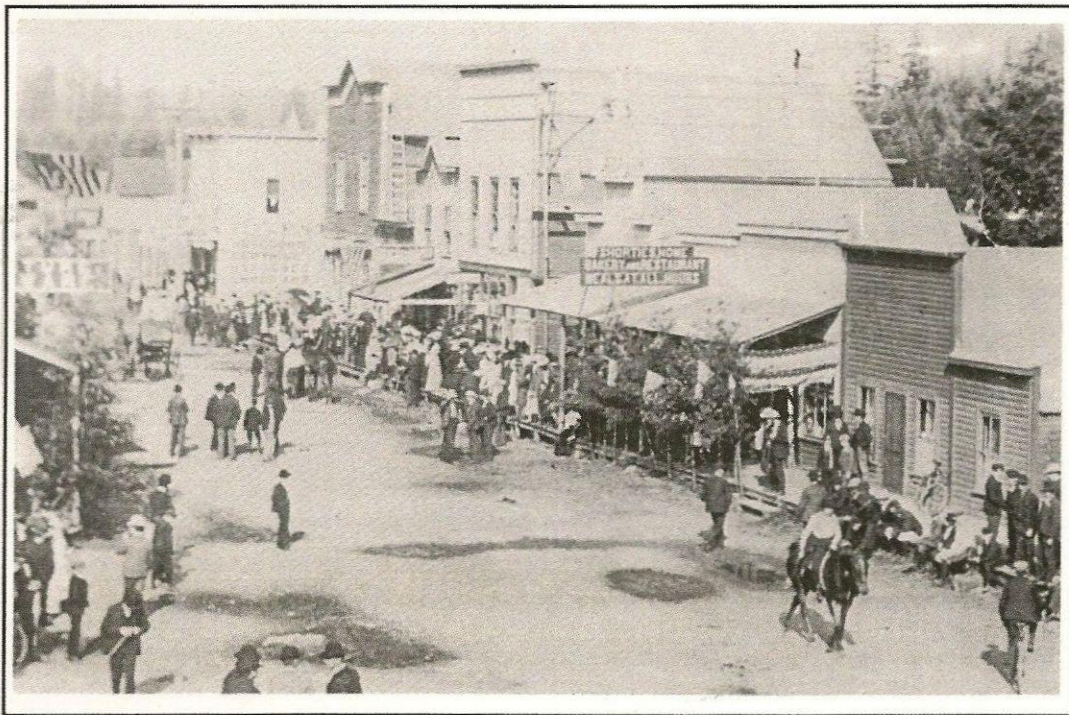


PRAIRIES & QUARRIES

*Pioneer Days Around Tenino
1830-1900*



By Arthur G. Dwelley

Independent Publishing Co.
1989

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Thurston County Historical
Society by Eilene Dwelley
And Daughters.

Foreword

I hope the readers of this book will enjoy this informal history of the early years of the Tenino area as much as I enjoyed researching it. Much of the resource material was gleaned from territorial and later newspapers and from the files of The Tenino Independent. I want to especially acknowledge the efforts of former publisher Don Major for having the foresight to interview many old-timers who remembered the days before the turn of the century. I also would like to thank all of the people who provided photos, family histories and background material. Unfortunately it was not possible to mention all of the many individuals and families who had a part in the early development of this area, and quite likely some major events and personalities were inadvertently missed.

Special thanks to readers of The Tenino Independent who inspired this history after reading historical feature stories written by the author over the past 20 years. Without their encouragement and enthusiasm this book quite likely would never have been published. Last, but not least, my appreciation to my wife, Eilene, who made sure I completed the task.

The later history of Tenino is already planned. The period of 1900-1920 was a busy one for the area and full of interesting characters and events. Hopefully, the next installment won't take as long to complete.

In the Beginning--

The seed of Tenino's existence was planted many thousand years ago when the great glacier moved down through the Puget Sound basin. According to geologists, it stopped just north of Tenino at the edge of Chaen Hill. The outwash of gravel and stones formed the base of the prairies of Thurston County and those prairies became natural pathways used by native Indians for travel and trade. The string of prairies became part of a trail from the Columbia River up the Cowlitz River and on to the Chehalis Valley, Grand Mound Prairie, through the present site of Tenino, past McIntosh Lake, to Tenalcot Prairie, Yelm Prairie, the Nisqually River, and southern Puget Sound. A branch of the old Indian trail also swung north from Tenino over Chaen Hill to Rocky Prairie and on to the mouth of the Deschutes River. Another followed the Black River to Black Lake and then over a portage to what is now Eld Inlet.

There is an old legend that Tenino was a free trading place for tribes of the Sound and the Chehalis and Cowlitz tribes, and perhaps even wandering traders from the Columbia. No one has ever been able to substantiate that legend, but another says that the name Tenino means "meeting place" in one of the Indian languages of the area.

Perhaps now is as good a time as any to discuss Tenino's name. Many stories revolve around how it came to be. One of the most popular is that the Northern Pacific had a locomotive with the number 1090 on the line in the early days. Another is that when the surveyors were laying out the first railroad route through the area, a stake on the site of Tenino was marked with the number T90. Research on the those theories many years ago were disproved by Northern Pacific records. They showed no locomotive of that number was ever used in this area, and the information on grade or location stakes in the Tenino area would not have had designations such as T90 or 1090.

The other theories about the name are mostly tied to Indian origin and probably are more accurate. Besides "meeting place", Tenino also has been

said to mean "fork in the trail" in some Indian dialects. Long before Tenino was named there was a tribe of Tenino Indians on the Columbia near Celilo Falls. There was also a stern-wheeler on the Columbia in the early days named the Tenino, as is a creek on the Warm Springs Indian reservation, and a street in south Portland.

So, a person might as well pick their favorite story. As far as is known, nobody has ever definitely established how Tenino received its name. The name was bestowed by the Northern Pacific when it reached this point in the fall of 1872, but no one knows why. Still, there is a tantalizing reference in an Olympia newspaper of that time which says something to the effect that: "the railroad tracks have advanced from the 'old Tenino' to a new place of that name."! Curious!

At any rate, Tenino's reason for existence is the same as many towns--it lies at a fork in a natural trail. And that trail was to be a vital part of the history of the State of Washington.

Little is known about the time before the White Man came to this area. This area was generally claimed to be Nisqually Indian land, and was called "Kla-pe-ad-am". The Upper Chehalis tribe also dug camas in the area and fished in Scatter Creek. They had a number of villages on the Chehalis, including one on the site of the Maple Lane School and another at the mouth of Scatter Creek. Indian legends tell of the Seatco Indians, who lived on the Skookumchuck where Bucoda now stands. They were much feared by other Indians because they were said to be magicians and ventriloquists and supposedly had supernatural powers.

The Indians burned off the prairies each year to insure fresh crops of new vegetation, and according to legend they burned Yelm Prairie one year and the Grand Mound-Tenino Prairie the next. Indian artifacts are occasionally found around Tenino, but there is no evidence of any major permanent villages in the immediate area. Some very fine stone artifacts were found in the early days just east of Tenino on the Military Road and an occasional arrow-head or stone implement along Scatter Creek and along the base of Blumauer Hill.

One of Tenino's first residents of historic times was "Indian Louie" Quit-yamals, who claimed to be born under an oak tree along Scatter Creek. "Louie" was named after a French-Canadian employee of the Hudson Bay

Company and as near as anyone could figure out was born here in the 1830's. He was a familiar figure to pioneer residents and lived around Tenino all of his life. He passed away in 1916 in St. Peter's Hospital in Olympia and was buried in Mt. Tabor Cemetery. Most Tenino residents were unaware of his death until after the funeral and his obituary noted that a lot of them would have certainly been present had they known. A memorial stone in his honor was placed at the Tenino Depot Museum in 1985, and a few of Louie's belongings are displayed there. It is unfortunate that Louie's remembrances of his childhood days were never recorded.

The first white men to use the old Indian Trail were employees of the Hudson Bay Company in 1824. While the fur company and its predecessors, the Astor Company and the Northwest Company had been on the lower Columbia since 1811, an early incident that aroused the ire of the Cowlitz Indians had closed the route to them. A fur trading party of Iroquois Indians had tried to force their attentions on some Cowlitz women and a fierce battle had ensued when their menfolk refused to permit such liberties. One of the Iroquois was killed and the rest returned to Fort George at Astoria.

According to Hubert Howe Bancroft, the prolific 19th century historian, the fur company decided that they could not let the killing of one of their men go unavenged, and unwisely sent a raiding party under Peter Skene Ogden to the Cowlitz village and massacred 13 of its residents. Sir George Simpson, Governor General of the Hudson Bay Company, noted in his journal in 1824: "This affair prevented our trade to the northward and since that time we have never ventured beyond the banks of the Cowlitz".

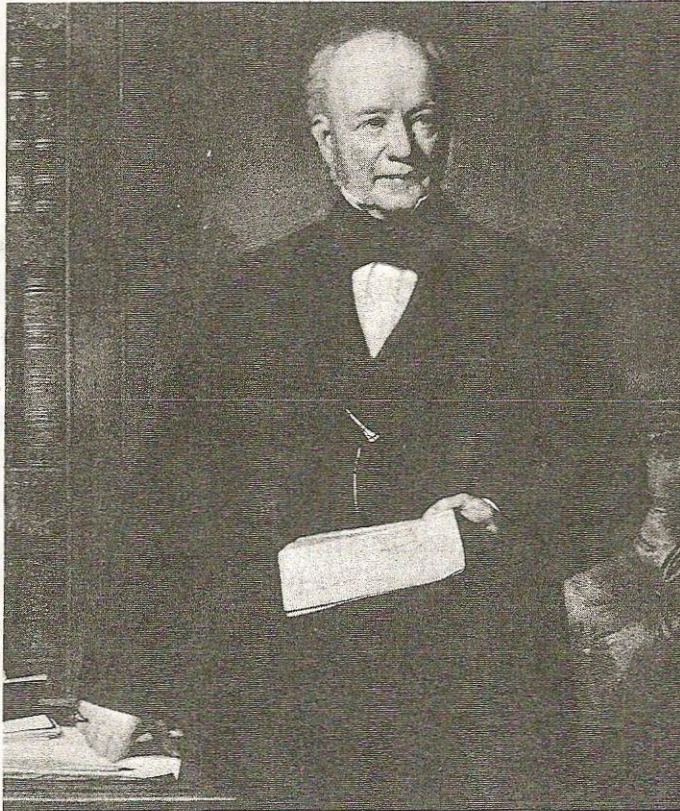
That changed the year of his journal entry when a company expedition under the command of an American, John McMillan, left Astoria by boat and headed for the Fraser River via Willapa Bay, Grays Harbor, the Chehalis and Black Rivers, Black Lake and across the Indian trail to Eld Inlet. From Eld Inlet the party paddled up the Sound and explored the lower reaches of the Fraser looking for a site for a trading post. On the return trip they decided that the route via the Chehalis and Grays and Willapa Harbors was simply not practical and McMillan, John Work, and six others decided to chance the trip to the Columbia via the Cowlitz route. They made the trip without incident and were even able to hire canoes from the Cowlitz tribes to take them down the river to Astoria.

From that time the traffic began to build on the old Indian trail as the fur trappers explored the area and used the route to reach Puget Sound. In 1825 Fort Vancouver was established on the Columbia and the Hudson Bay Company began to reach northward. Fort Langley was built on the Fraser River in 1827 by a party under the command of McMillan and supplies and furs began to shuttle back and forth across "the Cowlitz portage".

Many of the fur company employees were French-Canadians, and some of the first names given to places in the Tenino area were bestowed by them. Grand Mound Prairie was called "Prairie de Bute" because of the Mima Mounds, and the Deschutes River for its tumbling falls into Budd Inlet. Somehow, they even managed to give a name to our own "Indian Louie".

In 1833 traffic on the trail picked up even more as Fort Nisqually was established on a plateau above Puget Sound at what is now DuPont near Fort Lewis. While some fur trading was done at the post, it was mainly an agricultural station developed to provide food not only for the fur company's own use, but for trade with the Russians in Alaska, who had a contract for supplies with the Hudson Bay Company. Herds of cattle and horses were brought up from Fort Vancouver and the land was farmed by the fur company employees.

From the beginning of the use of the trail by the fur company, a rather prominent group of historical figures walked or rode through the little valley which is now Tenino. Among them were Sir George Simpson, the aforementioned Governor General of the Hudson Bay Company, who at one time was the absolute ruler of nearly half of the North American continent. Others were John McLoughlin, the "Father of Oregon", Peter Skene Ogden, Sir James Douglas, Fathers Blanchet and Demers, American explorer John Wilkes, frontier artist Paul Kane, our first governor, Isaac Stevens, and Capt. Sam Grant, long before he ground down the armies of the Confederacy and became president of the United States. There were soldiers and spies, rascals and renegades, Kanakas from Hawaii, and Iroquois Indians far from their native hunting grounds. There were French Canadians and dour Scottish clerks, and eventually, the first group of American emigrants.



An early traveler through
Tenino--
SIR GEORGE SIMPSON
Head of the Hudson's Bay Co. and
one of the most powerful men in
North America during the
mid-1840's

HBC COLLN



CHARLES WILKES
His round-the-world expedition visited
here in the 1840's and dug into
Mima Mounds looking
for Indian burials

The Emigrants--

In 1845 the Northwest was still under the dual control of the United States and Great Britain with citizens of either country given the right to roam and settle at will. The Hudson Bay Company, which had controlled the country north of the Columbia for quite some time, tried to keep Americans south of the river. They hoped that in time the boundary between the U.S. and British would indeed become the great river. In hopes of bolstering their claims to the country north of the river they brought out a group of settlers from the Red River country of Canada in 1840, hoping to start a colony around Fort Nisqually and on the Cowlitz plains where a farming operation had begun in 1837. The plan failed, however, when the company failed to live up to its promises and most of the disgusted transplanted farmers moved to French Canadian settlements in Oregon.

The American pioneer was a tough person to discourage, however, and the first American settlers began to filter north in the spring of 1845. John R. Jackson settled a claim south of Centralia and later Mike Simmons led a group of emigrants over the trail to the mouth of the Deschutes. Among the group besides the Simmons family were James McAllister and family, David Kindred and family, a black man, George Bush, and his family, Gabriel Jones and family, and Jesse Ferguson and Sam Crockett.

Mike Simmons built a grist mill at the falls of the Deschutes in 1846, and the same year Mrs. James McAllister gave birth to the first American, James Benton McAllister, to be born in the Puget Sound country. Also in 1846 Sidney Ford and Joe Borst settled at the confluence of the Skookumchuck and Chehalis Rivers. Edmund Sylvester and Levi Smith settled on claims on the site of Olympia, and a few more hardy settlers moved into the area. The influx would grow a little each year as the better land was settled in Oregon and the nearly unpopulated area north of the Columbia beckoned.

In 1846 the long treaty negotiations between the United States and Britain were resolved with the settling of the boundary dispute, which gave the United States title to all land south of the 49th parallel with the exception of Van-

couver Island and some of the islands of the San Juans. (Which islands would later have to be ironed out, as at first the boundary was unclear and war nearly broke out on San Juan Island between the United States and Great Britain over the shooting of a Hudson Bay Company pig by an American farmer.)

The Oregon Territory was created in 1848 and the Territory of Washington in 1853. The Tenino area was in Lewis County originally, but became a part of Thurston County when it was created in 1852. Thurston County as first created included most of the Puget Sound area, including the present Pierce, King, Snohomish, Island, Skagit, Whatcom, and Jefferson Counties. Pierce, King, Island and Jefferson were formed in the first year of the territory and the present county structure later evolved with Grays Harbor and Mason Counties also being formed from what originally had been Thurston County.

The first settler on the site of Tenino was Stephen Hodgdon, who staked claim to 640 acres, including the eastern two-thirds of what is now the Town of Tenino. Hodgdon was a California 49'er, but came north after being disillusioned in the gold fields. His donation land claim papers state he came to the Oregon Territory in August of 1850 and settled at Tenino on May 15, 1852.

Two weeks later Tenino's second settler, Sam Davenport, took up a claim on the west end of the little prairie. Davenport was a native of Delaware County, New York, who also had arrived in the territory several years before.

Neighbors to the north at that time were Joseph Broshears, related to Mike Simmons, who settled on his claim on the north side of Chaen Hill just five days before Hodgdon. Antonio Rabbeson's claim was near the intersection of Old Highway 99 and the Waldrick Road and the area later became known as Plumb Station. Rabbeson was an early arrival in the area, coming to Olympia in 1846. He, like Davenport was a New York native. Rabbeson sold his claim a few years later and became an active territorial businessman and a figure in the Leschi case during the Indian wars. He subsequently became a steamboat operator, an Olympia contractor and later an undertaker.

Settling to the east along the east side of the Deschutes River where the Fort Nisqually Trail crossed was Thomas Linklater and Thomas Glasgow. Linklater was the territory's oldest continuous white resident, arriving to work at Fort Nisqually in 1836 and taking up his claim in 1849. His British

ancestry and the fact that he had worked for the Hudson Bay Company caused him to be looked down on by some of the early settlers, but his farm became one of the finest along the Deschutes. He became a citizen and lived long enough to see Washington become a state. Glasgow was a Pennsylvanian and settled next to Linklater in 1850.

Taking up the third claim in the valley where Tenino lies was Benjamin L. Henness, whose claim on what is now the Military Road is dated Nov. 1, 1853. Henness was a native of Ohio and the only one of the first Tenino settlers to have his wife and family with him. Hodgdon's wife and daughter were living in Plymouth County, Massachusetts, and wouldn't join him until 1855. Davenport was a bachelor and remained one all of his life.

In most cases the early settlers of the area were young men. Of 18 taking up donation claims in the area around Tenino, 14 were under the age of 40 and most were in their twenties. Stephen Hodgdon was 46 when he settled his claim, but Sam Davenport was 27 and Benjamin Henness 31. Jeremiah Mabie, a Skookumchuck pioneer was an old-timer at 55, and James Kirtley, an early settler on the Tilley Road was 49.

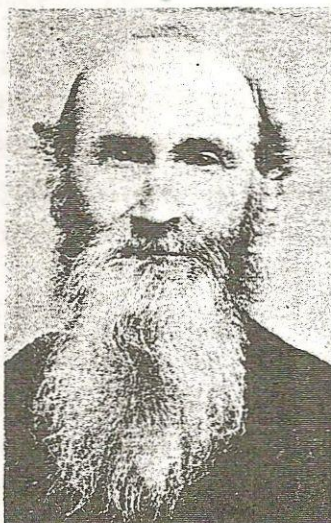
One of the youngest was Joseph Gibson, who was 19 when he settled just south of Tenino on Scatter Creek. Joe was from Ohio and took up his claim on Oct. 30, 1853. Moving in south of him at the bend in the creek in 1855 was Reuben Crowder, a 25 year old from Illinois. West of Crowder's place was the claim of William Martin, a 21 year old from Indiana who settled here on June 1, 1853. Another pioneer settler in that area was Gilbert Frost, a middle-aged Missourian whose name is still used to identify the prairie where he settled.

Just west of Martin on Scatter Creek was the claim of Ignatius Colvin, born in Boone County, Missouri in 1829. The Colvin farm is one of only a few still in the hands of the original family. Colvin took up the claim on Feb. 15, 1855. To the west of Colvin was the claim of Abram Tilley, a Kentuckian born in 1808. The Tilley Road is named after the original Tilley place which was located approximately where the road intersects with Old Highway 99. Just north of the Tilley place on the edge of Violet Prairie was the claim of James Kirtley, another Kentuckian, born in 1808.

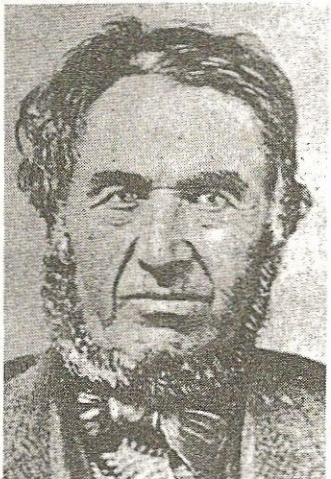
South of the site of Tenino and east of Scatter Creek was the donation land claim of William and Philip Northcraft, young bachelor brothers who were



ALEXANDER YANTIS



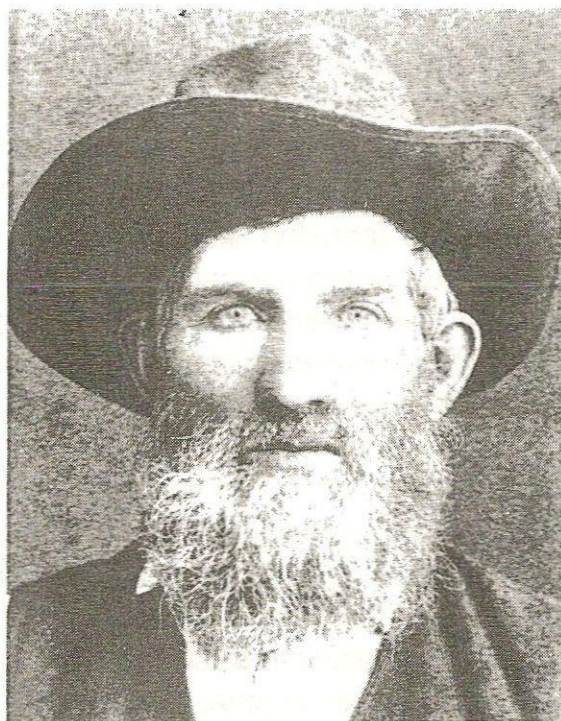
PHILIP NORTHCRAFT



THOMAS LINKLATER



AARON WEBSTER AND FAMILY



IGNATIUS COLVIN

born in Virginia. William would later become the Tenino area's only casualty in the Indian Wars. Up the Skookumchuck Valley from the Northcrafts was the claim of Alexander Yantis. Alex was a Kentuckian with a large family which included nine daughters. In a land where women were scarce, the Yantis farm would become a popular spot with local bachelors and the Yantis girls became the matriarchs of many a pioneer family.

According to a survey map of federal land surveyors completed in the mid-1850's, a family by the name of Miller occupied land to the southeast of the Yantis claim, and J. Prince had crops under cultivation further up the river. The Thompson, Mabie and Ticknor claims occupied a large prairie beyond the Prince place, and at the end of civilization on the Skookumchuck was a small claim simply designated as "Hawks".

Thus it was that in the mid-1850's there were only twenty families in the area from Offut Lake south to the Skookumchuck and from the Deschutes River west to Violet Prairie. To the west on the banks of the Chehalis Sam James was the first settler on the Grand Mound Prairie. He was soon to be followed by J. W. Goodell, James and Clark Biles, the Sargents, the Durgins, Austin Young, the Bakers, Judsons, Coopers, and others scattered west down the Chehalis and northward toward Mima Prairie.

It was a hard, lonely, and secluded life in the first years of settlement. Roads were poor and going to "town", the nearest being Tumwater, was a major project. One of the most dangerous and difficult stretches of the road was Chaen Hill. Described as a "terror", by one pioneer woman, the old road was steep and often required an extra team of oxen to negotiate. (The old wagon road was located to the east of the present highway and portions of it can still be found, with the most obvious being just east of the Scatter Creek bridge on Old 99. Abutments for an old bridge can still be seen and a short stretch of raised roadway.)

By 1853 the emigration to Thurston County had grown considerably and pioneer historians J. C. Rathbun and Mrs. George Blankenship noted that roads from the Cowlitz were crowded with families looking for places to settle. A less traveled route to the Sound country was via Natchez Pass, an extremely difficult trail for wagons, but shorter for those wishing to avoid the Barlow Trail from the Dalles on the Columbia to the west side of the mountains and the Willamette Valley. The Alex Yantis family was one to success-

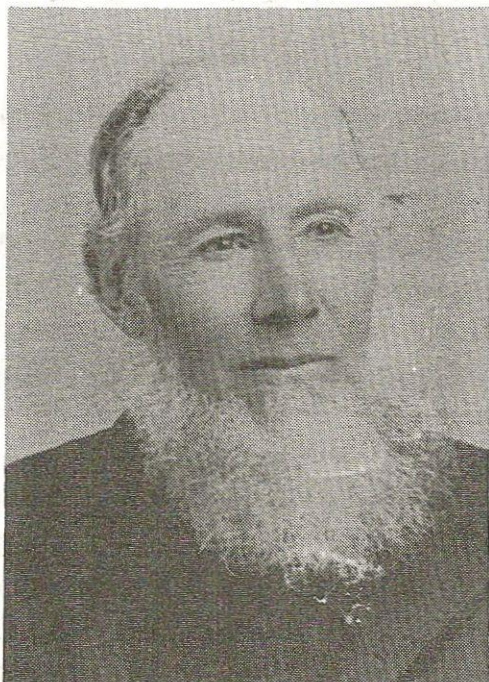
fully make it through the Natchez Pass route, though not without suffering severe hardship and hair-raising experiences lowering their wagons down cliffs and making endless river crossings.

On July 30, 1853, one of the first weddings in the area was performed at the Tilley Place on Scatter Creek. Harriet Tilley became the bride of Sam Coulter in a service performed by Justice of the Peace William Plumb. Coulter was to become an active pioneer businessman and the "CO" in the name of Bucoda came from his name. (The town was originally named "Seatco" by developer Oliver Shead, but became Bucoda in the late 1880's by using the first two letters of the last names of promoters William Buckley, Samuel Coulter, and J. B. David.)

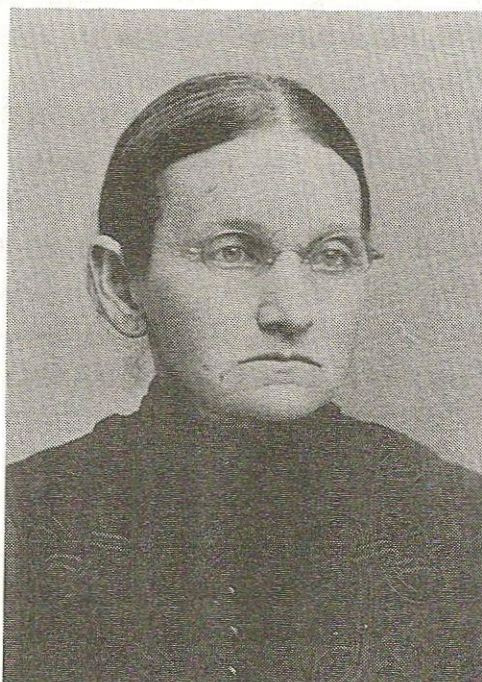
In January, 1854, Antonio Rabbeson was married to Lucy Barnes in "'New Market" (now Tumwater), and the first Post Office in the south county area was established June 10 at Grand Mound with L. D. Durgin as postmaster. Early in the year the mail service had been roundly denounced by The Pioneer and Democrat: "Six weeks without mail from the East and three weeks without mail from Oregon!"

Another well-known pioneer of the area settled at what is now Bucoda in 1854. Aaron Webster, a native of Ohio, had come west to Oregon and California in 1852. Webster built a sawmill on the Skookumchuck at the present site of Bucoda (the second in the county it is claimed), served in the Indian Wars, and married Sarah Yantis on April 11, 1861. Webster sold his sawmill to Oliver Shead in 1864 and bought 540 acres on Frost Prairie where he lived out his life.

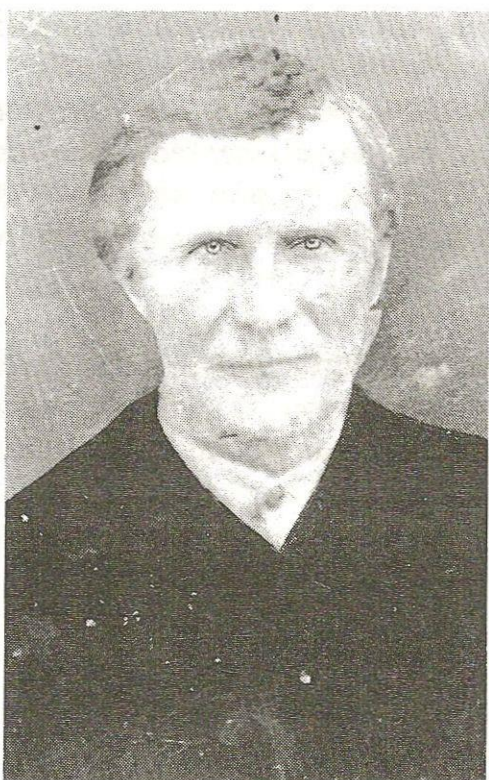
In 1855 the territorial legislature met and established Olympia as the capitol, gave Vancouver the territorial penitentiary (it was never built), and the territorial university to Seattle, with a branch to be located at Boistfort in Lewis County (also never built). In late February the big news story was the death by drowning of the nephew of Territorial Governor Isaac Stevens as he tried to ford the Skookumchuck River near the Joe Borst place.



HIRAM F. MIZE



NANCY JANE MIZE



GILBERT FROST
Frost Prairie is named for him



REBECCA DAVIS PRINCE TYRRELL

The Indian War--

In the fall of 1855 troubles began to develop after Indians grew hostile after treaties forced on them by Territorial Governor Stevens. On Oct. 19 a call was put out for two companies of mounted volunteers. Tenino area men named as officers and NCO's of the first unit were William Martin, second lieutenant and Joe Gibson, first sergeant. Stephen Hodgdon was elected a third corporal in the second unit. Ignatius Colvin and Andrew Frost also served with this first group of volunteers. By late October hostilities had broken out in the Puyallup and White River Valleys and Thurston County men killed in the first skirmishes included James McAllister, A. B. Moses, and Joseph Miles.

Among the Tenino volunteers Joe Gibson was credited with killing three Indians and William Northcraft had the heel of his boot shot off in one of the skirmishes, according to accounts in *The Pioneer and Democrat*. Antonio Rabbeson also had a close shave in the same ambush where Moses and Miles were fatally wounded and after the war would become a star witness for the prosecution in the trial of Leschi.

The outbreak of hostilities caused panic among the settlers of the area, many of them isolated and without any close neighbors. Forts, stockades, and blockhouses were built all over the area. The Tenino pioneers joined those of Grand Mound and erected Fort Henness, the largest of the Indian War stockades. Fort Henness was built of logs and measured 100 by 130 feet, with blockhouses on the northwest and southeast corners and gates at each end. Lining the walls inside the fort were tiny sheds where individual families took shelter. A guard house, a barracks for single men and a school building were erected in the courtyard.

The only other fortification in the Tenino area was a small blockhouse on the Thomas Linklater place on the Deschutes River. It was used by local militia groups and was also available if needed for families living in the area. The

blockhouse was said to have been built originally as a Hudson Bay Company storage building. It survived into the 1920's when it was destroyed by fire.

Thirty families lived in Fort Henness throughout the winter of 1855 and most of 1856. It is a little hard to believe that they "lived in perfect harmony" as Phoebe Goddell Judson states in her book, "A Pioneer's Search for a Perfect Home". Phoebe, however, was a dedicated optimist and a very caring and tolerant person.

For the record, the families living in the fort during the Indian troubles were those of: Elijah Baker, Caleb Baker, James Biles, David Byles, Samuel James, James Kirtley, John Laws, Robert Waddell, Joseph Remley, Alexander Yantis, B. L. Henness, Lawton Case, James Roundtree, Henry Hale, Charles Hagan, Drew Frost, William Mills, William Mize, Joseph Axtell, Abram Tilley, J. Borst, L. D. Durgan, Asher Sargent, C. G. Saylor, J. W. Goodell, and Charles Byles. The total number of people included 224 men, women and children.

Fort Henness was named for B. L. Henness, one of Tenino's three founders, who also was named captain of Company F, First Regiment of Washington Territorial Volunteers when it was formed on Nov. 1, 1855. Elijah Sargent was first lieutenant; Samuel Coulter, second lieutenant; Francis Sargent, first sergeant; David Byles, second sergeant; William Goodell, third sergeant; Ezra Sears, fourth sergeant, Augustus Gangloff, first corporal; Austin Young, second corporal; Jacob Croll, third corporal; and Philip Northcraft, fourth corporal.

Making up the ranks of Company F was Josephus Axtell, Thomas Axtell, Joseph Borst, Caleb Baker, George Byles, Charles Byles, James Byles, James Canby, Russell Canby, Legrand Chandler, William Case, James Fraim, Gilbert Frost, Jotham Goodell, Nathan Goodell, Henry Hale, Charles Hagard, Samuel James Jr., William James, Thomas James, Milton Kirtley, James Kirtley, Walter King, James Lum, John Laws, Thomas Laws, Andrew Leavitt, Nathaniel Mills, William Mills, John Mills, Andrew McCormack, William Medcalf, William Mize, William Newman, William Pullen, Thomas Pullen, Joseph Remley, John Remley, James Roundtree, William Scammons, J. S. Scammons, James Smith, Conrad Saylor, Abram Tilley, Francis Washburn, Milton Wallace, Robert Waddell, Samuel Williams, William Yantis, Alexander Yantis, J. T. Ticknor and Richard Morgan. Their enlistment was for three months.

Many of the men of Company F later saw active service with other territorial companies. Capt. Henness and 16 of his men joined Company C and saw action at White River and later in Eastern Oregon. In the battle of the Grande Ronde Valley Henness and another company commander were credited with scattering the main body of Indians, who promptly retreated from the valley.

A commentary in "Centralia, The First Hundred Years" quotes Hazard Stevens, son of Gov. Stevens telling about Capt. Henness capturing a mule after the battle and rode it home 500 miles to Tenino. When the captured animals were auctioned off to help pay for expenses of the military expedition, Henness tried to buy the mule, but was outbid. Stevens remarked that it was sad that a brave officer was not even allowed to keep a mule he captured himself after ten months of continuous service.

Serving with Henness in Company C from South Thurston County were Andrew Laws, James Fraim, John Axtell, Thomas J. Axtell, George Biles, David Byles, James Camby, Jacob Croll, Joseph Gibson, Henry Hale, Alfred Hills, Nathaniel Mills, William Mills, William Mize, Milton Wallace, M. Z. Goddell and James Smith. All were mustered out of the service August 20, 1856.

Other Company F volunteers changing outfits were Richard Morgan, William Yantis, Thomas Axtell, and James Roundtree. They joined Company B of the Mounted Volunteers and saw action in the Green River area and on Connell and Yelm Prairies. Others from the area serving in Oliver Shead's Wagon Guards were John Remley, Milton Kirtley, William Newman, Thomas Pullen, William Simmons and Walter King.

Driving a wagon could be just as dangerous as soldiering and in early March, 1856, William Northcraft was ambushed by Indians in the Rainier-Yelm area while hauling supplies to the militia. Northcraft was alone and unarmed at the time. His body was stripped of its clothes and mutilated before being shoved under a pile of brush. Joe Remley found the burned wagon and Sidney and Tom Ford and a group of Indians scouts later found the body.

A rather sad legend about the death of William Northcraft is that he and his brother Philip had only one rifle between them. The day William set out on his final journey Philip kept possession of the rifle to defend the family

farm because William apparently felt he would be safe in the company of other militia men. Northcraft Mountain is named after the family and is a fitting memorial for William, who escaped with a heel shot off his boot in his first skirmish with the Indians, but wasn't so lucky the next time. He was the only South County casualty of the Indian war.

The only other killing of a white man within the boundaries of Thurston County during the Indian War was that of William White in March of 1856 in the area between Olympia and Yelm. White was attacked by a small group of Indians while he walked beside a wagon carrying his family. The attack spooked his team of horses and the family escaped while White was beaten and stabbed to death. An Indian named Yelm Jim was convicted of the killing in 1859, but was pardoned after two other Indians admitted that they had murdered White.

Except for a few instances of vandalism, a few shots fired at settlers' homes at night, and a burned barn near Tenalcot Prairie, the South County escaped most of the depredations of hostile Indians. Local Indians remained mostly friendly and at times warned settlers if they knew hostile Indians were in the area.

Peace Returns

By summer of 1856 the fighting had ended for the most part. Volunteers were released and peace reigned once more on the land. Actually, in terms of death and destruction, the Puget Sound Indian War was hardly more than a skirmish, but the isolation of the settlers and the large numbers of Indians made it a harrowing experience for the pioneers. In the case of the South County area, so many settlers had pulled up stakes and left that Coal Bank precinct, which included Tenino, was dissolved along with Rabbeson's Prairie, Nisqually Prairie, and Miami (Mima) Prairie. (Even before the dissolution of Coal Bank precinct, only 18 votes were cast in the 1855 election.) The historian, J. C. Rathbun also notes that the total county expenses for the previous year had been \$1,854.94!

Two more pioneer families were joined on Dec. 12, 1856 with the marriage of Narcissa Henness to Joseph Gibson, and on the 19th of that month at Fort Henness, Ann Yantis became the bride of William Martin.

Early in the spring of 1857 the area's first road project got underway. The trail from Cowlitz Landing to Fort Steilacoom was just that--a rough and rugged trail. It was passable for wagons, but just barely. In wet weather it was extremely difficult to traverse in some areas. The Army issued a call for bids for a "Military Road" in *The Pioneer and Democrat* in March. The first section was from Cowlitz Landing to the mouth of the Skookumchuck River at the present site of Centralia.

In April a second call for bids was made for a section from "Henness's Prairie to the crossing of the Tenalquot River at Linklater's". Apparently the trail from the mouth of the Skookumchuck to Grand Mound and thence to Tenino was passable enough that no work was considered necessary. A third section of the work was from Linklater's to the Hughes place on Yelm Prairie.

All of the bid calls set specifications for a 25 foot cleared right-of-way with all trees cut to the ground, and a 12 foot road bed. Grades were to be no more than one foot in ten and swampy spots were to be covered by a corduroy roadbed of logs covered with dirt. The Tenino area section bid called for

a corduroy section of about 1/4 mile at the extreme easterly part of the Henness claim and also a 60 foot bridge across the Tenalquot (Deschutes) at Linklater's.

Eventually the Military Road would run from Monticello (Longview-Kelso) to Bellingham and would be the first "highway" in Western Washington. A bridge was built across the Nisqually in the fall of 1857 and by March of 1858 the lower Sound road work was completed and accepted by the Army. Six months later the bridge across the Deschutes collapsed under the weight of a herd of cows and was described in The Pioneer and Democrat as "irreparably useless".

Travel to and from the Columbia River even after the building of the Military Road was far from pleasant and consisted of a canoe ride up the Cowlitz to Cowlitz Landing (Toledo) and then a rugged horseback or wagon ride from there to the Sound. H. Winson was running passenger service between Rainier, Oregon and Olympia in 1858 and charged \$16 for the trip. For some reason the return from Olympia to Rainier was only \$15.

Also in 1858 C. Wallace and M. R. (Rice) Tilley were awarded the mail contract between Rainier, Oregon and Fort Steilacoom. Rice Tilley was the son of Abram Tilley and was already a familiar face in the Tenino area. He later would run a stage line between Olympia and Tenino. One account of his early mail service duties claimed he was on the road seven days a week for nearly a decade and his only day off during that time was when he married Rachel Leonard on March 23, 1860. Rice and Rachel would later become the parents of a daughter (born on Scatter Creek) who would grow up to be an international beauty. Maybelle Tilley became the bride of a New York millionaire and after being widowed, remarried and became the Countess of Stavra and a well-known figure in Parisian society.

In July of 1858 B. L. Henness was elected to the Territorial legislature along with the entire Democratic ticket. William Martin was elected assessor, but failed to qualify. Gold fever was nearly epidemic in these years after the Indian Wars and prospectors scoured the Black Hills, the Nisqually River, joined the Fraser River gold rush, and to the mines of Idaho.

In 1859 Thurston County recorded its first earthquake of historic times on April 2. The County Commissioners decided to build a new courthouse and set the total construction budget for it at \$2,500. The voters turned the

idea down by a four to one majority. Elected as representatives this year in addition to B. L. Henness were Alexander Yantis and Oliver Shead.

The last year of the 1850's also saw the start of talk about a railroad from the Columbia to Puget Sound. While the agitation for the railroad would grow over the next few years due to the dismal roads and transport of the times, the accomplishment of that goal was more than a decade away. The railroad would in time establish Tenino's future and severely cramp Olympia's style. More about that later.

Pioneer Life

Before getting into the later history of Tenino, readers might like to know a little about what pioneer life was really like. Therefore this chapter will focus on descriptions of life in rural Thurston County in the latter part of the 1800's, based on contemporary accounts.

In the beginning life was hard. The first homes were primitive log cabins with dirt or rough plank floors and no glass in the windows. Phoebe Goodell Judson tells of her first home on Grand Mound Prairie in her book "The Pioneer's Search for an Ideal Home": "Mr. Judson", (she always called her husband "Mr. Judson", never by his first name) "began to fall the fir trees and hew them to build our habitation, the dimensions of which were sixteen by eighteen, surmounted by a shake roof, and the floors of the style called puncheon. The shakes, puncheons, doors, bedstead, table and chairs were all made from lumber split from a green cedar tree. The fireplace he built of blue clay that was hauled some distance, mixed with sand, and then pounded into a frame model. When it became dry he burned the frame, which left the walls standing solid. An old gun barrel, the ends embedded in either jamb, answered for a crane to attach the hooks to hang the pots and kettles. The chimney, built of sticks and mortar, ran up the outside of the house.

"When the crevices were chinked with moss we moved into our rudely built cabin, with scarcely an article to make it homelike. Holes were sawed through the logs for windows, and over that I tacked white muslin to keep out the cold and let in the light." Mrs. Judson noted that her husband made her a corner cupboard, but all she had to put on the shelves were three stone china plates, three cups and saucers, and one glass tumbler. Her only other household effects were some camp kettles, a long-handled frying pan and a Dutch oven.

Most pioneers who traveled the Oregon Trail were in similar straits. Non-essentials either were not even loaded for their long trip west or were jettisoned along the route. Things we would consider absolutely essential today would have been incredible luxuries on the local prairies in the 1850's.

Log houses soon became fewer as sawmills began to spring up. The first in this area was Aaron Webster's mill at Seatco, but prior to that the first sawmill between Olympia and the Cowlitz area was Armstrong's mill on the Chehalis near Oakville and it supplied lumber for many of the first local houses. Logs were plentiful and lumber cheap and the log house became the exception rather than the rule relatively early in southwest Washington's pioneer days.

The sportsman of today would have enjoyed the south county area of pioneer times. Roskelyn Whalin tells of Joel Ticknor killing 60 deer one fall and selling them on the market in Tacoma. Ticknor's son, Benjamin Riley Ticknor likewise remembers deer as very plentiful and pheasants "so thick that every evening the men would go forth and shoot a dozen or so for the next day's larder". Mrs. Judson also commented "The prairie abounded with deer, the forest with grouse and pheasants, and the streams were alive with salmon and trout".

And W. J. Rector, another Grand Mound pioneer was quoted in a 1935 edition of *The Tenino Independent* as saying salmon ran in Scatter Creek in such numbers that teams of horses would not enter the water. "We used pitchforks to get the fish out of the way," he said. Wolves, coyotes and cougar were very common and took a toll of farm animals before their numbers were gradually cut by putting a bounty on them.

Transportation, as noted earlier, was uncomfortable at best. Pioneer women often went six months between trips "to town" even when that merely meant a wagon ride in to Fred Brown's store in Tenino from the Skookumchuck Valley. Riley Ticknor told of walking five miles to see his first-ever railroad train in the early 1870's. The railroads, however, did change part of this isolation and made getting to the big cities of Olympia or Tacoma much more within the realm of possibility. Until that time a trip to Olympia from Tenino was a four to six hour excursion one way, depending upon whether your transportation was an ox team or a horse and buggy. In either event it was a bumpy, breezy, and often wet, ride.

Roskelyn Whalin tells of "barn-raisings" being the big social event of the early days. "Forty or so neighbors would gather for a three or four day barn building bee. The men would labor on the new structure, all without pay, and the women would quilt. A dance would usually complete the festivities. Com-

munity cooperation was the key in those days and helping one another a necessity." Other social events were an occasional church camp meeting in the summer and weddings and funerals. What other little leisure time these hardy folk enjoyed had to come from their own initiative and imagination.

Schooling was pretty much of a hap-hazard thing in the early days. School terms were often quite short and designed not to interfere with farm work. Schoolhouses were mostly one room with the teacher working with children of all ages. More often than not the "schoolmarm" boarded with one of the neighborhood families. There was just one way to get to school, and that was to walk. Few children in the late 1800's ever attended school beyond the elementary level. In fact, there was no high school in the Tenino area at all until the early 1900's.

The life may sound a bit romantic to some tired of the hustle and bustle of the late 20th century, but few would really opt to live today without running water, electricity, indoor plumbing, and modern health care. Illnesses could be devastating in pioneer days and many a family lost daughters, sons, mothers and fathers to diseases and health problems considered minor today. A walk through the old section of Tenino's Forest Grove Cemetery gives solemn testimony to the former terrors of measles, whooping cough, the flu, or the complications of childbirth without the assistance of a doctor or the facilities of a hospital.

The 1860's

By 1860 Tenino was still nothing more than three farms, but Stephen Hodgdon had branched out a bit by making his place a stage coach stop on the Cowlitz-Olympia run. It was now known as "Hodgdon's Station" or "Hodgdon's Prairie", although Hodgdon himself in an 1855 mortgage deed had referred to part of his homesite as "Little Prairie" (probably the small prairie north of Scatter Creek toward Chaen Hill).

In April of 1860 Hodgdon was also appointed the first postmaster of Coal Bank, which was a name for the general area and not just the site of Tenino. Other postmasters to follow for Coal Bank would be Joe Gibson in 1864, Abram Tilley in 1867, and Martha Rhodes in 1869. Pay for the job in the 1860's was the magnificent sum of \$6 per year!

The elections of 1860 saw B. L. Henness returned as representative and Asher Sargent as assessor. It also marked the first election of William Billings as sheriff. Billings would become a familiar figure in the south county in later years serving as County Sheriff continuously from 1870 to 1891. He survived the many political swings of the always unpredictable Thurston County electorate for more years than any other elected official. He even managed to do this while being one of the co-proprietors of the first territorial prison at Seatco (Bucoda), which was not noted for its humanity and was considered a virtual license to steal. However, Billings died a relatively poor man and was greatly respected by all who knew him.

Another memorable county character to show up that year was John Miller Murphy, who established the Washington Standard and began a journalistic reign that lasted more than 50 years. Murphy was controversial and often somewhat of a bigot, but never gave up promoting Olympia and Thurston County. His influence and strong political views would be felt in every corner of the county. My favorite story about Murphy was when he editorially lashed the Governor of the state for continually allowing his cow to stray into Miller's downtown Olympia yard.

The census of 1860 showed Thurston County to have a total population of 1,489; barely more people than live in Tenino in the 1980's. Girls today would have loved the odds, with 967 males to just 522 females.

The decade of the 1860's was a quiet one for the Tenino area. The population gradually began to make a comeback after the Indian War, and established pioneers cleared more land and improved their homes. On April 10, 1861, Aaron Webster married Sarah Yantis, another of the daughters of Mr. and Mrs. Alexander Yantis.

In 1861 the Civil War broke out in the East, but had little effect on the isolated Northwest. There were some hard feelings between northern and southern sympathizers among the settlers, but in most cases the slaughter of one of the bloodiest wars in history left Washington Territory unscathed. The most notable exception was the death of Isaac Stevens, the territory's first governor in the Battle of Chantilly on Sept. 1, 1862. Stevens had returned to the Army at the beginning of the war and had risen to the rank of Brigadier General. Late in 1862 county citizens raised more than \$2,000 for the relief of federal soldiers.

The 1860's saw the beginnings of a county road system and logging became the area's major industry. There was little logging in the Tenino area in this period, however, due to the fact that it was simply too far away from salt water and there was no means of transporting logs. Logging in South Thurston County would have to wait for the railroads. Farming remained the major local occupation.

In 1862 the Coal Bank School became the first educational institution in the immediate Tenino area, being located on Frost Prairie on the Aaron Webster place. Tenino would not have a school of its own until 1892. One of the earliest schools in the south county area was started at Fort Henness shortly after the end of the Indian Wars. Many other one- and two-room schools would come along in later years.

The winter of 1862-63 was a particularly bitter one, according to the reminscences of Benjamin Riley Ticknor, interviewed in 1935 in *The Tenino Independent*. Ticknor said the snow laid four feet deep from the day before Christmas until March and farmers were forced to feed their cattle tree branches to keep them alive.

In 1865 Abram Tilley was elected county commissioner and in 1866 Coal Bank precinct was reinstated. Also in 1866 Sam James, the first settler on Grand Mound Prairie died, and Mike Simmons, one of the original American settlers of Thurston County, followed him on Nov. 15, 1867. In March of 1869 the Rev. Charles Biles, another Grand Mound pioneer, passed away. Later that year, Tenino's founder, Stephen Hodgdon, was elected a county commissioner.

The decade ended quietly, but the 1870's were to mark a major change in the growth and development of the area. The railroad was coming and it would be the major story of the decade to come.

The Decade of the Railroads

The federal census of 1870 revealed that Thurston County now had a population of 2,246, of which 1,203 lived in Olympia. Since the last census the county had gained almost 1,000 new settlers.

The big story of 1870 was the coming of a rail line from the Columbia at Kalama to Puget Sound. The Northern Pacific was ready to start laying track and Olympia already was having a land boom in expectation of being the Puget Sound terminus. As a matter of fact, the railroad itself announced that the line would terminate on Budd Inlet. It didn't turn out that way, however, and when the line was finally built it would pass through the site of Tenino, give it its name, and go on to Commencement Bay at Tacoma.

In 1871 Olympia still planned to be the railway terminus as track began to be laid northward from Kalama. The Olympia Transcript reported on Dec. 25, 1871, that 21 miles of rails had been laid. Railroad ties were selling for 21 1/2 cents each early in 1872 and 300 Chinese laborers were working on the grade and 50 whites on the bridge crew. Railroad surveyors were running lines through Thurston County to Budd Inlet.

In June of 1872 the railroad was paying white workers \$2.25 a day for working on the new rail line and the crews of two ships delivering railroad iron to Kalama deserted to get in on the big money. The Kalama Beacon reported in July that 800 men were now working on the line. Moving with the railroad crews were the firms of McGrath and Huston, who ran a boarding camp for the workers, and Brown & Wakefield, who operated a mobile general store. William "Billy" Huston and Fred Brown both would play a major role in Tenino's early days.

On or about Oct. 12, 1872, (no official date was ever given) the final spike was driven on the section of track to Hodgdon's. A railroad office-depot was built and named "Tenino", and the seed of a town was born. Work on the rail line halted in this area for the winter and Fred Brown decided to quit following the railroad crews and put up Tenino's first store building.

William "Billy" Huston and his partner McGrath put up a two-story hotel, and in a matter of weeks the quiet prairie was converted to a small village. It is not known what happened to the partners of Brown and Huston, but perhaps they moved on with the track crews when construction started again. In any event, Billy Huston became sole owner of the hotel and Fred Brown the store.

One of the only published accounts of Tenino in its first days was an interview of Roskelyn Wardle Tyrrell Whalin in a 1935 edition of *The Tenino Independent*. In the story she remembered arriving by train just weeks after the line was completed to Tenino. The only buildings were the depot, a store, and one house. She also remembered large numbers of Chinamen camped on the prairie waiting for construction to begin again. Sonny Yantis met her at the train and took her by ox team to her sister's home in the Hanaford Valley.

By now it was apparent that Tacoma was going to be the Northern Pacific's base on Puget Sound and Olympia's land boom quickly went bust. The blame for the switch from Olympia to Tacoma was laid upon a subsidiary of Northern Pacific, The Lake Superior and Puget Sound Company, which was more interested in promoting its own real estate than boosting the fortunes of others. It has also been speculated that Olympia's shallow harbor may also have been a factor. In any event, Olympia was bypassed and didn't like it at all!

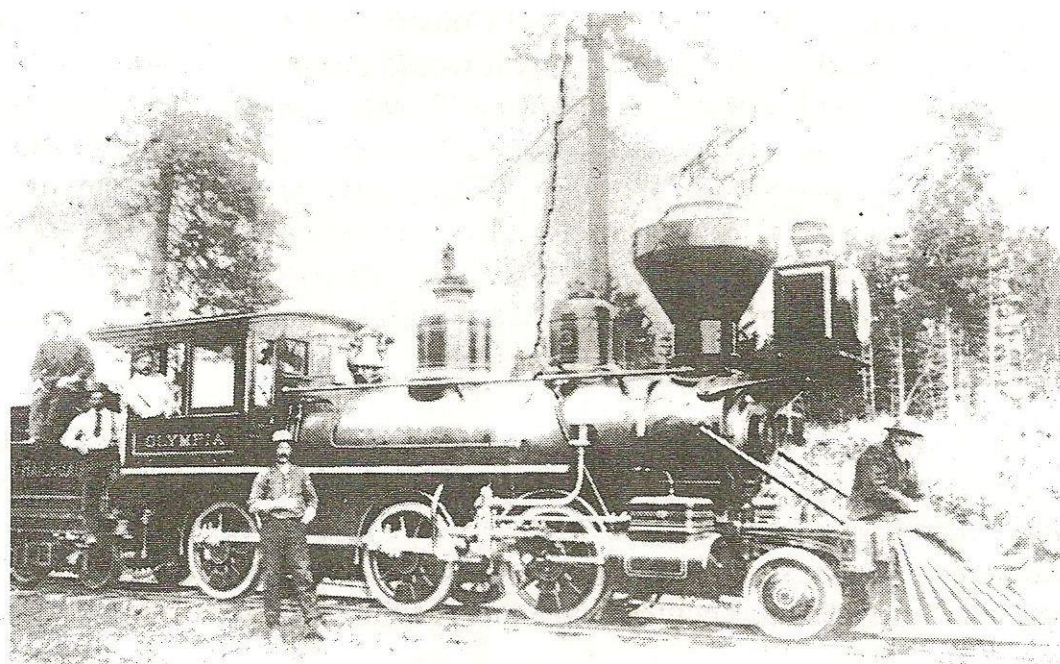
What there was of Tenino in 1873 was centered around the Northern Pacific Depot, which was located approximately at Olympia and Park Streets. Fred Brown's store and "Huston House" flanked the depot. The hotel became Tenino's first real hostelry and saloon and Billy Huston became noted for providing excellent hospitality, good food, an occasional all-night poker game, and 15 cent and 25 cent whiskey from the same barrel on the back porch.

Except for a very few widely scattered houses, the depot, hotel and general store composed Tenino in its entirety. A blacksmith shop was opened a little later and a few more houses constructed in the 1870's, but the population remained small for quite some time.

In the spring of 1873 the townsite of Tenino was platted by the now infamous Lake Superior and Puget Sound Land Company in partnership with Stephen Hodgdon. The first plat consisted of five full blocks and five half



THE MINNETONKA--FIRST TRAIN INTO TENINO IN 1872



THE "OLYMPIA" RAN BACK AND FORTH BETWEEN TENINO AND OLYMPIA
Photo from Washington State Historical Society collection

blocks located on the southern edge of Hodgdon's donation land claim. Lots were 60 by 120 feet and there were 60 of them in the first plat. The plat was recorded on July 5, 1873, and signed by Thomas Canfield, president of the land company and also a Northern Pacific official.

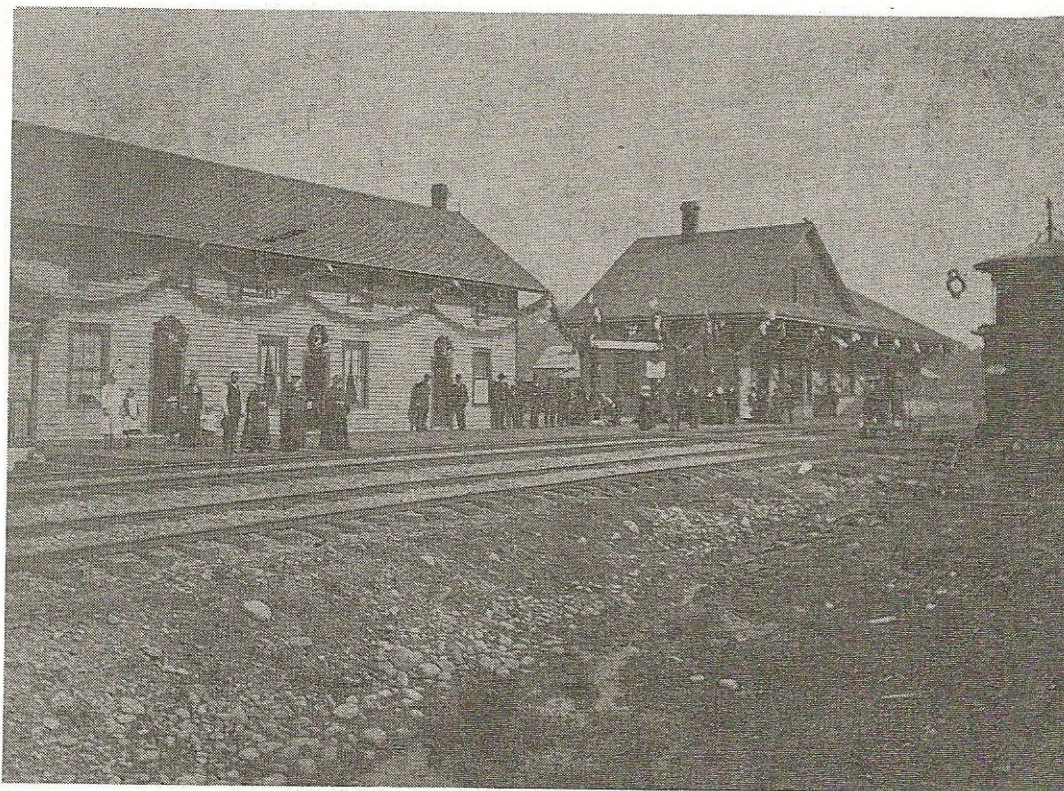
Almost all the street names originally platted have survived to this day, including Howard, Olympia, Stage, Hodgdon, and Central Streets. The only casualty over the years was Railroad Street, which was re-named Park Street in the 1970's. One curious happenstance did occur sometime over the years when Hodgdon and Stage Streets were reversed from the original plat. Also popping up to make things a little more confusing, "Hodgdon's Addition to Tenino" was recorded on May 22, 1873, prior to the recording of the original plat. How that occurred is obscured in time, but it added 19 more blocks to the townsite.

Meanwhile in Olympia the Capitol was trying to salvage some consolation from the loss of the railroad and began a long and drawn-out plan to build a line of their own to connect with the Northern Pacific. Various plans and financing schemes were proposed, studied and lobbied for, but the new railroad line wouldn't become reality until 1878.

When the Thurston County Railroad Construction Company was finally formed and financed, it was decided that it would be more economical to lay a narrow gauge line between Olympia and Tenino. (About half the cost of standard gauge, it was estimated.) Construction on the line began in June of 1878 and the line progressed at a mile and a quarter a day. The construction crew was about one-third Chinese and the rest whites, according to The Washington Standard. Track and the locomotive arrived aboard the ship "Tidal Wave" from San Francisco, and the freight and passenger cars were being built by Ward & Mitchell of Tumwater.

A Mr. Mason was the first engineer hired by the TCRCC, and his first project was to assemble the locomotive, which had been shipped in pieces from San Francisco. Ward and Mitchell's rail cars must have been rather primitive too, because several months after service had been initiated an Olympia newspaper commented that seats for the passenger cars had finally arrived.

The track was inspected in late July by A. B. Glover, A. J. Treadway, and W. McMicken, who had been appointed by the county commissioners. The men found the line constructed in accordance with the conditions of the con-



THE ORIGINAL TENINO DEPOT AND BILLY HUSTON'S HOTEL IN 1883



BILLY HUSTON AND SOL BLUMAUER WITH COOLIE SECTION GANG

tract. However, that same day the line had its first derailment at Bush Prairie when an improperly installed track joint came loose. The mishap was charged up to undue pressure on the tracklayers to complete the job under a difficult time schedule.

Completion of the line called for a celebration and the railroad company decided to have free excursions from Olympia to Tenino on August 1, 1878. Railroad company president John Johnson announced that free rides would be given that day with trains leaving Olympia at 7:30 a.m. and 1:30 p.m. Return trips from Tenino were at 9:30 and 3 o'clock.

The excursion undoubtedly brought Tenino its biggest crowd in the early years of its existence. Six cars on each trip brought a total of 700 Olympians to town, plus an undetermined number from Centerville (Centralia) on a special train which came up to help celebrate the occasion. It was the beginning of a new era in Thurston County transportation.

Dancing and picnicking were the main entertainments of the big day and the Olympia Cornet Band provided the music. Sightseeing around Tenino was still somewhat limited with a business district of three or four structures, but Olympia newspapers reported everyone had a good time.

The first passenger rates set by the new railroad company were as follows: 12 1/2 cents from Olympia to Tumwater; 50 cents to Bush Station (near the Olympia airport); 75 cents to Plumb Station (near Old Highway 99 and Waldrick Road); and \$1 to Tenino. Freight rates were \$1 per ton from any point on the line, and eight tons was considered a carload. Stops for passengers and freight were made any place between the regular stops mentioned above.

Freight business started off briskly and on August 17, 1878, 20,000 tons of oats consigned to Olympia drew comment in The Washington Standard. With regular train service the U.S. Mail shifted from the stage coach line to the railroad and the last run of Rice Tilley's Tenino-Olympia stage was made on July 31, 1878.

A few years earlier, Elbridge Morse, editor of The Northern Star of Snohomish, described the stage coach ride from Olympia to Tenino: "About five o'clock in the morning of each day, except Sunday, Rice Tilley's line of stages leave for Tenino. The road is excellent (a matter of opinion, and not

everyone agreed with Morse), soil light, much of it very poor. After passing Tumwater, two miles from Olympia, the road runs through a tract of country where the road never gets muddy; passing over Bush Prairie, Rocky Prairie and Mound Prairie. The last prairie presenting some very interesting questions for a geologist to solve. For quite a large tract of country, we see a soil filled with gravel and large stones, like those from a sea beach, covered with rounded hillocks, like large potato hills, each eminence being about fifty feet in diameter and some six feet high. it looks as if for ages this had been the grounding place for icebergs floating from the north and melting here during the glacial epic described by geologists. Very likely this is the explanation of the cause of these very singular mounds. (They're still arguing about the formation of the mounds 110 years later.)

"The stage reaches Tenino about nine a.m. leaving ample time to obtain a good breakfast before the train arrives from Tacoma, which most passengers prefer to do, rather than breakfast so early at Olympia, while those who eat before starting usually find the morning ride gives them an appetite sufficient to make another breakfast agreeable. The distance from Olympia to Tenino is some twelve or fifteen miles, present stage fare \$1.50. Tenino is very pleasantly situated, some nice farms in its vicinity. The town presents many signs of healthy growth." Editor Morse went on to note that the train ride from Tenino to Kalama took three hours and cost \$5. From there passengers took a steamer to Portland and the two to three hour boat ride cost another \$1.

A less intellectual traveler on the Tenino-Olympia stage line in 1877 gained a bit of notoriety in the Olympia newspapers when he shot off the tip of his ear. It seemed that the man had been shooting at birds from the jolting stage coach. The mishap was charged off to "careless handling of a revolver". The wild west atmosphere also occasionally caused problems on the Northern Pacific run from Kalama to Tenino and starting in 1873 all firearms had to be checked with the conductor at a charge of 50 cents each.

After the completion of its narrow gauge line, the Thurston County Railroad contracted with Northern Pacific for joint use of its Tenino depot for freight and passengers and of its water towers to fill the locomotive boilers. In December of 1878 The Washington Standard reported that the Tenino depot had been improved so that passengers "can go from the Northern Pacific platform to the Olympia & Tenino platform without being exposed to the rain".

The Olympia-Tenino railroad had more than its share of problems in its early days, and passengers were often exposed to more than rain on the platform. The road bed as originally constructed was so bad that the first several months of operation one trip a day was made by the train and the rest of the working day spent making repairs to the tracks and grade.

A locomotive mishap in September of 1878 forced cancellation of one day's run and the mail had to be carried from Olympia on a hand-car. A heavy snow in 1880 caused all sorts of problems for the little rail line, with one train being stalled in snowdrifts between Tumwater and Tenino where it ran out of both wood and water. The snow was so deep that attempts to bring the mail from Olympia to Tenino by horse were unsuccessful.

The Olympia branch line changed its name in August of 1881 to "The Olympia and Chehalis Valley Railroad", and in 1891 to "The Port Townsend and Southern Railroad Company". It remained in operation under the latter name until it was purchased by the Northern Pacific in 1914.

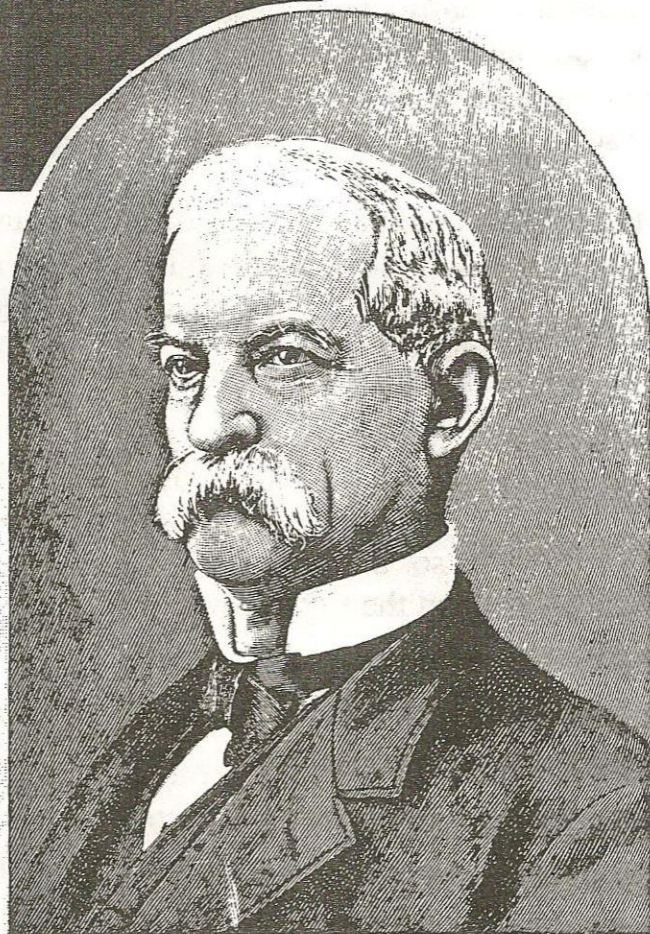
The narrow gauge line under its various titles was generally known locally and in Olympia as the "Galloping Goose" or the "Cannonball". The train was usually made up of a locomotive, several freight cars, and two passenger cars. Service tended to be casual at best as stops were made anyplace along the line to pick up passengers and produce. Balky cows often halted the train while the conductor chased them off the tracks and fallen trees occasionally called for some impromptu wood chopping so the train could finish its run.

May Webster Jackson in her short history of Tenino tells of County Commissioner John Yantis getting exasperated one day with delays caused by heavy snow. He finally left the train at Plumb Station and walked to Tenino, beating the train by several hours.

There was no question, however, of the value of the narrow gauge line to Tenino. Not only did it provide faster and better passenger transportation to and from Olympia, it opened up markets for farmers, loggers and miners. The Olympia line was soon hauling logs, farm produce and coal from the south county area. Up until the arrival of the railroad the problem of getting these products to market was a serious and sometimes insurmountable problem. While the railroad still had made no great population boom at Tenino, it was the key to the commerce of the area.



FRED BROWN
Tenino's First Merchant



GEN. J. W. SPRAGUE
N.P. Railroad Executive

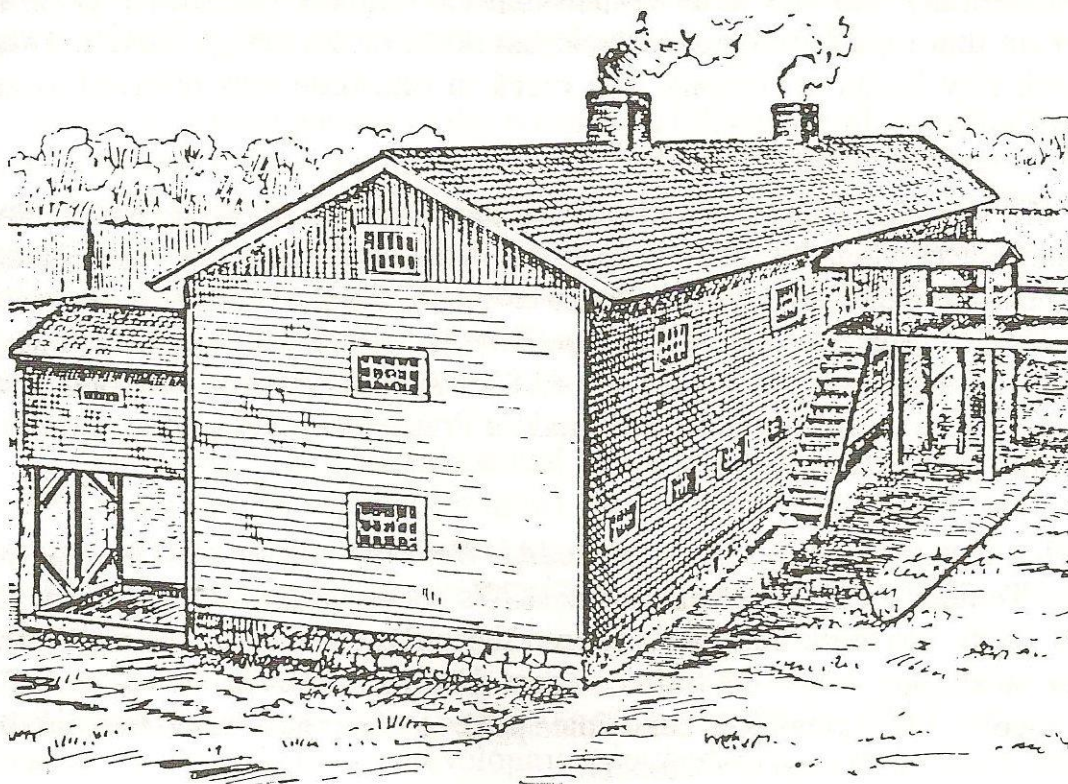
What else happened in the decade of the 1870's? Well, the big story was the 1874 murder of James Taylor at his farm near Tenino by Dabney Jones. Jones and Taylor apparently got into an argument over Jones' wages. A fight ensued and Taylor was killed. Jones hid the body and fled, but was later captured. He pleaded self-defense but was convicted of the crime and incarcerated in the Olympia jail for a 12 year term. A short time later Jones picked the lock of his cell, freed another prisoner, borrowed a jail hacksaw to cut off his shackles, and headed south. Several mornings later he was spotted on the Ignatius Colvin ranch and Colvin and his son Jerry captured the two convicts without a fight even though Jones was found to be armed with a stolen revolver. Sheriff William Billings had offered a \$100 reward for Jones and \$50 for his partner, George Tuefel, who was serving out a sentence for helping soldiers to desert from Fort Colville.

Dabney Jones was the "Willy Sutton" of his day and broke out of the rickety Olympia jail several times. Following his next break-out he was at large for some time before being arrested in Victoria, B.C. for theft, served out a term there, and was returned to Olympia. He ended up in Seatco Prison at Bucoda, where he found the foot-thick wood walls and stout iron bars a lot more secure than Olympia's accommodations. A lot less comfortable, too.

In late 1874, Jonathon Davies drowned when his dugout canoe hit a log and tipped over in the Skookumchuck River. Two boys traveling with him managed to right the canoe and make it to shore. While it seems hard to believe today, canoes were regularly used on the upper Skookumchuck in the early days.

An interesting economic note of the 1870's from The Olympia Transcript was that farm labor in the Skookumchuck area had been set at \$1 per day. It didn't state who set the wage scale but farmers must have had a hard time keeping help when the railroad was paying \$2.50 per day in the same period of time.

The influx of Chinese laborers to work on the railroad also began to cause problems soon after the railroad work was completed. A demonstration by white workers at a coal mine near Tenino in 1874 ended with the Chinese laborers being fired and replaced by whites. It was the beginning of a problem that would ultimately end with the expulsion of Chinese from a number of Northwest communities.



THE SEATCO TERRITORIAL PRISON, LOCATED AT BUCODA 1878-88



THE SEATCO PRISON GUARDS CARRIED 44-40 WINCHESTERS

Incidentally, one old-timer related that the Chinese panned for gold in the stream that runs into Scatter Creek just north of the bridge on Old 99 at the north city limits of Tenino. The creek at one time was referred to as "China Creek".

In 1874 Abram Tilley passed away at the age of 62, and later Mrs. Tilley sold their place, which had been a stage stop and hotel on the old wagon road, to C. Hackshaw and moved into Tenino to become the newest addition to its rather small population. Mr. Hackshaw didn't enjoy his new home very long, however, passing away in December of 1876. Another funeral that year was for Paul Augar, an old-timer of the Tenalcot Prairie who had come to this area in Hudson Bay Company times.

Other items noted in the Puget Sound Weekly Courier of Olympia regarding Tenino in the latter part of the 1870's was a plague of caterpillars in July of 1876, "so thick that they covered the rails of the railroad tracks and became so slippery when the train hit them that the tracks had to be sanded". Judge Jacobs, a Congressional candidate spoke to what must have been a rather small crowd in Tenino in October.

In 1877 about the only notice Tenino received in the Olympia newspapers was of an aborted wedding at Billy Huston's Hotel. It seems a young Tenalcot couple came in with all their relatives and friends for a big celebration. The only problem was that the bridegroom was unable to produce a marriage license when asked for one by the Justice of the Peace. The young man, a French-Canadian, didn't speak English very well, and never did understand why the ceremony couldn't go on as scheduled. The Justice of the Peace, however, stuck to his guns and the wedding was indefinitely postponed. (If this was the big story of the year for Tenino, it gives you an idea of how quiet it must have been here then!)

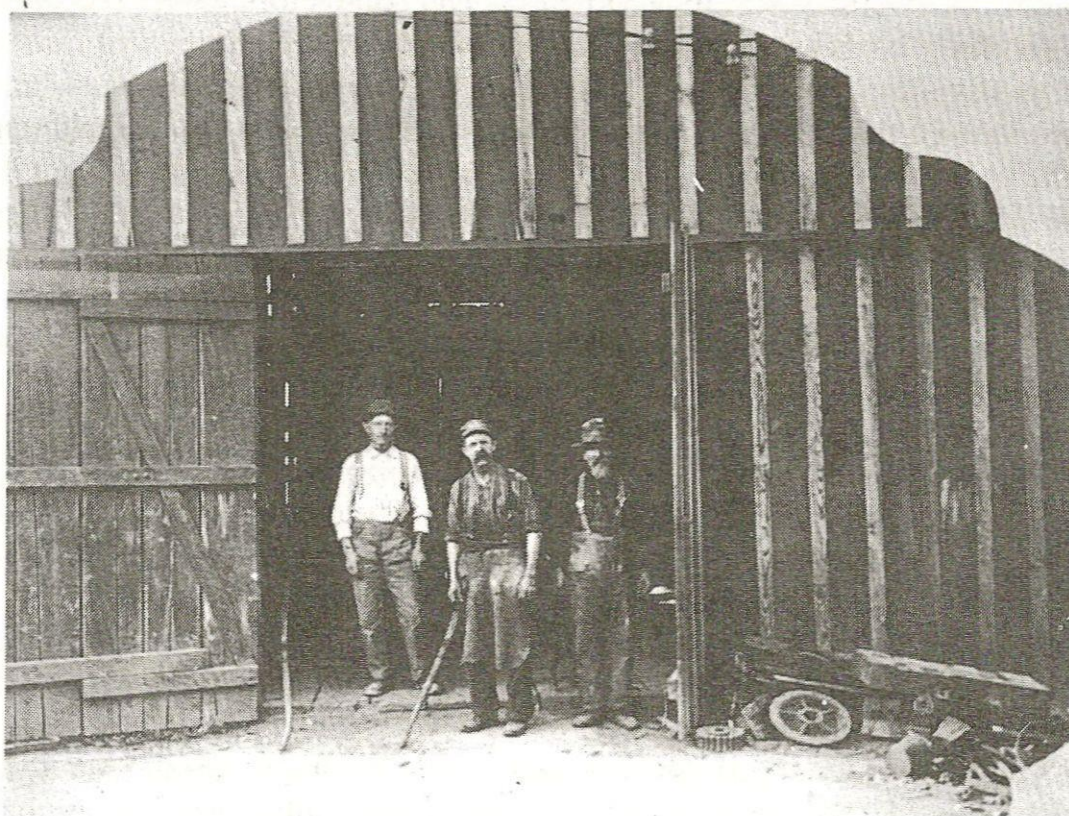
Actually, the big news from the South County in the late 1870's came when it was announced in early 1878 that Sheriff William Billings had picked Seatco for the site of the Washington Territorial Penitentiary. Earlier Billings and Sheriff Jerry Smith of Pierce County had been successful in obtaining legislative permission to build the contract prison. Territorial lawmakers, noted for being tight with the purse strings, had decided that rather than spend state money on a prison they would let private contractors build and run the prison. The state would pay 75 cents a day for the keep of each pris-

oner, but otherwise would incur no costs. The contractors would receive the state per diem for the convicts and also the use of their labor.

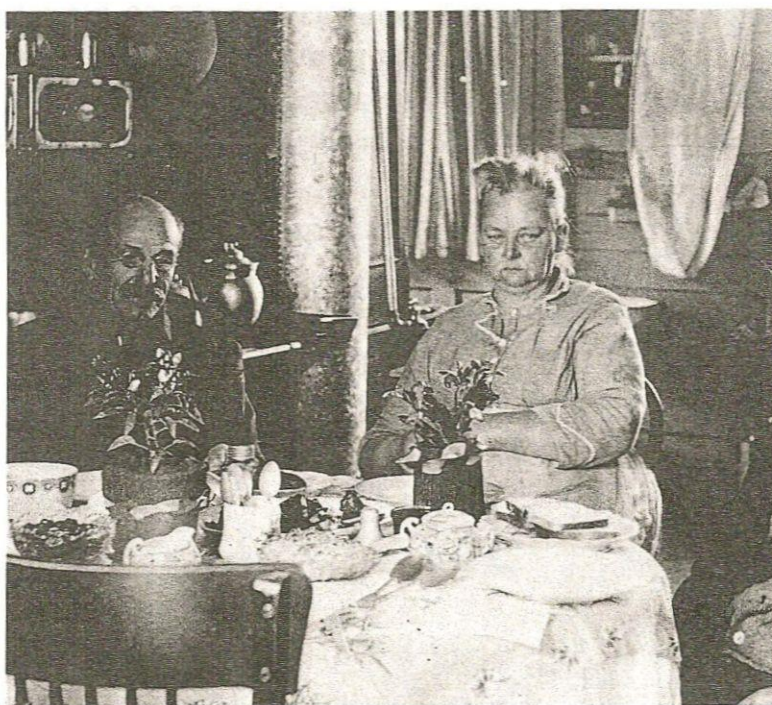
Becoming a third partner in the prison was Oliver Shead, who had bought the mill at Seatco from Aaron Webster. Shead would supply the land and the lumber to build the prison. The two storey prison building was 150 feet long and 50 wide, and built of 2x12 timbers laid flat and spiked at three-inch intervals. The prison was surrounded with a 12-foot wood fence. As far as is known, no one ever escaped from the prison itself, although escapes from work gangs were not uncommon.

By late summer 1878 the prison had a population of about 20 prisoners (it would grow to about 60 or 70 in time) who were put to work cutting wood, working in the nearby coal mine, or hired out to nearby farmers for day work. The convicts were kept in leg chains at all times, even when locked in their cells.

The prison is a story in itself, and only marginally related to Tenino. However, it was the largest development in the South County in the 1870's, and drew considerable outside comment during its building and operation. A political football from the time the idea was conceived, the contract prison received lots of publicity--most of which was bad. It also gave impetus to the flowering of Bucoda as a busy lumbering, milling and coal mining town for the next sixty years. In fact, Bucoda was larger than Tenino in the late 1880's and up into the early 1900's.



MOSE CALLOWAY (center) WAS TENINO'S FIRST BLACKSMITH



MR. AND MRS. WILLIAM RAGLESS
He was one of Tenino's first land and real estate developers

The 1880's

The 1880's started very quietly in the Tenino area, the decade beginning with heavy snows in January of 1880. The snowfall was a record-breaker and crushed barns, toppled trees, and stalled the hapless Olympia & Tenino locomotive between the two towns where it had run out of both wood and water.

While starting slow, the decade gained momentum as it came to a close. There would be two major reasons for this--logging would gradually move inland from saltwater--and at the very end of the decade, Tenino sandstone would be discovered.

Logging's importance was major, but didn't really affect the first real growth of Tenino. As the new decade began Tenino still had only Billy Huston's Hotel and Fred Brown's store beside the Northern Pacific-Olympia & Tenino railway depot. There were a very few houses.

The Olympia & Tenino Railroad was built on a shoestring and was still in financial trouble in 1881 when the stockholders accepted an offer from Gen. J. W. Sprague, R. Wingate, and Tenino's own pioneer merchant, Fred Brown in July of that year. Sprague was an official of the Northern Pacific and an experienced railroader and no doubt the major stockholder in the new company. The T & O stockholders were grateful to get out from under the losses of the narrow gauge line which had been and still was plagued with many difficulties. What they didn't realize was that hauling logs, not people, was going to eventually make the line profitable.

In May of 1882 Fred Brown sold his Tenino store to Joseph Blumauer and sons of Portland and became conductor on the railroad of which he had become part owner. Sol Blumauer became Tenino's Postmaster as of May 28, 1882, and his brother Isaac would hold the post from April 1884 until 1890. Brown, Tenino's first merchant, would go on to become well known in the logging, milling and coal mining business in Southwest Washington after his railroading experience. He was one of the founders of the Seatco Manufac-

turing Co. and later the owner of the Westside Mill Co. in Olympia. His wife, Elizabeth, was the daughter of South County pioneer Lawton Case.

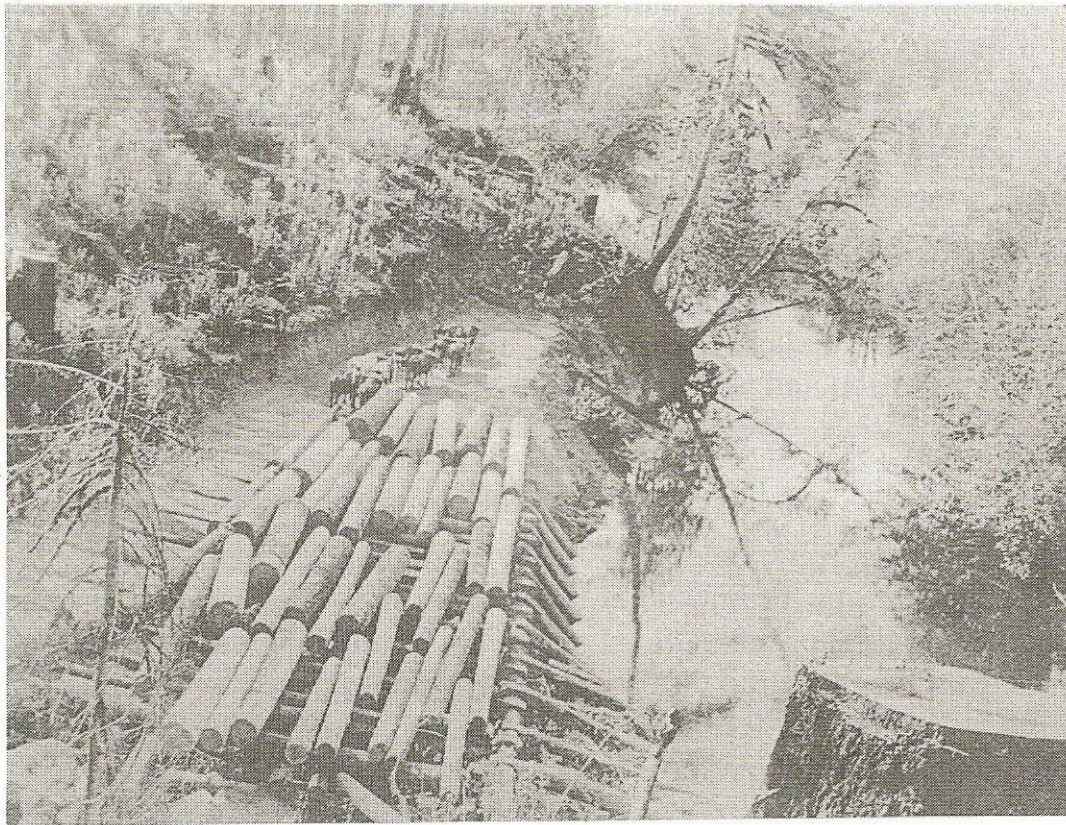
In July of 1882 Tenino experienced its first major theft when Henry Tilley came home to find that someone had taken \$662 in gold from his bureau drawer. That was a lot of money in that period in time and made the "Mere Mention" column of The Washington Standard which carried everything from tea parties of Olympia matrons to ship sinkings, the grim details of particularly gory suicides, business news, and racial slights to Indians, Chinese and other minorities.

Stephen Hodgdon, Tenino's founder, died in September of 1882, leaving a widow, Sarah Tilley Hodgdon. Mrs. Tilley, had moved to Tenino after the death of her first husband, Abram Tilley, and became one of the town's first purely residential citizens. (Hers was the first house on the actual townsite and it later became a law office for pioneer Tenino attorney, poet and printer, P. C. Kibbe. The structure was located on the site of the present Tenino Post Office and was torn down in the 1960's.) Mrs. Tilley married Hodgdon some years after the death of his first wife, Deborah. Sad to say, the death of Tenino's founder, Stephen Hodgdon, rated only a couple of lines in the Olympia newspapers and no one seems to know where he was buried.

1883-84 were quiet ones for Tenino with few events which drew any type of historical notice. Old-timers of the area, Mrs. Asher Sargent and Lawton Case died in 1883 and Alex Yantis and James Offut in 1884. Reuben Crowder had a tough time in the winter of '84 with coyotes killing his sheep, according to the Washington Standard.

The middle of the decade began with more heavy snow in January of 1885 and once more a sleigh had to be sent from Olympia to pick up the mail and the express because the railroad, now named the Olympia & Chehalis Valley, was blocked with snow. Also in January O & CV railroad workers apparently spent the time building a new freight car in the Olympia yards. It is interesting to note that the Tenino & Olympia Railroad and its successor, the Olympia & Chehalis Valley Railroad, operated with home-built passenger and freight cars for the first nine years of its operation. It would be 1887 before the first "real" passenger cars would be purchased for the line.

In February Billy Huston made the news again by having to put on an oyster dinner for 12 for losing an election bet. Billy bet that not more than ten



OXEN LOGGING ON THE SKOOKUMCHUCK, 1888



10-OXEN TEAM HAULING ON SKID ROAD

Coal Bank precinct women would vote in the election and lost--twenty-three went to the polls. Actually, Billy had a talent for making or inventing news and was frequently mentioned in the Olympia press. In July he was in "Mere Mention" again for having remodeled his dining room "in elegant and artistic style".

The note was followed by one of Billy's famous stories concerning a family of flatlanders from the Midwest who stopped at his establishment for dinner and were served clams for the first time. A small daughter of the family finished her portion and asked for "more meat". She was told to help herself from a plate of steak. "No, not that meat! I want the kind that comes in them little boxes!"

John Miller Murphy, owner of The Washington Standard, obviously enjoyed the gregarious Tenino hotel owner and often mentioned his visits to Olympia on cultural or recreational expeditions and Billy was a prime source of news from the "junction city" as Murphy often referred to Tenino. In late 1885 the railroad made Tenino a "breakfast stop" and Murphy commented in his column that "Billy's platter is right side up in a rain of porridge!"

In the Spring of 1885 Maggie Brown was the schoolmarm at Coal Bank School and in June the building got a new coat of white paint. It was described, perhaps by Maggie, as "A pearl in a setting of sapphire". Also teaching in the area at that time was Laura Price, who presided over the Skookumchuck School, which may have been the one held in the upper storey of the Jonathon Prince home. (In 1886 Nellie Taylor was teaching a "private" school in Tenino.)

The McMillan logging camp had been logging along the Skookumchuck in 1885 and then moved their operations from Adolph Troller's place to Seatco. Bush and Gaston were also logging along the Olympia & Chehalis Valley line north of Tenino.

In October of 1885 the Northern Pacific completed a 45,556 gallon water tank at Tenino. The big tank was the largest on the line, and Tenino had eight trains a day passing through between Tacoma and Portland.

The year 1886 started off with an incident related to the "Chinese expulsion" from the Northwest. The shack housing the Chinese section gang at Tenino a little ways down the track from Billy Huston's Hotel was burned down

on Christmas Eve and another at Deschutes, six miles from Tenino also was torched. According to the Washington Standard the "Celestials" took the hint and left. A few weeks later the Olympia & Chehalis Valley Railroad fired its Chinese crews and hired whites to replace them. About the same time Chinese in Tacoma and Seattle were forced to leave their homes and businesses. They were literally shipped out of the area due to anti-Chinese sentiment stirred up over their willingness to work for lower wages and lots of invented stories about their cultural differences. It was not one of the more noble periods in Northwest history.

By the spring of 1886, Bush & Gaston were logging two miles south of Tenino and The Washington Standard noted that "The O & CV Railroad is making plans to extend tracks to their field of endeavor". About the same time Billy Huston turned up again in the pages of The Standard, this time as a Deputy Sheriff investigating the theft of \$90 in gold from Philip Northcraft. Billy, it seems, was a man of many talents!

H. H. Gilmore of Gilmore's Station just north of Tenino on the Olympia-Tenino rail line, was awarded a contract in June of 1886 to supply 20,000 railroad ties for the "Hanaford Prairie and Nisqually Railroad". There is little mention thereafter of the proposed new railroad, which presumably died like many others of the period before laying a single rail. Another logging show in the area mentioned in 1886 was "Morrison's Camp" located on the O & CV a few miles from Tenino.

Comfort improved for Olympia & Chehalis Valley Railroad passengers in 1886 when new trucks were installed on its passenger cars. "It makes the ride much smoother and obviates the jolting hitherto experienced by those who passed over that road," said The Standard. Anyone who has ever taken a close look at the old railroad grade can appreciate any attempt to make passengers more comfortable. The line was full of dips and wobbles and was a far cry from the relatively smooth rail traffic of later times.

Sportsmen will be envious of Billy Huston, who in the summer of that year pulled 70 trout from one hole in the Deschutes River. Customers in the Huston House dining room were served trout at every meal for a couple of days. John Miller Murphy noted in The Standard, "No more favored resort for the sportsman can be found in Western Washington than the woods and streams about Tenino".

Tenino also gained fame of another sort that summer when an enterprising George Francis Smith burrowed under the station platform of the Tenino Depot and recovered 4,000 whiskey bottles for one of the area's first recycling projects. The incident proved beyond a doubt that Tenino was an important "refreshment" stop in the early days of the railroad. It also would indicate that Billy Huston's lone liquor permit for the town in that era was a very profitable one.

The Centralia correspondent of The Washington Standard visited Tenino in November of 1886 and commented that "Blumauer and Warren's stores keep a good supply of everything". (Rublen Warren had established the second store in Tenino in the mid 1880's.) The correspondent also noted that Kennedy & Barrett had a sawmill a mile south of town and were hauling lumber to Tenino.

The R. L. Polk "Puget Sound Directory" of 1887 was the first to list Tenino as more than a "whistle stop". The directory description rates Tenino as "a village" with a population of 75 with telegraph and express service and "mail daily". Listed among the residents are Benjamin, Isaac, Joseph, and Sol Blumauer of Blumauer's General Merchandise; C. W. Bryant, baggage agent for the Northern Pacific; William Bryant, agent for the Olympia & Chehalis Valley Railroad; Moses Calloway, blacksmith; Ulrich Collins, Northern Pacific agent; Mrs. C. Cornelius, housekeeper of Huston House; William Gearing, clerk at Huston House; William Huston, proprietor of Huston House; William McAllister, clerk in Warren's General Store; Charles Muncey, engineer; Mr. Randolph (no first name), brick mason; Wm. Ragless, blacksmith; Ed Sweeney, section foreman for Northern Pacific; Sarah Tilley; and Rublen Warren, proprietor of Warren's General Store. Whomever else was living in Tenino to give it the population of 75 the directory failed to mention.

The price of logs in 1887 was "way up" to \$8 per thousand, according to The Washington Standard. In the summer of that year the first circus came to Tenino. For some reason it chose to by-pass Olympia, which did not please The Standard's John Miller Murphy, who aside from the publishing business was Olympia's leading theatrical empresario. The circus event quite likely was Tenino's first "show biz" happening of any size.

Late in August of 1887 new passenger cars arrived for the Olympia & Chehalis Valley line. They were greeted with enthusiasm by everyone and



THE OLD ROAD OVER CHAEN HILL WAS STEEP AND NARROW

described as "elegant" by The Washington Standard. After nine years of home-made cars and wood bench seats, the little narrow gauge line was finally coming of age.

The rumblings of progress were coming to Tenino in 1888 and by summer Bartlett & Williams had a big logging camp in operation near Tenino with a large contract from the Northern Pacific Railroad. Mrs. Hackshaw had sold the "Old Tilley Place" on Violet Prairie for \$17,000 to Mr. Sarver, and May Blumauer had left for Portland to attend the prestigious St. Helens Hall School. Fares on the O & CV were reduced to \$1 one-way between Olympia and Tenino and to \$1.75 round trip.

Making both Olympia newspapers was the serious illness of Tenino's own Billy Huston, who was "laid low by paralysis". Billy later recovered and swore off "demon rum", which he blamed for his illness.

The 1880's were winding down with the best yet to come for Tenino. The end of the decade would bring the discovery of a fine grade of sandstone on the hill south of Tenino. It would change the quiet little whistle stop into a real town.

The Boom Begins

In 1888 Tenino's future really began to take shape with the discovery of good grades of sandstone on the hillsides around the town. According to one story S. W. Fenton and George VanTine first discovered the deposits of sandstone while picking berries on the hillside just south of the railroad depot in Tenino. If there is any truth to the story, the discovery was made in the summer of 1888.

But it is unlikely that the discovery was made by accident and that Fenton and VanTine just happened to be picking berries. Both of the men were experienced quarrymen from Minnesota and had come west seeking a good site that could produce quality building stone. They arrived in Olympia where they heard about the Manvill Quarry near Plum Station. Manvill's operation was small, but pre-dates the Tenino quarries. Manvill was advertising building stone for sale in Olympia newspapers several years before the local quarries opened and also supplied building stone for the foundation of the elegant Olympia Hotel in 1899.

VanTine and Fenton hopped the O & CV to check out his quarry and apparently were not very impressed with the quality of stone. They stayed overnight with J. D. Spirlock, who is said to have told them about a better sandstone deposit around Tenino.

At any rate, VanTine and Fenton found a good deposit of fine sandstone within a stone's throw of the Tenino railroad depot. They were able to acquire the land, and formed The VanTine Stone Co. with Charles Billings of Olympia as a partner (son of pioneer sheriff William Billings). The company later evolved into VanTine and Fenton and then into The Tenino Stone Quarry Co. They cleared the hillside and began cutting stone. The first shipments were made in the Spring of 1889, and Tenino sandstone began to gain a reputation as a fine building material. Before cut stone lost its popularity with builders in the second decade of the 20th century, many prominent Northwest buildings would be built of Tenino stone.

Shortly thereafter, Tenino's second quarry, The Eureka Sandstone Co. came into being on the Military Road just a mile from town. The Eureka Quarry was under the direction of J. W. Derrickson and by 1889 had a rail spur, a crew of 11 quarrymen, and was shipping stone daily to Tacoma for building purposes. The quarry supplied stone for Northern Pacific projects and was reported to have backing from the company.

At the same time the quarries began operation, Frank Bard had started a shingle mill and lumber mill just east of town and was soon shipping four carloads of shingles every week. The burst of activity was just what Tenino needed to grow--and grow it did.

The Washington Standard commented in June of 1889, that "Tenino is putting on city airs--it now has a barber shop". It soon also had its first Justice of the Peace--J. F. Cannon, appointed in December.

Another sign that Tenino had really arrived was the platting of Ragless Addition to Tenino by William Ragless, the English-born blacksmith turned realtor. Ragless opened a real estate office at Sussex and Sheridan Streets that year and was advertising 60x120-foot lots in the Olympia newspapers for \$15 apiece, and \$20 for a corner lot. Ragless also put his permanent imprint on Tenino by naming a good number of streets in the east part of town. Bognor Street was named after his birthplace in England, and the main street after Sussex, the county or shire in which Bognor was located. He also named a street after himself and threw in a bunch of American heroes--Custer, Sheridan, Washington, Lincoln, and Garfield.

Related to Ragless was another Tenino pioneer who arrived in 1887. This was George Sumption, who came to Tenino from England with his father and mother that year. The elder Sumption was the father-in-law of William Ragless and his wife had been the swimming instructor for the royal family in England and allegedly the first woman to swim the English Channel. George Sumption Jr. became a Tenino merchant and later served as a game warden in the area and then as county road supervisor for 32 years. Sumption was a well-known and respected Teninoan and lived until 1940. Although a bachelor, he was famous for his culinary expertise and as a show class flower gardener.

Another pioneer reaching Tenino in 1889 was Wilson Howe, who later served as Tenino's postmaster for 20 years. Howe began work in Tenino at



THE TENINO SANDSTONE CO. ABOUT 1890
(Notice how little stone had been cut from hillside)

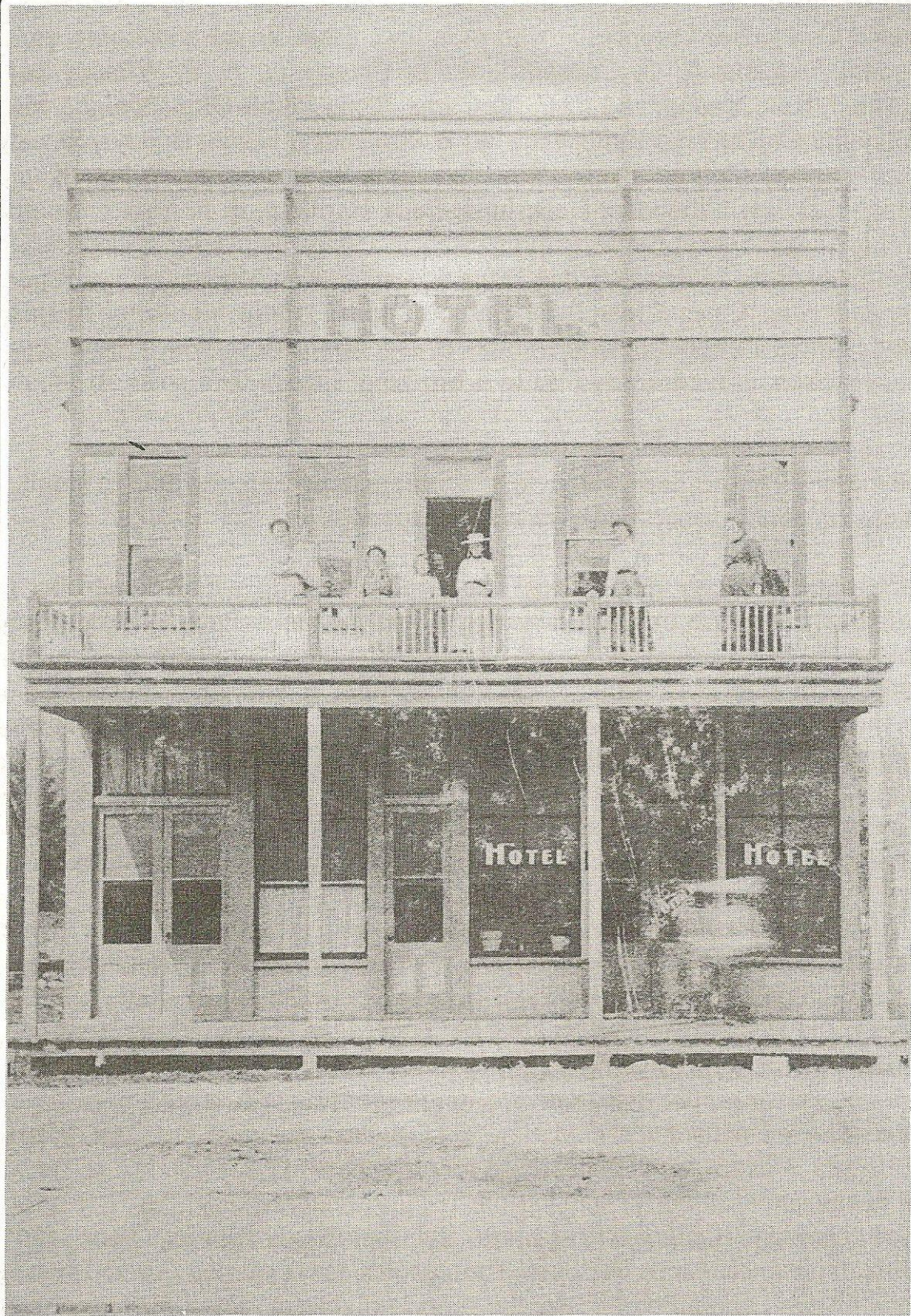


TENINO STONE CO. CREW WITH STEAM CHANNELER, CIRCA 1890

the Eureka Quarry and a year later joined the Tenino Sandstone Co. where he worked until 1915. In an interview in The Thurston County (Tenino) Independent in 1935, Howe claimed that the population in Tenino when he arrived was not much more than 15 and there were just five buildings in the entire town. Howe acquired the nickname of "Doc" after being drafted as the official dentist at the stone quarry. Armed with a pair of dental forceps acquired from a tramp, Doc Howe pulled hundreds of teeth using a tool box for a dental chair and Tim McArthur to hold the patient's head still. Howe married Elizabeth Cannon in 1895 and took over as Postmaster at the death of his father-in-law, Jeff Cannon, in 1915. He served until his own death in July of 1935. His daughter, Hazel Russell, continued the family tradition by assuming the position and serving from 1935 until 1966.

A real mark of progress for Tenino was the establishment of its first public school in 1890. The school was a one-room structure located on the south edge of the present Parkside Elementary School. Tenino's rapid growth made it necessary to replace the one-room school with one of four rooms by 1892. Teaching at Tenino in the 1890's were L. J. Bynne, Andrew Olivey, Alex Olivey, Bel J. Campbell, Sadie Colvin, Georgia Van Cleave, Linnie Barnes, Lillian Hannah, C. C. McCarty, D. G. Cuickshank, Mamie Dahan, G. D. Young, and R. A. Todd.

Out in the surrounding countryside a number of small districts had, or would soon be established. Included among those were: Cattail, just east of Tenino; Offut Lake, Plum and Rocky Prairie, north of Tenino; Maytown, Case, Hackshaw and Pierce, west of Tenino; Colvin, southwest of Tenino; Skookumchuck and Stony Point in the Skookumchuck Valley; and Bucoda. Some of the teachers listed in district records in the 1890's and first years of the 1900's were: Pierce: Anna Callow, F. N. Henry, Alice Langridge, Amy Case, and Edna Robertson; Plum: Lizzie Waddell, Louie Plomondon, Norbert Plomondon, Eliza Stevens, Lulu Ray, Alice Yantis, Lottie Vercou, Tille Schultz, Matie Heffernon, Maud Allinson and Clara Mullaney; Rocky Prairie: Pearl Allebone, Emery Williamson, Louie Plomondon, Jessie Hartsuck and Maria Cole; Skookumchuck: James Wasson, Myrtle Robertson, William Newburn, Carrie Berry, Cordelia Kinney and Ms. M. G. Neely; Colvin: Pearl Allebone, Louie Plomondon, Anna Campbell, Julia Scully, Lena Watrous, and Bertha White; Hackshaw: Edna Patnude, Agnes Farrell, Amy Case and Henrietta Meyer; Stony Point: Emma Mythaler, Bertha Honeywell, Eugene Canady, Sarah Morrison, Mrs. M. G. Neely and Carrie Berry; Cattail: Marie Osby, Edith McIntyre, Georgia Sorel, Ella Matson, Alpha Roberts,



THE PHOENIX HOTEL, ONE OF FIRST BUILDINGS ON SUSSEX STREET

Anna Campbell and Edna Patnude; Plum: Leola Coombs, Eliza Stephens, Charles Curry, Bel Campbell, Albert Gaillac, Ethel Royal and Louie Plomondon; Ticknor: A. G. Crawford, W. E. Greenway, A. F. Wilson, Bel Campbell, Kate Young, and C. C. McCarty; Stony Point: Grace Knight, Ida Will, Sadie Colvin, Earl Butterfield, W. E. Greenway, Bertha Honeywell and Anna Murray; Colvin: Fanny Wheeler, Ella Boyer, Sadie Colvin, Kate Young, and Pearl Allebone; Hackshaw: Lucy Hartman, F. F. Fisher, Nellie Colvin, Laura Avery, Sadie Colvin, Margie Henry and Amy Case; Case: Christine Nelson, Lillian Watrous, Edna Wiseman, Una Mooney, Mary Rinehart, and Amy Case; Clear Lake (later Cattail): Addie Manville, Lillian Meays, Anna Campbell, Allie Campbell and Edith McIntyre. (Obviously, some teachers moved around quite a bit from district to district in those days).

By 1891 Tenino had grown to a population of 335 and had a much-enlarged business district and even a newspaper!

Clarence E. Berry had started The Tenino Herald, which would be a short-lived enterprise like many newspapers of the times. Publishers in those days tended to go where the action was and would load up their press and go elsewhere in a hurry if business was not booming at what they considered a worthwhile rate. Allison & Olinger were running a general store, George Bowers and Reinhold Feitge were the local barbers, and William Bowers ran a hardware store. Moses Calloway had branched out from his blacksmith business and was in partnership with William Lewis in a saloon. Also operating saloons were Tom Dutcher, Al Perry, and Bill Sloan and Joseph Deer.

Billy Huston had taken in James Morrison as a partner in the hotel, Sherman and Joel Ticknor had opened a livery stable, George Sumption had started a shoe repair shop, and Henry Gilmore operated a confectionery. With Moses Calloway and William Ragless both out of the blacksmithing business, William Rowland had taken over as the local smithy. J. R. James was operating a general store, but didn't survive long according to a surviving relative ("Too generous with credit"). Also in the store business were T. J. McClellan and Robert Wilson. McClellan would go on to be a major force in the Tenino's business community, starting the first power company, the first telephone company, running a drug store, and operating a theatre. Other 1891 Tenino businesses were William Thompson's meat market, Fred Ernst's Confectionery, and a hotel under the proprietorship of Robert Beggs and Peter Stewart.

The industry of the town included the two quarries, the Tenino Shingle Co., now owned by Charles and John Finnegan. VanTine and Fenton were offering blue and buff sandstone cut by steam-driven channelers. The Eureka Sandstone Co. was listed under the ownership of Arthur McMullen, John Tulloch and George Bruce, and advertised "Promiscuous blocks, dimension and rubble stone, bridge stone and sawed stone".

T. F. Mentzer built a sawmill east of town after the Tenino Shingle Co. burned down. Mentzer had originally come to Tenino in 1889 and bought out Frank Bard's shingle mill, but later sold it to the Finnegans and returned to Mitchell, South Dakota to resume a practice of law. He returned to Tenino to straighten out his interest in the mill property and ended up building the new mill, which operated until it burned in 1907. Mentzer again rebuilt and the mill was sold to Mutual Lumber Co. in 1913.

T. F. Mentzer is a well-known figure in Tenino's history, not only as a pioneer mill owner, but as an attorney, legislator, mayor, and long-time civic leader. Mentzer had the unique distinction of serving in both the South Dakota and Washington legislatures. In Washington he played a decisive role in keeping the capitol in Olympia and in obtaining federal funds for the building of the capitol buildings. He was Thurston County Republican Central Committee chairman for a number of years and the oldest member of the County Bar Association when he died in 1936.

In January, 1891, the Tenino Post Office was taken over by Mrs. Sallie Morton, but the attractive widow did not hold the job very long. George VanTine took Sallie as a bride the same year and James Allison of Allison & Olinger took over the position in October and would hold the job until 1894 when T. J. McClellan gained the appointment. (Postmaster jobs were political plums in those days.)

A contemporary look at Tenino in 1891 is offered by an Olympia newspaper reporter who wrote the following story about the town for The Washington Standard:

"One of the most progressive towns on the line of the Northern Pacific Railroad between Portland and Olympia is the junction city of Tenino. It has taken a start within the past few months that is amazing to those who remember it as a mere way station, which had become moss covered from the somnolent nature of the few inhabitants who picked up an easy living from the

business created by the transfer of passengers and freight at that point.

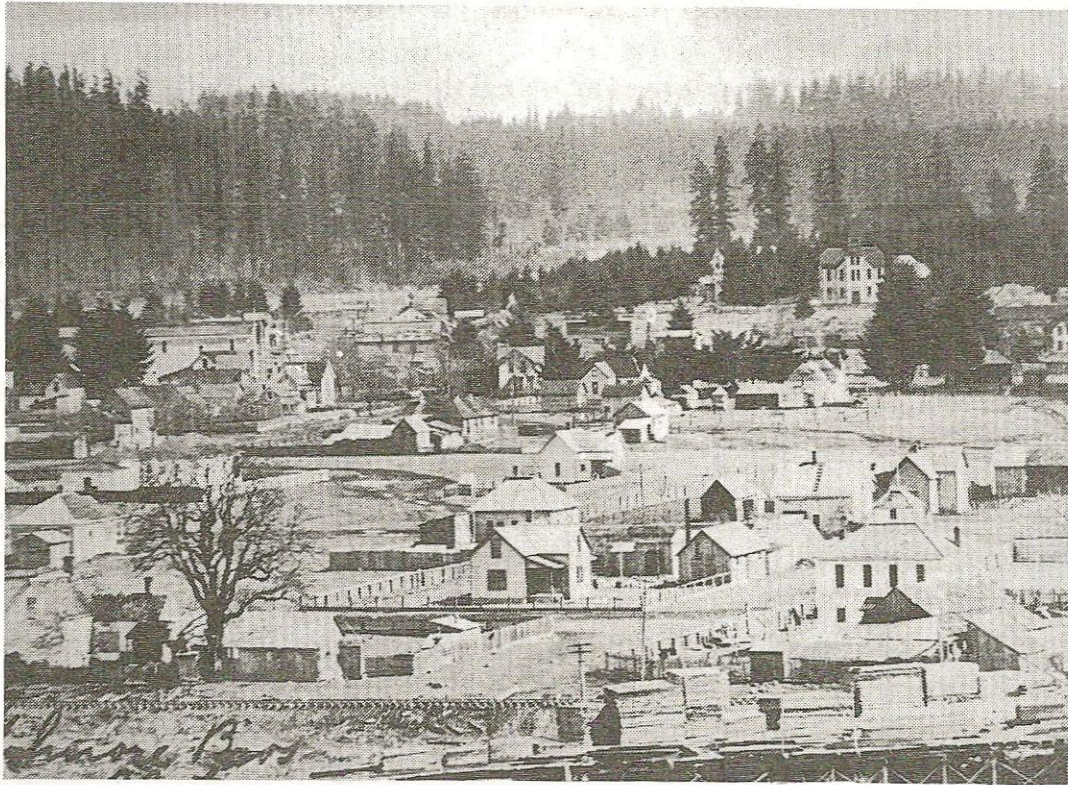
"A change was observed, however, when the capability of its magnificent quarry of building stone became developed. Soon as it was demonstrated that it was equal to any stone on the coast, without fissure or seam, and that it could be placed on railroad cars at a minimum of expense, the prospect of Tenino brightened; but it was only when this impression was verified by the severest tests, actual production and use extending over sufficient time to give average results, that its future became a certainty and Tenino was assured to rank as one of the growing rival cities of the great artery of business connecting river and Sound.

"This resource has grown from a few carloads per month, quarried by the rudest of appliances, to 10 or 14 carloads per day, of from 20 to 30 tons each. This output will be largely increased as the new hoisting machinery, capable of lifting 30 tons at once, and two additional channelers are placed in position, which will be in about two weeks. These improvements will cost about \$17,000, but will double the capacity and enable the company to fill orders with dispatch. Orders are now in for over 80,000 cubic feet and the demand will be largely increased soon as it is shown that buildings will not be delayed by giving this stone the preference.

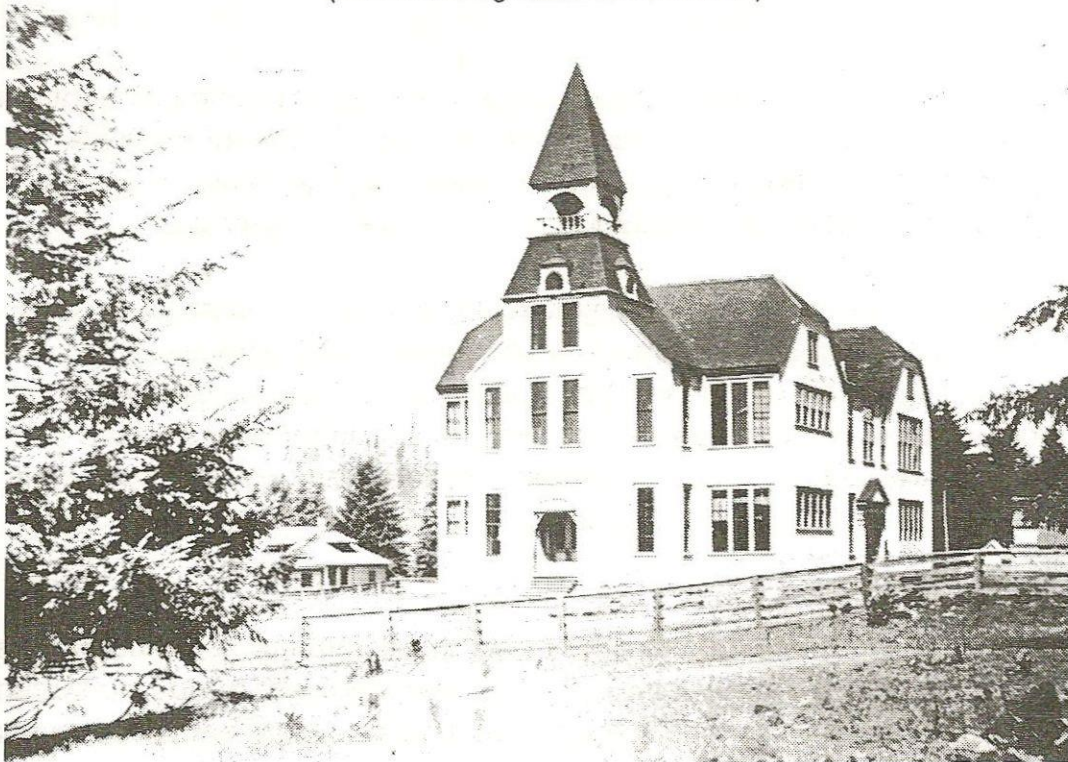
"The company, now known as the Tenino Stone Quarry company consists of C. A. Billings, G. N. VanTine and S. W. Fenton. It now employs 50 men and expects to find work for two to three times that number next spring. It pays for transportation of its products from \$100 to \$150 per day.

"Among the more notable improvements at Tenino, the most conspicuous is the new district school building. It is of modern style with the latest furnishings, and is a credit to the enterprise of the little community which built it. Two churches, one, Presbyterian, is used for union meetings and the other a Catholic church, indicate that the moral training of the people is well cared for.

(1891) "There are five stores devoted to general merchandise, three hotels, two restaurants, four saloons, two barber shops, one saw mill and one shingle mill, a town hall and a newspaper office. Another fine hotel is in process near the depot by Mssrs. Sloan & Deer.



THE LITTLE VILLAGE OF TENINO ABOUT 1900
(view is looking east from Lemon Hill)



TENINO'S THREE STORY SCHOOL, CIRCA 1900

"While Tenino is located in the midst of a very large area of building stone, it seems that the ledge now being worked is the best of the whole district. Other places opened to seams and soft strata which greatly impair its value. Near the company's works a shaft has been sunk to a depth of 50 feet without coming to the bottom of the ledge. It rises an equal height above the surface and apparently extends several thousands of feet into the hillside.

"This is one of Thurston County's most valued resources. It brings money from abroad for disbursement among our people. It affords one of the surest and safest foundations for prosperity that can be supplied by industry, and as such should receive every possible means of support."

(This flowery and often long-sentenced article ended on a note about prosperity written in September of 1891 that was not going to hold true within a few short years. Bad times were coming and they weren't far off.)

The great economic depression of the 1890's struck Tenino in 1893 and many businesses failed. Orders for building stone and lumber practically ceased and the entire economy of the country was in serious trouble. Long-time Tenino barber Norm Clowers described these hard times as "tougher than the Depression of the 30's--no relief and no money--game and fish and boiled potatoes made up the diet of the day". While Clowers and Jeff Howe didn't agree on much else in their 1935 interviews in the Tenino paper, they agreed that the "crash" of 1893 was disastrous to the local economy.

Another reminiscence of Clowers was of 1894 when T. F. Mentzer and S. W. (Wes) Fenton opposed each other for a seat in the legislature: "You could look up and down the street in any direction and see a fight," he said. "Al Perry knocked the head out of a barrel of whiskey in support of Fenton and everyone dipped in!" (Fenton won that time, incidentally.)

Downtown Tenino took another jolt a year or two before the crash of '93, when Northern Pacific decided to move the Depot to "Tenino Junction", the present mill site area south of Sixth Avenue. Not only was the depot moved, but several merchants were pressured into moving along with it. A couple of store buildings and Billy Huston's Hotel were put on rollers and moved to the Junction, but most of Tenino's business community failed to be coerced and remained in the present business district area. Eventually, some of the buildings rolled down to the new depot area were brought back "to town" and the attempt to move the townsite failed. (Billy Huston's Hotel was one that re-

turned uptown and was placed on Sussex Street where it is now part of Tenino True Value Hardware, and the oldest building in town.)

Going along with the move of the depot was the platting of Snyder and Stevens Addition to Tenino, which laid out the streets in the west end of town. Not willing to align their blocks with that of Hodgdon's original plat, everything west of Ritter Street runs at an angle to the rest of town and helped create the awkward corner at Sussex and Ritter Streets. (That corner was a real traffic hazard into the 1920's and the early days of Highway 99 and the site of at least one traffic fatality.)

Snyder & Stevens were Tacoma mill owners and reputed to be in league with the railroad. Their timing in buying the donation land claim of Sam Davenport to make an addition to Tenino at the very same time the railroad decided to move the depot does seem like too much of a coincidence. Davenport, Tenino's second oldest settler, was a follower of gold rushes for many years and lived in Tenino off and on between various strikes all over the western United States. After selling out in Tenino Sam moved down the tracks to Bucoda, where he lived out the rest of his life. Snyder and Stevens sold the property to the Cherry Hill Coal Co. which in turn sold the platted land to the Tenino Sandstone and Townsite Co. (later Hercules Sandstone Co.) in 1901.

The opening of the stone quarries had triggered a jump in the population of Tenino, particularly in its ethnic make-up. An influx of Scottish quarrymen would have a lasting effect on Tenino that would carry through most of its history. Among them were William and Andrew McArthur, whose families would become pillars of the community. William came to Tenino first and was followed by his brother several years later. William sent for his Scotch sweetheart to join him and Andrew was separated from his wife for several years before he was able to provide passage for her and his three sons to join him in the United States.

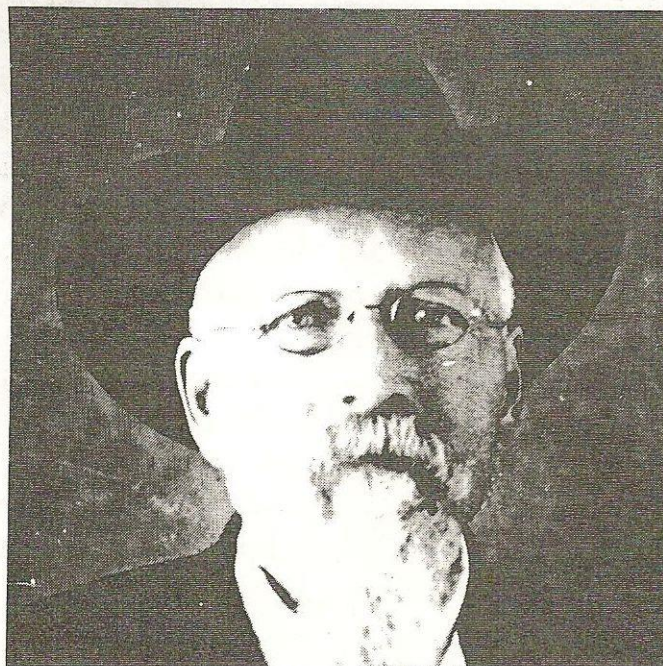
The economy stalled in Tenino and all over the country through the "crashes" of 1893 and 1895, and then slowly began to mend again. Both the quarries and the logging and milling industries started work gradually and before the end of the decade were busy again. Once more Tenino began to grow.



BILLY HUSTON
Tenino's First Hotel Keeper



T. J. McCLELLAN
One of town's first tycoons



JEFF CANON--EARLY POSTMASTER
AND JUSTICE OF THE PEACE

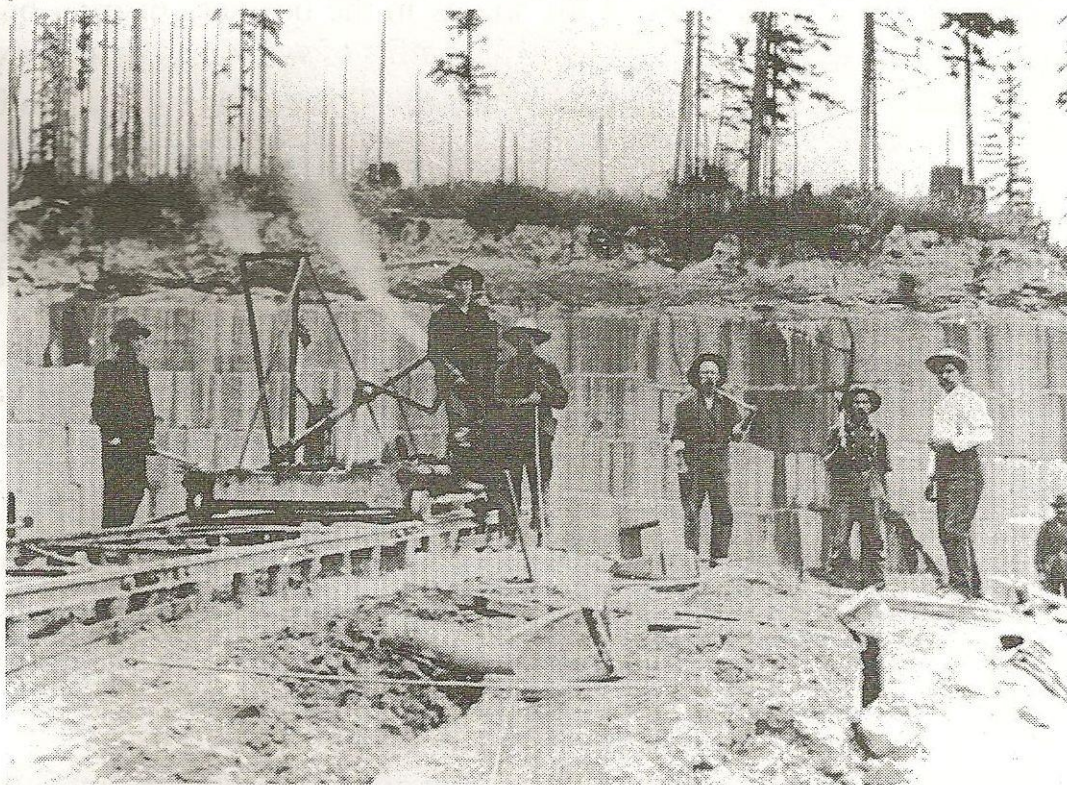
One of those getting into business in the 1890's was Angus Campbell, better known around Tenino for almost 70 years as "A.D.". Campbell started work in Al Perry's store, which was located on the southeast corner of Sussex and Olympia (now Puget Sound National Bank's parking lot). When Perry's store burned down in 1898 "A. D." started his own in partnership with his sister Bel, who at that time was Tenino's Postmistress. Their store on the main street was a mere 18 by 20 feet, and included the Post Office. From this spare beginning grew Campbell & Campbell, one of the town's largest business enterprises, which at one time was actually one of the largest retail outlets in the county. An old time general store, in its prime it could supply groceries, clothing, hardware, sporting goods, farm and logging equipment, building materials, feed and fertilizer. "If they didn't have it, you didn't need it!" was the way one old timer described the store. It would remain in business until the 1950's.

Rising on the site of Al Perry's store about the turn of the century was C. L. W. Green's dry goods store, a two storey building that would become a landmark for many years and later be known as the "Jack Horner" grocery store. After the demise of Green's dry goods business the building was a movie theater, a restaurant, a dry cleaning establishment, and finally the Jack Horner Grocery, which incidentally, was also owned by Campbell & Campbell. The building was torn down in 1956 and the site later was occupied by the Tenino-Oakville Bank, one of the predecessors of Puget Sound Bank.

Another landmark built in the 1890's was a hotel built by H. O. Gilmore on Sussex Street just east of where the Masonic Temple now stands. The hotel had several names over the years including the "Phoenix" and the "Arata"--the latter being the name of one of its owners. The structure was of two storeys to begin with and later a third floor was added. It was the largest building on the main street until it was destroyed by fire in the 1920's.

Tenino also had an "Opera House" in its early years, located on the northwest corner of Howard and Sussex Streets. The Opera House provided what little professional entertainment was available in those days before "moving pictures", but apparently burned down sometime in the first years of the 1900's. A few tickets from the Opera House somehow survived the years and are on display at the Tenino Depot Museum.

The streets in the early days of Tenino were unpaved and said to be "six inches of dust in the summer and six inches of mud in the winter". Wood



QUARRYMEN CUTTING OFF BLOCKS OF SANDSTONE



STONE CARVER WAS THE ELITE OF HIS TRADE
(Note derby hat, white shirt and tie)

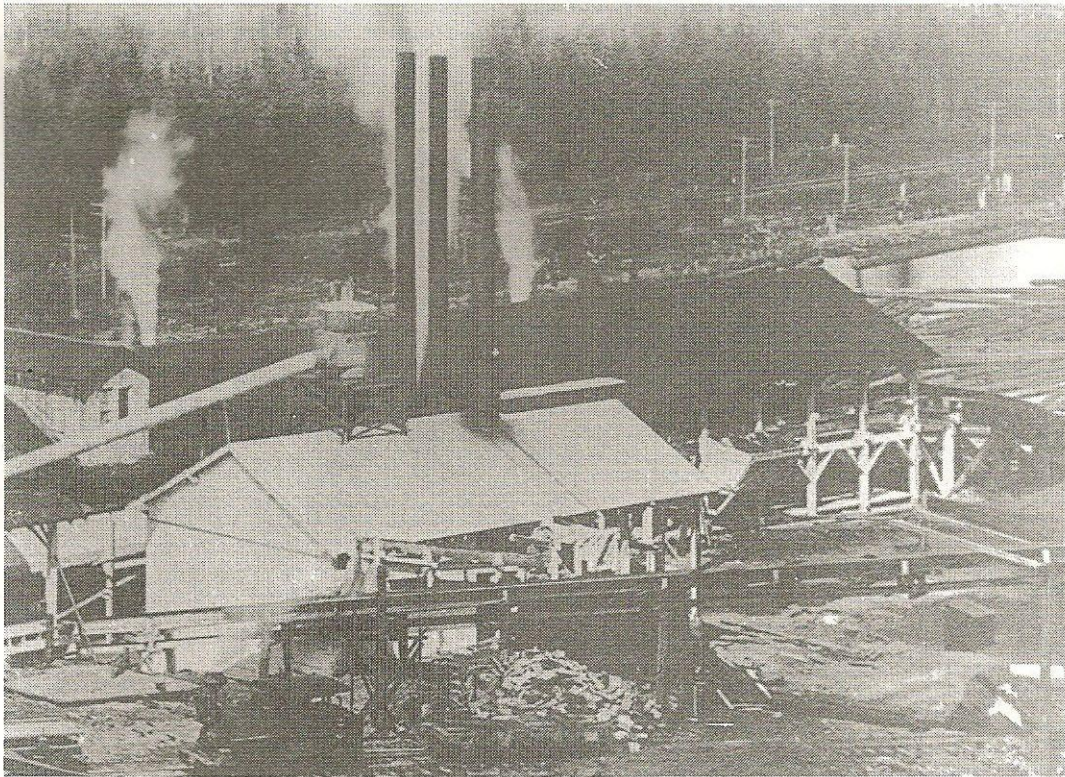
plank sidewalks lined both sides of the streets in the business district, but crossing the street was likely to be hard on the outfits of well dressed men and women. It was 1914 before Tenino finally had paved streets and sidewalks in the business district.

Nothing remains of commercial buildings of the 1880's and 1890's with the exception of the one currently a part of Tenino True Value Hardware. A number of fires over the years took its toll of them and the buildings surviving today date from 1905 or later. The most disastrous fire was in 1905 when a blaze started in George Sumption's store on the southwest corner of Sussex and Olympia and swept westward through the entire block to Howard Street, burning out all of the businesses on the south side of the street from Sumption's store to Shorty Cole's saloon. That fire had a lot to do with Tenino's large number of stone buildings today, making most merchants decide to opt for the much safer stone construction. There was also something to be said for the convenience of a local stone quarry and plenty of expertise in erecting stone buildings.

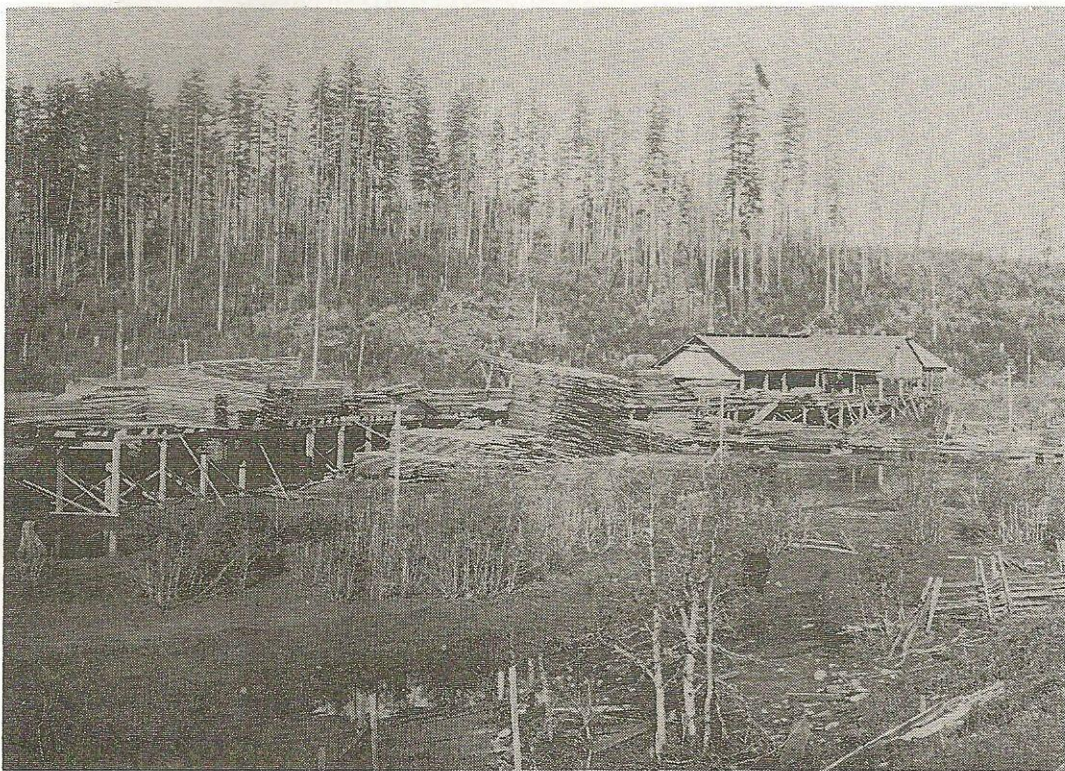
Another aspect of Tenino had also emerged in the 1890's, and that was the social life of the community. Lodges, fraternal clubs, church groups and labor unions were organized and became an important part of life in town. Among those active in the 1890's was the A.O.U.W. and its auxiliary, the Degree of Honor (established 1896), the Masonic Lodge (1892), the Eastern Star (1893), Rebekahs and Odd Fellows, the Royal Neighbors, the Woodmen of the World, the Quarry Workers International Union of North America, and the Mine Workers of America. Of all these lodges only the Degree of Honor and the Masonic Lodge and Eastern Star have survived the years and are still active in Tenino.

In barely a decade Tenino had changed from a whistle stop on the railroad to a real town. It had industry, a respectable business district, a residential base and a growing economy. It was not incorporated yet, but that was coming within a few years.

Things were looking good for Tenino in the dawning of the 1900's. It was already rivaling neighbor Bucoda in population and an abundant supply of sandstone and forest products seemed to insure its future.



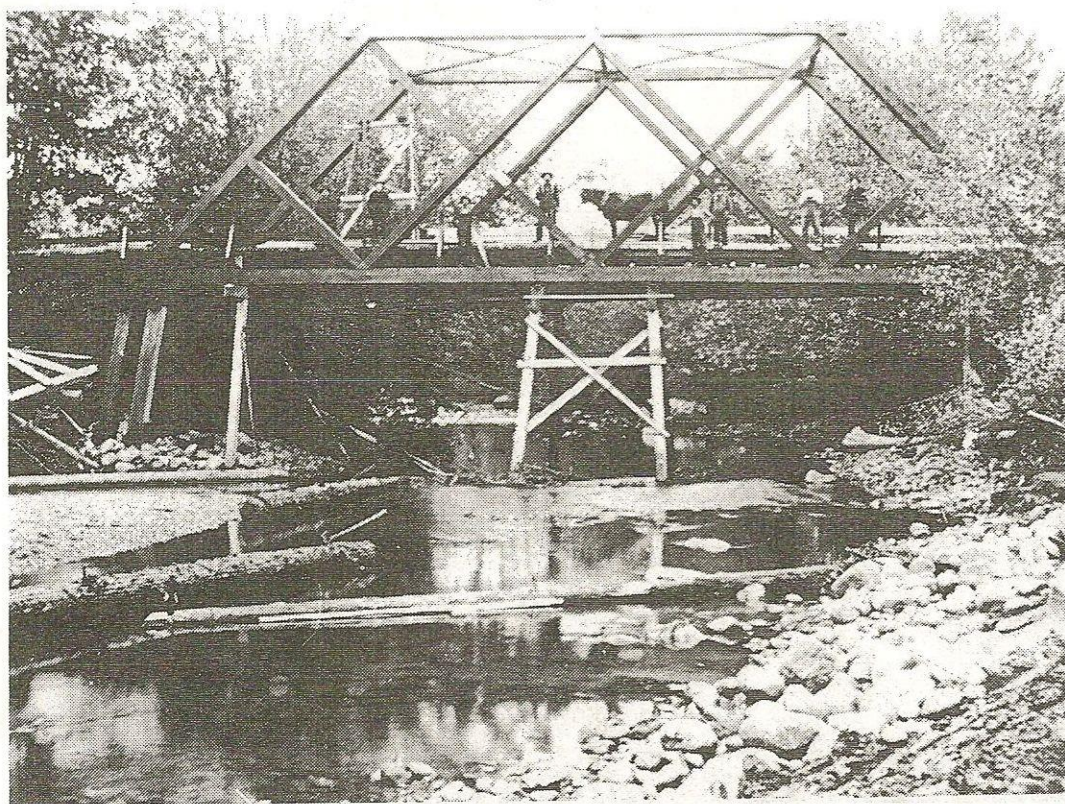
THE MENTZER MILL IN EAST TENINO



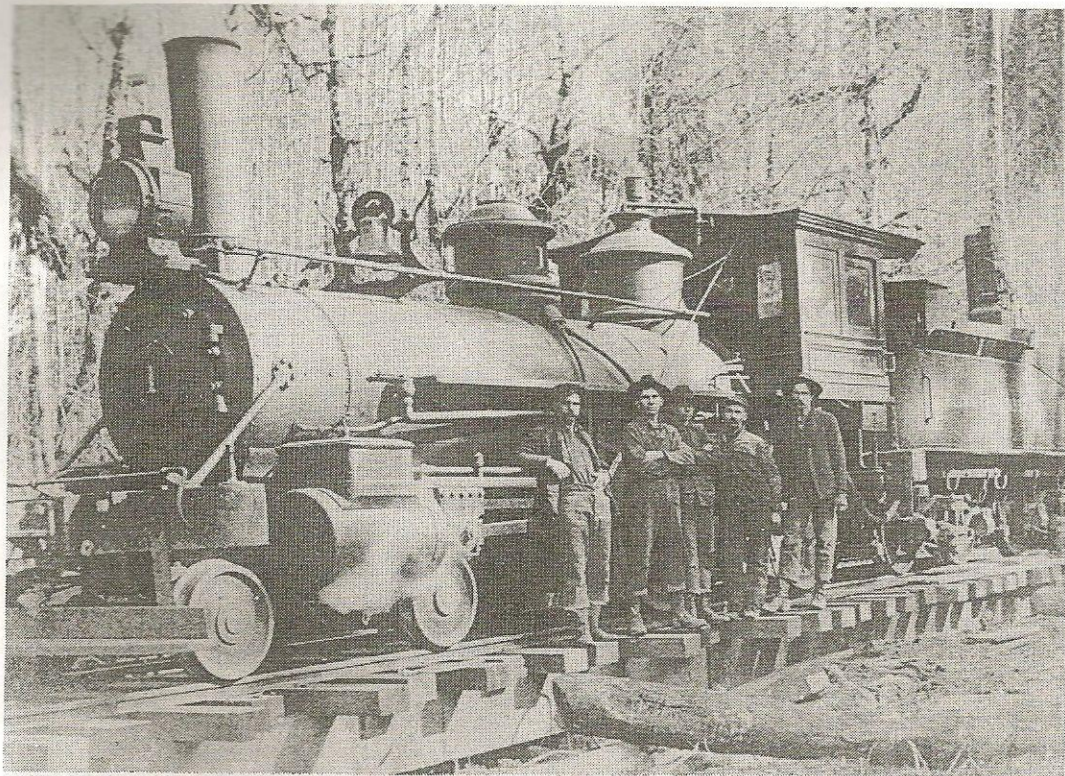
THE JONIS BROS. MILL AND SPAR CO.



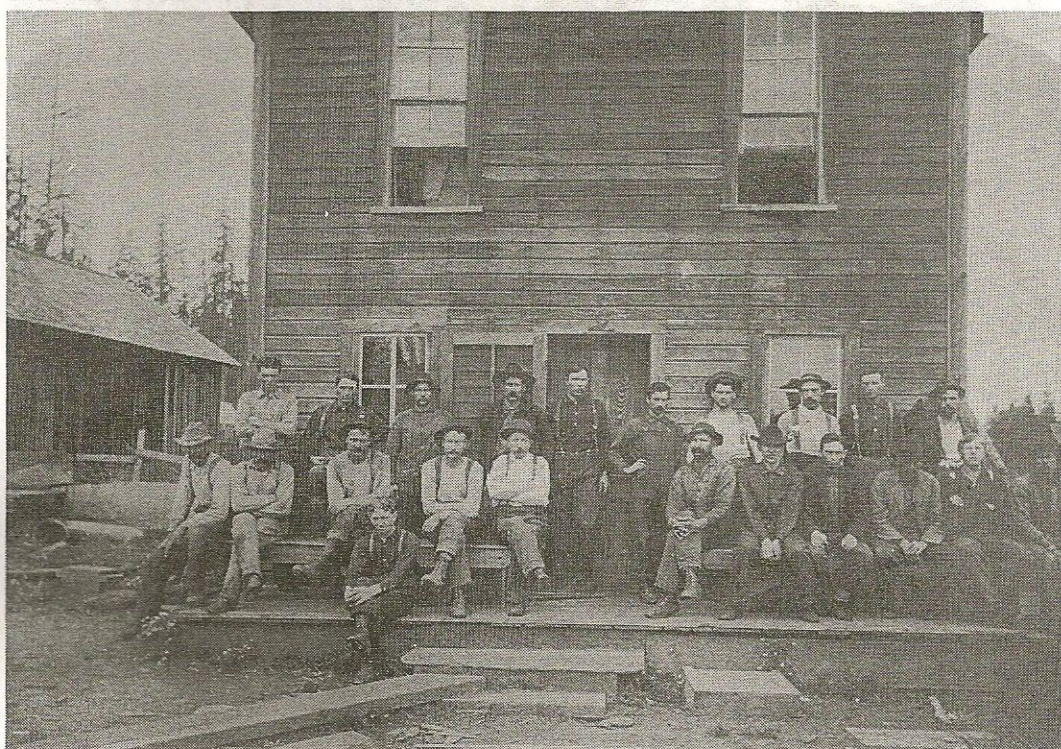
TENINO'S MAIN STREET AS IT LOOKED IN 1900



BUILDING THE FIRST BRIDGE OVER THE SKOOKUMCHUCK RIVER



BLUMAUER LOGGING CO. TRAIN CREW



1890'S LOGGING CREW POSES FOR PICTURE



THE TENINO DEPOT AT TENINO JUNCTION (1891-1914)



McCLELLAN'S DRUG STORE ABOUT 1895



HORSE LOGGING IN THE TENINO AREA



THE PHOENIX HOTEL IN LATER YEARS
(Note a third story has been added)

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