for a distance of 150 miles. In 1870, the Chinese miners outnumbered the white miners by two to one (Art Chin, p.18). Large mining camps were established along the Columbia River from Rock Island to Colville. Small businesses began to service these camps operating stores, laundries, barber shops and growing fruits and vegetables for the miners. (Esvelt, p.7).

In the 1870's the development of the State's economy required a transportation system that could move people and freight efficiently. Thousands of people were recruited directly from China to work on the Northern Pacific Railroad. 15,000 Chinese laborers, comprising two-thirds of the work force, were recruited by N.P.R.R. and were instrumental in completing the first northern transcontinental rail connections in 1883. They were also hired in large numbers to work on the Oregon Railroad and Navigation Company lines and other major railroad lines in Spokane, Whitman and Stevens counties (S.White, pp. 121-122, Art Chin, p.27).

Farming was another important occupation for many Chinese in their mining camps and in areas where they provided fresh produce for other miners and local populations. In Walla Walla, farming was a chief occupation of many Chinese (Ruby and Brown, p. 187; S. White, p. 124; Lacoti, pp. 50-54).
The Chinese Exclusion Act of 1882 was the first of a series of exclusion acts passed by the U.S. Congress. Few Chinese women came before 1880 and the 1882 Exclusion Act prevented the Chinese from sending back to China for their wives; thus creating an aging bachelor society. The 1882 Exclusion Act served to justify further discrimination and violence. The Chinese became easy scapegoats for white frustrations. Attacks (expressing anti-Chinese feeling) were most evident in Tacoma and Seattle areas in 1885-86. Sporadic attacks continued until the end of the century (S. White, p. 127).

During the 1880's deplorable treatment of the Chinese was common throughout eastern Washington where they were viewed with a mixture of suspicion, contempt, and fear. The cultural differences were difficult for many of the settlers with their predominantly European backgrounds to understand. These were foreigners of another race who kept to themselves, spoke little English, wore unusual clothing, ate curious foods and practiced strange customs. Although the Chinese were careful to avoid confrontation, they became victims of the sporadic outbursts of violence resulting in individuals or groups of Chinese being murdered or robbed. Later while working on the railroads and in urban centers their competition with white laborers caused considerable grief. As a result of these combined difficulties most of the Chinese drifted from eastern Washington to the big urban cities such as Seattle and Portland (Wilbert, pp. 18-24). Many of the few who remained until about 1910 became business men in Spokane, Walla Walla, Pasco, Davenport, Wilbur, Colfax, Odessa, Asotin, and other towns.

In spite of all the racial tension, friendships between the races were also part of pioneer life. Chief Moses had a lifelong friend named Sammy Yow (Ruby and Brown, p. 47). In the Kettle Falls area Thomas Graham tells of his friendship with Wong Fook Tai, a miner, trader and farmer, who won the admiration and affection of the local settlers (Graham letter). In Odessa, Sam Wo was respected and loved
by the community (Walter, p. 279), as was Hen Lee in Asotin (Weatherly, Vol. 3, pp. 153-154).

The Japanese were similarly recruited to provide the needed labor for growing industries. Japanese came to labor in agriculture, timber and railroad construction. Working on the Northern Pacific and Great Northern railroads was often the first job for many of them. After the Chinese Exclusion Act of 1882, the number of Chinese declined and that niche was filled by the Japanese. Many established farms and dairies in the Yakima and Spokane areas, others established small businesses in those areas.

The Chinese Exclusion Act set a precedent for the exclusion of all Asian immigrants. In 1907, under pressure from the United States, the Japanese Government agreed to prohibit emigration of Japanese laborers to the United States. Unlike the Chinese community, the Japanese continued to send for their wives after 1908 and a generation of American-born Japanese was the result (S. White, pp. 117-131).

About 1000 Koreans came to the West coast between 1903 and 1905. The main settlements in eastern Washington were in the Yakima area where they worked mainly as laborers (Whited, p. 117). Filipinos began to migrate to the Pacific coast states at the turn of the century but it was in the 1920's that they came in large numbers to provide needed labor in agriculture and canneries (S. White, p. 119).

African Americans: A few arrived in Washington Territory as early as the 1850's and were scattered all over the area, Until 1866 the African American people were not citizens and could not give testimony in the courts of Washington Territory. They could, however, legally purchase and own property. As the century progressed and the number of African American settlers grew slowly and they were scattered around eastern Washington as miners and settlers. In the 1880's and 1890's African American miners were used as strike breakers and contract laborers in Kittitas County when they were
brought into the Roslyn coal mines. They remained in the mining areas in large numbers for about ten more years. In present day Roslyn only a few members of one family remain. Some of the African American miners moved to homesteads in the Yakima Valley. Most of them practiced subsistence farming by raising fruits, vegetables and hops (S. White, pp. 79-83).

**Europeans:** The majority of the people who immigrated to eastern Washington from the 1840’s to 1910 were from Europe or were descendants of Europeans. During the early 1800’s, trappers and traders frequently married women from the local Indian tribes, a kind of relationship that was not uncommon on the Northwest frontier. The first wave of migration from Europe to Washington Territory occurred between 1840 and the 1880’s. Most immigrants were from the northern and western European countries of: Britain, Ireland, Germany, Netherlands, Sweden, Norway, Finland and Denmark.

English and Scots always constituted a majority throughout the State and encountered few barriers to assimilation. During Washington’s territorial period the Irish tended to cluster in Walla Walla country where many were associated with mining and military posts. Those fleeing the economic problems in Ireland found employment as railroad laborers, saloon keepers, packers, freighters; and after the 1862 Homestead Act began to raise cattle in the Walla Walla and Palouse areas to feed the hordes of new arrivals from Portland on their way to the gold mines in Idaho and Montana.

The Germans were among the first to settle on the Columbia Plateau and in the mountain valleys of eastern Washington. Following the pattern of many immigrants to the Northwest prior to the railroads, they first settled in the Midwest. Then, after long or short stays, they migrated west to Washington. A large German presence was established prior to the 1880’s in what are now Whitman, Spokane, Benton, Chelan and Kittitas counties.

Prior to the 1880’s, the majority of Jewish people who came
to the region were from northern Europe. They came to provide the area with clothing, tools and other supplies required by the gold seekers. In Walla Walla, Dayton and Colfax the Schwabacher brothers opened their first stores in 1860-62.

As a result of famine, unemployment and other economic problems in Norway and Sweden in the 1860's, thousands immigrated to the United States from 1866 to the 1890's. Conditions in Denmark and Finland were less severe. Nevertheless, unemployment rose as a result of the Industrial Revolution of the 1860's, so they too came to America. East of the Cascades Scandinavian settlements sprang up around Ellensburg, Walla and throughout Spokane County (S. White, pp. 37-49).

The second wave of migrations from Europe (1880's to 1914) was stimulated by the completion of the Northern Pacific Railroad which provided transcontinental connections from the Great Lakes to Portland. Prior to the 1880's, immigrants from Europe generally arrived without particular destinations. Unlike African Americans, Asians or American Indians whose settlement was frequently restricted, European immigrants roamed widely until economic opportunities or other factors encouraged them to settle in a particular location. The railroad strategy to populate their vast land grants that followed their railroad routes shifted their recruitment patterns directly to Europe. To landless peasants throughout the continent, the opportunity for a new life on free land spanned by railroads could not be resisted.

The Finns kept coming to settle in the Big Bend country. By the 1890's many of them settled near Almira and in Spokane County.

The number of German-speaking people grew substantially. In Spokane County, many were employed in merchandising, food-related businesses and professional work. In the rural areas they were most prominent in the Big Bend country engaged in dry land farming. Characteristic of the second wave of immigrants to America, many of
the Germans were from southeastern Russia where their ancestors had migrated to the lower Volga River, Black Sea and Ukraine regions. In 1871, they began emigrating following the abrogation of settlement privileges that guaranteed exemption from military service and that guaranteed reduced taxes. Beginning in 1882, Russian-Germans arrived first in regions near Walla Walla, Colfax and Odessa. Later the Germans from Russian emigrated to the wheatlands of Grant and Douglas counties, Wenatchee orchard districts and the sugar beet fields in Yakima country.

Italian settlement in Walla Walla started in 1876 and by 1910, there were 239 first generation Italians living in the area. During that period the Chinese and the Italian truck gardeners provided fresh produce for the Walla Walla market. Italians were often recruited to work railroad section gangs which lead to a predominance of southern Italians in the Spokane area. They also worked the coal mine in Roslyn.

Like the Italians, many of Washington’s first Greek settlers traveled the rails as unmarried laborers, but concentrated in Seattle and Tacoma.

Large scale emigration to America did not occur from Yugoslavia until the 1890’s. They found work in the coal mines at Roslyn and Cle Elum where coal exporting began in 1886. By 1920 the Croatians were Roslyn’s largest nationality (1000).

Although the Dutch were not southern Europeans, immigration was light until the 1890’s when the Dutch clustered around Spokane. Most farmed and a few engaged in the banking business. Spokane became the headquarters for several banks established by Dutch capital and during the 1893 depression these banks held title to more than a dozen blocks in the heart of the city of Spokane. Several Dutch settlers arrived in the Yakima Valley in 1896 (S. White, pp. 49-64).
THE NATURAL SETTING

Eastern Washington’s western boundary lies on the forested eastern slopes of the Cascades Mountains. Going eastward, the southern two thirds of eastern Washington is described as the Columbia Plateau (also called the Inland Empire, the Great Columbia Plain, or Columbia Basin). It is distinguished by its broadly undulating or rolling surface, lack of native forests, and sagebrush flats. The relatively even surface results from the thick lava platform upon which it rests (Meinig, p. 4). Lava erupted from the Grand Ronde Volcano and covered central and eastern Washington with layers of lava at intervals during the four million years of the mountain’s intense activity (Alt, pp. 162-163). The channeled scab lands, another feature of this area, resulted primarily from the awesome Spokane Floods which occurred when Montana’s Glacial Lake Missoula dumped its entire contents into eastern Washington toward the end of the Ice Age. It is believed that repeated floods deepened the flood-scoured valleys. All of the flood channels led eventually to the Pasco Basin at Wallula Gap where they drained into the Columbia River. These old dry channels are easily recognized by the exposure of lava bedrock which is dramatically demonstrated at Moses Coulee (Alt, pp. 171-176).

Deep soils that cover much of the Columbia Plateau played an important role in the pattern of settlement in that area. These soils originally supported a sagebrush and bunch wheatgrass cover with an occasional strip of willow or cottonwood along the creek beds. The habitat sustained occasional use by deer and elk, a few species of birds and small wildlife. Although the land was poorly stocked, rivers and the larger tributaries teemed with life, especially with several species of salmon.

The harsh climate, the lack of large game and forests for firewood and shelter, and the great distances left much of the Columbia Plain uninhabited and unused by the Indian tribes until the horse
was introduced in the 1700's. At that time the richly grassed plains took on a new value as grazing grounds. At the beginning of the 1800's approximately twenty-five or thirty thousand American Indians lived in or around the Great Columbia Plain (Meining, pp. 21-25).

The early settlers were also influenced by the presence of the vast grasslands of the Columbia Plateau with its potential to support the great numbers of cattle that were driven north along the Cariboo Trail to the Fraser country and the Cariboo mines from 1860 to 1868 (Splawn, pp. 286-291). Thousands of cattle were also driven from the Yakima area in the wake of the gold miners who sought their fortunes in Wyoming, Montana and Idaho. By 1880 there were 150,000 head of cattle in the Yakima Valley, cattle drives to the mines had stopped and trade was concentrated in the Portland and Puget Sound markets (Splawn, pp. 286-291).

Meantime in the late 1860's a few settlers had started to move from the Walla Walla area to the Palouse country (Meining, p. 233). Some arrived with their cattle because of the abundant bunchgrass on the Columbia Plateau. This land was not considered fit for habitation - only fit for grazing sheep and cattle. Eventually the fertility of the soil was recognized (Bjerk), which in turn created an increased interest in the area that was to become a vast wheatland and home to many new settlers. As the wheatlands produced more and more grain in locations away from means of transport by steamboats, the need for railroads arose with the consequent necessity for contract labor. Thousands of Chinese entered onto the Columbia Plateau to fulfill that demand.

The northern third of eastern Washington was covered by the Pleistocene glaciers until the ice made its final retreat over 11,000 years ago. Glaciers carved the mountains, hills and valleys of this area known as the Okanogan Highlands which reaches from the Cascades to the Rocky Mountains. Forests cover much of the landscape, especially east of Republic. Archaeological evidence indicated that
American Indians were fishing this area as early as 9000 years ago. There is archaeological evidence that for 4000 years a sizeable Indian population lived throughout the year in the Kalispell Valley which parallels the Pend Oreille River (Holstine pp. 1-4).

The Columbia River is eastern Washington’s most predominant natural feature. Tributary to the Columbia are the Snake, Yakima, Wenatchee, Entiat, Chelan, Methow, Okanogan, Sanpoil, Kettle, Colville, Pend Oreille and Spokane rivers. Much of the early history of this region relates to the role played by the river in the development of travel, trade, mining, and settlement.

**DEVELOPMENTS IN TRANSPORTATION**

The American Indian tribes traveled the immense area of the Columbia River drainage that reaches into British Columbia, Idaho, Montana and Oregon long before the arrival of the first European fur traders and explorers. Fishing, trading and social interchange among American Indian tribes was facilitated by trails and a network of waterways.

Routes and methods of transportation helped to shape the patterns of life and location of settlements during the 1800’s as Washington made the transition from a largely uncharted wilderness through to statehood in 1889.

Travel was slow and primitive in 1805 when the members of the Lewis and Clark Expedition accomplished their long trip by means of canoe and trail to explore the Columbia River above the mouth of the Snake (Mitchell, p.3). The waterways of the Columbia River drainage were traveled by Hawaiian seamen who were hired as boatmen by the fur trading companies before 1820 (Solberg, p.1). In the 1850’s waves of mostly white placer miners, followed in the 1860’s by large numbers of Chinese gold seekers, traveled these same waterways to the gold mines.
Travel by canoe was necessary in parts of northeastern Washington as late as 1881 when Lieutenant Thomas Symons made his voyage and report on the navigability and adaptability of the Upper Columbia River to steamboat navigation.

**Trails and Roads:** Until 1844 there were no American settlers north of the Columbia River. In that year a few settlers near Fort Vancouver. By 1853, Washington Territory’s first Governor, Issac Stevens, recognized the need for wagon and military roads. Within the next few years several came into use including the Naches, Colville, Cariboo and Mullan roads.

In 1853 the first road from Puget Sound to Yakima was constructed. The final road called the Naches Route was extremely primitive and difficult with many river crossings. The search for a better route continued (Mitchell p. 5).

The Colville Road which followed the trail that had been used by American Indians, early explorers and traders as they traveled from the Columbia and Snake rivers was heavily used when gold was discovered in the Colville area in 1855. The road began at Wallula and came to the Snake River. After crossing the Snake it continued to Sprague Lake, crossed the Spokane River and went over the divide to the Colville valley. The trespass across Indian lands by prospectors traveling to the gold fields was one of the causes of the Yakima War and resulted in designating the route as a military road to the newly established U.S. military post, Fort Colville.

Another famous trail known as the Cariboo Trail was first used as a wagon road in 1858. It too began in Wallula, followed the Columbia, then crossed the Columbia Basin east of Moses Lake. The road then crossed Grand Coulee at Coulee City. From there it descended to a site near Fort Okanogan and after crossing the Columbia it went up the east side of the Okanogan River until it crossed the Okanogan River south of Oroville, From there it went along the west side of Lake Okanogan to Kamloops and beyond to the Fraser country.
The military road, from Fort Benton (Montana) at the head of navigation on the Missouri River to Fort Walla Walla, was surveyed and constructed under Lieutenant John Mullan. Indian trouble and other factors caused many delays. By 1859 Mullan had reached the Palouse River. He was able to complete the road in 1862. Although the road was intended for military use and for emigrant wagons, its principal traffic consisted of pack trains to the Montana mines (Mitchell, p. 8).

**Steamboats:** Prior to 1859, navigation of the Columbia River below The Dalles had been confined to canoes, bateaux and a few flat bottomed, sail-rigged craft carrying freight to Wallula. After the advent of the steamboat, the Columbia River drainage system still remained a decisive factor in the pattern of settlement of this part of Washington. The interior waterways carried an increasing number of immigrants and freight into the rapidly growing areas.

A sternwheel steamer, the **Colonel Wright**, made it’s maiden voyage in 1859 and carried government freight to Wallula. In 1860, it made its first trip fifty miles up the Snake River (Mills, p. 81); and in 1861, it made the trip to Idaho via the Snake and Clearwater rivers. The **Colonel Wright** became part of the Oregon Steam Navigation Company which hauled heavy traffic to the mines. In 1861, 10,500 persons were transported and in 1864, the number of passengers increased to 36,000. By 1865, the Oregon Steam Navigation Company was operating 29 passenger steamers, 13 schooners and four barges on the lower and middle river. That year, desiring to extend Portland trade, they built the **Forty-Nine** to run on the upper Columbia above Kettle Falls. In 1866, they sent loggers to Lake Pend Oreille where they built the **Mary Moody**, and the next year, they constructed the **Cabinet** and the **Missoula**. The Oregon Steam Navigation and their representative, the Oregon and Montana Transportation Company, offered through steamship-stagecoach service between Portland and
the Montana mines (Mitchell, p. 8; Mills, Preface).

On the Upper Columbia the sternwheeler *City of Ellensburg* made the first run up the Columbia above Priest Rapids in 1888 and later worked back and forth on the stretch of river between Wenatchee and the mouth of the Okanogan River. In this part of Washington, from 1888 to 1910, additional boats were put in by the Columbia and Okanogan Steamboat Company. This fleet was kept busy for several years handling the business that grew rapidly after the railroads began to bring in the settlers (Mills, p. 91).

The Columbia River steamboats were used to carry freight and sacked wheat before the construction of railroads in the Big Bend Country. The golden harvest was carried by wagon and ferries to steamers that carried the wheat to market. Eventually the railroads were able to offer advantageous rates which made the long haul overland to the Chicago markets preferable to the land and river haul to Portland. Consequently, many branch and connecting lines were built on the Columbia Plateau and elsewhere to transport wheat and other products and to bring in emigrants. In the lower Columbia River region, completion of various segments of the future railroad network in the 1870’s lead to the eventual abandonment of steamboat travel (Mills, p. 111).

**Railroads:** Although a portage road powered by mules existed on the Columbia, the first railroad was the Walla Walla and Columbia Railroad which connected Wallula with Walla Walla, the largest town in the Territory. The railroad was completed in 1876.

The story of the railroads in eastern Washington was one of rivalry for routes and the business that they generated. Patterns of settlement were greatly influenced by routes, extensive land grants and publicity generated by the Northern Pacific Railroad, the Oregon Railroad and Navigation Company, the Great Northern Railroad and several small rivals (Mitchell, pp. 13-15).
During the years from 1870 to 1890 the Northern Pacific Railroad followed the northern tier of states westward from the Great Lakes to the Pacific by following portions of the routes initially traversed by Lewis and Clerk and the Mullan Road. During that construction period N.P.R.R. employed 15,000 Chinese (Art Chin, p. 27).

The last section of the railroad over the Cascade range to Puget Sound started at the confluence of the Columbia and Snake rivers in a short-lived railroad town called Ainsworth. This temporary town was the depot for railroad construction supplies and equipment (Renz, p. 33) and a large number of the hard-working laborers, including hundreds of Chinese. The town was also the site of a boat-building industry (Mayer, p. 11) and a sawmill, which employed 400 employees about equally divided between whites and Chinese. When the Snake River bridge was completed in 1884 the workers, including 300 Chinese laborers, were moved en masse to Pasco. Many of the buildings were also moved (Mayer, p. 25). Upon completion of the Northern Pacific line as far as Ainsworth and Wallula, they joined up with the Oregon Railway and Navigation line at Wallula in order to make the first transcontinental railroad connections to Portland. Following the completion of the Northern Pacific line to Ainsworth in 1883, the company began to concentrate on the Cascade division which already had completed a line to Yakima City, and grading was progressing further up the Yakima Valley. By 1886 the railroad to Ellensburg was complete and by 1888 the tunnel was completed through Stampede Pass. Increased settlement occurred immediately in Ellensburg (Mitchell, pp. 15-16).

The story of the construction of the main and branch lines on the Columbia Plateau and in the northern two-thirds of eastern Washington is intimately related to the growth, development and history of those regions. Rapid progress occurred after the Northern Pacific completed the line between the Columbia and Spokane Falls in
1882 and after rail connection to Portland and the Great Lakes was completed in 1883. In the late 1880's and 1890's new areas were opened up as various railroad companies completed lines to Seattle, Davenport, Coulee City, Cheney, Wilbur, Wenatchee, Cle Elum, Odessa and other eastern Washington towns. It was then that the second wave of settlement occurred.
Sites of Eastern Washington's Pioneer Past

Towns east of the Cascade Mountains that played significant roles in the histories of immigrant people
This small ghost town located on a narrow shelf on the Snake River was once the chief port of entry to the Colfax area when wagon trains carrying whole groups of families began to move in after the Federal land office was opened up in Colfax. The Almota Landing was soon crowded with wagons, plows, thresher and general merchandise that arrived by cable ferries installed at the main crossings for wagons coming overland from Walla Walla (Meinig, p. 245).

The Chinese came with the building of the railroads. Most left the area when the railroad work was finished. Jobs were rarely available to the Chinese who wanted to remain but a few were employed digging water ditches, placing flumes to divert water to the flour mill, and in the Spalding orchards. (Erickson, p. 122). Mary Spalding noted that their orchard was tended by Chinese men for forty years (Told by the Pioneers, Vol. 3, p. 22). The first Chinese to come and stay were Wing Ching and Sleepy who worked in the Spalding Orchard. They were followed by Wing Ching’s brother, Buck. He handled all of the bookkeeping for the Spaldings, as well as the job of identifying and marking sacked wheat that was delivered to a site near the river. No Chinese women ever came to Almota, but the Chinese brought in two small boys, Quay and Suey Ping Chung, the sons of Wing Ching. The two boys attended the local school.

One of the local pioneers recalled the fascination the local children had with the house where the Chinese lived. On one occasion a fire broke out and each Chinese man ran in and out of the house.
saving his personal possessions. After the fire was out the boys discovered to their dismay that the keg that was left behind contained not liquor but soy sauce! (Erickson and Ng, p. 122; 124; 133).

The Chinese in Almota were also remembered by pioneer Lucille Scholz from Steptoe. When she was seven or eight years old she often rode with her father in their large wagon filled with sacked wheat from their wheat ranch to Almota. After they arrived at the warehouses and the precious sacks were safely unloaded for shipment on the Snake River, they would relax and visit the Chinese who grew vegetables and grapes. They always bought grapes from the friendly Chinese gardeners as a special treat that began the fondly remembered drive home that always involved lots of high spirited fooling around and singing (Cook, Unpublished manuscript, p. 18-19).

Asotin
State Route 129

From ancient times Asotin and the Asotin valley were highly prized by the Nez Perce during winter months because of the sheltered location, mild climate, abundance of wood supply, fish and game, and easy access to the water highway of olden times - the Snake River (Clarkston Herald, Special Issue, 1954, p. 27).

These same qualities favored Asotin, the county seat of Asotin County, an honor which it won from Asotin City in the election of 1883 by offering free rent, free office equipment, free fuel and some
free services (Kirk, p. 176). By 1888, several businesses were established including two general merchandise stores, three hotels, livery stables, one blacksmith shop, one flour mill, one Chinese "wash house", one saloon, warehouses and sites where stern-wheelers could tie up to load grain (An Illustrated History of Southeast Washington, p. 681). Many of the red brick buildings constructed at the turn of the century remain, including the current County Courthouse which began its historic role in 1905 as the Ayers Hotel. The hotel was much used in the early 1900's but gradually operated to a dwindling trade until the 1930's when it was taken over by the County for taxes. When the original courthouse burned in 1936 the Ayers Hotel was remodeled to replace it (Weatherly, Vol. 2, pp. 5-12). Courthouse records from 1891-1907 indicate that a few of the early settlers arrived from northern Europe but most came from other states. No Chinese births, deaths or marriages were recorded.

A Chinese business man, Hen Lee, was well known in Asotin during his half century of residence. He was born in China about 1860 and at the age of sixteen traveled to San Francisco where he was met by an uncle. He became an excellent cook while in San Francisco and Sacramento before moving to Walla Walla, Starbuck and then to Moscow (Idaho) where he operated a restaurant until his business was burned out. He then moved to Asotin where he chose a homesite near the budding business district and close to the mouth of Asotin Creek. Hen Lee quickly established a laundry business and acquired a flock of chickens which he kept near the house behind a stick fence. Next he began to serve delicious meals to wheat haulers at his spread where there was plenty of room to unhook the teams from the wagons and
plenty of feed at a nearby stable.

Hen Lee's reputation spread and about 1906 he was offered the job of cook at the new, modern Ayers Hotel, where he served tasty meals for several years. After business tapered off at the hotel, he continued to serve meals at his own Star Restaurant until ill health forced him to retire.

Townspeople were generous to this man who had been their friend, a man loved by both the adults and by the children who had enjoyed his hospitality, hard boiled eggs and other goodies as they returned from swimming in Asotin Creek. As he became helpless in his old age, the Asotin Commercial Club and others helped to supply his needs until his death in 1928. He is buried in the Asotin City Cemetery (Weathery, Vol. 3 p. 27; 153-154).

**Cheney**

**State Route 904**

The Cheney area, because of the abundance of water and forest, was a traditional camping site for the Nez Perces who used it well into the 1900's when family groups passed through on their way to salmon fishing spots on the Columbia. In the late 1860's this area began to attract settlers; and for the most part, Indian-white relationships between those who shared Cheney's water supply were not of the hostile variety — in spite of concerns about the Nez Perces and Bannocks during the 1870's (V. White, pp. 6-9). The settlement was first called Section Thirteen, then Willow Springs, next Depot Springs,
then Billings, and ultimately Cheney. The Northern Pacific Railroad, which required large amounts of water for its crews and steam engines, was attracted by the excellent year-round spring located at this site. The part of the railroad which would go through Cheney was designated the Pend Oreille Division, originating in Ainsworth. By 1880 the grading had been completed as far as Cheney (V. White, pp. 2-3; 14-15). By April 1881, track had been laid as far as Well Number 7 (site of Lind), and eight gangs of Chinese laborers, eighty in a gang, were sent ahead to repair winter-damaged parts of the road bed. From Well Number 7, the steel gang began to lay track at almost two miles per day to Ritzville, then Sprague and ultimately Cheney. They arrived in Cheney in May 1881 (Lewty, pp. 58-61).

In an interview by William Lewis published in the Spokesman-Review, June 28, 1925, Thomas Jefferson Allen, also known as “Hot Pin” Allen, recalled his days as engineer on the Northern Pacific Railroad. He arrived in Washington Territory when the railroad east of Sprague was still incomplete and the town consisted of seven or eight buildings and two or three tents. He noted that during the construction period several thousand Chinese men were employed on the right of way and grade work, together with 500 white men in the ballast and track-laying gangs. In the capacity of engineer, he was assigned to a work train with a “China gang” surfacing track between Spokane Falls and Cheney. They hauled gravel on flat cars from the Hangman Creek pit, distributing it between there and Cheney. When stopping at Cheney for the night, the Chinese gang had their own camp - a camp separate from the white gangs (Lewis, pp 1-6).
In 1880, the town, in anticipation of the railroad, built two hotels, two stores, a restaurant and a few homes among the trees. By 1882 there were 138 new buildings and the opening of the Cheney Academy, which later became Cheney Normal, now Eastern Washington University. That year, a serious fire burned many buildings which were quickly rebuilt. More fires occurred in 1889, 1890 and a major fire in 1912 which burnt much of pioneer Cheney, including many public records, photos and old issues of early newspapers. In spite of the fire losses, the downtown thrived into the late 1890’s (V. White, pp. 30-42; 47).

Among Cheney’s business men, was Wa Hop, who advertised his Wa Hop Laundry in the Cheney Free Press, December 25, 1897. He continued to advertise in the Cheney Free Press through 1898. Cheney was one of many towns that had its own Chinatown. In 1883 a tragedy occurred there when a Chinese woman was found barely alive inside a small house behind the Cheney Hotel after having been shot three times and critically injured by an ax. She lived only a short time and the hunt was on for Lee Gay, a Chinese man who had been with her the evening before her death.

Lee Gay was apprehended on board a west-bound train as he fled from Cheney. He was returned to Cheney on the evening train, and put in jail to await questioning the next day. Sometime before daylight, he was taken from the jail and hanged from a tree a few feet from the jail. A coroner’s inquest was held. After deliberating, the jury returned a verdict by hanging by parties unknown. The case was closed - his executioners were never found (V. White, pp. 61-62).
Chelan Falls
U. S. Route 97

The historic sites of early Chelan Falls are gone. Much of the transformation to the current orchard and farm economy was created by changes in patterns of settlement and modes of transportation. The Chelan Indians saw their first white men in 1811 as a group of Northwest Company men led by David Thompson canoed past on the Columbia River. The arrival of the fur traders and their establishment of Fort Okanogan had a profound effect on the local Indians - they greatly desired the merchandise available at the Fort. Thus the Columbia became the highway over which furs from distant trading posts were shipped and new trading supplies brought back (Lindston, p. 3).

The next intrusion into the area came as prospectors traveled past Wenatchee and Chelan on their way to the Canadian gold fields. In their wake came hundreds of Chinese miners who worked the bars and streams of the Columbia River from Rock Island to the Canadian Border (Esvelt, p. 7). Several hundred are known to have worked up and down the Columbia River near Chelan Falls, Entiat and Orondo (Wenatchee World, April 9, 1932).

The 1880 census for Stevens County counted 32 Chinese in the district that included Camp Chelan and Columbia River up to the Okanogan River. The census records list individuals by name, sex and age. The total count of persons in Stevens County Census was 1203 including 227 Chinese males. (Note: In 1880 Stevens County was bounded by the Cascades and the present Idaho boundary and by the international line and the Columbia River (i.e. all of present Okan-
ogan, Ferry, Stevens, Pend Oreille counties and part of Chelan County} - Wilson, p. 121.)

Opposite the mouth of the Chelan River where it empties into the Columbia stood the ruins of a Chinese village which the Chelan Falls Leader described as looking “like a chicken coop after a Kansas blow”. Upon closer inspection one could see the remains of several buildings, the site of a garden and the old stables. The roof and uprights of the old lodging house enclosed an old fireplace, the outlines of a bunk and “treasure holes”. The later were found in all cabins and dugouts of the Chinese placer miners. These excavations, overlaid by a crude floor, were the frontier savings banks for which many crimes were committed. Adjoining the lodging house was another building containing remains of some couches. At one time the store which had been located at this site carried a larger stock than that of any white enterprise in Okanogan, Lincoln or Douglas counties. The store belonged to a Chinese merchant who supplied all of the Chinese miners along the river as well as all travelers - Chinese, white or Indian. He owned a pack string of forty horses which he used to bring in his supplies (Chelan Falls Leader, June 2, 1892). He also had supplies brought in from Walla Walla by the well-known Chelan Indian packer, cattleman and orchardist, Wapato John (Byrd, p. 11; Shoemaker, p. 50).

In about 1875 the Indians decided to drive the Chinese out of the country. They attacked the Chinese miners at the mouth of the Methow River, and a few miles south of Chelan Falls killed about 300 Chinese miners. It is believed that the merchant and the other Chinese deserted the village across the river from Chelan Falls about this time. Nevertheless, the Chinese moved back into the area and by 1881 old-
timers remember seeing “hundreds” in the area (Steele, p. 79).

Until the first steamer, City of Ellensburg, appeared on the Columbia River in 1888, all freight came by wagon over the Big Bend country and was ferried across the Columbia to Chelan Falls (Mills, p. 91).

The pioneers were sometimes aided by Chinese who would take them across the Columbia by canoe. Grace Navarre Flick recalled that when her family crossed the river in 1884 the horses were made to swim while the family and as many provisions as possible were rowed in dugouts by Judge Navarre and three Chinese men (Chelan Valley Mirror, May 20, 1948). Carl Schmidt, one of the early settlers, was also rowed across the river by the Chinese in 1887 when he came to the Chelan area to locate a homestead (Jessie Schmidt, Unpublished Manuscript).

At least one Chinese placer miner was still placer mining on the Columbia in 1895 when James Mathers filed a placer claim on the Lucy Mary Bar (where A.Z. Wells Dam is now located). He was working away from his homestead at Chelan in order to provide adequate support for his family - but the $1.00 he had earned for sixty days work was disappointing.

About mid-summer James Mathers and his son found a row boat that had floated down the Columbia and decided to visit a Chinese placer miner who was working across the river. The Chinese miner, Que Yu, spoke English but did not want to talk, so they went back across the river to work on their own claim. A couple of days later, they noticed that no smoke was coming from Que Yu’s stovepipe and that his burro had not been moved to fresh pasture. They went across the river again and found a very sick man. The Mathers built a
fire, boiled water, wrapped Que Yu in wool blankets soaked in hot water and changed them every two hours until his fever went down. The son went out, shot a grouse and they prepared some broth. On the third day they moved him to their camp and after a few days Que Yu was able to visit where they were working. He noticed their rocker and said that it should be made over. A boy who lived nearby was sent for supplies which included copper plates, quick silver, a bottle of acid and a piece of heavy carpet. Que Yu rebuilt the rocker and the Mathers successfully collected much more gold in the remaining thirty days of that season (Mathers, p. 15).

Chesaw
County Roads off U. S. 97

Many years before the “North Half” of the Colville Indian Reservation was opened to mineral entry in 1896, many Chinese had been placer mining along the creeks near the Canadian Border. When the first prospectors entered the Myers Creek valley, a Chinese merchant and farmer, Chee Saw, and his Indian wife, Julia Lum, had a log cabin on Myers Creek. His cabin stood beside a trail used by the local Okanogan Indians and an occasional white trader. Where it crossed Myers Creek became known as Chee Saw’s Ford (Okanogan Highland Echoes, p. 4; Mooney, p. 6). He was remembered by “Uncle Dan” Drumheller who recalled the time he and three cowboys were driving 400 steers to British Columbia by then way of Moses Coulee;
and a remarkable man, whose name was Chee Saw, rode into their camp. He stayed overnight in the camp and offered to help with the cattle until he reached the Columbia River where he had a store near the mouth of the Okanogan. "Uncle Dan" noted that he was a daring horseman and could handle a rope "equal to a Mexican". He traveled with them for five days until they arrived at the Columbia River. The river was rising rapidly and contained large quantities of driftwood which made it difficult to swim the cattle across the Columbia; but with the assistance of some Indians in canoes and Chee Saw, they finally succeeded in landing all cattle safely except for one big steer. Chee Saw roped the steer, threw the rope to an Indian in a canoe, but the assisting Indian got entangled in a drift of floating timber and the steer swam back to land.

At this point, Drumheller gave the steer, rope and all, to Chee Saw for the assistance that he had given! Drumheller also noted that at that time Chee Saw was employing several Chinese rocking out gold bars along the Columbia and that he finally settled down at the site of the town of Chesaw (Drumheller, pp. 103-104).

After Chee Saw died, his wife and son Joe were around the area until about 1900. The present town of Chesaw was named in Chee Saw's honor.

Placer gold was discovered along nearby Mary Ann Creek in 1887 and a rush of prospectors arrived in the area. By 1900 Chesaw had a store, assay office, several saloons, post office, two hotels, restaurant, livery stable, and homes. At the turn of the century the region changed to hard rock mining and by 1910 the town had grown to 40 buildings, some of them quite substantial. No more Chinese came to mine and stay; but many of the prospectors settled in the area,
as well a people from the eastern United States, Europe and Canada. Agriculture became an important part of the local economy (Okanogan Highlands Echoes, pp. 35-36; 99).

Clarkston
U. S. Route 12 State Route 129

From earliest known human history, Clarkston Flat, across the Snake River from Lewiston, Idaho was known as a dry, sandy, desolate land over which bands of American Indians, and later the Lewis and Clark expedition traveled via the Nez Perce Trail (From Jawbone Flat to Clarkston, pp. 1-3).

In 1861, soon after gold was discovered in Nez Perce country along the Clearwater River and its tributaries, Lewiston sprang into existence as a tent city, in spite of its location on the Nez Perce reservation. Miners on board stern-wheelers bound for claims on the Clearwater arrived by the thousands. Across the river on the Washington side, a ferry landing called Jawbone Flat soon developed (Meining, pp. 207-208; Kirk, p. 177). Prior to the opening of the first interstate bridge, built in 1899, river crossings from Lewiston were by fording, canoe, rowboat, and after 1861, by cable ferry, known as Pearey’s Ferry. Some early settlers, despite the useless, dreary aspect of Jawbone Flat, saw its potential for home sites and grazing land; a potential that became a reality when irrigation water from Asotin Creek transformed the land. Scores of orchards were planted, homes and businesses were constructed, and the community known as Jawbone Flat became Vineland, then Lewiston, Washington, then Concord and finally Clarkston.
Many of the vintage red brick buildings still in use on Sixth Street, the main street in Clarkston, date from 1896 to the early 1900's.

In 1902 Clarkston was well established with a general merchandise store, newspaper, hotel, nurseryman, hardware store, furniture store, livery stable, lumber yards, drug store, saloon, bakery and two grocery stores. For a while two Chinese from Lewiston operated a laundry business in Stabler House. Their enterprise, according to a story told by an early settler, was very successful until some "gay blades" from town unceremoniously "rode them out of town on a rail". (From Jawbone Flat to Clarkston, pp. 4-23).

Cle Elum
Interstate Route 90 or State Route 10

Mining and railroad activities played important roles in the history of this small town located in the fertile Yakima River drainage. Gold was discovered near Cle Elum at Discover Bar on Swauk Creek in 1867. That the Chinese were in the Swauk Creek area is well authenticated. Clarence Jordin, in an interview in Liberty in 1963, stated that he believed 400-500 Chinese men, but no Chinese women, were at the Swauk at one time. They retained their old world manner of dressing and their queues hung almost to the ground. Their diet consisted mostly of rice brought in from The Dalles, or from the Carson store at the mouth of Williams Creek near the present town of Liberty. The Chinese built their own cabins in which several lived.
together. Many owned their own individual placer claims. One of the local packers who packed several Chinese miners and their gold to Ellensburg noted that the horses carried the gold while the Chinese men followed on foot.

Minutes of a 1884 miners meeting in the Swauk area record a resolution that all Chinese within boundaries of the Swauk Mining District should leave and not be allowed to work or hold mining ground in the district. This resolution later prohibited them from working in the coal mines. By 1890 there were no Chinese mining in the district. In fact, most of the Chinese had disappeared from the area at the time of the Chinese Exclusion Act of 1882 except for a few who remained to conduct laundry and restaurant businesses in Cle Elum. In a 1962 interview Cle Elum farmer Bat Masterson remembered that his grandfather had hired Chinese to build a four mile irrigation ditch (Jordan, p. 25-30).

In the meantime, high grade bituminous deposits were discovered in the 1880’s when demand from the Northern Pacific Railroad and Puget Sound steamships was booming. Large coal fields near Cle Elum and Roslyn, operated by Northern Pacific Railroad, began exporting coal in 1886. By 1887 Cle Elum started to become a business center for the Cle Elum/Roslyn area. After the Northern Pacific Railroad located its depot in Cle Elum many more businesses came to the area including the Cle Elum State Bank and a telephone company. Near the depot Wing Sing’s Laundry opened for business in 1891 (A History of Kittitas County, p. 10; History Report, Cle Elum, Washington, p. 50, Unpublished Manuscript).
Colfax, which lies in a long narrow canyon on both sides of the Palouse River, was the first of the communities in Palouse country to have a general store, grist mill and post office. In 1876 a Federal land office opened in Colfax. The first real surge of immigration began the following year as wagon trains of settlers came via Almota to occupy land in the area. The sudden spurt in immigration in the late 1870's coincided with the collapse of Indian resistance after the Nez Perce War (Meinig, p. 245-248). The completion of the Northern Pacific Railroad to Colfax in 1884 made it the focus of several routes. Railroads connected Colfax to Walla Walla, Spokane Falls and Moscow. Stage lines gave service to Palouse City and Pomeroy. Colfax became the county seat for Whitman County (Meinig, p. 330-331).

The 1880 Census of Whitman County, Washington Territory, listed Ah Lee, Al Lee, Hop Lee, Yu Lung, Ah Wing Foo and Lee Tong in the Colfax area. No women were listed (Index to 1880 Census of Whitman County, p. 319-323). In 1895 as the result of the Geary Act, a registrar visited Colfax and there were 105 Chinese who had Certificates of Residence (A.Chin, p. 72; Erickson & Ng, P. 39).

Colfax’s Chinatown developed after the coming of the railroad. It was not isolated but a loose collection of shops, joss houses (Chinese temples), wash houses and lodgings clustered along Main and Canyon streets and back alleys facing the South Fork of the Palouse River. During this period, gambling houses, houses of
prostitution and opium dens flourished under a “turned-head” attitude held by local law enforcement. Opium was enjoyed by whites, as well as the Chinese. The occasional busts resulted in confiscation of pipes and the guilty Chinese were usually released on the payment of a fine of about $10. Fires in the 1880’s practically wiped out their businesses and dwellings on Canyon Street; the 1893 fire did great damage to the Chinese along the Palouse River. Even so, a few Chinese continued to run businesses, including Jan Lee’s Laundry which operated well into the 1920’s.

Chinese gardens were located west of town and cared for by a group of ten or twelve. In the summer one of the men would hitch up a big white horse to a cart full of garden produce and make the morning rounds of the residential district. The horse stopped in the middle of the block so ladies could gather to buy their “greens” (Erickson & Ng, p. 126-127; Wilbert, p. 17-18).

The urban Chinese in the Palouse were not victims of organized governmental ouster as in Tacoma, but they were targets of generalized harassment. The Chinese left as frustrated out-of-work whites, often German, Irish or Italian, became intolerant of their presence. In Colfax there was sentiment that the Chinese were taking business away from whites.

Disagreement between Chinese individuals caused fear of tong warfare in Colfax, although the violence never occurred. Lee Doon, possibly the same Lee Doon who was married in 1894 (Whitman County records), was a tong (a Chinese association) member. When he was the defendant in a case before the court, the defense lawyer complained that all the witnesses for the defense had disappeared. Nearly everyone favored Charlie Lee, cook at the
Baldwin Hotel who was a member of a different tong. The judge regretfully judged Lee Doon guilty and sentenced him to a year in the penitentiary, a sentence which he felt was harsh for a minor disagreement, but which had much press coverage (Wilbert, p. 18-24).

Whitman County Courthouse records list one death of an unknown Chinese man found in the Snake River in 1901 and the death of a Japanese infant born in 1906 to Japanese-born Charley and Laka Kamazawa. No Indian or African-American deaths are listed in Register of Deaths. In Marriages-Book C, 1874-1880, no Chinese marriages were recorded, but in Marriages-Book B, 1882-1888, Ah Wan and Lock Lee were married on September 23, 1882. In Register of Marriage Statistics, 1891-1912, two Chinese marriages were recorded on March 31, 1894 between Chinese-born individuals from Canton, China. They were Lee Chung to Foi and Lee Doon to To Don. Lee Chung listed his occupation as merchant and Lee Doon was a miner. Listed also were marriages in which one or both partners were from Germany, Bohemia, Switzerland, Sweden and other states. Two African-American marriages were recorded.

Colville
U.S. Route 395 or State Route 20

Unlike the towns on the Columbia Plateau, Colville lies in a fertile valley surrounded by tree-covered hills and mountains. The lack of adequate transportation due to the difficult terrain kept much of
the Colville country isolated and undeveloped. There would have been little settlement had it not been for the region’s mining activity which began in the 1850’s with the Colville gold rush. The early miners were concentrated along the Columbia River at nearby Daisy, Hunter, Kettle Falls, Marcus and Northport. In 1859 gold discoveries in the Metaline District brought gold miners to that region and along streams north of the Spokane River between the Columbia and Pend Oreille Rivers. Much of the placer gold had played out by the mid 1880’s.

The U.S. Army’s Fort Colville was established in 1859 about three miles from the present city of Colville. It did not figure in any significant engagements with the Indians; but the village, Pickney City, which served as a place for local settlers to carry on business with the army garrison, became the most important trading center in northeast Washington. In 1865 a visitor noted that the permanent population consisted of about ten whites, ten Indians, ten Chinese and 75-100 cayuse horses. During the winter months it had a large mining population that did business in the three stores, one saloon, a brewery and a blacksmith shop (Bohm, p. 13-18).

The Walla Walla Statesman on April 7, 1865 reported that John Hofsetter, the founder of present day Colville, observed that only 300-400 Chinese miners were at work on the Columbia and Pend Oreille rivers. On March 15, 1867 the same newspaper reported that times were tough that winter in Colville country with money scarce. The Chinese, who had been the principal consumers of products, had disappeared as the result of the 6% quarterly per capita tax levied on them. Only then did the Colville community realize that their presence had been a great benefit, since a considerable amount of the
money earned by the Chinese was circulated in the immediate vicinity.

The tax failed to drive them out. In 1880 Thomas Graham, a Colville pioneer, wrote that more than 1000 Chinese worked the upper stretches of the Columbia. At this time, the largest operation was Six-mile Bar (Esvelt, p. 8). The Charley Francais Bar, on the east bank of the Columbia about two miles north of the present Daisy were also mined at this time (Holstine, p. 15).

Thomas Graham was a frequent packer for Charley Ah Tai (Wong Fook Tai), the “Boss Chinaman” at Six-mile Bar on the Columbia River during the mid 1880’s. On one trip Ah Tai hired Graham to take a load to Spokane which consisted of old Chinese miners who were going back to their homeland to spend their last days, the bones of several Chinese who died at different times throughout the district, and gold amounting to several thousand dollars.

Part way the Chinese and Graham camped near Loon Lake south of Colville. An ex-soldier from the abandoned U.S. Fort Colville met up with the party and tried to make a deal with Graham to steal the gold dust. Graham had known this ex-soldier when he was at Fort Colville and he knew that the man was something of a tough and capable of anything. Graham consulted with Ah Tai and hid the gold dust in a big bag of oats. During the night Graham left with four horses and arrived at Spokane where he transferred the miners’ gold dust to a Chinese storekeeper for safe keeping (Thomas, Letter).

Ah Tai came to America from south China as a fifteen-year-old on a small sailing vessel in 1887. After landing in Portland, he traveled by steamboat to Wallula and to Walla Walla by train where his uncle, Chin Jim met him. They traveled by wagon train with some
white men to Spokane Falls and from there to Marcus. There they were joined by Ah Tai’s brother, Ah Nem. The three placer mined for several years up and down the Columbia. In later years, Ah Tai and Ah Nem had a house and garden two miles north of Daisy on land leased from John Rickey. In 1922 Ah Nem was murdered and Ah Tai was left for dead by boys who were after their gold. Before that Ah Nem operated a small store in their house and Ah Tai raised vegetables, strawberries and China lily bulbs. He peddled them them from a light wagon in Colville, Marcus, Orin and Newport (McNamee, p. 1-2).

One of the local pioneers remembers the wagon which carried not only garden produce but Chinese merchandise including silk and firecrackers. As a small boy he would go to the Chinese store on the Fourth of July and buy “all of the firecrackers he wanted for a quarter!” (Bohm, p. 70). Until 1931 Ah Tai kept ducks and chickens. By 1933 he was no longer able to live alone and his neighbors moved him to Daisy (McNamee, p. 3). He had many white friends that he had helped on the neighboring ranches or with whom he shared social events during the many years he had lived in Colville country. Ah Tai died in 1937 and his funeral was recorded as one of the biggest in Stevens County history. (Esvelt, p. 6, 11).

In 1889 Colville welcomed the arrival of the Spokane Falls and Northern Railroad. By 1890 the line reached Marcus and by 1892 it arrived in Northport. This railroad was a major factor in the development of the timber, mining and agriculture industries in that area.

Stevens County Courthouse records from 1891 to 1907 do not register any births, marriages or deaths for Chinese, Japanese or
African-American individuals; but many are listed for people who came from Germany, England, Scotland, Wales, Italy, Finland, Sweden and Switzerland. The sale of a placer claim to a group of Chinese miners for $5000 was not recorded (McNamee, p. 3), nor were any other Chinese sales, leases or location notices recorded beginning with the 1873 Index to Mining Claims.

Davenport
U.S. Route #2 or
State Route 25 or
State Route 28

Davenport, an attractive small town with turn-of-the-century brick buildings lining the main street, lies amid rolling hills covered with a mosaic of wheat fields and fallow land. By 1883 Davenport was a vigorous community that mirrored confidence in the agricultural future of the Big Bend country lying between the scablands and the great arc of the Columbia (Meinig, p. 266).

Chinese placer miners were seen a few miles from Davenport at Hawk Creek by Symons in 1882 on his trip down the Columbia River. He observed Chinese engaged in placer mining using a three mile flume to get water from Hawk Creek to an island in the river. The flume was built of whip-sawed lumber and they crossed the intervening channel to the island with an inverted siphon, also made of whip-sawed lumber (Symons, p. 28). The large Hawk Creek mining camp disbanded in 1883 (Esvelt, p. 7). A yoke designed to carry
suspended baskets or buckets was donated to the Lincoln County Historical Museum in Davenport by a local resident. It was found in the Hawk Creek area and believed to have been used by Chinese placer miners.

In 1888 the Seattle, Lake Shore and Eastern Company began grading the roadbed for a railroad between Davenport and Spokane Falls as part of a proposed trunk line over Snoqualmie Pass to Seattle. The railroad arrived in Davenport in 1889 - possibly with Chinese laborers who are believed to have graded all of the railroads in this region at that time. The Northern Pacific Railroad soon gained control of the SLS&E railroad and was able to encourage settlement by offering land from their large land grant which ran through most of the agricultural districts. A Federal land office opened in Davenport which also encouraged settlement, and by 1890, immigrants were arriving daily on trains (Meinig, p. 274).

Davenport became the county seat of Lincoln County in 1890. For the next twenty years the growth of the Big Bend continued (Meinig, p. 446). The R. L. Polk’s Directory of Lincoln County Washington 1908-09 states that Davenport was incorporated with a population of 1229, two weekly newspapers, a flour mill, two banks, nine churches, an opera house and lumber yards. Numerous other businesses were established including the Chinese-owned Big Bend Restaurant featuring chop suey and Chinese noodles, the Wong Luke Laundry and the Japanese-owned Wakamoto Restaurant. (The Lincoln County Historical Museum has a 1910 photograph of the Big Bend Restaurant, as well as studio portraits of three unidentified Chinese men taken by a local photographer, Edward H. Paige.)

Lincoln County Courthouse records for the period before
1910 do not record any Chinese or Japanese marriages, births or deaths. The Justice Docket for April 22, 1892 records that Lee Dee and That Thi (Joe) were tried and found guilty of a misdemeanor for refusing to pay the poll tax when asked by the proper officer. Both were fined $25.00 and confined to the county jail for a period of 30 days. (The Justice Docket is located in the Lincoln County Historical Museum.)

Dayton
U. S. Route 12

American Indian trails crossed the Touchet River and Patit Creek at the point where Dayton now stands. Converging trails crossing the Touchet River at this spot marked the paths of the Nez Perces from the east, the Palouse tribe from the north, the Yakamas from the west, and the Umatillas, Cayuses and Walla Wallas from the southeast. This site was a summer and fall meeting place, a place once used to race their ponies, a place where hunters gathered.

Although French-Canadian trappers may have visited the Dayton area, the Lewis and Clark expedition in 1805 was the first official visit by white men. By the late 1850's white settlers were beginning to arrive with their horses and cattle to graze the grassy valleys which would soon be converted to vast wheat fields (History of Dayton and Columbia County, Unpublished Manuscript).

Until 1871, Dayton remained a farm center and a stage stop on the stage route that replaced the old Nez Perce Trail between Walla
Walla and Lewiston. In that year the original plat of the Dayton townsite was registered and the community began vigorous growth. New flour mills, a newspaper, a store, lumber and woolen mills and a brewery were among the new additions, as well as a school district called the “China District”, because a part-Chinese child created a disturbance by attempting to attend school (An Illustrated History of Southeastern Washington, p. 344; Kirk, p. 178-179).

In 1880 the Oregon Railroad and Navigation Company started to build its interior line northward from Walla Walla. Work done by Chinese laborers completed the roadbed from Walla Walla to Dayton by October; and by spring 1881, the lines to Dayton and Grange City had been graded, but track laying was delayed until May in order to get the rails and necessary lumber from the Blue Mountains. In June progress was made to the first crossing of the Touchet River by 75 men who busily put finishing touches on the bridge. The railroad crew moved along with the construction train; the steel gang ate and slept aboard the construction train, the bridge work force lived in tents, with one camp set up for carpenters, and another, consisting of “tents laid out in military precision”, for Chinese laborers. This crew pressed on at a rate of over a mile a day to arrive in Dayton in July 1881.

The handsome Dayton Historical Depot, now serving as a museum, was also completed in 1881, as well as the 23-mile Dayton flume designed to deliver 100,000 board feet of timber daily (Lewty, pp. 77-80).

Further stimulus to growth occurred when a second competing branch line was built to Dayton by Northern Pacific Railroad
The well-preserved historic buildings reflect the town’s continued growth as an early lumbering and farming center - growth that continued in spite of serious downtown fires. In 1882 a serious fire broke out with losses by many Dayton businesses, of which only a third were covered by insurance. Another fire in 1884, undoubtedly of incendiary origin, caused a $250 business loss for Hop Lee on his “Chinese wash house” (An Illustrated History of Southeastern Washington, p. 357, 360; Meining, p. 327).

In 1910, Carmen Gaines recalled that when she was a child, there was a Chinatown in Dayton where the Chinese lived in crude shacks. Here one could go to Chinese laundries, small stores to buy fortune cookies, and to restaurants to eat chop suey (The Chinese Gardens In Dayton, Unpublished Manuscript).

In 1892 the ominous cry “The Chinese must go!” was heard in the community. A group of local men, appointed by the “Mutual Aid Society”, were instructed to gain all of the information possible about resident Chinese of Dayton; and devise methods of deporting them from Dayton. The Chronicle, April 23, 1892, reported that 50 members of the “Mutual Aid Society” called at various Chinese houses and ordered the residents to leave Dayton within two days. Some of the men carried revolvers which alarmed the Chinese who appealed to the Sheriff. The Sheriff assured the frightened Chinese that there was no danger, that the members of the “Aid Society” were aware of the punishment that they would receive if they persisted in further riotous acts. Consequently, the attempt to deport the Chinese proved ineffectual in every quarter and they remained a part of the population until 1906 or later (Illustrated History of Southeastern Washington, p. 335).
Carmen Gaines and Art Carson also recalled that when they were children, there were flourishing gardens inside a protective fence at the racetrack. Hop Sing was one of the best known and loved of the gardeners. He raised vegetables and sold them around town from a light wagon pulled by an old horse. He also planted an orchard in the Touchet Valley (The Chinese Gardens in Dayton, Unpublished Manuscript).

Garfield County Courthouse records from 1892-1906 record that most births, deaths and marriages concerned individuals who came from other states, Canada and Northern Europe. No Chinese, Japanese, Indian or African Americans were listed in those records. The 1883 Columbia County, Washington Territory Census listed 23 Chinese men, ranging in age from 19 to 52, and in occupations of mill hand, gardener, railroad laborer, cook, doctor and laundry man. The 1889 Columbia County, Washington Territory Census listed two Chinese: Sing Lang, age 35, laborer, and Uee Loo, age 26, laborer.

Ellensburg
Interstate Route 90 or
Interstate Route 82 or
U. S. Route 97

Ellensburg's historical past is recognized with pride in their "downtown historical district" that encompasses much of the business center of Ellensburg. The handsome turn-of-the-century brick
buildings were erected after the disastrous 1889 fire during which many blocks of wooden buildings were destroyed. A part of the history which is not recorded in such structures is the story of the Kittitas Indians who had inhabited Kittitas County since 4600 B.C., according to radiocarboned artifacts from Ryegrass Coulee near Vantage. There was a large Indian village on the site of present day Ellensburg. The nearby area was the camas root, hunting and salmon fishing headquarters for all of the tribes in central Washington (A History of Kittitas County Washington 1989, p. 2-4). It was from these people that Kamiakin, Chief of the Yakamas descended, to become the leader of his people during the Indian wars of 1855-58. He was a brilliant man who spent his energy trying to defeat any plan which he believed might result in the enslavement of his people (Splawn, p. 125).

In the 1860's a few white settlers had arrived in the Kittitas Valley and Chinese placer miners were working the Swauk Creek area (Jordan, p. 29). In 1861 when A. J. Splawn helped drive cattle from Yakima to the Cariboo mines, he went through the Kittitas Valley and over the mountains to the Columbia River near present day Wenatchee. By 1869 the Ellensburg area served as summer range for the growing cattle herds. It also became the gathering place for the drives that furnished cattle to the Idaho and Montana gold miners and cattle to Puget Sound before the railroads arrived (Splawn, p. 162-63, 290; Smith, p. 23).

The first white settlers in Kittitas Valley immediately began gardens and soon started orchards. A Chinese gardener, Charlie How, had a market garden on the farm of an early pioneer, Walter Bull. Chinese gardeners sold their vegetables to the settlers in the field, in
town and in the valley. The Chinese gardeners were often seen with wooden yokes across their shoulders with baskets swinging from the yoke as they went from home to home in Ellensburg. It is believed that all of these Chinese gardeners joined other Chinese on the Columbia River (Smith, L., p. 87-90).

Between 1883 and 1886 six leases, sales or location notices were filed for Chinese miners at the Kittitas County Courthouse in Index to Mining Claims and Deeds - Direct. The two leases were: Lease of “Rock Island Claim” by J. L. Brown to Chin Lee, June 7, 1886; and Lease of “Four Thousand and Five Claim” by V. H. Thomas to Chin Lee, August 17, 1886. The later claim was in the Rock Island area. The three sales were: Jicinto Barraso to Ah Toy, Bill of Sale for “Rattle Snake Flat Claim”, September 21, 1885; and J. A. Ostrander to Ho Gee Yuen, Bill of Sale for “Placer Claim”, October 30, 1885; and Peter Wold to Ah Tong, Ah Sing, Ah Chow, Ah Wuen, Ah Gee and Ah Nin, Bill of Sale for “Oak Bar Claim”, October 9, 1883. The only location notice was filed for the “Colockun Claim” by Wan Fook, Ah Sam, Ah Nuck (sp?) and Chan Dreo, July 1, 1885. Courthouse records did not list any Chinese births, marriages or deaths for the years between 1882 and 1907.

During the 1880’s the Northern Pacific Railroad built its rail line through Kittitas country to a temporary line over Stampede Pass that was used until the tunnel was completed (Mitchell, p. 15-16). Ulrick Fries went to work for the Northern Pacific Railroad on the line over the Cascades in the late 1880’s. He described the group of about 300 to 400 Chinese laborers who were brought in by the company to clear the tracks. All carried small-bladed long- handled shovels, wore blue denim “frocks”, the sleeves falling 12 inches below the finger tips
which they used as mittens. Their hats were of straw and all wore queues which they wore wrapped around their heads for warmth. Their feet were covered with rags or gunny sacking (Fries, p. 81). At the time of the disastrous fire of 1889 Fries recalled that all of Ellensburg that was left was Chinatown and the sporting houses. At that time there were a number of Chinese around Ellensburg, mostly in restaurant and laundry businesses (Fries, p. 167-69). In a 1888 Business Directory six laundries were listed belonging to: Chin Kee, Heep Lee, Hop Lee, Sing Wo, Tom Kee and Tuck Lee (R. L. Polk and Company’s Puget Sound Directory Comprising Directories of Forty-seven Towns and Villages in Western Washington - 1888).

Ephrata
State Route 28 or State Route 17

Ephrata’s springs served as a regular campsite for the Sinkiuse Indian tribe (Ruby, p. 10), as well as for cowboys trailing cattle north to the Okanogan, settlers moving to new homestead claims and military expeditions traveling between Fort Simcoe and Fort Spokane (Kirk, p. 88). Ephrata was originally known as Beasley Spring in honor of Frank Beasley who built the first building in Ephrata in 1890.

The early settlers in Grant County ran thousands of head of cattle and horses on the bunchgrass covered hills during the 1880’s.
These large cattle ranches were converted into vast wheat lands as cattlemen reduced most of their large herds in the 1880's and 1890's. Development of Ephrata and many other communities in the county dates back to the construction of the Great Northern Railroad in 1892 (Memories of Grant County, pp. 3-5). By 1904, three years after the townsite of Ephrata was platted, the town grew to become a grain shipping center with many new businesses including a bank, several warehouses, a hotel (An Illustrated History of the Big Bend, p. 581), and a laundry known locally as the Chinese Laundry. Gordon Nicks, a current resident of Ephrata, recalls that in 1913 when he was seven years old, the laundry was located in downtown Ephrata near the stores where his father purchased supplies for their wheat ranch. He remembers the visits vividly because the owner of the laundry was the first Chinese person that he had seen (Nicks Interview). A small wood stove and a massive wooden ironing board have been donated to the Grant County Museum's collection. They were donated when an early Chinese laundry was torn down in Ephrata - possibly the laundry remembered by Gordon Nicks.

Farmington
State Route 27

Farmington is located on the eastern border of the Palouse where the rolling wheat and lentil fields join the forested foothills. This portion of the Palouse country, with adequate rainfall and nearby
timber, attracted early settlers, including many Russian Germans. In 1870 the early settlers began to graze cattle on the grassy hills and by 1878 Farmington was platted. A shingle mill was the town’s first industry, the second an apple packing plant - a plant that was no longer needed after the harsh winters in the 1890’s killed the orchards.

In 1886 a branch of the Oregon Railroad and Navigation Company line reached Farmington, eliminating the long wagon haul to Almota to ship crops via the Snake River. In 1887 when the Union Pacific acquired the line, Farmington found itself connected by rail to both Omaha and Portland. In addition, the Northern Pacific Railroad vigorously responded to the challenge and by 1890 had a branch to Farmington.

Farmington grew rapidly when the Union Pacific’s regional headquarters, complete with shop and roundhouse, was located in the town. The new businesses attracted to the growing community included a one-story bank, now listed in the National Register of Historical Places, a planing mill, stone quarries, a newspaper, grain merchants, stores, blacksmith shops and a Masonic Hall (Kirk, p. 194; Meining, pp. 269-272; 333). A long-time resident, Fannie Ross, remembered that in the early 1890’s seven or eight families had a Chinese laundry on Washington Street, known at that time as Chinatown. Some of the men worked for the railroad part-time until these Chinese families were forced by some white people to leave (Erickson, pp. 29-30).

The Chinese laid the tracks to Farmington that connected this part of the Palouse with Colfax and the rest of the Oregon Railroad and Navigation Company rail system to Portland (Wilbert, p. 15;
Erickson, p. 27; Meining, p. 263).

When the railroads were completed many of the Chinese laborers were out of work because few were employed as section hands. In Farmington, in 1893, the Union Pacific dismissed a foreman because he refused to take charge of the Chinese in his section. A petition was immediately circulated in Farmington by some business men and residents stating that if the Union Pacific persisted in hiring Chinese, the freight into and out of Farmington would be consigned to the other railroad, namely the Northern Pacific Railroad (Art Chin, p. 33; Erickson, p. 39; Meining, map on p. 263; Wilbert, p. 16).

The rapid growth of Farmington ended in the 1920's, partly as a result of the move of Union Pacific’s facilities to Tekoa (Kirk, p. 194).

Garfield
State Route 27

Samuel Tant platted Garfield in 1882 after the Oregon Railway and Navigation Company constructed a line through this portion of the Palouse area (Kirk, p. 194). By 1890 Garfield, like its neighbors Spangle, Rosalia, Oakesdale, Farmington, Tekoa, Latah, Uniontown and Genesee was part of a cluster of ten or more communities that were rather evenly spaced within a railroad network formed by the Union Pacific (formerly Oregon Railroad and Navigation Company) and the Northern Pacific railroads. The towns were similar
with respect to size, prospects and character. All had a newspaper, a nucleus of stores, blacksmith shops, implement dealers, mercantile stores and grain warehouses to store the wheat which grew on the fertile, hilly areas of the Palouse (Meining, pp. 333-334).

After the railroad companies had completed the railroads in the Palouse, most of the Chinese headed for the territory's major urban centers. A few remained in small towns, including Garfield where they plied trades such as truck gardening, laundry work, manual labor or work as household domestics (Wilbert, p. 16). In 1895, towns in Whitman County were visited by a registrar. Among those registered were a number of Chinese in Garfield (Art Chin, p. 72; Erickson, p. 36).

Harrington
State Route 28 or
State Route 23

The expansion of the railroads in the 1880's and the immigrant trains that offered through service to Spokane Falls, Cheney, Sprague and Portland from the East brought many of the first settlers who were eager to establish homes and cultivate the potential wheat lands in the Big Bend. In 1883 Harrington had a substantial population but the expansion of the Northern Pacific Railroad in 1892 to include a siding to Harrington stimulated another surge of growth (Meining, p. 266; 372-373).

The original construction of the Northern Pacific Railroad

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included many Chinese laborers, and for many years after the completion of the lines many of the section hands were Chinese (J. Smith). The construction of handsome brick buildings at the turn of the century reflected the vigorous growth of the business community which had been stimulated by the railroad and rich farm lands, including the first corporation farming that occurred when the California Land Corporation put 25 sections of wheat land into cultivation (Meining, p. 372-373).

The Hotel Harrington, the Bank of Harrington, a planing mill, general merchandise stores, hardware and farm implement stores, drug stores, livery stables and many other businesses were active, including the Lee Chung Laundry, which advertised in the Harrington Citizen, December 15, 1899. The Sam Lee Chinese Laundry advertised in the Harrington Citizen, July 24, 1903 and was still listed in a 1908-09 Business Directory (R. L. Polk, Company's Directory of Lincoln County Washington 1908-09).

Kettle Falls
State Route 25 or
U. S. Route 395

The Kettle Falls area was the site of an important Indian fishery which appears to have been continuously occupied by prehistoric peoples for almost 9000 years. Before 1800 a variety of Indian groups came together at this fishery, including the Lake, Kettle Falls, Kalispell, Spokane, Nespelem and San Poil tribes (Bohn, p. 1-2).
The earliest white people who lived near Kettle Falls were employed at Hudson Bay's Fort Colville (1825-1871).

This trading post was used mostly by the Indians and later by the gold miners, including the Chinese (Holstine, p. 8-11). In 1881 Symons noted on his trip down the Columbia River that in the area where the old Hudson Bay Fort Colville had been located there was a trading post with a large stock of goods doing a good business with the Indians, Chinese and settlers (Symons, p. 20). Another well-known landmark was the St. Paul's Mission which was built near an Indian encampment at Kettle Falls in 1847 (Holstine, p. 8-11).

The gold rush began in the Kettle Falls area in the 1850's. The placer mining was concentrated primarily along the banks and sandbars of the Columbia River. The Chinese are known to have worked the gravel from Kettle Falls south to the Charley Francois Bar near Daisy; and north to Marcus, China Bend (Six-mile, Nine-mile and Twelve-mile bars) and Northport. It was at Six-mile Bar that Ah Tai (Wong Fook Tai) supervised the operation of placer mining and the large Chinese mining camp. Not all of the Chinese in the area were miners. Some were merchants who operated stores to trade with their countrymen, others raised vegetables, others were doctors, including Chin Jim (Esvelt, p. 11) and Wong Ling. Wong Ling, who died in 1905, served in a Chinese mining camp near Daisy. In the early days when there were no white doctors, Dr. Wong took care of everyone irrespective of race (Newport Miner, February 11, 1905).

The general unrest during the time of the Nez Perce War (1875-1877) broke out into violence between the Indians and Chinese, particularly in the Chelan Falls and Methow areas. Ah Tai (Wong
Fook Tai) recalled that the Chinese from the Kettle Falls area wanted to form a small army to go down to fight the Indians in exchange for some much-needed food. They were refused a grubstake by the whites in Colville (Esvelt, p. 10).

The sites of the original towns of Kettle Falls, Marcus, the mining camps and the well-known gravel bars have disappeared beneath the backwater from Grand Coulee Dam.

LaCrosse
County Road off State Route 26

The Chinese graded almost all the railroad lines in Whitman and Spokane counties and laid tracks for the Oregon Railroad and Navigation Company from Tucannon to Riparia, from Riparia to LaCrosse, from LaCrosse to Colfax, on to Farmington, and finally into Tekoa (Wilbert, p. 15; Erickson, p. 27). In this manner the Oregon Railroad and Navigation Company was able to connect its isolated Palouse lines to the rest of its system by bridging the Snake River in 1888 at Riparia (Texas Ferry) and building up Alkali Flat to a junction with the old Columbia and Palouse line at LaCrosse (Meining, p. 271; Lewty, p. 121).

Minnie Turner Fronek, grand daughter of Thomas Turner, the first pioneer to settle in the LaCrosse area, writes that the original pioneers sought land for cattle and horses, but after the freezing weather in 1866 and 1867, the land became more valuable as farm
land to provide forage or to produce wheat. There were no good roads for the ranchers and farmers so that the arrival of the railroad from Riparia in 1888 encouraged rapid settlement and development. LaCrosse grew by stages—first a trading store, later a saloon, then more businesses. The townsite of LaCrosse was platted in 1902 (Fronek, pp. 1-3, Unpublished Manuscript).

In 1888, after the railroad was built, George Dawson was the first section foreman. The first building in LaCrosse was a section house followed by construction of a station. Chinese were employed on the section in 1890, and worked for six or seven years. George Dawson’s section extended from where Hooper now is to where Sutton has a small siding about two miles northeast of LaCrosse (Fronek, p. 22).

The Chinese on the section received 90 cents for ten hours, whites received $1.25. Rice and black tea was their subsistence with an occasional small sardine to go with the rice. The Chinese would walk five miles to the Turner Ranch at the confluence of the Palouse River and Union Creek to buy chickens and garden vegetables (Fronek, p. 26).

**Lind**
State Route 21

In 1880 as the Northern Pacific Railroad construction proceeded northbound from the Snake River into semi-arid sagebrush areas, obtaining water became a serious problem. Several hundred men and scores of teams required a dependable water supply. It
became apparent that it would be necessary to dig wells, since springs were scarce in that part of Washington Territory. The first of many wells dug by the Northern Pacific Railroad was located seven miles north of Ainsworth.

It was also necessary, once a distance from Ainsworth, for the Northern Pacific railroad to provide sleeping and dining coaches for track layers and other personnel. The Walla Walla Union, March 12, 1881, described one of these trains as having in the following order: a sleeping car for white men, a dining car, a cooking car, a car and half for the superintendent's family, half a car for a blacksmith shop, one for stores, three cars for Chinese laborers, and one for the water tank (Meyer, pp. 10-11).

As the railway increased in length the journeys of the supply train became longer and longer, and stops were made at more and more watering points. One of these stops was 67 miles north of Ainsworth at Well Number Seven (Lind). In April 1881, 640 Chinese laborers, divided into eight gangs with eighty laborers in a gang, were sent out from Well Number Seven (Lind) to repair winter damaged parts of the roadbed so that track could be laid. Soon the rate of advance increased to almost two miles per day as track was laid on the way to Ritzville (Lewty, p. 58).

A siding and a water tank were constructed at the site of Well Number Seven, now known as the town of Lind. These developments encouraged growth of the community and the surrounding farming area. By 1903, Lind had grown to include several brick blocks in its business district (Kirk, p. 92).

R. L. Polk and Company's Directory of Adams County, 1912-1913 listed two Chinese businesses that had been established in Lind:
the Yuen Wa Laundry and the Sing Chung Restaurant.

**Lyons Ferry**

*State Route 261*

Archaeological investigations at the confluence of the Palouse and Snake rivers preceding the Snake River dam projects traced the story of the American Indians living at the site of Lyons Ferry and up the Palouse River (Marmes Rock Shelter) back approximately 10,000 years to the last ice age. Human and bison bone, pit houses, weapon points, bone needles, and other artifacts were found (Kirk, p. 211).

The historic Lyons Ferry location was also visited by Lewis and Clark in 1805, by David Thompson in 1811, by Elkanah Walker and Myron Eells who bought potatoes and salmon from the Palouse Indians in 1838, and by Henry Spalding and Marcus Whitman who scouted this location as a possible mission site in 1839. Two years later the Charles Wilkes expedition exploring the Northwest for the United States crossed here, as did Colonel George Wright and his troops in 1858 enroute to battles in the Spokane area (Kirk, p 10; 210-211; Fletcher, 1982, p. 86).

Further historic events occurred here. In 1859, ferry service was authorized by the territorial legislature to replace the service offered by the Palouse Indians. A Mullan Road crossing of the Snake River to connect with Spokane country and the people who were arriving by way of the Missouri River at Fort Benton (Montana) increased use of the site of Lyons Ferry, as did the inauguration of a steamboat-dependent military supply depot for Fort Colville (Kirk, p.
The Palouse Ferry was purchased by Daniel Lyons and his partner in 1893. The Lyons family served meals to travelers, and kept supplies, feed and extra horses to sell to passengers (Fletcher, 1982, p. 86).

Down river from Lyons Ferry a highway bridge, the Joso railway bridge (also known as the High Line Bridge [Fletcher, 1982, p. 24]), was constructed between 1910 and 1914. The Oregon Railway and Navigation Company bridge cut off 50 miles on the route from Spokane to Portland, a decided competitive advantage. The construction crews included Chinese, Irish and African American workers. The Chinese, estimated at 300 to 500 men, graded the entire rail line. The African American men were reported to have done the diving for bridge piers built on bedrock as much as 65 feet below the river surface, a hazardous job which cost many lives (Kirk, p. 211).

The site of all these events is now occupied by Lyons Ferry State Park. No buildings remain to reflect its historic past, only the merging rivers within their high basalt walls.

Malden

U.S. Route 195 or County Road off State Route 23

Malden began as a railway town in 1906 on a newly constructed Chicago, Milwaukee and St. Paul branch line designed to tap a wheat district not served by a railroad. Malden was established as a railroad division point with an operation office, roundhouse, and
maintenance and repair shops. The community prospered until the 1920’s when the rail service facilities moved elsewhere (Meining, p. 385; Kirk, p. 195).

In its early days Maiden was a railroad town in which anti-Chinese sentiment reflected the need for jobs that had vanished after completion of the transcontinental railroads in the late 1800’s. White workers felt that the railroads had replaced white workers with lower paid Chinese, then with Japanese and southern and eastern Europeans. The economic dependence on railroads for needed employment was illustrated by the lynching of a Chinese laborer whose sole offense was to apply for work in Malden, a fatal error which was caused by his inability to read a sign in English which stated “No Chinese Allowed” (Kirk, pp. 195-196).

The town, which contains many vintage, small homes scattered on the hillside, no longer has an active business district. Partial remains of the old railroad may be seen below the town in the broad Pine Creek Valley.

Metaline Falls
State Route 31

In 1859 a gold strike on the Metaline Mining District brought the early prospectors to the site where Sullivan Creek drains into the Pend Oreille River. According to pioneer resident Charles Barker, the
town of Metaline Falls became a gold mining town in the early 1860's and continued to be a stopping place until the 1890's when it was washed out by a flood. He also noted that in the middle 1870's, a Chinese merchant, Ah Yen, came from Spokane Falls and brought in several Chinese miners to placer mine for him on a 50-50 basis. Their main camp was at “Chinaman’s Bar”, where some of the old workings in the form of horse-shoe shaped piles of rocks and their old log cabin built in 1882 still stood as late as 1945 (Historical Sketches of Pend Oreille County, p. 79-80).

An article in the Metaline Falls News dated September 7, 1939 reports that Ah Yen claimed that around $40,000 worth of gold was taken from the bar near the site of their old cabin. The group worked for several years along the Pend Oreille from the Canadian border to near Ione. Ah Yen became a very wealthy man and owned considerable property in Montana at the time of his death.

Louis Wagner, another long-time resident of Metaline Falls, recalled that Jack Perkins told him that the Chinese had worked in the area out by the Pend Oreille mines and on Flume and Sullivan creeks (Wagner interview). The “Chinaman’s Ditch”, the remains of which run about a mile and a half along the east bank of the Pend Oreille River in the Lime Creek-Lucky Strike area, is another place name that is a reminder of their presence in this area (Holstine, p. 15).

Most of the placer gold deposits were meager in this area and by the 1890’s the Chinese had departed (Holstine, p. 15). The area grew slowly until 1910 when lead and zinc ore bodies were discovered, and steamboats and railroads began to reach the region (Bohm, p. 23-24).
The site of Oakesdale was a traditional camping ground for various American Indian tribes who used it for generations while passing to or returning from the mountains. In the late 1800's these gently rolling hills covered by rich soil were transformed into wheat lands which were transected by competing railroads that ran through Oakesdale: the Palouse branch of the Northern Pacific Railroad, and Winona branch of the Oregon Railroad and Navigation Company. As a result, by 1901 ten or fifteen grain warehouses were erected within the city limits, and nine more were located on sidings in the vicinity.

Oakesdale was platted about 1885 and the community grew quickly, only to be destroyed by fire in 1892. Many of the structures were replaced by brick buildings and by 1901 the business section included hotels, restaurants, stables, general merchandise stores, grocery stores, hardware stores, a bank, a flour mill, warehouses and other businesses (An Illustrated History of Whitman County, pp. 218-220).

A few Chinese are known to have stayed in Oakesdale, although most Chinese in Whitman County, when the railroad and telegraph companies no longer offered work, headed to Seattle, Tacoma or Spokane (Wilbert, p. 16). In 1895 a registrar visited Oakesdale to check on the enforcement of the Geary Act which required that every Chinese laborer must appear before the revenue collector of the district in which he resided and present proof of residence prior to May 5, 1893. Failure to register could result in
expulsion. Among those registered were a number in Oakesdale (Art Chin, p. 72; Erickson, pp. 34-36).

**Odessa**

State Route 28 or State Route 21

Odessa was named by Russian-Germans who came to the Big Bend country. These Germans, whose ancestors had migrated from Germany to the Volga, Black Sea and Ukraine regions, in turn immigrated to America (S. White, p. 56). These Germans were part of the second wave of settlers who came to the Big Bend area. This wave was stimulated by the Great Northern Railroad which created a new axis of settlement in this productive wheat farming area. This new transcontinental followed Crab Creek in the Odessa area as it crossed the region and then traveled via Wenatchee over the Cascades to Seattle in 1893. A siding was constructed to Odessa (Meinig, p. 372).

By 1897 the area began to prosper and by 1900 all of the land in Crab Creek country had been settled. Settlement then moved further west (Meinig, p. 372). During these prosperous times, the Sam Wo Laundry was doing business in Odessa (R. L. Polk Company’s Directory of Lincoln County Washington, 1908-9).

Wong Yuen, better known as Sam Wo, was a native of China. He was born in 1866 and came to America in 1884. When he first arrived in Odessa to establish his laundry business he was still wearing his queue, a practice that he later discontinued. Sam Wo’s Laundry, locally known as the Oriental Laundry, was patronized faithfully by a group of business houses (Odessa Record, August 23, 1951; Walter, p.
His first laundry, next to the mercantile store, was destroyed by fire (Henry Michaelson Interview). After the fire, Dr. Bresee bought the building that was to house Sam Wo's business and provided it to him rent free. To the pioneer residents, the various Chinese that were employed at the laundry were hard to identify. It was thought by many that his changing helpers were in Odessa as a part of an underground railway that was bringing Chinese into the United States after the immigration laws prohibited legal entry (Walter, p. 279).

Rose and Henry Michaelson, current residents who are descendants of pioneer Odessa families, remember Sam Wo as their friend while they were growing up in the community. Rose's sister, Irene Schauerman Nicols, along with two other teen age girls ironed for Sam Wo. The girls ironed on a large table covered with batting. The irons were huge flat irons with metal handles which required the use of pot-holder-like protection when in use. The girls ironed the body of the shirts, but only Sam Wo ironed the detachable collars. Henry Michaelson noted that all business men wore suits and shirts with detachable collars in the early days, including his father (Rose and Henry Michaelson Interview).

The Odessa Historisches Museum has a 1927 photograph of downtown Odessa which shows Sam Wo's Laundry, including outdoor clothes lines.

Sam Wo operated the laundry until the late 1930's. A nephew from San Francisco, while visiting Odessa, suggested that Sam Wo return with him to San Francisco. He preferred to stay with his Odessa friends who looked after him. When his infirmities became severe, he
entered a rest home in Sprague. When that facility closed, he was moved to a convalescent home in Spokane where he died in 1953. In response to his request, he was buried in the Odessa Cemetery after a funeral attended by his many friends at the English Congregational Church where he had been a faithful member (Odessa Record, August 23, 1951; Walter p. 279).

Okanogan
U. S. Route 97

The fur traders and cattlemen who followed gold miners along a centuries old passageway known as the Cariboo Trail were known by the Indians of Okanogan County. This route went up the Okanogan River to connect the Columbia River with the upper Fraser River and the Cariboo gold fields near Barkerville (Wilson, pp. 48-50). The initial surge of miners who went to the gold fields in British Columbia was followed by Chinese placer miners in the 1860’s.

The first Stevens County Census in the Okanogan district took place on March 1, 1878. Listed were forty residents including six Chinese placer miners: Choug Ceek, Ah Tug, Chouy Chow, Charley, Tony and Ah Chouy (Wilson, p. 71).

The 1880 census for Okanogan County counted 32 Chinese in the district that included Camp Chelan and the Columbia River up to the Okanogan River. The Indian population was not listed. Okanogan County Courthouse records beginning in 1891 do not disclose any Chinese births, marriages or deaths through 1910.
The Okanogan was the site of a mining boom which began with the opening of the Columbia (Moses) Reservation to settlement in 1886. The boom lasted in the Loomis, Conconully-Ruby, Methow and Slate Creek areas until 1893 when the price of silver declined.

In the meantime riverboats, stages and wagons were bringing in homesteaders, cattlemen, merchants and future orchardists. Among those who came were those from other states, Germany, England and at least one from Japan, the well-known photographer Frank Matsura who arrived in Okanogan in 1903.

Palouse
State Route 272 or State Route 27

Palouse, unlike other towns in the area, supplied the gold miners from Idaho’s Gold Hill and Hoodoo district during the 1880s’ and 1890’s. This historic town near the river also supplied cattlemen in the 1870’s, the farmers who had converted from raising livestock to raising wheat, and a thriving timber industry (Kirk, p. 1960). At that time the Chinese were among the numerous miners busy exploring the Palouse River, especially the Hoo Doo region. They were occasionally the victims of violence, as occurred in 1884 twelve miles east of Palouse when three Chinese placer miners were murdered on the banks of the Palouse River. Theft of gold dust from their cabin and from holes excavated around their cabin was believed
to be the motive for the murders. A young man was arrested for having committed the crime, but was acquitted at his trial for lack of evidence (Wilbert, pp. 11-12; Elsensohn p. 50).

To tap outlets for the timber which grew along the banks of the Palouse River and the grain markets, two branch railroad lines were built through Palouse in the late 1800's. The railroads stimulated growth. By the 1890's, Palouse's historic red brick commercial district had been rebuilt after the disastrous 1888 fire which burned out about half of the business district. The elaborate St Elmo Hotel, several sawmills, flour mills and other enterprises were soon flourishing (Meining, pp. 332-333, 386). A few Chinese businessmen operated laundries and small shops that were patronized by the whole community (Wilbert, pp. 16-17). In 1895 a registrar who visited the Inland Empire found that a number of Chinese individuals were registered in Palouse (Erickson, p. 36; Art Chin, p. 72).

Palouse received a temporary boost in 1903 when Weyerhauser interests purchased a large tract of land in the Palouse River watershed, as well as the timberlands and facilities of existing lumber mills. In 1906 this major payroll was moved to Potlatch and the plant in Palouse was phased out. The setbacks notwithstanding, the first few years of the 1900's were a time of growth (Meining, p. 386).
The Indians first saw white people at the confluence of the Columbia and Snake rivers when the early fur traders arrived. They were followed by the Lewis and Clark Expedition in 1805. This location became a busy crossroad. The network of trails and wagon roads which started from Wallula-Pasco area made it possible for the early traders, miners and settlers to travel through Washington Territory. Included were the road to Walla Walla, the Colville Road, and the Cariboo Trail which was used by the miners and the great cattle drives that followed them to the Canadian gold fields (Hales, p. 5-8).

Developments in transportation greatly affected the Pasco area. In 1861 steamboats began to travel from the Dalles up the Columbia and Snake rivers to Lewiston to carry people and supplies to the Idaho mines. More changes occurred in 1884 after the railroad bridge was completed across the Snake River and the Northern Pacific Railroad replaced Ainsworth with Pasco as a junction point on the main line of the Northern Pacific.

The Company laid out the townsite of Pasco in 1885. Some of the buildings and businesses and nearly all of the employees, including 300 Chinese who had worked on the Snake River Bridge, were moved from Ainsworth to Pasco (Meyer, p. 25). In 1889, the Northern Pacific moved their facilities from the Wallula Junction to Pasco (Meinig, p. 388).

Among the Chinese who came to Pasco in 1884 was Wong How, a contractor for Chinese labor (Hales, p. 24).
Wong How became the most prominent of Pasco’s Chinese residents and established Wong How’s General Store in 1884. The small store prospered and through the years expanded to carry a complete line of groceries, hardware, dry goods and furniture. In 1911, he expanded further when he completed construction on a concrete business block. His son, James Wong How, attended school in Pasco, the only Chinese boy to do so, and grew up to become an award-winning cinematographer in Hollywood. Another Chinese-owned business, the City Cafe, had at least three owners: Lee and Wing in 1899, Lee Kong in 1900 and Y. K. Lee in 1905.

Harry (Asaichiro) Yamauchi was another well-known Asian pioneer who became a businessman in Pasco and whose family was associated with businesses in Pasco for several decades. When Yamauchi first arrived in Washington he worked as bookkeeper for the Great Northern Railroad as part of a crew of Japanese workers who traveled to areas where repairs were needed. By 1908 he was able to send for his wife and they moved to Pasco. Yamauchi’s grocery and fish store was in business across the street from Wong How’s General Store (Van Arsdol, p. 1-2).

With the exception of some of the business men, the Chinese population kept mostly to itself and depended on the railroad for their livelihood. Most located in the area that now lies between Tacoma and First Avenue on Clark Street. Others lived along the tracks on the east side of town in shacks or covered caves where flattened five-gallon cans were a popular building material.

Generally the relations between the white population and the Chinese was good, except for labor disputes. When a Chinese railroad
crew replaced a white crew in 1895, several attacks were made on Chinese quarters in Pasco and Walla Walla. In Pasco, a mob of angry men entered the Chinese camp and marched the Chinese crew across the Kennewick bridge and told them to stay out of town. A second attack occurred when two masked men assaulted three Chinese in nearby Kennewick. A detective from Spokane caught the attackers (Dabbert, p. 7-8).

Franklin County Courthouse records from 1891 to 1910 do not record any Chinese births or marriages. In the Coroner’s Records, 1893-1913) the death of I. Wong was recorded on February 20, 1909. He was killed by a freight car.

Pateros
U. S. Route 97

Before it was inundated by the impounded Columbia River at Well’s Dam, the old town of Ives Landing (Pateros) played an important role in the story of Chinese placer mining on the Columbia. The Chinese came to the area in the 1860’s to work the gravel around the mouth of the Methow River and at “Rich Bar” located on the Columbia River between Pateros and Bridgeport. In the 1870’s their number was estimated at a thousand (Wilson, p. 108).

There had been an uneasy truce between the early Chinese placer miners and the Indians until 1875 when generalized violence broke out and the Indians attacked the Chinese at the mouth of the Methow River and several were killed. The Indian war parties also
attacked Chinese miners below Chelan Falls killing many of them. This violence frightened the Chinese and many abandoned their mining camps all up and down the Columbia (Hildebrand, p. 17).

In spite of the violence a few did remain in the area for a few more years. Soon after Lee Ives arrived in 1886 to settle at the mouth of the Methow River he began to build the Ives Hotel and farm in the company of fifty tepees of Indians and about twenty Chinese miners who were still sluicing from the China Ditch (Wilson, p. 139; 228). The China Ditch was constructed by the Chinese between 1860 and 1880.

The ditch diverted water from a point three miles up the Methow River for four to five miles through ditches and flumes to the gravel bars below the Pateros Rapids. In 1889, Arch Fuller said that about twenty Chinese were mining and that they had a pack train to bring in supplies. They had a large rowboat requiring eight to ten oarsmen to transport the goods across the Columbia (Wilson, p. 108).

Another early settler in the area, Carl Schmidt, recalled that these supplies from Chelan Falls were also transported by pack string to the Bridgeport Bar where they were rowed across the Columbia. At Pateros there was another store housed in a crude rock shelter in the side of the hill with a couple of windows in the front (Schmidt unpublished papers).

The son of a Pateros pioneer, Thomas Pasley, recalls that the Chinese had “comfortable” dugouts with fireplaces on one end and bunks on the other end. When they bought vegetables, eggs and melons from the Pasley farm they paid by dipping the point of a knife into a poke of gold dust, lifting out the right amount. The Pasleys often had Indian and Chinese visitors in their home (Pasley, p. 29).
George Davis, whose family arrived in the Pateros area in 1888, describes riding past a gravel bar near the mouth of the Methow River where cobble rock had been piled up in windrows.

These windrows were created by Chinese placer miners who rolled rocks into rows in order to expose the underlying gold-bearing sand. A couple of men would get the rock out of the way in narrow rows which were ten to twelve feet apart, quite straight, and ran directly back from the edge of the water. The shovel men would then work the gold-bearing sand in a long tom which was a short, narrow flume in which pieces of board were put crossways (riffles) to cause water to bounce along. A little mercury was placed behind the riffles to catch the gold dust. Several men poured water into the upper end of the long tom which would carry off the sand and allow the heavier gold to settle behind the riffles.

Ted Borg, the son of a Pateros pioneer, also described the windrow-like rows of rock which were visible until covered by the water impounded by Wells Dam (Borg interview). George Davis saw similar windrow-like piles of rock as he rode up to the mouth of the Okanogan River near the present town of Brewster. He also mentioned that some of the Chinese did some gardening but did not raise any cattle; and that a few of the Chinese intermarried with the Indians, including the John Freedman family and part of the Timentwa family (Davis p. 25-28).

Among the few who remained in the area was "Old Queo" who spent the summers along with others working the rockers (placer mining device) and long toms along the Columbia River. They continued until 1891 when the government deported those who had
failed to pay their $10.00 to register. The wholesale deportation came about partly as a result of complaints filed by early settlers that the Chinese were destroying rich agricultural land along the Columbia by their mining operations. Old Queo had fulfilled the government requirements. He worked for several years at the Cooper Ranch which was near the Methow Rapids, then he moved to Pateros to live at the Ives Hotel. His love of mining continued to be part of his life until at least 1900. Every winter for nearly twenty years during January and February he had gone to the Methow Rapids when the river would reach its low stage. Old Queo would try to see a landmark boulder where "lots of gold" had been found in the hopes that the river would get low enough to work again. The river failed to fall sufficiently low (Clifford, The Wenatchee World, March 17, 1926).

When the Chinese moved away, the settlers took over the China Ditch. In 1920 the China Ditch Reclamation District was formed to irrigate 335 acres of orchard. It remained in operation until the 1948 flood which destroyed the headworks and two miles of line. Remnants may still be seen in the area (Borg, p. 17-20).

Pomeroy
U. S. Route 12

Pomeroy is located a few miles from the old Nez Perce Trail which was the much traveled route used by the Indians to cover the expanse between the confluence of the Walla Walla and Columbia
rivers eastward to the Clearwater and over the Rockies to the land of the buffalo. On this ancient route passed caravans of Yakamas, Klickitat, Walla Walla, Cayuse, Umatilla, and other south-central Washington tribes on their annual buffalo hunting parties. In pre-settlement days it was the great inter-tribal highway between East and West. This same trail was later used by the early explorers, missionaries, settlers, and gold miners seeking their fortunes in Idaho (Kuykendall, p. 15-16).

It wasn't until the Indian uprisings began to subside in the late 1870's that settlers began to arrive in the area. The first were those intent on raising cattle (Sherfey, p. 10-11). When the value of the land as wheat land was recognized, immigrants seeking farm land poured into the area's many valleys and onto the higher undulating fertile plains. By 1877 the town of Pomeroy was laid out and soon had mills and stores. Pomeroy gained the county seat and became the terminus for the Oregon Railroad and Navigation Company (Meinig, p. 243; 327).

A workforce of 56 white men and 40 Chinese surfaced the roadbed and laid the tracks when the Oregon Railroad and Navigation Company's line from Waitsburg to Starbuck was constructed in 1881. The continuation from Starbuck to Pomeroy required a workforce of 700, of which 400 were Chinese. The railroad to Pomeroy was completed in 1886 and the town immediately became an important shipping point for wheat (Kuykendall, p. 52). Some of these Chinese remained in the Pomeroy area after their work on the railroad was completed. Those that stayed kept to themselves (Sherfey, p. 134).

Judge Elgin Kuykendall tells of the days when he was prosecuting attorney for Garfield County during the years of 1899 and
1900. He wrote of a trial in which Wah Hop and Willie Mon were tried for the murder of Hop Wing. Wah Hop, a gardener, had a good reputation and was a familiar sight around town as he went about delivering vegetables.

It was generally believed that he was innocent and a victim of another's involvement. Willie Mon admitted the killing after Hop Wing's body was found, but stated that the slaying was in self defense because he believed that he himself was in danger of being killed for the collection of a debt. Following the day of the killing Wah Hop and Willie Mon were transferred to the Walla Walla jail.

A number of mysterious things occurred in relation to this trial. Kuykendall often wondered about the influence that Hop Wing's "cousin", meaning a member of the same tong, had on the outcome of the trial. Before the trial he came from Yakima and asked Kuykendall about the probable outcome of the trial only to leave and then reappear after the trial to express pleasure in the outcome of the trial. The other puzzling aspect of the trial was the puzzling appearance of a Chinese Christian Missionary who suddenly arrived in town and is believed to have offered to act as interpreter at the trial.

Both men plead not guilty. There was some evidence to support their position but there was a conflict of testimony and the two men were sent to the Walla Walla penitentiary for ten years. After they had served about eight years of their sentences, Kuykendall supported their requests for parole. As soon as it became known that the two Chinese were to be released the U.S. Department of Immigration started to deport them as undesirable aliens. Willie Mon, who was in ill health, was deported and appeared pleased to be "going home to sleep with the bones of his ancestors."
Wah Hop’s registration certificate had been destroyed in a courthouse fire. With Kuykendall’s help, he was authorized to get a copy from the Archives in Washington. Unfortunately, Wah Hop died before the copy arrived (Kuykendall, p. 81, Sherfey, p. 133-135).

Pullman
State Route 27 or
State Route 270

Pullman, first known as Three Forks, is located at the junction of the Palouse River and two streams. The site, which had an abundance of water and meadow land, first served as a traditional camping ground for the American Indians including the Nez Perce and the Palouse from along the Snake River. In the 1860’s, when sheep and cattle grazing expanded into the Palouse, bands of sheep passed through the area in the spring on the way to the Moscow Mountains and again in the fall as they returned to the Snake River.

The townsite was platted in 1876 and grew slowly as more and more farmers planted grain on the rolling hills surrounding the town. By 1885, the Union Pacific, which had gained control of the Oregon Railroad and Navigation Company and its subsidiary, the Columbia and Palouse Railroad, completed a line to Pullman and Moscow (Idaho). In addition, the Northern Pacific Railroad built another line through Pullman from Sprague to Genesse (Idaho) in 1886-1888. After these branch lines entered Pullman, there was a flurry of development. The railroads liberated the farmers from the price-fixing by Portland grain speculators and the Oregon Railroad
and Navigation Company; therefore, farmers with additional purchasing power helped Pullman to grow and expand from a sheep pen and frontier village to a rural trade center.

In 1890 the community also became a college town, the home of the State College of Washington. The college, now Washington State University, prospered from agriculture and growth of Palouse country to become a major social, cultural and political influence, surpassing agriculture as the town’s main source of growth (Bjerk, Chapters II and III).

The business portion of Pullman was destroyed by fire in July 1891, and within ninety days much of the commercial district was rebuilt - this time with red brick. In 1891, a city directory noted that the community had an excellent water system, a grade school, two banks, grain elevators, churches, a flour mill, hotels, a newspaper, saloons and a planing mill and many other businesses (Bensels’s Pullman Directory, 1891, pp. 5-11). Part of this business community included Chinese business men who operated small shops and laundries (Wilbert, p. 170). Other Chinese individuals found employment in the community. One Chinese man was seen driving an elaborately dressed elderly lady carrying a parasol while riding in a small basket phaeton pulled by a horse that looked as if it had never received the attention of a curry comb! (Downen, p. 21).

Gradually these urban Chinese, who were the target of anti-Chinese harassment, began to leave the area. As early as January 1892, gangs of “irresponsible toughs” as they were described in the Spokane Review, began stoning the windows of every Chinese home in Pullman and ordering the residents to leave (Wilbert, pp. 17-18).

In 1895 when towns in the Palouse were visited by a registrar,
twenty Chinese were listed in Pullman (Art Chin, p. 72, Erickson, p. 36).

Republic
State Route 21 or
State Route 20

As soon as the "North Half" of the Colville Reservation was opened to mineral entry in 1896, prospectors discovered a massive and continuous mineralized ledge on Eureka Creek. They immediately located several claims including one named "Republic". When the Republic mine hit a bonanza in that same year the town became a rapidly growing mining camp of two thousand. Although present day Republic is no longer as grand or as exciting as it was in its bonanza days, it is still an active mining and lumbering community (Barlee, p. 71-75).

Apparently there were no Chinese miners drawn to this new gold rush. This may have been the result of large signs on the eastern and western exits to the mining camp that stated "Chinaman, Never Let the Sun Set on Your Back". The residents of Republic indicated that they didn't have anything against the Chinese as there was a large community of them in Chesaw where Chee Saw, for whom the town was named, was an honored and respected citizen. The large sign was only to warn the Chinese who ran laundries in many places that this work was reserved for widows of the men killed in the mines. It was their only means of support for themselves and their children (Fleury, p. 230).
In 1880 twenty-five Chinese placer miners were massacred in their "China Camp" at Salmon la Sac. It is believed that most of the Chinese disappeared from the Roslyn/Swauk area about this time because of the massacre and local hostility directed at the Chinese miners. The minutes of a 1884 miners' meeting read: "Resolved, that all Chinese within the boundaries of the Swauk Mining District shall leave and shall not be allowed to work or hold any mining ground in the district, and that no Chinese shall hereafter be allowed to come into camps for the purpose of mining and that a notice be served on those now in the limits of the district to leave at once under penalty of law". There were no Chinese in the Swauk by 1890 (Jordan, p. 30).

Chinese laborers were not hired by Northern Pacific when they opened up their mines in Roslyn and Cle Elum and began exporting coal in 1886. Workers representing many other nationalities were hired including those from Yugoslavia, England, France, Scotland, Poland, Norway, Italy, Ireland, Austria, Germany, Sweden and Finland. Many African Americans were imported by Northern Pacific as strikebreakers in 1888.

The town of Roslyn takes pride in its historically unique Roslyn Cemeteries. Apparently no Chinese were buried there but most of the nationalities and ethnic groups that made up the population of early-day Roslyn are represented in the cemeteries (Chenoweth, p. 71-73).
Spokane
Interstate Route 90 or
U. S. Route 2

The early history of Spokane was one of very slow development. Only after the 1883 discovery of gold in the Coeur D’Alene Mining District and after Spokane Falls (Spokane) was assured of the future route of the Northern Pacific Railroad did rapid growth occur. Railroads had been needed to tap the potential of the forests, mines and vast wheatlands in the region.

Spokane became the county seat and service center for northern Idaho and the Colville and Kootenay areas. In 1880 the census counted 350 people in the vicinity of Spokane Falls. Within ten years 20,000 people lived within the corporate city limits of Spokane (Stratton, p. 13) Spokane Falls had several Chinese-owned businesses including stores, restaurants, cannery operations, commercial vegetable gardens and laundries. The Spokane Falls City Directory 1889 lists thirteen laundries owned by Chinese individuals. The number of Chinese grew as unemployed gold miners and railroad workers drifted into the area. They located in “Chinatown”, a two block section of Front Street.

By the turn of the century there were 1500 legally registered Chinese in Spokane. Most of the Chinese population was male, a few Chinese women were registered (Spokane Chronicle, January 3, 1970). The Spokane County Courthouse marriage records indicate that the following marriages took place between 1880 and 1885: Lee Sing to Ling Goo on October 9, 1884; and Sam to Sing Ti in June 8, 1884. No Chinese births were recorded for that period.

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County Courthouse records list deaths of seven Chinese individuals in the period before 1895. In Spokane a funeral was a very elaborate ceremony usually conducted at the deceased's place of business as well as at his home or church. Processions to the cemetery were accompanied by music and mourners carrying inscribed banners with perforations in them to delay evil spirits what might be following them. Food was left at the grave site so the man's spirit would be well nourished. Within two years after burial, the body was usually exhumed and sent to China. A Chinese Cemetery is located on Pacific Avenue (Cochran, p. 50; Spokane Chronicle, May 6, 1926).

The 1893 Depression gave the first impetus to a growing anti-Chinese sentiment. With fewer jobs available for the unskilled laborer, the unions began challenging the Chinese. So too, did certain competing businesses within the city (Spokane Chronicle, January 3, 1970).

Between 1900 and 1910 tong wars broke out in Spokane. The city experienced its share of "hatchet man executions" and disagreements over the right to represent the deceased for collecting the cost of shipping the remains from exhumed graves back to China. With the appointment of a new Spokane Chief of Police in 1910, a clamp down on Chinatown was carried through. Chinatown, the tongs and the police still remained at odds. The problem was solved in 1914 when the Milwaukee Railroad and Union Pacific bought up the entire Chinatown area for a right of way. The result was that those with legal entry papers moved to other quarters in town; the rest drifted away to other cities. During this time the Chinese were subject to harassment and violence. In 1910, a laundry man was killed and a vegetable
gardener delivering vegetables by wagon to Browne’s Addition was subjected to menacing treatment. It wasn’t until the years after World War I that acceptance of the Chinese population improved (Spokane Chronicle, January, 3, 1970).

Cheney Cowles reported in 1972 that some of the descendents of those early Chinese pioneers still lived in Spokane. They included Robert Chan, proprietor of Chan-grila Restaurant, Mrs. Kim Huey who was part of the Eng family which operated the King Joy Cafe, and Mrs. Meejosee Hoy Wong whose father, “Sun” Hoy, founded the Wing Wo Chinese Herb Company (Spokane Chronicle, June 24, 1972).

Starbuck
State Route 261

In 1881 the Oregon Railway and Navigation Company built a rail line from Bolles Junction on the Touchet River to Riparia on the Snake River. This construction brought 56 white men and 40 Chinese men into Starbuck to surface the road bed and lay track for the short line that joined the main line at both ends. Starbuck became a small station. Workmen brought their families and by 1882 Starbuck had grown from a small station to a bustling railroad town.

In 1885, the branch line to Pomeroy was started at Starbuck and followed the Tucannon River and Pataha Creek to Pomeroy. There were 400 Chinese and 700 white men working on the line using horses and scrapers to prepare the bed for rails. In 1889, Starbuck was
made a division point on the main line of the Oregon Railroad and Navigation Company with trains traveling day and night to Pomeroy, Riparia and Walla Walla. For the next 30 years Starbuck was a vigorous railroad town with a fifteen-stall round house, a depot, a telegraph office, coal and oil bunkers, a dispatch office, maintenance shops, a lumber shed, and section houses - one for whites and another for Chinese. As a result of this major payroll, Starbuck grew quickly. Warehouses, hotels and restaurants served passengers and freight. Houses and churches, a school, a bank and many small businesses were built to serve the needs of the local community (Fletcher, 1982, pp. 1-26; Kirk, p. 213; An Illustrated History of Southeast Washington, pp. 370-373).

In Columbia County, most Chinese left by the end of the summer of 1881, but a few remained. They settled in Starbuck and in Dayton. After 1910, most of the county's thirteen Chinese residents lived Starbuck or in rural areas by the Touchet River.

The Columbia Chronicle, March 5, 1892 reported that a Chinese cook named Onn had been arrested in Starbuck and brought to Dayton to jail after having fired a shot, which missed. Fred Dorffer, the head steward at Starbuck's McIntosh Hotel, overheard the cook calling his wife, who supervised Onn, "bad names". He grabbed a teacup, angrily smashed it into Onn's mouth, then "took a pick standing near the door and struck him another blow". Dorffer then left but when he returned Onn fired a shot at him. Racial tensions were increased as a result of the incident (Meyer, p. 7; 19; 22 - Unpublished Manuscript).

As the railroads declined, Starbuck's facilities were gradually dismantled. The town changed to a community whose interests were
centered in the wheat and hay country of Tucannon Valley. A school, a 1904 one story brick bank building, and a 1893 Church bell, donated by W.H. Starbuck, stand as memorials to an earlier time (Kirk, p. 213).

Tekoa
State Route 27
or State Route 274

A long, high steel train trestle built by the Milwaukee Railroad in 1908 on the north edge of Tekoa is a symbol of the community’s dependence on railroads in the late 1800’s and early 1900’s. In 1888, the Oregon Railroad and Navigation Company built a branch to Tekoa. This small town soon had excellent rail service - it was on the main line to Spokane Falls, a branch which was later acquired by Union Pacific Railroad, and on two branch lines: one to the new mining district in Wallace (Idaho), another to the western Palouse (Meining, p. 271; Kirk, p. 201).

The laying of the track into Tekoa in 1888 coincided with a period of heightened anti-Chinese sentiment in the Northwest, particularly in Tekoa. In this community white railway workers, anxious to secure an economic foothold, hated the Chinese that they believed were taking jobs away from them. As a result, in February 1888, residents of Tekoa ordered all Chinese to leave town. They were given a few hours notice and some rough assistance with their packing. They were directed to go to Farmington, the origin of a branch line being graded by Chinese laborers. A few days later, a Chinese laborer, apparently unable to read a sign written in English stating that “No
Chinese Need Apply”, made the fatal mistake of asking for a job in Tekoa and was lynched (Wilbert, p. 10; Erickson, p. 29; Art Chin, p. 33).

Tekoa became the district administrative headquarters for the railroad, complete with roundhouse, coal bunker and machine shop. In the 1890’s and early 1900’s, the town was thriving as a grain shipping center with a weekly newspaper, grain merchants, and a nucleus of stores, implement dealers, warehouses and other commercial establishments. In spite of the anti-Chinese feelings in the late 1880’s, a few Chinese remained after the railroad companies no longer provided employment. The few that remained were in truck gardening, manual labor and laundry work (Wilbert, p. 16; Meining, p. 333; Kirk, p. 201).

Waitsburg
U.S. Route 12 or State Route 124

Before the white men came, the lush Touchet River valley was jointly claimed by the Walla Wallas, Cayuses and Umatillas. The Tucannon River separated them from the Nez Perces. In the summer it was a meeting place for the different tribes - a place where their ponies raced, they played stick games, socialized and traded. Lewis and Clark came into this region in 1805, the first white men to travel along the north bank of the Touchet River, over the very ground where Sylvester Wait would build his mill fifty years later (Laidlaw, p. 2; 8).
The bench lands and hills surrounding this valley would be transformed into fields of waving grain in the 1870's, but in the 1860's horses and cattle brought in by the early settlers grazed the grassy hillsides. The pioneers settled in the fertile valleys along the river and streams.

To earn cash many of these settlers packed supplies for miners bound for Idaho and Montana. Included among the supplies was flour processed by Wait's mill that began operation in 1864 at the site of the future town of Waitsburg (Laidlaw, p. 9; 63; 75; Kirk, pp. 181-182).

During this period other pack trains were passing through Waitsburg as they traveled over the old stage coach route to Lewiston. Among the pack trains that followed this route were large numbers of Chinese, sometimes a hundred or more. They made their way on foot carrying their supplies on their backs or suspended from bamboo poles across their shoulders, driving ahead of them their hogs or other stock for meat. Many of these Chinese men spent the summer mining in Idaho and in the fall returned over the same route to Walla Walla or Portland (Laidlaw, pp. 67-68).

In 1880, shortly before the arrival of the railroad, the village of Waitsburg suffered a disastrous fire which destroyed all but one building on the west side of the business district. In that remaining building, Pearl House, the cause of the conflagration was discovered. An overturned lamp, a burned opium pipe and the charred remains of Moon, the Chinese cook, were found. Evidence of racial prejudice in the area was expressed by headlines in the Walla Walla Statesman, December 9, 1880, which proclaimed: "Waitsburg in Ashes and a Celestial Barbecued". A couple of years later, the Chinese cook at the City Hotel, declared that Moon’s ghost had appeared and was hungry
for chicken and whiskey. To the town's amazement, the obliging friend hung lanterns in the hotel yard above a table spread with a roast chicken feast and lit a fire, on which, from time to time, he poured whiskey - until he believed that Moon's ghost had had enough (Meyer, p. 7, Unpublished Manuscript; Laidlaw, pp. 93-94).

It was in 1881 that the Oregon Railroad and Navigation Company followed the old Indian trails up the Touchet valley to Waitsburg. Prior to the completion of the railroad a "railroad melee" occurred near Waitsburg. The Walla Walla Statesman, September 11, 1880, reported that trouble started when a shovel brigade heard Chinese laborers shouting as they rushed toward the white man in charge. The brigade quickly stopped the Chinese by using the shovels like battle axes to chop off "a mug here and an ear there" until the Chinese thought "discretion the better part of valor" (Meyer, p. 6, Unpublished Manuscript).

Following the arrival of the railroad in Waitsburg the population grew rapidly. The main thoroughfare was lined with wheat wagons and teams. A large number of men were handling grain. Mills were working day and night. Stores were busy all day. By 1909 the town expressed its prosperity in handsome residences, schools, churches, lodges, and historic brick business blocks where a newspaper, a bank, an opera house, mercantile establishments and other businesses flourished (Orchard, p. 16; 49-50; Laidlaw, pp. 93-110; Kirk, P. 182). A few Chinese lived in the area in spite of the organizers from the Walla Walla "Mutual Aid Society" which sent out notices which announced a boycott against anyone who employed or patronized Chinese establishments (Meyer, p. 19, Unpublished Manuscript).
Vance Orchard notes that the Lewis Neace family had a Chinese cook named China Jim (Orchard, p. 29). Bettie Lloyd Chase, the granddaughter of a pioneer who moved to the Touchet in 1859, recalls that a Chinese laundry was among the business establishments in Waitsburg. It was located across the street from the current Coppei Park (Chase Interview).

Walla Walla

U. S. Route 12

Long before the white men ventured into the area, Walla Walla was a place where the Cayuse, Nez Perce, Umatilla, Yakama, Palouse and other Indian tribes got together for the hunt. In turn, the early traders, explorers and missionaries came to Walla Walla country. Fort Nez Perce was established in 1818 at the junction of the Walla Walla and Columbia rivers. From there an extensive and profitable trade was set up throughout the Snake, Blue Mountain and Upper Columbia regions.

Dr. Marcus Whitman and his party established a Protestant mission in the Walla Walla valley in the mid 1830's. To their dismay, by 1843 there were more pioneers than converted Cayuse Indians stopping at the mission. Problems developed between the whites and the Indians resulting from the increasing numbers of settlers and the disastrous loss of life suffered by the Cayuse Indians from infectious diseases brought in by the settlers. The tensions resulted in the Whitman Massacre in 1847 in which the Whitmans and others were killed. The Cayuse War came on the heels of the Whitman tragedy
Fort Walla Walla was established in the upper Walla Walla valley in 1859. Near the fort a community called Walla Walla began to develop. After gold was discovered in Idaho in 1860 white and Chinese prospectors on the way to the gold mines started to make this new mining town a regular stopping place. Settlers and businessmen also poured into the area. Growth was rapid during the bonanza days (1860-1865).

The merchant, Hen Lee, was among the first wave of Chinese to come to Walla Walla country. He rented a log cabin in the mid 1860's to serve as a store selling Chinese goods. During the next 18 years Hen Lee supplied most of the mining camps in eastern Washington and northern Idaho. In the spring of the year he also lead Chinese miners who had wintered in Walla Walla over the 300 miles across the Blue Mountains to the mines. They carried all of their worldly possessions including pick and shovel securely piled on their backs. It was in his cabin/store that Hen Lee's children Gee Shoo Lee ("Shoo Fly") and Charley Ong ("Charley Lee") were born. Both lived the rest of their lives in Walla Walla. They acted as interpreters for the rest of the community (Deal, p. 2-3). Judge Kuykendall from Pomeroy was familiar with Shoo Fly's services as an interpreter (Kuykendall, P. 81).

It was with the building of the railroad from Wallula to Walla Walla that the second wave of Chinese arrived in Walla Walla in 1872. The railroad attracted laborers directly from California as well as some directly from China. In 1880 the Chinese numbered about 600 or one seventh of the population. Little is known about these construction workers except that they mixed very little with white people and were seldom accompanied by wives (Deal, p. 3). Walla Walla Courthouse
records from 1869 to 1897 list eight Chinese marriages.

Walla Walla had the largest Chinatown in eastern Washington in the late 1800's. The first Chinatown was located near Second and Alder and extended across Main Street to Rose. The largest building was the Oriental Hotel which burned in 1872. The influx of Chinese continued because of the need for miners and railroad workers in the county (Walla Walla Union-Bulletin, February 24, 1991, Section H). In 1884 Chinese businesses included the Sing Hop Laundry and the Sing Wah Laundry (R. L. Polk & Co. Oregon, Washington and Idaho Gazetteer and Business Directory 1884-85, Vol. I.).

They probably lost their businesses when fire ravaged all of Chinatown in 1887. The Chinese relocated to Rose and Main between Second and Fourth.

The third wave of Chinese to arrive in Walla Walla found work in private homes or in local restaurants. On Fong Low, known as "Doc" cooked for the same family for 26 years. After that he operated a noodle parlor for 21 years until 1938. Many of the doctors, merchants, bankers, wheat farmers and professors had Chinese cooks (Deal, p. 3).

The fourth wave of Chinese came as gardeners, domestic servants and janitors. Before World War I most of the vegetables grown in Walla Walla were grown by Chinese gardeners. They were displaced by the Italian commercial gardeners and by 1947 only three remained. The Chinese peddled their produce door to door from horse-drawn wagons (Deal, p. 4).

The Spokane County Courthouse has records of seven leases to Chinese gardeners in Index to Deeds - Direct 1860-1901. These
leases were recorded from March 14, 1873 to March 21, 1888. The leasees were: Choo Goon, Sing Chong, Ah Fann, Tau Hing Co., Kwong Fong, Ding Mow Yuen Co., and Ah San. The Chinese frequently worked in groups of eight or nine. In 1910 there were 34 groups that commercially farmed about 300 acres of land (Locati, p. 51-54).

During the 1890’s and early 1900’s deportation trials were held in Walla Walla. The testimony given during the trial of the U. S. of America vs Eng Ah Quong reveals interesting details about the life of a Chinese merchant in Walla Walla. The case was dismissed on the basis of evidence that he had been in the mercantile business, never a laborer (National Archives, Seattle Branch).

Life in the second Chinatown was colorful. In 1911 the tong built a brick building in downtown Walla Walla. This landmark building, torn down in 1962, contained food and clothing stores, 40 or 50 rooms used as living quarters, a communal kitchen area, gambling rooms, tunnels, opium dens and other facilities. Every room on the main floor had a trap door which lead to other parts of the building. Also colorful were many other stores, restaurants and Chinese New Year parades with dragons and fireworks. Funeral processions were elaborate (Walla Walla Union Bulletin, February 24, 1991, Sections G and H). Many were buried in a special section in the Mountain View Cemetery. Current cemetery records indicate 176 Chinese and seven Japanese individuals are buried in this cemetery which has been in service since the mid-1800’s.

The Special Sections of the Walla Walla Union-Bulletin dated February 24, 1991 proudly emphasize the contributions to the local culture and economy by a variety of other ethnic groups. Included are
the American Indians; Hawaiians; African-Americans; Europeans from England, France, Italy, Greece, Ireland, Yugoslavia, Germany and Russia; French-Canadians; and the most recent groups from Central America, Vietnam and Korea.

**Wenatchee**

**U. S. Route 2 or**

**U. S. Route 97**

The Wenatchee area was known by the Indians of the Upper Columbia for its hunting and fishing, and later as a trading center. One of the earliest trading posts was established in 1870. This trading post catered to Indians and transient miners (World of the World, p. 6). They also traded with the Chinese who filed a Location Notice in Ellensburg on the “Colockin” placer which was near the confluence of Colockum Creek and the Columbia (North Central Washington Museum, Miller/Freer Ledger Books).

In 1861 when A. J. Splawn was sixteen, John Thorp hired him to help drive cattle from the Yakima valley to the Cariboo mines. They went through Kittitas country and over the mountains to the Columbia with an Indian guide. They then followed the Columbia to where the Great Northern Railroad depot was later built in Wenatchee. At that time there was an Indian village on the opposite side of the river from which Chief Moses came to inquire about the cattle. After the meeting, Splawn and Thorp crossed the Wenatchee River to a site where they camped. That night they moved camp because of mosquitos and discovered some Indians were planning to massacre the
party and take the cattle. They were saved by the intervention of their Indian guide and Chief Moses (Splawn, p. 162-164). Splawn’s last cattle drive was in 1896. By then the cattle herds were taken to summer graze in the Okanogan. From there they could be driven to Coulee City or Wenatchee to be shipped to market by rail (Splawn, p. 162-164; 297).

In 1864-1865 Splawn carried freight by pack train from The Dalles to a trading establishment between Wenatchee and Rock Island on the east side of the Columbia River. A Mr. Wing operated this store located in a large Chinese mining camp. About 100 Chinese miners had purchased the large gravel bar from white miners. They finished a large partially-completed ditch and sluiced the gravel from which Splawn believed they took out a large amount of gold. Splawn carried many buckskin bags of dust to be deposited to their account in Portland during the two years that he ran the pack train (Splawn, p. 215).

Kittitas County records in Claims and Deeds, Direct reveal other Chinese mining operations in the Rock Island area. Chin Lee leased the “Four Thousand Five Hundred” claim from V. H. Thomas for the sum of $30.00 on August 16, 1886 in the Rock Island Mining District; and he leased the “Rock Island” claim from J. L. Brown on June 7, 1886.

Old Blewett and the placer miners along Peshastin Creek were first supplied from Ellensburg by pack train over a very dangerous trail. To replace this trail, Moses Bollman built the first road to Old Blewett in 1880. The Bollman family lived a few miles west of Wenatchee in the town of Peshastin. Some of the miners boarded at the Bollman home and Chinese miners who were working along Peshastin Creek visited frequently and became friends of the family.
A few of the Chinese miners lived at Blewett and again found friends among the townspeople. However, not all relationships were friendly and pioneers recalled that the Chinese were robbed of their gold and even murdered (L. Smith, p. 11; 19).

The construction of the Northern Pacific Railroad (later Great Northern) through the Wenatchee Valley in 1892 gave impetus to settlement. By the late 1890’s, settlers began to pour in from other states, Russia, Germany, Holland, Scandinavia and other countries. Wenatchee, which lacked adequate transportation until this time, responded with rapid growth in the early 1900’s.

One of the few early settlers in the Wenatchee valley was Phillip Miller who arrived in 1872 (White, p. 41-42; 48; 56). Possibly it was the same Phillip Miller who had a Chinese employee by the name of Hen Lee. He was caught in a raid by the Deputy Marshall from Spokane for not having registered. Snow Shee and Ah Num who were caught in the same raid were deported from Port Townsend to China. Hen Lee, with the active support of Phillip Miller, was able to prove that he went to Ellensburg and Yakima to register, but could find no officer. The commissioner ordered that he be allowed to register and remain (Wenatchee Advance, January 5, 1895).

Lee Mann, another person of Chinese ancestry, lived in Wenatchee where he operated a fruit orchard for eighteen years. He had been a popular and successful business man in Elk City (Idaho) from 1885 to 1895 where his general merchandise store gradually lost customers as the Chinese began to leave Elk City following the ruling that aliens could not hold mining claims. The $30,000 which he lost in credit from his countrymen prompted the move to Wenatchee. Lee
Mann lived in America for seventy years from the time that he arrived in San Francisco in 1869.

He returned to China in 1928 but longing for his adopted country brought him back to Idaho in 1931 (Elsensohn, pp. 35-360).

Steele reports that on March 8, 1892, in response to a general demand, an anti-Chinese meeting was held in Wenatchee. At this meeting it was moved that a committee of six be elected to see that no Chinese were permitted to locate within the limits of Wenatchee (Steele, p. 20).

The Chelan County Courthouse records begin in 1900 and do not record any Chinese births, deaths or marriages. One Japanese death was recorded in Register of Deaths. Takenaga, whose birthplace was Japan, was killed by a Great Northern engine on September 4, 1905. His occupation was given as servant, his length of stay in Leavenworth one and one half years.

Wilbur
U. S. Route 2

The outburst of railway building in the late 1880's coincided with the extension of the farming frontier directly westward across the Big Bend. Land seekers and promoters had moved in ahead of the railroads so that when Northern Pacific Railroad completed its Washington Central Branch, Wilbur boomed with activity. Land was easily obtained from Northern Pacific or from the federal land office which had opened up in Wilbur (Meinig, P. 296).
In 1890 Wilbur was already incorporated and growing rapidly. By 1910 the population reached about 750. At least two Chinese are known to have lived in Wilbur. Sam Wow, an aged Chinese miner who lived in Wilbur in 1904, claimed to have done placer mining on the Columbia River in 1864. During that first trip to the placer mines Sam Wow lost the first joints on all ten fingers during a severe snowstorm.

By 1904 he walked like “an animated corkscrew” as result of age and years of continual shoveling of gravel in the placer beds (An Illustrated History of North Bend Country, p. 70). The other Chinese living in Wilbur was Hop Sing who was the owner of a laundry (R. L. Polk and Company’s Directory of Lincoln County Washington, 1908-9).

Yakima
Interstate Route 82

Yakima lies in a broad valley down which the Yakima River travels to join the Columbia River at Pasco. Trappers from Fort Nez Perce tried to cross Yakima country into the Cascades but were turned back by hostile Indians. In 1847 the first Catholic missionaries visited the Yakama Indians and established several missions. The main mission was at Ahtanum. It was active until it was destroyed by fire during the Indian war of 1855 (Splawn, p. 357-358; Meinig, p. 64; 150).

That same year the Walla Walla Council agreement significantly altered Indian and white relationships. The Indians in the
Yakima sector were to be concentrated so as to leave most traffic to Colville and the Cascades clear of Indian lands. In addition, the military era imposed further alterations with military roads and permanent military posts guarding the four reservations (Meinig, p. 159; 168).

Governor Stevens opened up much new land to homesteading immediately after the Walla Walla Council. Immigrants started to come into the Yakima valley in 1858. The first permanent settler, F. Mortimer Thorp, located on Moxee Creek in 1860. The creeks, trails and well grassed lowlands were the site of a livestock economy that was initiated before the main mining boom (Meinig, p. 174; 195; 202; 204; 220). As early as 1861 A. J. Splawn was hired to help drive cattle for F. M. Thorp’s father from Yakima to the Cariboo. Another well-known pioneer, Ben Snipes, also drove cattle to the Cariboo in 1861 (Splawn, p. 146). Later, herds were driven to Idaho and Montana gold mines from this same general area. In the 1880’s the Yakima area was one that still had good summer range. In some areas the cattle were replaced by sheep. When irrigation districts were developed changes were made in the agricultural products (Meinig, p. 290; 441).

Governor Stevens proposed that a railroad be built through the Cascades as part of a transcontinental system. It wasn’t until the 1880’s that a railroad up the Yakima River to Ellensburg and over the Cascades became a reality. In 1887 trains were crossing the Cascades by switchback, by 1888 the tunnel through Stampede Pass was complete and the switchback was abandoned (Mitchell, p. 16).

In 1885 shortly after the Northern Pacific arrived in the area, nearly all of the original Yakima City was moved four miles to the newly platted town of North Yakima. The railroad office offered lots
to all who would move, as well as their moving expenses. Buildings were moved during 1885. The Guilland Hotel was the first structure to move and the boarders had their regular meals enroute. The First National Bank soon followed (Jackson, p. 13).

Among the businesses in this thriving new town were the Hop Lee Laundry and the Sen Lee Laundry (R. L. Polk & Company’s Puget Sound Directory 1888). The county seat was moved to North Yakima in 1886 and by 1910 North Yakima (Yakima) was the leading business center in the area.

Yakima County Courthouse records in Marriage Record Index 1869-1907 disclose one Chinese marriage: Jim (Ah Que) Wah to Ah Lung Sing on September 6, 1902. Both were born in China. No births were recorded.

The two Chinese deaths recorded in Register of Deaths 1895-1904 were: Infant, death on day of birth August 16, 1895, cause of death umbilical hemorrhage, father Gen Sing, mother Attu, both parents born in China. Goo, day of death March 17, 1887, age 50, single, cause of death apoplexy, occupation prostitute. Also listed were deaths of American Indians and individuals born in other states or in England, Scotland, Germany, Switzerland, Iceland, Russia, Canada and other countries.
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Asotin County Courthouse, Asotin
Chelan County Courthouse, Wenatchee
Columbia County Courthouse, Dayton
Douglas County Courthouse, Waterville
Ferry County Courthouse, Republic
Franklin County Courthouse, Pasco
Garfield County Courthouse, Pomeroy
Grant County Courthouse, Ephrata
Kittitas County Courthouse, Ellensburg
Lincoln County Courthouse, Davenport
Spokane County Courthouse, Spokane
Stevens County Courthouse, Colville
Walla Walla County Courthouse, Walla Walla
Whitman County Courthouse, Colfax
Yakima County Courthouse, Yakima

MUSEUMS

Dayton Historical Depot Museum, Dayton
Grant County Historical Museum, Ephrata
Lincoln County Historical Museum, Davenport
North Central Washington Museum, Wenatchee
Odessa Historisches Museum, Odessa


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