



THURSTON COUNTY HISTORICAL JOURNAL

Buster Cuts the Cake!

There is no use in talking about it. When Buster starts there is something doing. To-day he cuts the Xmas Cake.

He finds that it is not all cake, but chock full of everything that makes a Christmas dinner, all that a boy and the whole family could want.

When Buster started out to select the Christmas spread—

Said he: I will first join the Red Cross.

This pleasant task off my mind I proceeded to REDER & PHILLIPS, where selection is good and quality and prices right. The clerk said: "Have you joined the Red Cross? No one is to trade here this week who is not a Red Cross member." I showed him my Red Cross Button and he said, "Fire ahead, kid." So I fired.



This is what he found to select from

- RAISINS.**
Layer, Sun-Maid, Not-A-Seed, Maximum.
- MRS. PORTER'S PRODUCTS.**
Fig Pudding, Plum Pudding, Fruit Pudding, Orange Marmalade, Salad Dressing, Thousand Island Dressing, Mayonnaise.
- HEINZ'S GOODS.**
Plum Pudding, Fig Pudding, Mince Meat, Apple Butter, Catsup, Sweet and Sour Pickles, Chow Chow, India Relish.
- NUTS.**
Walnuts, Mixed Nuts, Almonds, Pecans, Filberts, Brazil, Chestnuts.
- DATES.**
Dromedary, Fard, Hollowal.
- FIGS.**
Calamaria, Pez Brand.
- FRUIT.**
Bananas, Oranges, Grape Fruit, Grapes, Apples, Pears.
- A FULL LINE OF ASSORTED CHRISTMAS CANDIES.**
- CANNED GOODS.**
Maximum Corn, Peas, Beans, Tomatoes, Succotash, Lima Beans, Hominy, Pumpkin, Asparagus, Pineapple.
- CHERRYBERRIES.**
- VEGETABLES.**
Celery, Lettuce, Cauliflower and a full line of all Vegetables in season.

Phone 593 **REDER & PHILLIPS** **Phone 594**

Show your Red Cross Button here—it commands respect

The Olympia Brewing Company's Wartime Tin Scrap Campaign
 Joseph Eberhardt and the Thurston County Blueberry Industry
 Hydroelectric Power on the Deschutes River
 Puget Sound
 'Tis the Season: Holiday Newspaper Advertisements of 100 Years Ago

\$5.00

THURSTON COUNTY HISTORICAL JOURNAL

The *Thurston County Historical Journal* is dedicated to recording and celebrating the history of Thurston County.

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Submission Guidelines

The Journal welcomes factual articles dealing with any aspect of Thurston County history. Please contact the editor before submitting an article to determine its suitability for publication. Articles on previously unexplored topics, new interpretations of well-known topics, and personal recollections are preferred. Articles may range in length from 100 words to 10,000 words, and should include source notes and suggested illustrations.

Submitted articles will be reviewed by the editorial committee and, if chosen for publication, will be fact-checked and may be edited for length and content. The Journal regrets that authors cannot be monetarily compensated, but they will gain the gratitude of readers and the historical community for their contributions to and appreciation of local history.

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Who/What/Where Is It?

On the cover: *An advertisement from the December 21, 1917 issue of the Morning Olympian. Joseph Reder, along with business partners such as William A. Phillips, ran grocery stores in Olympia as early as the 1890s. Reder served as head of the homefront Food Administration for Thurston County during World War I. Using Buster Brown comic strip characters, the store reminds customers of a Red Cross membership campaign by telling them that only members can shop at their store for the following week. "Fire ahead" means to tell the clerk what items were on a grocery list so that the clerk could fetch the items. Self-service groceries would not begin to operate in the county until the 1920s. See article on page 42.*

THE OLYMPIA BREWING COMPANY'S WARTIME TIN SCRAP CAMPAIGN

Megan Ockerman

As the Second World War began to unfold in Europe in 1939, the United States prepared to mobilize for war. Despite the American public being overwhelmingly against intervening in Europe's war, Franklin Roosevelt thought it necessary to at least aid France and Britain with war materials. From 1939 through 1941 production was modest, but this effort grew exponentially after the bombing of Pearl Harbor in December 1941.¹ Civilian industries in the U.S. converted to war manufacturing, eventually churning out more material than all the Axis powers combined. However, this meant that many civilians and industries across the nation faced shortages of everyday items that were instead channeled into the war effort. Metal

products, notably tin and aluminum, were among the many items that the public was asked to diligently recycle. Residents of Thurston County met these challenges head on. The largest private employer in the county, the Olympia Brewing Company (OBC), established a scrap metal recycling program that enabled it to remain competitive as a business during the war, while earning praise from the Washington State Salvage Committee.

After Pearl Harbor, American car manufacturers switched from production of automobiles to tanks, trucks, airplane engines, and guns. The aluminum industry built ships and airplanes. Brass and copper companies made shells, cartridges, bullets, and



This label was placed on every bottle of Canada Dry ginger ale, to encourage the consumer to save and recycle metal caps. Image courtesy of Olympia Tumwater Foundation: Olympia Brewing Company, General Files, Subject Files, Tin Can Scrap Campaign, Box 35.

eventually some parts of the atomic bomb.² Seen as a morale booster, beer was one commodity the government did not want converted into wartime materials. In fact, breweries had to set aside 15% of their output to send to servicemen. Still, shortages and shipping restrictions had a substantial impact on the brewing industry. During the early war years, larger companies expanded their sales territories across the country, while smaller local breweries began folding from increased competition. Olympia fared better than many breweries. Due in part to pre-war purchasing decisions, and part adaptability to its limitations, the OBC managed to increase its sales during the war.³

In early 1942, President of the Olympia Brewing Company, Peter G. Schmidt, announced to the company's stockholders what was in store for brewers:

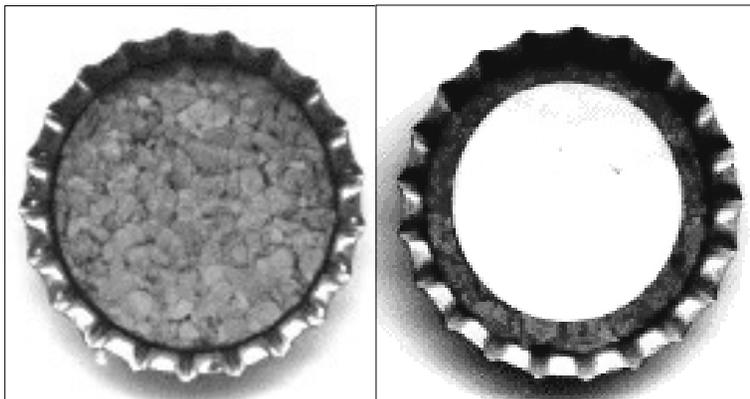
"Bottle caps, or 'Crowns' as they are called, have undergone changes and more can be expected. In the future all Crowns will be made only of Lac-

quered Black Sheet Steel without tin coating. There will be no more beer cans. Cork disks in crowns will possibly be replaced by treated pulp or fibre [sic] disks. Treated paper spots to replace the formerly almost universally used aluminum spots, are very satisfactory and are proving probably better than aluminum."⁴

Fortunately for the brewery, the OBC had not yet begun to produce beer in cans, so a transition back to bottles and kegs was not necessary. However, in response to the War Production Board placing restrictions on metal for the use of bottle caps, the OBC began a recycling program to help alleviate the shortage.

In addition to collecting cans for making crowns,

"We also use caps manufactured for us from large used #10 Tin Cans, which we collect. Mr. Adolph D. Schmidt, Sr., V-President and Director of Sales and some members of the sales staff have been very busy in locating, securing, and collecting #10



Corks, placed inside the metal crown, were used to seal a bottle of beer. Later, a "spot" or disc of liner (paper, tin, or other material) was applied to prevent the beer from contacting the cork. Photos courtesy of Kenny Yohn, <http://thebottlecapman.com> (accessed September 20, 2017).



In 1943, women worked at the brewery, reclaiming bottles caps for the war effort. Photo courtesy of Olympia Tumwater Foundation: P15-54.

cans from large users of canned foods, like hotels, restaurants, logging camps, institutions, etc., and when you go thru the plant this afternoon you can see how these are handled in order to derive tinplate from them for the manufacture of bottle caps, which is produced therefrom for us by the cap manufacturers. Mr. Adolph D. Schmidt, Sr., devised some of the #10 Can Cutting Machines and Adolph D. Schmidt, Jr., Plant Superintendent, devised and our engineering staff designed and constructed most of the machines and equipment used, much

of it coming out of junk yards.”⁵

After the cans were cut by the OBC, the recycled material was sent to bottle cap manufacturers to remove the tinplate. For previously-used bottle caps, the OBC re-crimped them at the plant. It used a re-crimping system called the “Bates system” and paid royalties to use the system for its caps. According to Peter G. Schmidt, “[t]he bottle cap companies tell us that ours are about the most perfectly reformed crowns that they get.”⁶ The brewery kept this program going until

late 1944, when the government announced that enough metal had been supplied to crown manufacturers and all remaining tin scrap should go towards "scrap purposes."⁷ The crown shortage eventually worked itself out, but the OBC did not end its efforts in the recycling campaign.

At the beginning of the tin scrap campaign, Peter G. Schmidt informed his

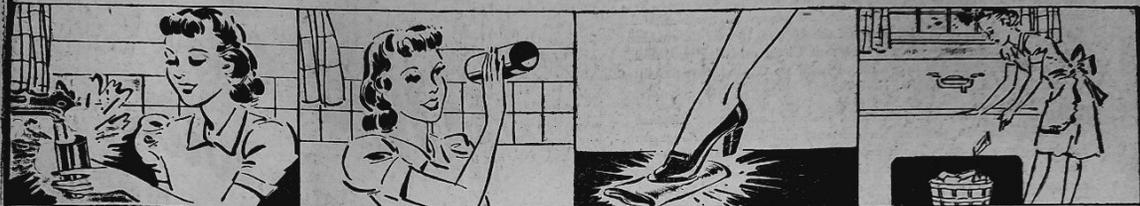
stockholders at the annual meeting that,

"It is incumbent on us thru W.P.B. [War Production Board] orders, to also collect all small cans wherever we collect #10 cans and we must locally whenever requested, assist in collection of household prepared cans. So in the yard at the Brewery you can see the Thurston County car-loading bin.

SAVE ALL FOOD CANS AND TIN-PLATED TOBACCO CONTAINERS

Official Instructions of Program Sponsored by War Production Board

HOW TO "PREPARE" TIN CANS FOR COLLECTION



1. **Wash** cans thoroughly after emptying contents. Remove paper labels. (Labels usually come off anyway in flattening process.)
2. **Open** cans, bottoms as well as tops. Tuck in tops and bottoms.
3. **Flatten** cans by stepping on them. Leave enough space between flattened sides to see through them. Do not hammer them.
4. **Keep** your "prepared cans" in a suitable container, separate from trash, until collection day for your district. Basket, box, or barrel are suitable containers.

Important Facts to Help You:
 All paint, oil, varnish, floor polish, or cone-shaped cans are not wanted for salvage. Evaporated or condensed milk cans are not worth saving. Put these with your trash.
 Coffee cans and others with painted-on-can labels are wanted.
 It is not necessary to wash off the small amount of glue which holds labels.

Why "Prepared Cans" Are Needed:

1. Washing prevents deterioration of tin coating—assures sanitary condition—and prevents contamination of detinning fluid.
2. Removing top and bottom permits the free flow of detinning fluid over all surfaces of the can.

3. Flattened cans occupy less space in collection, shipment, and detinning operations—thereby decreasing handling costs and increasing plant capacity for detinning.

Start Saving Cans Now:
 Properly "prepared cans" are clean and fit solidly into a basket or other container.

Collection Day:
 The designated collection day for your neighborhood will be announced and publicized intensively through your local salvage committee. Watch for newspaper and radio announcements.

Be Patriotic:
 Keep this leaflet in your kitchen for handy reference.

These instructions are only for districts where tin can collections have been authorized by the WPB. Due to present limited detinning capacity, can collections will only be made in selected cities.

Titled "What shall we do with TIN CANS?", this flyer was distributed to homemakers to encourage their participation in the scrap metal campaign. Image courtesy of Olympia Tumwater Foundation: Olympia Brewing Company, General Files, Subject Files, Tin Can Scrap Campaign, Box 35.



Pictured here in 1943 at the brewery is one of two cars of tin collected under the supervision of the Thurston County Salvage Committee. The car contained 45,000 pounds of scrap tin and was destined for the reclaiming depot in San Francisco. Photo courtesy of Olympia Tumwater Foundation: P16-10.

Furthermore, all can ends and cuttings produced by us and by the cap manufacturers after punching caps out of the sheets, must be shipped to the detinning plants where the tin and steel are reclaimed.”⁸

The company collected household cans from the county, and played a vital role in the salvage of metals in Washington and Oregon. Formed by Governor Arthur Langlie, the Washington State Salvage Committee was established in early 1942 to collect scrap metal from homes and farms for the war effort.⁹ From 1942 until the

end of the war, the brewery made a car-loading bin available to county residents, one of only thirteen bins in the state.¹⁰ Delivery trucks owned by Olympia distributors, and any trucks under the purview of the Thurston County Salvage Board, also picked up cans without charge and emptied the loads at the brewery. The full bins were shipped to the Metal and Thermit Corporation in San Francisco for reclamation of the tin. The brewery and distributors paid for freight costs, and any difference between the freight and price received per carload was absorbed by the distributors.¹¹

Adolph Schmidt, Sr. oversaw the program, which was headed by Noyes Talcott and supervised by Carl Reder.¹² Schmidt sent letters around the region, getting logging camps, hotels, restaurants, schools, other organizations, and families on board, and maintaining the momentum for the scrap metal drive. On more than one occasion, the program received national recognition for its collection of tin.¹³ By late 1945, several drives took place across Washington State, including “Junk Rally Day,” “Schools in Salvage,” and “Newspapers United Scrap Drive.” Between December 1942 and August 1945, nearly ten million pounds of scrap tin were collected across the state.¹⁴ The OBC first established its recycling program to stay competitive and to aid the war effort, but it quickly became an important part in the state’s effort to collect necessary material.

Most Americans and American businesses did their part during WWII, and the Schmidt family was no different. They used their company’s influence to rally Thurston County and influenced other industry leaders to participate. The Schmidts used junkyard finds to create a can-cutting machine and utilized as many crowns as possible for re-crimping. Utilizing their property for car-loading bins and using their network of truck drivers, they continued to aid the government even after the shortage of metal crowns ended. Scrap metal recycling may not be the most glamorous story in our county’s history, but the OBC’s part in the larger WWII narrative should be

remembered as a point of pride for Thurston County.

NOTES

¹ “World War II Mobilization 1939-1943,” Encyclopedia, <http://www.encyclopedia.com/education/news-and-education-magazines/world-war-ii-mobilization-1939-1943> (accessed July 31, 2017).

² “War Production,” PBS, http://www.pbs.org/thewar/at_home_war_production.htm (accessed August 29, 2017).

³ Before Prohibition, the brewery’s hops came from Europe. After Repeal, the company reduced its dependence on foreign crops and switched to Northwest-grown and Pacific Coast hops. It bought hops from California, Washington, and Oregon, specifically seedless hops produced from European roots, such as Czech Saaz roots. These practices enabled the OBC to obtain the same quality hops as before Prohibition. In either a stroke of luck or simple business sense, in 1939, Peter Schmidt purchased a vast quantity of imported European hops through the same dealer the company had used since 1898. The order was sufficient to last a year. In addition, all of the OBC’s domestically-produced hops were purchased at pre-1940 prices, and the company was “just as fortunate on our barley-malt and rice requirements.” The company kept small amounts of imported hops throughout the war, and managed with the bare

minimum of materials, never having to deal with major shortages or price hikes.

⁴ Peter G. Schmidt, President's Annual Message, April 14, 1942, page 2. Unless otherwise noted, all records used for this article are housed in the Schmidt House archives with the Olympia Brewing Company Papers, Olympia Tumwater Foundation, Tumwater, Washington.

⁵ Peter G. Schmidt, President's Annual Message, April 13, 1943, page 3. Number 10 cans are a size usually used by institutions like restaurants or hotels. They are larger than regular household cans and hold three quarts, or ninety-six ounces. They are the kind of cans that one might buy coffee in.

⁶ Schmidt, Annual Message, 1943, page 3.

⁷ Adolph Schmidt, Sr. to Harold Van Eaton, typed letter, October 23, 1944.

⁸ Schmidt, Annual Message, 1943, page 3.

⁹ Arthur J. Lavell, Washington State Salvage Committee Final Report, page 1, September 20, 1945.

¹⁰ Lavell, Final Report, page 1.

¹¹ Adolph D. Schmidt, Tin Can Salvage Program, typed memo, December 14, 1942.

¹² Schmidt, Tin Can Salvage Program.

¹³ Elmer J. Nelson to Adolph Schmidt, Sr., typed letter, January 17, 1945, page 1.

¹⁴ Lavell, Final Report, page 2.

Megan Ockerman is a native Olympian and recent WSU history graduate. She wrote her Master's thesis on the history of the Olympia Brewing Company and is working on turning that project into a manuscript for publication. She currently serves as the assistant curator at the Schmidt House.

JOSEPH EBERHARDT AND THE THURSTON COUNTY BLUEBERRY INDUSTRY

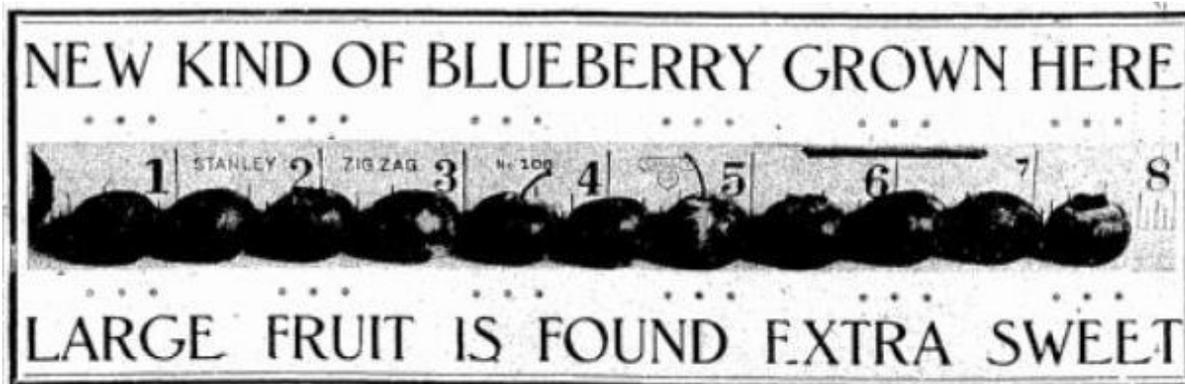
Rod Cook

The highbush blueberry industry celebrated its 100th birthday in 2016. As a food industry, that makes it very young; the cherry industry by contrast has been using the same single variety, for pie making, for over 500 years and we all know how far back the genealogy of apples goes! The blueberry industry can trace itself back to wild plants from central New Jersey. The blueberry is one of only three fruit crops known to originate in North America: the other two are Concord grape, like the jelly, and cranberries, a very near cousin to the blueberry.

So why is this of interest to Thurston County? In 1907, before the documented beginning of the highbush blueberry industry, a young man mi-

grated to the United States from Bremen, Germany.¹ Why he left Germany we do not know, but we do know that he arrived in Baltimore and that prior to moving to Olympia he worked in the wild blueberry fields of New England, New Jersey and Pennsylvania.² He apparently had a taste for blueberries and for reading. Both would serve Joe Eberhardt and Olympia well in the years to come.

Following a stint in the Alaskan fisheries,³ Joe and his wife Mildred⁴ moved to Olympia, Washington in the early 1920s and brought some Alaskan blueberry plants with them. They purchased land on Boulevard Road east of Olympia (near McKinley School) and began to plant blueberries while they



Headline of article in the Morning Olympian, December 10, 1927, page 1.



*Blueberries from Carr's Organic Blueberry Farm on Gull Harbor Road in Olympia.
Photo by Janine Gates/Little Hollywood Photography.*

both worked for others in Olympia.⁵

Through his reading, Joe had learned about pollination and some of the early experiments in developing new varieties of blueberries. Before moving west he had also seen the large blueberries native to New Jersey, so he ordered some of the eastern plant material and began to work on crossing the two types of blueberries. Joe was hoping to get a plant that was more adapted to the soils of western Washington but that had the large fruit of the eastern blueberry types.

It is hard to put into words what an amazing activity this was. This type of blueberry breeding had started in New Jersey less than ten years prior to Joe's activity in Olympia. He was a man far ahead of his time. Most scientific journals at the time suggested that blueberries couldn't be cultivated. To suggest that the fruit size, flavor, growth habit, and so forth could be improved through the careful selection of pollen from one type of blueberry plant being placed on the flowers of other types of blueberries was not even imaginable to most.

But Joe and Mildred had an advantage; Joe realized that the Olympia area was ideal for blueberry production. Blueberries liked the peaty lowlands that were not considered suitable for most farming. Through careful selection Joe not only produced improved varieties of blueberries, but he

also supported the economic development of land that was sitting idle around the county by proving that it could support a viable blueberry industry. By the 1940s, even the Chamber of Commerce was promoting the planting of blueberries in advertisements in the *Olympian*.⁶



**EBERHARDT
BLUEBERRIES**
A Promising and Profitable
New Industry for the
WEST COAST

•

CHOOSE THE ACCLIMATED
PLANTS AS DEVELOPED BY
EBERHARDT NURSERIES,
OLYMPIA, WASHINGTON

•

Investigate the Possibilities
of This New Horticultural
OPPORTUNITY

•

Information Gladly Furnished
EBERHARDT
Blueberry Nurseries
OLYMPIA, WASH.

Blueberries grow in clusters . . . Easy to pick . . . Fruiting season lasts about six weeks . . . Can be fed to a wanting market . . . No competition.

Image courtesy of steamboatland.org: “Griffin’s Roots Include a Colorful Farming History” by Steve Lundin, “Neighbors,” Griffin Neighborhood Association, October 1997 (accessed September 15, 2017).

BLUEBERRIES

Washington Grown and Acclimated

Why waste your time picking small wild huckleberries when you can grow large delicious blueberries in your own back yard?

These berries grow in clusters and when picked, the stem stays on the bush.

Selected Plants for Sale Now at

Olympic Blueberry Nursery

Joseph Eberhardt

Route No. 2, Boulevard Road

Olympia, Washington

Advertisement from the Morning Olympian, October 16, 1926, page 3.

Joe's efforts as the first blueberry plant breeder west of the Mississippi resulted in several named releases: the Olympia, Martha, Washington, and Eberhardt (released as N51 by Joe who was too modest to name a variety after himself). Joe also provided plants to many growers both in the area and across the world, selling plants to England, Switzerland and other European countries.⁷

Eventually, Joe and Mildred moved their small farm operation from Boulevard Road to Hunter's Point Road (now Steamboat Island Road)⁸ and expanded it to include over fifteen acres of

blueberry farm, nursery and breeding block. In the 1960s, they sold the farm and retired to California, but the farm remained. The second owner ran the blueberry farm part-time for a number of years and eventually the farm was sold to others. It is now part of an open land area for a surrounding development.

Few plants still survive at the blueberry farm. However, if you happen to visit any of the older blueberry farms in Thurston County, nearly every one of them still has some plants that were at least bred by Joe and Mildred Eberhardt, and probably some of the

plants were grown by these blueberry industry pioneers. This makes Thurston County the first county in the state to grow blueberries, and the farm is the site of the first active blueberry breeding plots west of the Mississippi.

For many years the blueberry industry in Washington slowly grew and developed from Thurston County to Pierce County to King County and then further north into Skagit and Whatcom. Today, Washington grows more blueberries than any other state in the nation. Innovation within the Washington blueberry industry, which started with the Eberhardts in Thurston County, continues with our state's growers and researchers today. As ways have been found to adapt this peat-loving plant to the dry desert areas of eastern Washington, the industry has grown really rapidly. Today, Washington grows over 100 million pounds of blueberries annually and we are the largest producer of organically grown blueberries.⁹ All are a legacy to Joe Eberhardt, the first to envision what the Washington blueberry industry could be and who started it all in Thurston County.

NOTES

¹ Washington Naturalization Document 1947 #1135. Thurston County Clerk, Naturalization Records, 1849-1953, 1906-1974, Office of the Secretary of State, Washington State Archives, Digital Archives (accessed September 15, 2017).



The late Elizabeth White, one of the founders of the Highbush Blueberry industry, inspecting blueberries at Whitesbog, New Jersey. She was likely the source of Joe's blueberry plants which he ordered from New Jersey. Photo courtesy of the Whitesbog Preservation Trust.

² Goldie Robertson Funk, “Burbank of Blueberries.” *Seattle Times Rotographe*, January 1, 1950, page 7. Funk was an Olympia writer in the early 20th Century noted for articles published in regional newspapers and national magazines.

³ United States World War I Draft Registration Cards, 1917-1918, FamilySearch, Joseph Eberhardt, 1917-1918; citing Juneau City, Alaska, United States, NARA microfilm publication M1509 (accessed September 15, 2017).

⁴ United States Census, 1900, FamilySearch, Ainsworth Precinct Ainsworth village, Brown, Nebraska, United States (accessed September 15, 2017). Mildred Fletcher married Alvin Giesy in Olympia in 1911, was widowed a few years later, and married Eberhardt circa 1925, although a 1940 marriage certificate shows Eberhardt marrying Giesy in Kitsap County. Kitsap County Auditor, Marriage Records, 1860-2014, Washington State Archives, Digital Archives (accessed September 15, 2017).

⁵ “District Found Suitable for Blueberries.” *Morning Olympian*, April 13, 1927, page 3. “Worth Knowing.” *Morning Olympian*, April 13, 1927, page 1.

⁶ Carlton I. Sears, “An Opportunity Right Under Our Nose.” *Morning Olympian*, October 1, 1944, page 6.

⁷ Funk.

⁸ Funk.

⁹ North American Blueberry Council Annual Statistics, 2016.

Rod Cook is the CEO of Ag-View Consulting, Inc. a firm that works with both growers and buyers of berry crops. He has literally traveled the world during his blueberry career which started in Michigan where his family grew blueberries. He holds a Master’s Degree in Horticulture from Michigan State University and has received numerous awards from national blueberry groups as well as Northwest blueberry organizations. He has served on the Thurston County Historical Commission and is a member and past president of West Olympia Rotary. He and his wife Carol have been residents of Olympia for over twenty years.

HYDROELECTRIC POWER ON THE DESCHUTES RIVER

Don Trosper

People may be surprised by the rich history of the small community of Tumwater, Washington. Two major factors make this town historically sig-

nificant. First, it is the first permanent American community in what is now Washington State. Second, it was the home of the Schmidt family's Olympia



The Olympia Light and Power powerhouse during winter. Photo courtesy of the Olympia Tumwater Foundation: P41-9.



In this view looking south circa 1905, the powerhouse is at the far right; the Hillside Inn is at the left, and the Schmidt House occupies the top of the hill. Photo courtesy of the Olympia Tumwater Foundation: P41-119.

Brewing Company, which made Tumwater and Olympia famous nationally and internationally. Tumwater took the lead in the Puget Sound area in an additional way: technology. A reminder of that is found at the concrete viewing platform overlooking the beautiful lower falls of the Deschutes River. The platform rests upon the site of the original Michael T. Simmons gristmill and formed the foundation for the hydroelectric powerhouse built and operated by the Olympia Light and Power Company in 1904.

In the late 1880s, with Washington Territory about to become a state, a mad scramble took place to obtain franchises for modern technology and infrastructure. This new infrastruc-

ture included telephones, gas lights, water systems, streetcar railways, and an electric power system utilizing the new technology inventor Thomas Edison played such a major role in developing. One of those early franchise holders was the Olympia Railway, Light and Power Company owned by George M. Savage and Associates. In December 1889 it won a franchise to erect poles, wires and supporting facilities for supplying Olympia with electricity. Even though it obtained the franchise, the company was unable to reach its financial goals. Savage's system never used anything but horses to move his street cars. Savage sold his franchise in 1892 to a competing group that had formed a couple years earlier.¹

In May 1890, E. T. Young incorporated Olympia Light and Power Company with George Shannon as secretary. Hazard Stevens, the son of first Territorial Governor Isaac Stevens, was among the group's investors. Olympia Light and Power purchased a site for a hydroelectric power plant at the Tumwater Middle Falls. That falls had earlier been created by a man-made dam which provided the water power for the Gelbach Flour Mill. By 1892 the electricity generated there powered the electric streetcar line running from Olympia to Tumwater. It also provided electricity to businesses and homes in the Olympia/Tumwater area. It was the first phase of a major transition from water-powered mills and businesses along the Deschutes to the modern era of electricity.

With the economic depression that hit the nation in 1893, the power company went into bankruptcy. Referred to as the Great Depression of 1893, the recession greatly affected Olympia and Tumwater. It was said that local citizens ate a lot of clams during that year, so much so that the town's stomachs rose and fell with the tide.² By March 10, 1897 a foreclosure decree was put upon Olympia Light and Power. The company was purchased for \$100,000 by Lester B. Faulkner, an agent for a committee of bond holders which included Hazard Stevens. The move was quite timely since the economic depression ended that summer in a rather miraculous way. In July 1897 the ship *Portland* docked in Seattle, arriving from the Yukon with a ton of gold as its cargo. The subse-

OLYMPIA LIGHT AND POWER CO.'S ELECTRIC CAR LINE.			
EAST OLYMPIA AND TUMWATER			
TIME CARD			
Leaving Central St.		Leaving Tumwater	
TIME		TIME	
A.M.	P.M.	A.M.	P.M.
5:35†	2:30	5:50	2:52
6:10	2:45*	6:30	3:07*
6:50	3:00	7:10	3:22
7:30	3:15*	8:00	3:37*
8:00	3:30	8:20	3:52
8:20*	3:45*	8:40*	4:07*
8:40	4:00	9:00	4:22
9:00	4:15*	9:20	4:37*
9:20*	4:30	9:40*	4:52
9:40	4:45*	10:07	5:07*
10:00	5:00	10:22	5:22
10:15*	5:15*	10:37*	5:37*
10:30	5:30	10:52	5:52
10:45*	5:45*	11:07*	6:07*
11:00	6:00	11:22	6:22
11:15*	6:15*	11:37*	6:37*
11:30	6:30	11:52	6:52
11:45*	6:45*	P.M.	7:07*
12:00	7:00	12:07*	7:22
P.M.	7:15*	12:22	7:37*
12:15*	7:30	12:37*	8:00
12:30	8:00	12:52	8:20
12:45*	8:20*	1:07*	8:40*
1:00	8:40	1:22	9:00
1:15*	9:00	1:37*	9:20
1:30	9:20*	1:52	9:40*
1:45*	10:00	2:07*	10:20
2:00	10:40	2:22	11:00
2:15*		2:37*	

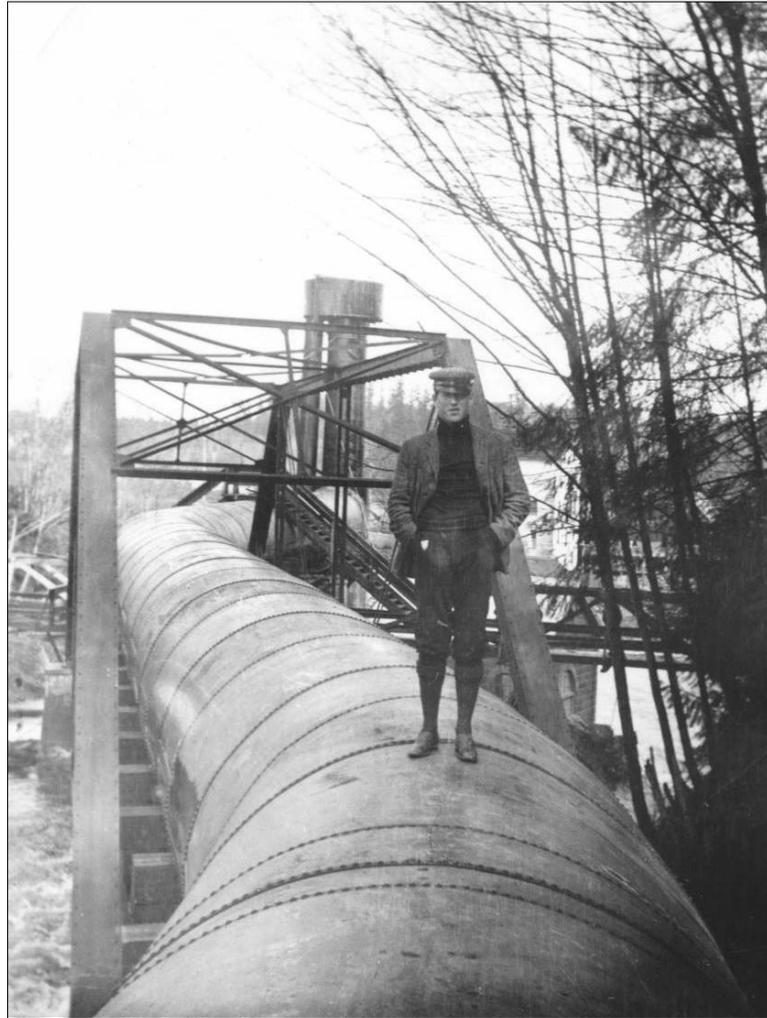
*These trips make close connection with West Olympia line.
†5:35 a.m. car leaves from 4th and Chestnut instead of Central Street.

NO TRANSFERS ISSUED ON TICKETS
(Over)

This undated OL&P time card gives the schedule between East Olympia and Tumwater. Image courtesy of the Olympia Tumwater Foundation.

quent gold rush jump-started the economy on the West Coast.³ Here in Tumwater the economic upturn took place a little earlier with the arrival of the Schmidt family and the founding of the Capital Brewing Company in 1896.

The suddenly booming economy caused power company investors to see a bright future in the electric power industry, leading them to secure the water rights at Tumwater's lower falls. They developed plans for a major project along the river and a larger generating facility at the site. It was to be fed by a nine-foot-diameter steel pipe bringing water from a penstock at the upper falls to the lower falls facility, a drop of more than 74 feet. A 90-foot vertical stand pipe was built where the pipe entered the powerhouse in order to relieve fluctuations of water pressure. The plans included two Westinghouse power generators generating a combined rating of 1,667 kilowatts. They were driven by two 800-horse-power Victor Turbines.⁴ The construction of the Tenino sandstone building was begun in 1900 and completed in 1904.



Local resident Harry Cusack stands atop the flume leading to the powerhouse. Typed on the back of this photograph is "He was a girl smasher in those days." The sections of pipe were riveted together in days before welding was developed. Photo courtesy of the Olympia Tumwater Foundation: P41-6.

The construction caused a major disruption of the Deschutes River that could have never passed environmental muster today. In order to build the metal pipe flume from the upper to

lower falls, hundreds of tons of rock had to be removed from the river bed. A temporary dam diverted the water from the construction area; the dam was later destroyed and the debris removed, causing the river flow to create a new channel. The construction also caused somewhat drastic revisions of Hazard Stevens' Tumwater Park that housed elk, swans and a bear near the upper falls where today's Tumwater Falls Park now stands. The *Washington Standard* from August 31, 1900 stated, "The rapidly increasing demands made upon the company for power and light imposed an imperative necessity which could be met only by an entire change in the topography of the old river-bed . . . A few scaly denizens of the middle section will probably find it convenient to emigrate down-stream till they strike the realms of quiet water where they can once more dwell in undisputed repose, save when the wily fisherman drops a tempting worm or sham bluebottle fly into their midst."⁵

John Miller Murphy of the *Washington Standard* had printed just two years previously, in May 1898, a note about an early fish ladder: "Good progress is being made on the construction of the Tumwater fish ladder, and the scaly denizens of the Sound waters will soon be able to go upstairs to make their toilet."⁶ The *Morning Olympian* in its April 3, 1898 issue stated, "A pretty little model of the fish ladder to be placed in DesChutes River at Tumwater falls was placed on exhibition yesterday in Talcott Bros.' show window. The model is after a draft made

by the United States fish commissioner, and the construction is the handiwork of Mr. Henry Eckert, who has charge of constructing the ladder for the accommodation of the fish wishing to ascend Des Chutes River."⁷

The blasting for the pipe flume project along the river caused some real problems at times. Leopold Schmidt's younger brother Louis lived with his family in what was called the Hillside Inn, a house about halfway up the hill between the brewery and the top of the hill where the Schmidt House stands today. Louis was active with the brewery and was at the time a Tumwater councilman. In October 1903 he swore out a warrant for the arrest of Mr. H. Powell, the foreman for the contractor building the project for the Olympia Light and Power Company. Schmidt charged that Mr. Powell was not doing what was needed to keep nearby homes and businesses safe from flying rock. Schmidt had complained often about stones crashing through the brewery roof and through the roof of his house. The blasting crews were told to use brush mats to help prevent the stones from flying away from the blast sites, but they were having a difficult time doing that safely, so the controversy continued throughout the construction.⁸

Other issues had to be dealt with over the years of operation. One was caused by the Molberg Lumber Company upstream, which had constructed three dams that restricted the flow of water for the Olympia Light and Power Company. The reduced power

production caused street lights to operate at a lower voltage and the street-car line to occasionally be put out of commission.⁹ The power company obtained a restraining order and injunction through the courts. A contempt order was dismissed a few days later after Mr. Molberg gave assurances his company would no longer hinder the waters of the river.¹⁰

Demand outpaced supply as the years progressed and the company began to buy power from outside sources. By 1919 the Puget Sound Traction, Light and Power Company extended its 55,000 volt transmission line from DuPont to Olympia. The December 16, 1922 issue of the *Morning Olympian* hinted at the future of the power plant when it stated, "Electricity that is used in Olympia is made in Tacoma coming from a power plant on the Nisqually River. Olympia has long ago outgrown the small plant at Tumwater and the city requires more juice than the Des Chutes River is capable of making."¹¹

By 1924 the Olympia Light and Power Company consolidated with Puget Sound Power and Light Company. L. B. Faulkner stayed on with the new ownership, managing the operations for Thurston and Grays Harbor counties.¹² The new company continued to use the Deschutes hydropower for lights and street car service until the early 1930s, when the Tumwater operation was curtailed. When the power plant was demolished, many of the Tenino sandstone blocks from the building were used to shore up the river banks along what is today the Tum-

water Falls Park trail. The concrete platform that the plant rested upon remains to this day, used as a viewing platform for the public at the lower falls.

History moves on. Today the walk along the falls of the Deschutes River provides a beautiful recreational setting for residents and visitors. The river remains the heart and soul of this historic community.

NOTES

¹ James S. Hannum, M.D., *Gone But Not Forgotten: Abandoned Railroads of Thurston County, Washington*. Olympia, WA: Hannum House Productions, 2012, pages 77 and 79.

² Gordon Newell, *So Fair a Dwelling Place: History of Olympia and Thurston County, Washington*. Olympia, WA: self-published, Gordon Newell & George Warren, 1950, page 68.

³ Arthur Kramer, *Among the Live Wires: 100 Years of Puget Power*. Edmonds, WA: Creative Communications, 1986.

⁴ "Its Value is Appreciated, Satisfactory Installation of Olympia Light and Power Company's New Plant." *Morning Olympian*, April 17, 1904, page 1.

⁵ "The New Flume." *Washington Standard*, August 31, 1900, page 3.

⁶ "City News in Brief." *Washington Standard*, May 6, 1898, page 3.



A view looking northeast shows the pedestrian walkway over the flume, and the standpipe where the flume entered the powerhouse. Photo courtesy of the Olympia Tumwater Foundation: P41-99.

⁷ “Brevities of the Day.” *Morning Olympian*, April 3, 1898, page 3.

⁸ “Blasted Blasting Gets the Blaster in Court.” *Morning Olympian*, October 18, 1903, page 1.

⁹ “Molberg Lumber Co. – Order Signed by Judge Wright.” *Olympia Daily Recorder*, September 24, 1915, page 4.

¹⁰ “Order of Contempt Against Molberg Dismissed.” *Morning Olympian*, October 2, 1915, page 1.

¹¹ “Cold Spell Menace to City Power.” *Morning Olympian*, December 16, 1922, page 1.

¹² “Year Success Top. S.P. & L. Stock-

holders.” *Morning Olympian*, January 12, 1924, page 4.

Don Trosper is the Public History Manager of the “Heritage Builders” local history program for the Olympia Tumwater Foundation. He is a descendant of the Trosper for whom the road is named, which helped inspire him to make the transition from his radio broadcasting career to local history writing, speaking, and promotion of the Tumwater area, the Schmidt family and the Olympia Brewing Company for the Foundation, in cooperation with the City of Tumwater.

PUGET SOUND

J. G. Parker

Introduction and Annotations by Karen L. Johnson



John Goldsbury Parker Jr. Photo courtesy of University of Washington Libraries, Special Collections: McMicken Family Photograph Collection, PH Coll 498.38.

INTRODUCTION

In 1851, a young man named John Goldsbury Parker Jr. left Detroit and headed to California.¹ At the time, he

was employed as an agent for Gregory's Express Company.² Too impatient to wait for a sailing ship taking the route around Cape Horn, Parker instead took passage on the steamship *Illinois*, which landed him on the Atlantic (Caribbean) coast of Panama. He then crossed the isthmus,³ first by means of a small stern-wheel steamer which carried him up the Chagres River, when he then switched to a "very handsome muscular mule" which brought him to the Pacific coast. Parker later wrote "I left Gorgona at 11 a.m. in a whole suit of good clothes. I arrived at Panama same day at about 5 p.m., and my clothes were all hanging in rags and

ribbons."⁴ Following the hardship of that cross-country trip, Parker had to wait two weeks in the city of Panama before obtaining passage on the side-wheeler *California*, which carried him

into San Francisco. After spending two years in the San Francisco area, Parker ventured north to Oregon and Washington territories, where he entered that elite class of residents eventually known as “old pioneers.”

Beginning his time in Washington as partner in an express company, Parker segued into an illustrious career as a steamship captain and owner, a trade he knew well as both his father and uncle were steamboat captains on Lake Ontario.⁵ Although he also worked as a merchant and fire insurance agent, he was viewed as an authority on Puget Sound’s maritime affairs.

In 1878, Parker penned an account of early maritime history on Puget Sound. The majority of this account was, according to Parker, “said in the pilot house of the ‘Messenger’ . . . between Seattle and Tacoma.” He may have written this article for historian and author Hubert Howe Bancroft or collaborator Frances Fuller Victor, who were compiling a vast history of the western states and conducting interviews with as many of those old pioneers as could be located.⁶



Puget Sound. Detail from map of Washington Territory, drawn in 1857 by James G. Swan. From Swan, The Northwest Coast. New York: Harper & Brothers, 1857.

In 1893, *The Ledger* newspaper of Tacoma sponsored a writing contest for Washington pioneers, intended to stimulate interest in forming an "Old Settlers' Association." The first prize was two round-trip train tickets to the Chicago World's Fair. Entrants were invited to "write out the facts about the most exciting or thrilling incident in his own or his family's experience, either on the trip to the state, or after arrival here." Parker duly entered a detailed description of early maritime happenings on Puget Sound, a slightly different version of the manuscript transcribed here. Although Parker's contribution did not win first prize, it was chosen for publication in the 1985 book *A Small World of Our Own*, edited by Robert A. Bennett. This contest entry of Parker's serves as a companion piece to his earlier account, and is well worth reading.⁷

Following is Parker's 1878 description of early Puget Sound, complete with original spelling, punctuation, and terms of the time.

PARKER'S MEMOIR

Tacoma, Thursday, June 6th, 1878

Capt. J. G. Parker (of Str "Messenger"⁸) came to San Francisco in 1851, and to Puget Sound in 1853. In 1853

Dissolution of Copartnership.

THE COPARTNERSHIP heretofore existing under the name of Wright, Colter & Co., is dissolved this day and date.

HENRY COLTER & CO,
May 9th, 1853.

Copartnership.

THE UNDERSIGNED have entered into copartnership together with the view of transacting business in Washington Territory, under the name and style of PARKER, COLTER & CO.

JOHN PARKER, Jr.,
HENRY COLTER & CO.
May 9th, 1853.

This advertisement appeared in the May 28, 1853 issue of the Columbian newspaper.

he was commissioned by Mills and Van Tyne, Liquor Dealers, of San Francisco to proceed to Olympia W.T.⁹ for the purpose of closing up or settling the affairs of a trading post in which the firm had some interest, carried on by Wright & Coulter of Olympia. Pleased with the evergreens, atmosphere, scenery & freedom of life upon the Northern Mediterranean, he resolved to stay. Landing en route at Ranier,¹⁰ on the left bank of the Columbia, at the mouth of the Cowlitz R, from the bark J. C. Fremont,¹¹ in April 1853, he found there a sawmill,¹² and a store kept by S. S. [G.] Reed, subsequently Pres't of the O.S.N.Co.¹³ Robert Hereford there told him there was a good stock of express matter for Puget Sound, which directed his attention to the express business for the Sound region in which he subsequently engaged. Had come from

New York to San Francisco in 1851 as messenger for Gregory & Co. This company carried on the express business between N.Y. & San Francisco before Adams & Co. Knows of no other express in that business before Gregory's. Fares and freights being enormously high at that time, Gregory would find out responsible passenger going either way and entrust his business to him.

It appeared that there was no way of getting money carried between Puget Sound & San Francisco except by lumber vessels, which were irregular & often went to the Sandwich Islands¹⁴ or elsewhere so that they could not be depended upon.

At Rainier he got a canoe and came up Cowlitz River to Cowlitz Landing,¹⁵ 30 miles; from there by trail & horse to Olympia. Wright was away to Skaget Head;¹⁶ Coulter had gone to San Francisco. Having reason to believe that Wright & Coulter were not necessarily insolvent, but that they had been making money, he availed himself of the alternative of buying out the interest of his employers on time, and the firm of Parker Coulter & Co. succeeded Wright & Coulter. Though Coulter put no money in the concern his name was used, and the express which he established accordingly got the name of Parker Coulter & Co's Express. The Columbia River steamer went from Portland to Astoria once a month. He connected with this by canoe from Cowlitz Landing riding over the 70 miles between Olympia & Cowlitz in a day with relays of horses

kept in readiness. Remained in this business 18 months when he got the schooner Emily Parker¹⁷ and stocked her at Olympia to supply traders by wholesale. Coulter went off with \$8000 of his and other peoples money;¹⁸ and he "got broke" in the express business. The Express business was undertaken by Charles B. Williams,¹⁹ & carried on by him for two years. It connected with Adams & Co at Portland. During the time Williams carried the Express the trail had gotten so far straightened out and improved as to become finally a wagon road. Then the mails were taken by steamer from Portland to Monticello²⁰ on the Cowlitz, 4 miles above its junction with the Columbia, and from that place to Olympia by horse. Ward & Robinson got a four years contract; Wells & Fargo came to Portland about this time, and after that the express to Olympia was carried by stage. Henry Windsor²¹ ran the first stages. He took the mail contract from Monticello to Olympia about 1856 for a four years term. Wells & Fargo have been on the route ever since.

In trading from Puget Sound he found there were not many traders. At Alki Point²² Charley Terry²³ had started a "trading post" as the stores were then called. The Sound was all alive with Indians; and there were very few whites. There were 30,000 Indians on the Sound. Terry's trading post was the principal one below²⁴ the Narrows. The Emily Parker supplied plungers and small boats owned by retail traders, & these retailed to the Indians. They were called "Whiskey

Boats” from the fact that they generally carried whiskey, although he never supplied them with any. The retailers got coin from the Indians; there was plenty of it here at that time. The Indians sold furs—bear, sea otter, &c. What were called plungers were the sloop sail vessels having trunk cabins, or cabins rising several feet above the level of the deck. They carried whiskey, tobacco, flour, beads, &c. The Emily Parker was a 40 ton schooner, and was the first vessel built at Olympia. She did the first wholesale business of supplying the traders in this way. Otherwise the traders got their supplies up in the “lumber Dragers” as the lumber carriers were then called.

Meiggs²⁵ steam sawmill was located at Alki Point. There was a small store there; it also supplied the traders. From Alki up to Olympia Parker supplied all the traders.

In 1854 Capt. John Scranton²⁶ came up to the Sound, bringing with him the old propeller “Major Tompkins.”²⁷ This was the first American steamer not a man-of-war, that ran on the Sound. The steamer “Active,” Capt Alden²⁸ had been here before that, surveying. Scranton came by way of Portland & Olympia. He got me to go down to Port Townsend to bring up Capt Hunt²⁹ with the “Tompkins.”

They got the first U.S. mail contract between Olympia & Victoria. This was in 1854, about the time I closed down the Express. She made regular trips to Victoria, Steilacoom, and Seattle,

which was now started; and at that time Meiggs had also started Madison; continuing her trip down Sound to Gamble, Ludlow & Whatcom, making the trip once a week. They got a subsidy of \$28000 a year. They wd leave Olympia on Monday morning and return Saturday night; and they made money. The Tompkins was lost at Victoria harbor after running about a year. The channel had not been buoyed at that time. She struck on the right hand side going in; and her frame is still lying there.

In the summer of 1855 I went to San Francisco and bought a small iron steamer which I shipped to the Sound on the brig J. B. Brown,³⁰ and ran here from 1855 to 1857, carrying the mail. This was the second mail steamer on the Sound—the “Traveler.” She was run as far as Seattle regularly & to Whatcom³¹ & other points off schedule time—on off days. I ran her two years and sold her. Six months afterwards Capt Horton³² chartered her to the Indian Department & they lost her at Foulweather Bluff.³³ In San Francisco, before I bought her she was called the Kangaroo. She was an iron boat brought out from Philadelphia in three sections that telescoped, around the Horn. She was 60 feet long. This was the first steamer that ever ran up the Duwamish, White, Snohomish, and Nootsack rivers.

The next steamer on the Sound was the Constitution, Capt A. B. Gove.³⁴

The first freight and passenger vessel making regular trips from Olympia to

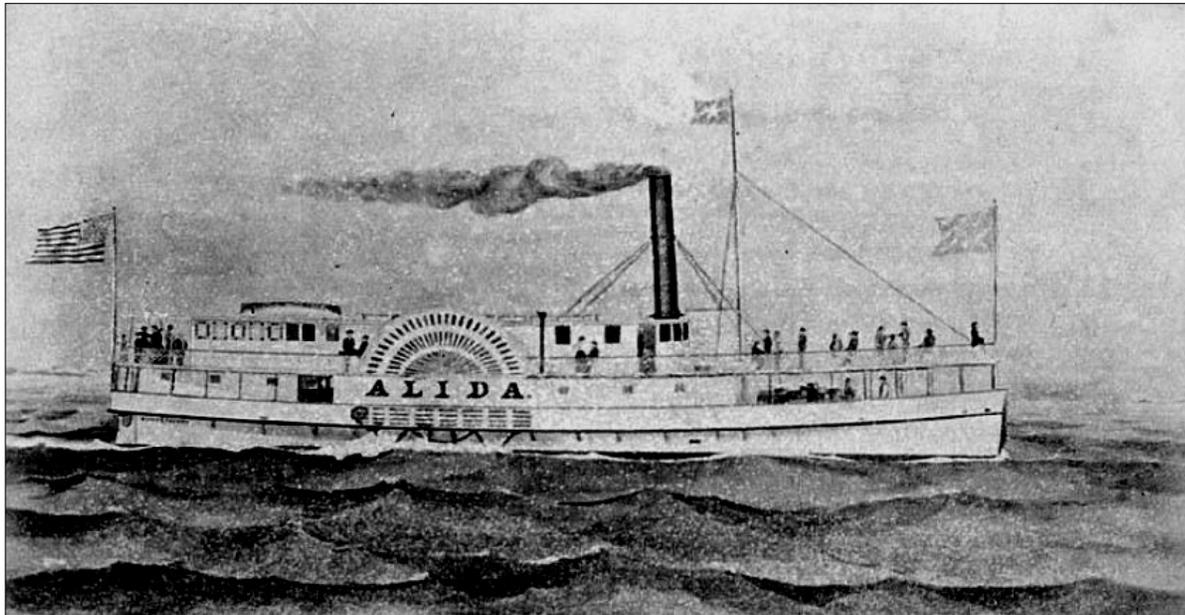
Bellingham Bay was the sloop Sarah Stone, Capt Tom Slater;³⁵ a large plunger. She ran in 1853, before the time of steamers, and carried Parkers Express; after her the Stone & Parker trader; and the third was the Black Duck.³⁶ Then came the steamer "Major Tompkins," followed by the "Traveller" & "Constitution."³⁷

Next came the steamer Eliza Anderson, a side wheeler built over on the Columbia R. John and George Wright³⁸ of Victoria bought her. Their father owned the "Brother Jonathan."³⁹ She was run (the Anderson) from Victoria to Olympia, and she got the next mail contract. She commenced in 1858, at the starting of the Fraser River excitement,⁴⁰ and carried the mail

from about April 1858 for two terms, making eight years. She coined money; is supposed to have made as much money as she could carry. The fares used to be \$25, and afterwards \$20⁴¹ from Victoria to Olympia. Capt Finch⁴² took charge of her after the first year. He was the purser previously.

There was but one steamer on the Sound at one time.

In 1858 Capt Hammond,⁴³ now U.S. Steamer Inspector built the old J. B. Libby⁴⁴ at Utsalady. She got the mail contract from Seattle to Penns Cove, Whidbey Island, & from there through the Swinomish Slough to Whatcom & Semiahmoo.



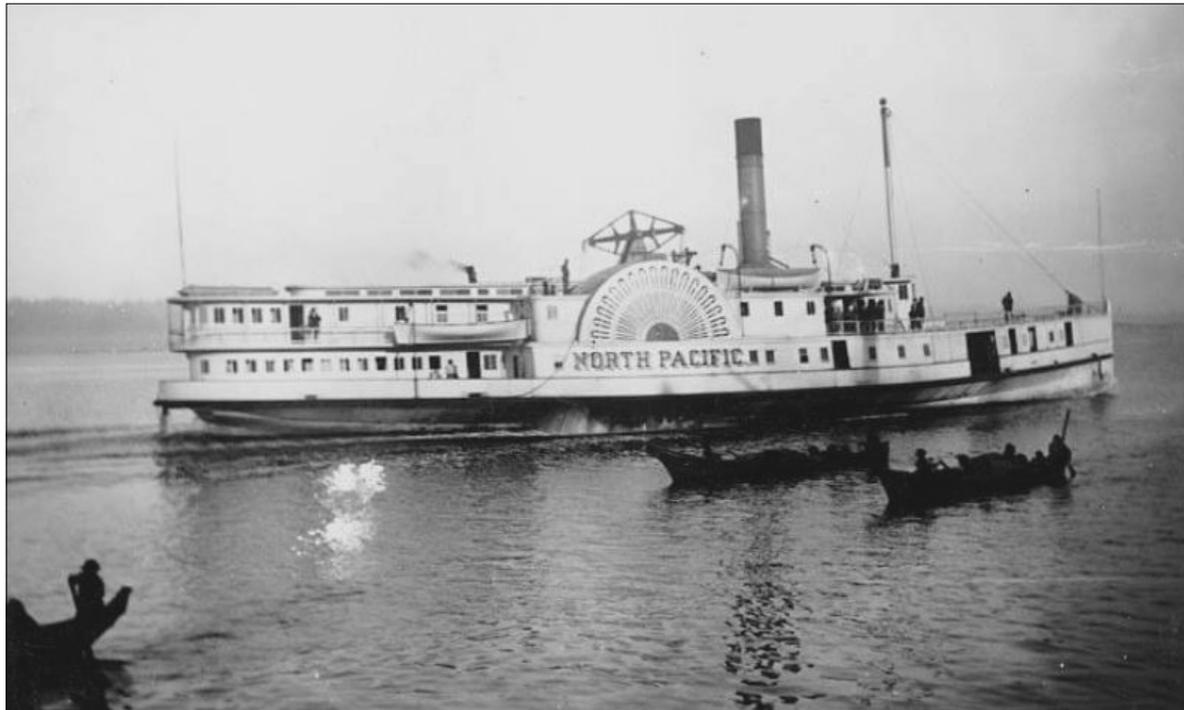
The Alida sidewheeler. Photo courtesy of University of Washington Libraries, Special Collections: Early Photographers Collection, PH Coll 334 French.4.

In 1868 the Olympia and Victoria contract was awarded to Hailley Crosby & Windsor who got the steamer Josie McNair⁴⁵ from San Francisco, built for the San Francisco & Petaluma trade, a side wheeler. They ran her 8 or 9 months, she was a failure; and they traded her off to the O.S.N.Co for the str "New World."⁴⁶ They ran that and it was too expensive; the firm became involved; and the Wrights of the Eliza Anderson bought her.

After Hailley Crosby & Windsor the next contractor was John J. Nash⁴⁷ in 1870. He sublet his contract to L. M.

and E. A. Starr.⁴⁸ They carried the mail till 1876. Then P. D. Moore⁴⁹ got the contract and sublet it to the Starrs again. The Starrs began with the "Alida,"⁵⁰ and ran her one year, connecting at Port Townsend with the English str "Isabel."⁵¹ Then they built in San Francisco the steamer "North Pacific"⁵² which came up in July 1871. She has been carrying the mails ever since. This year (1878) the Starrs have obtained the contract for carrying the mails in their own names.

The Fraser R excitement kept up four or five years.

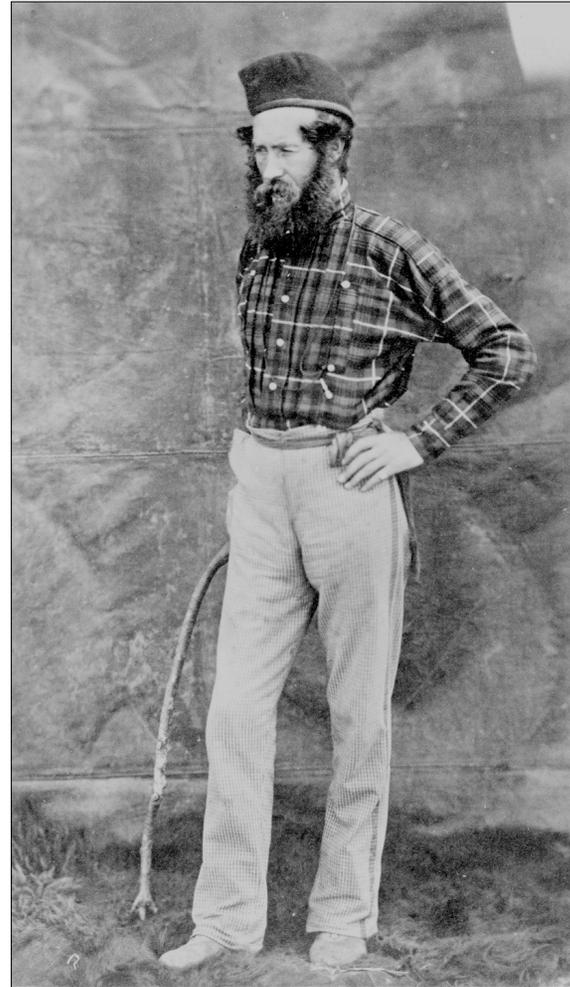


The steamer North Pacific alongside Native American canoes. Photo courtesy of University of Washington Libraries, Special Collections: McMicken Family Photograph Collection, PH Coll 584.21a.

The Hudsons Bay Co had quite a trading post at Nisqually in 1853 when I first came on the Sound. They had several good substantial buildings there inside of a stockade. Dr. Tolmie⁵³ had charge. They had no other post between that & Victoria. The Yakima and Klickitat Indians used to come across the mountains to Nisqually. They packed goods over the Natches trail.⁵⁴ This was their regular route to the Yakima, Klickitat, Okanogan & Similkameen⁵⁵ countries. I was over the trail in 1869. They went to Priest Rapids, & thence in batteaux⁵⁶ to Okanogan; or by horse trail by way of the Grand Coulee to opposite the mouth of the Okanogan.

McDonald⁵⁷ the Chief Factor up there, was married to a Blackfoot Indian woman, the daughter of the head chief of the Blackfoot Indians. He was a man of remarkable good physique; near six feet in height, tall and fine looking, wearing his hair long, hanging down his back like the Indians. He wore moccasins & always rode horseback. He never would get into a buggy and had a holy horror of a stage. He came from Scotland as a boy by way of Fraser R. He was detailed to the Similkameen, by the Hudsons Bay authorities, & finally located at Colville, and has been there ever since.

I first saw McDonald at Spokane returning from a business trip, Angus, I think, was his name. Met him & his daughter, a splendid woman, both on horseback, and both astraddle, not in the dark, but in day time. She always



Angus MacDonald, Hudson's Bay Company factor. Photo courtesy of the Beinecke Rare Book and Manuscript Library: WA MSS S-1817, 10556705.

travelled with him; he never went anywhere without her. Christine was her name. She was very mode[st] and well bred, as well as fine looking.

She mounted a horse like a catamount.⁵⁸ On business trips the old Chief Factor had with him an

Indian to take care of her and his daughters horses; another Indian trained as cook; a packmaster, also an Indian; and ten or fifteen Indians besides. They had everything systematized, tents and blankets methodically put up by the proper Indian; & travelled in good style.

In going from Nisqually by the trail through the Grand Coulee, at a point 25 miles distant from the Columbia river the trail diverged, one road going north to Okanogan, & the other going on to Colville, & thence to the Coeur D'Alene, Pond d'Oreille, & Blackfoot country, & so on to the Yellowstone.

Christine dressed in woollen clothes and rode on a saddle differing entirely from both the American and the Mexican saddle. She had a sort of serape thrown across the horn, buckled behind her around the waist, & falling down on both sides. The appearance was neat and stylish. There was no appearance whatever of grossness; on the contrary delicacy & refinement in dress & person were apparent in a greater degree than one frequently meets in long stretches of travel.



Christina MacDonald, who so impressed Parker. Photo courtesy of Library of Congress: British North American Boundary Commission, PR 13 CN 1999:001, no. 1, leaf 49.

Going into Colville McDonald and his party put spurs to their horses and rode on to Tom Brown's,⁵⁹ a man who has a large valley ranch on "Fools Prairie" near the headwaters of Colville River. The valley is named not after any fool, but after the "Foolhen" which abounds there; a kind of grouse having a body twice as long as the ordinary grouse, the legs well aft, and standing upright. If you pound upon anything, the fool hens will stay until you can shoot as many of them as you want.

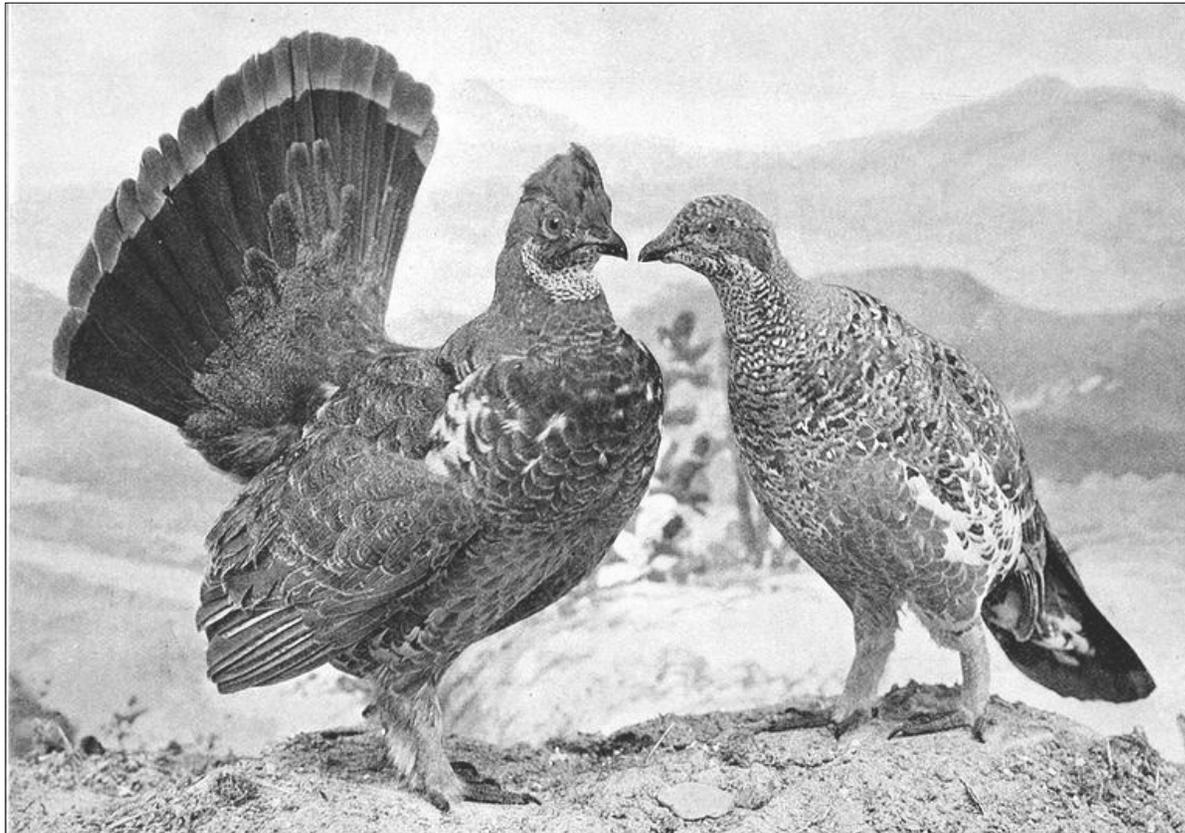
Next morning McDonald & his party went to the Hudson Bay Fort,⁶⁰ and I to the American Fort; they were 15 miles apart. I had a covered buggy.

Brown is an octoroon⁶¹ & has a very desirable place. There is to be had there, the best meal & the best bed within a radius of 500 miles.

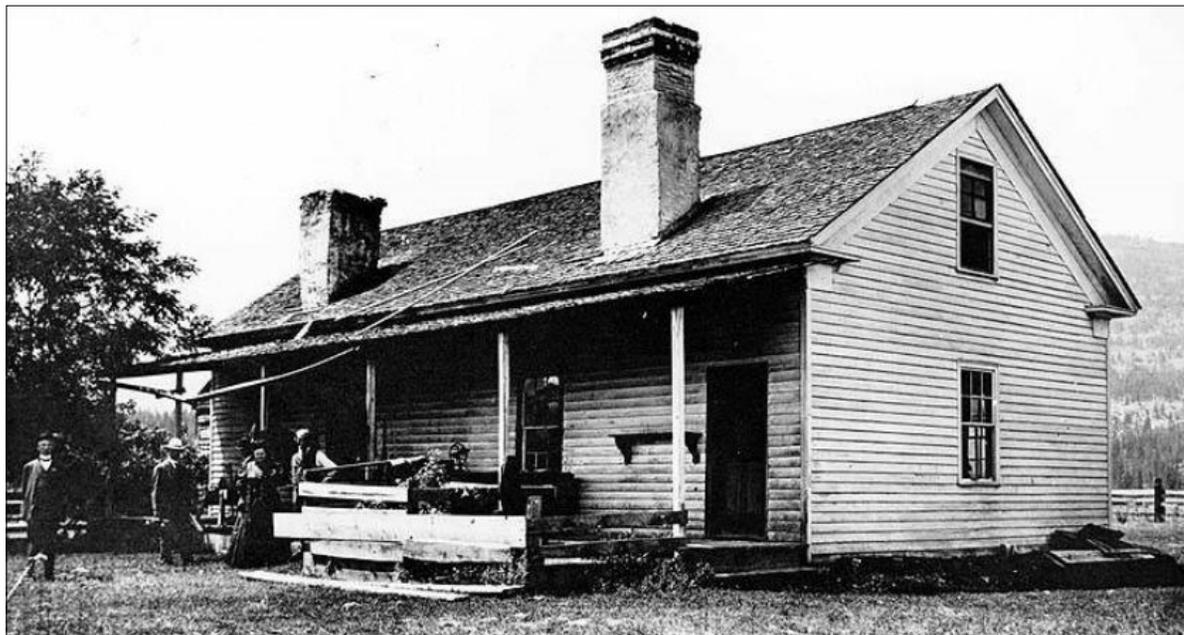
I went to see Christine mount her horse. When I got to the stable Christine already mounted rode out, but as the bars were up, the attendant began letting them down, beginning

with the upper one. Before he could get down another away went Christine over the balance, 4 bars high, followed by her father. The old man was over 60 years of age, but more active than most Americans at 30. We started off at the same time, after the McDonald party but they were out of sight immediately; we saw no more of them.

They were well mounted on what is known in that country as Buffalo horses—selected on account of their fleetness for chasing buffalo.



Fool hens. From Birds and nature in natural colors. Chicago: A. W. Mumford, 1913.



“Officer’s quarters at Hudson’s Bay Company’s Fort Colville near Kettle Falls, Washington. The original building burned about 1866 and this is the later one built by Angus MacDonald.” Photo courtesy of University of Washington Libraries, Special Collections: Washington Localities Subject Files, PH Coll 1295.

The above was said in the pilot house of the “Messenger” Capt Parkers boat between Seattle & Tacoma; after leaving the latter place Capt Parker cont’d on the subject of trading.

We would start from Olympia for Alki Point first. If we found they were well supplied, or that the mill had recently had a vessel in, I wd start for Skaget Head. There there were two or three salmon fisheries, fishing for the San Francisco market; then along the inside passage along Whidbey Island to Penns Cove. They were getting out a good many spares⁶² & square timbers for the San Francisco wharves at that place. Then on through Deception Pass to Bellingham Bay; & by that

time I wd have my cargo disposed of. If not I wd go on to Pt Roberts. There were 6000 or 7000 Indians in that vicinity, & to them I wd dispose of the balance. I would take furs, seal otter & bear skins, & money. I could not do so well with them, but wd manage to dispose of my cargo.

It was the plungers I sold to mostly. I would be liable to meet them anywhere. It was very seldom I sold to the Indians, and I never sold them any liquor. I was afraid to do so because they wd get drunk, & might take the schooner. The plungers mostly had squaws on board & the traders affiliated with the Indians.

CONCLUSION

In the years following his arrival in Washington Territory, and in addition to owning and operating many steamers, Parker: married Jerusha Jane Logan Hays; fathered two daughters and two sons (both sons became steamboat captains on the Sound); carried troops and supplies into and out of Fort Steilacoom; served as a town trustee for Olympia; operated a wharf and warehouse near Olympia's 4th Street bridge; platted an

addition on Olympia's west side; served as an Olympia fire warden; served as a special agent for the Fort Colville reservation; returned to California for a decade; and lived in Tacoma for some time before returning to Olympia. Parker died in Olympia in 1908, and is buried in Tumwater's Masonic Cemetery.



Steamboat Messenger, 1891. Photo courtesy of University of Washington Libraries, Special Collections: McMicken Family Photograph Collection, PH Coll 584.17.

NOTES

¹ “Captain J. G. Parker.” Robert A. Bennett, editor, *A Small World of Our Own*. Walla Walla, WA: Pioneer Press Books, 1985, page 64.

² “In addition to Joseph W. Gregory’s Atlantic & Pacific Express ocean to ocean express begun in April 1850, he organized ‘Gregory’s Express’ to operate within California. His service began with offices in San Francisco and Stockton and soon expanded to Sacramento City and Marysville. Gregory quietly sold his express business to Wells, Fargo & Co. in 1852 and his last advertisement appeared in the November 20, 1852 ‘Daily Alta California.’ ” Steve Whittington Collection of Western Express Covers, www.rfrajola.com/whittington/whittingtonp6.htm (accessed July 9, 2017).

³ In 1855, a railroad was built to carry passengers across part of the isthmus. The Panama Canal was not built until decades later.

⁴ Bennett, page 65.

⁵ Parker was born in Kingston, Ontario in 1829. His family later moved to Rochester, New York. “John Goldsbury Parker,” Thurston County Pioneers Before 1870. Washington State Library, Manuscript No. 134 (accessed July 9, 2017).

⁶ Bancroft’s volume *History of Washington, Idaho, and Montana* was published in 1890. Victor allegedly

wrote much of the volume, although Bancroft never credited her for her work. “Hubert Howe Bancroft.” *Encyclopaedia Britannica*, www.britannica.com/biography/Hubert-Howe-Bancroft (accessed July 9, 2017). Parker’s handwritten account of life on Puget Sound is now in the collection of the Bancroft Library at University of California, Berkeley.

⁷ Bennett’s book is available at the Washington State Library and at Timberland Library branches.

⁸ “In 1876 the Puget Sound Transportation company was incorporated, Thomas Macleay president, A. H. Steele secretary and treasurer, J. H. Parker manager, and built two boats, the Messenger, J. H. Parker master. . .” Bennett, page 80. J. H. Parker was John G. Parker’s son.

⁹ Washington Territory.

¹⁰ Today spelled Rainier. A small town in northwestern Oregon.

¹¹ “The bark John C. Fremont, owned by Wetherbee & Talbot of San Francisco, in command of Captain Johnson, was wrecked on Christmas Island, November 23d [1856], while *en route* from Puget Sound with a cargo of lumber for Australia, becoming a total loss.” E. W. Wright, editor, *Lewis & Dryden’s Marine History of the Pacific Northwest*. Portland, OR: Lewis & Dryden, 1895, page 62.

¹² Possibly the fledgling mill owned

and operated by F. M. Warren, which was finished in 1854, although earlier sawmills had been established at various points along the Columbia and Willamette Rivers. Anna Zerzkye, *The Story of Rainier 1805 to 1925*. Longview, WA: Speedy Litho, 1999.

¹³ Oregon Steam Navigation Company. The OSNC was an important company, indeed practically a shipping monopoly, on the Columbia River, having been established in 1860. One of its stockholders and directors was Simeon Gannett Reed, who died a millionaire in 1895 and became the eponym of Reed College in Portland. William Swing, "Reed College Observes 50th Anniversary." *The Oregonian*, April 12, 1962, page 24.

¹⁴ Hawaiian Islands.

¹⁵ Near present-day Toledo, Lewis County.

¹⁶ Skaget Head is today called Scatchet Head, a modified version of Skaget. The headlands are high cliffs on the south end of Whidbey Island, and were named in 1841 by Commander Wilkes of the United States Exploring Expedition. Robert Hitchman, *Place Names of Washington*. Tacoma: Washington State Historical Society, 1985, page 266.

¹⁷ "The schooner Emilie Parker was built at Olympia in 1854 by Hiram D. Morgan for Capt. James Jones. She was a small but speedy craft and carried on a thriving business. Her dimensions were: length, forty-four

feet four inches; beam, eleven feet." Wright, page 53.

¹⁸ This complicated story, involving the first crime against the newly-created Washington Territory, merits a future article of its own.

¹⁹ Charles E. Williams ran a hardware and general merchandise store in Olympia in the 1850s and later. Thomas Prosch, "Washington Territory Fifty Years Ago," *The Washington Historical Quarterly, Volume 4*. Tacoma: Washington Historical Quarterly, 1913.

²⁰ The old site of Monticello is now enveloped by present-day Longview.

²¹ Henry Winsor was born in Ohio in 1825 and came west to Oregon in 1852. In 1854 he established a freight, mail and passenger service between Rainier, Cowlitz Landing and Olympia. Besides being involved in various transportation ventures, he also worked as Pierce County sheriff, a farmer, and a Mason County commissioner. He died in 1906. Daughters of the American Revolution of the State of Washington, *Family Records and Reminiscences of Washington Pioneers*. Series 3, Volume 2, 1929-30. Seattle: Washington State Society, page 246.

²² Alki Point, or simply Alki, was a small settlement which at first outpaced, but later was surpassed by, neighboring Seattle. Founded in 1851 by the newly arrived Denny party, Alki was later platted by Charles C. Terry.

Originally named New York, the villagers amended the name to New York Alki; “when the settlement developed more slowly than they had expected, the Indian name for ‘soon’ was added.” Hitchman, page 4.

²³ Born in New York State in 1830, Charles C. Terry came to California in 1849, then traveled north to Alki Point. He opened the New York Cash Store in Alki, eventually was elected to the legislature of Washington Territory, and served as a trustee and board president for the fledgling “Town of Seattle.” He died in 1867, having contributed much to the development of Seattle. Margaret Pitcairn Strachan, “No. 15—C. C. Terry.” *Seattle Times*, December 10, 1944.

²⁴ “Below” refers to anything that is down-Sound (in this case, north). The high point or head of Puget Sound is at Tumwater; everything else, in a maritime or gravity sense, is below Tumwater. Thus, the Seattle area is below the Tacoma Narrows.

²⁵ George Anson Meigs was born in Vermont in 1816. After traveling to California in 1849, he established a sawmill at Port Madison, Washington Territory. He later helped construct the University of Washington and served as a regent there. He died in 1897. Rick Meigs, “George Anson Meigs.” Meigs Family History and Genealogy, www.meigs.org/george313.htm (accessed May 28, 2017).

²⁶ John H. Scranton was a part-owner and general agent of the steamer *Eliza*

Anderson, which by 1860 was running freight, passengers and mail between Olympia and Semiahmoo. *Pioneer and Democrat*, May 4, 1860, page 4.

²⁷ *Major Tompkins* was a propeller-driven boat built in Philadelphia in 1847. After a few years’ service on the east coast, she worked out of California until 1854, when she was purchased by Captain James M. Hunt and John H. Scranton, who brought her to Puget Sound to run mail service. She was wrecked in early 1855. Wright, page 52.

²⁸ “In the fall of 1852 the first survey of Shoalwater Bay [now Willapa Bay] was made by the United States steamship *Active* (old steamship *Goldhunter*), Captain Alden.” Wright, page 39.

²⁹ Captain James M. Hunt, part owner of the *Major Tompkins*.

³⁰ “The brig *J. B. Brown*, a well known coaster, came to grief at the mouth of the Noyo River [California], October 30th [1857]. While lying in an open roadstead she parted her chain and drifted into the breakers, becoming a complete loss. Captain Miller was in command and with his crew escaped in safety.” Wright, page 68.

³¹ An early town, now part of Bellingham.

³² Captain William N. Horton was born in 1831 in New York. He served as an engineer on Mississippi River steamers, and in 1852 came to Oregon via California. He eventually



J. G. Parker's home in Olympia, near Priest Point Park, circa 1870s. Photo courtesy of University of Washington Libraries, Special Collections: L. Wilson Clark Photographs, PH Coll 278.

purchased *Traveler* from Parker. Horton died in 1887. Wright, page 55.

³³ A bluff at the east side of the entrance to Hood Canal. Hitchman, page 98.

³⁴ A. B. Gove was born in Maine in 1826, and served on the Atlantic and Pacific coasts until coming to Puget Sound in the 1850s. He later returned to California. Wright, page 63.

³⁵ "Previous to and even after the arrival of the steamer *Fairy* on the

Sound, the passenger and mail service between Olympia, Victoria and Bellingham Bay was performed by the sloop *Sarah Stone*, plying regularly in command of Capt. Thomas Slater, who, with Henry Webber, had the mail contract." Wright, page 48.

³⁶ Perhaps this was the English sloop H.M.S. *Black Duck*, mentioned briefly in an anonymous article published in *Engineering*, January 18, 1889. However, this may refer to an earlier ship of the same name.

³⁷ *Constitution* was built in New York in 1851, and was always intended for service on the Pacific Coast. Hunt and Scranton purchased her in San Francisco, and ran her on the Olympia to Victoria route. But she was unprofitable there, and subsequently ran gold-seekers to the Fraser River, and then served in the lumber trade on the Sound. Wright, page 63.

³⁸ John T. and George S. Wright were sons of the well-known mariner, John T. Wright Sr. The Wright brothers “were familiar at every seaport between Panama and Alaska,” and owned “many of the pioneer steamers on Northwestern waters.” George was one of the owners of *Eliza Anderson*, “a craft which is said to have run slower and made money faster than any similar steamer that ever floated.” Wright, page 121.

³⁹ *Brother Jonathan* was built in 1852 in New York, but was very soon thereafter sold to interests which brought her to San Francisco. She became well-known on the Pacific Coast under the name *Commodore*, operated by Wright. Sold again and renamed *Brother Jonathan*, she met her fate in 1865 on rocks outside Crescent City, California. Nearly 200 people died in that shipwreck. Wright, pages 131-132.

⁴⁰ In 1857, gold was discovered in the Fraser River canyon of British Columbia, between Hope and Yale. An estimated 30,000 gold seekers flooded into the area. www.thecanadian

encyclopedia.ca (accessed May 28, 2017).

⁴¹ About \$560 in 2017 terms.

⁴² Duncan B. Finch was born in 1820, rounded the Horn in 1849, and eventually assumed control of *Eliza Anderson*. Wright, page 97.

⁴³ William Hammond was born in Massachusetts in 1823, and trained as a naval architect and shipbuilder. In 1858, he came to Seattle, where he built several pioneer steamers, including *J. B. Libby*. He died in 1891. Wright, page 193.

⁴⁴ *J. B. Libby* was a sidewheeler and one of the preeminent boats on the Sound, serving for over 25 years under many captains and owners. The *Libby* burned to the waterline in 1889 off Whidbey Island; the hull was purchased with the intent of rebuilding, but was found to be beyond saving. Wright, pages 118-119.

⁴⁵ *Josie McNear* was 109 feet long and 23 feet abeam. Hale, Crosby & Winsor acquired her and intended to take Captain Parker as a partner, but Parker disliked *Josie* and refused to join their venture. The owners ran her on the Sound mail route for some time, but she proved unreliable, so the firm traded her for the equally ill-starred *New World*. Wright, pages 147-148.

⁴⁶ *New World* was acquired by the OSNC in 1864. She was put on the

Cascade route (on the higher stretches of the Columbia River), but this was an expensive operation and she was eventually sold to Hale, Crosby & Winsor who put her in service on Puget Sound. She proved unprofitable there, too, and was sent to California in 1868. Wright, page 123.

⁴⁷ John T. Nash ran a stage line between Olympia and Tacoma beginning in 1868. *Echo* (Olympia), December 10, 1868, page 2. He was awarded the weekly mail contract from Olympia to Victoria (and semi-weekly to Port Townsend) in 1870. The contract was worth \$12,000. *Echo* (Olympia), April 14, 1870, page 2. Nash was born in Maine circa 1832.

⁴⁸ The Starr brothers knew John T. Nash, who becoming overextended in the purchase and finishing of a steamer, asked the Starrs to invest in his venture. "Before it was done he [Nash] had been compelled to turn over the boat and mail contract to them for their protection and that of numerous other creditors. Thus the Starrs, who had no previous knowledge of steamboating, got started in a career where they made an immense fortune." "History of Puget Sound Recalls Enterprise of Olympia Pioneers." *Morning Olympian*, November 1, 1908, page 22.

⁴⁹ Philip Darland Moore was born in 1826 in New Jersey. His long and active life included such positions as: druggist; deputy customs collector; chief clerk for the Washington Territory surveyor-general; steamboat

THE U. S. M. STEAMER
ALIDA,
CAPTAIN J. G. PARKER,
Leaves OLYMPIA for STELLACOOM, TACOMA
AND SEATTLE
TUESDAY MORNINGS
At 6 O'Clock,
And leaves OLYMPIA for PORT TOWNSEND and
Way Ports
THURSDAY EVENINGS
At 9 O'Clock.

City Market.
D. J. CHAMBERS,
Wholesale and Retail Dealer in
MEATS AND VEGETABLES.
STOCK BOUNTY AND SOLD.
Orders filled on short notice .
CORNED BEEF
Keep constantly on hand.
Main street, between Third and Fourth,
Olympia, W. T.

An advertisement for the steamer Alida, Captain J. G. Parker. From the November 14, 1872 issue of Olympia's Weekly Pacific Tribune.

owner; newspaper reporter; state law librarian; and other city and county offices. "P. D. Moore, Grand Old Man of Olympia, is Healthy at 91." *Daily Olympian*, September 21, 1919. He died in Olympia at age 94.

⁵⁰ *Alida* was a sidewheeler built in Olympia "by a man named Nash, who had secured the mail contract between Olympia and Victoria." Running into financial difficulties, Nash brought in E. A. and L. M. Starr, "two wealthy Portlanders who had had no previous

experience in steamboating, and before her completion Nash turned the *Alida* over to them. She was far from being a success as originally constructed, and in the spring of 1870 was remodeled at Seattle, and made her first trip on the Victoria route July 12, 1870." Wright, page 171.

⁵¹ *Isabel* was launched at Victoria and remained in service for over 25 years. In 1870 Captain Stump, a sawmill owner, sold her to the Starr brothers, who ran her from Victoria to Port Townsend to connect with *Alida* for Olympia. Wright, page 148.

⁵² *North Pacific* was built at San Francisco, and came to Olympia in 1871. The owners offered free excursions and races to showcase their steamer against *Eliza Anderson* and *Olympia*. She was regarded as the "flagship of the Sound fleet" until she was permanently retired in 1894. Wright, pages 189-190.

⁵³ Dr. William Fraser Tolmie, who served at Fort Nisqually from 1843 to 1859; his last few years there were spent as chief factor. W. Kaye Lamb, "Tolmie, William Fraser." Dictionary of Canadian Biography, www.biographi.ca/en/bio/tolmie_william_fraser_11E.html (accessed May 28, 2017).

⁵⁴ The Naches trail had long served Native Americans and fur traders as a route over the Cascade Mountains, crossing not far north of Mount Rainier. In the summer and fall of 1853, Edward Jay Allen of Olympia, with a

J. G. PARKER, JR.,
DEALER IN
CHOICE FAMILY GROCERIES,
BOOTS, SHOES &
WOODEN WARE,
Iron, Hardware, Steel, Cord-
age, Oils, Lamps, Etc.,
AND AGENT FOR THE
CALIFORNIA HOME INSURANCE CO.,
MAIN, NEAR FOURTH ST.,
11-1f OLYMPIA, W. T.

An advertisement from Olympia's Pacific Tribune, June 9, 1866.

company of other westside pioneers, surveyed and roughly cleared a wagon road over Naches Pass. Karen L. Johnson and Dennis M. Larsen, *A Yankee on Puget Sound*. Pullman, Washington: Washington State University Press, 2013, page 63.

⁵⁵ A subdivision of the Okanogan tribe; the Similkameen territory lay largely in southern British Columbia.

⁵⁶ A batteau is a flat-bottomed, double-ended, shallow-draft boat used in the Northwest to carry cargo and passengers up and down rivers.

⁵⁷ Angus MacDonald took command of the Hudson's Bay Company post, Fort Colville, in 1852. Christina MacDonald McKenzie Williams, "A Daughter of Angus MacDonald," *Washington*

Historical Quarterly. Seattle: Washington Historical Quarterly, Volume 13, Number 2: April 1922.

58 Panther or mountain lion.

59 Tom Brown and his family, Scottish by birth, entered the Stevens County area in 1854. Brown soon established a farm near the future town of Chewelah; he carried mail from Spokane Falls to Fort Colville, furnished forage for government horses, and ran a public inn. Western Historical Publishing Company, *An Illustrated History of Stevens, Ferry, Okanogan and Chelan Counties*. Spokane: Western Historical Publishing Company, 1904, page 158.

60 Fort Colville near Kettle Falls. The US military established its own Fort Colville three miles from the present-day town of Colville. Western Historical Publishing Company, page 67.

61 A person who is one-eighth black.

62 Probably "spars," tall timbers used for masts on sailing ships.

Karen L. Johnson has volunteered and worked in the museum field since 2001. Her interests in early transportation and the pioneer era have led to organizing two stagecoach runs between Olympia and Longview, writing many articles on local and

Tacoma, Thursday June 6th 1878.
(of ste messenger)
(Capt) J. G. Parker, came to San Francisco in 1851, and to Puget Sound in 1853. In 1853 he was commissioned by Mills and Van Dyne, Liquor Dealers, of San Francisco to proceed to Olympia W.T. for the purpose of closing up or settling the affairs of a trading post in which the firm had some interest, carried on by Wright & Conter at Olympia. Mesured with the compass, atmosphere, scenery & freedom of life upon the Northern mediterranean, he ~~stayed~~ resolved to stay. Landing en route at Ranier, on the left bank of the Columbia, at the mouth of the ^{Colville R.} Columbia, from the bark J.C. Fremont, in April 1853, he found there a saw mill, and a store kept by S. G. Reed - subsequently Pres of the U.S.A.C. Robert Hereford there told him there was a good deal of capress matter for Puget Sound, which directed his attention to the capress business for the Sound region in which he subsequently engaged. Had come from New York to San Francisco in 1851 as Messenger for Gregory & Co. This company carried on the capress business between N.Y. & San Francisco before

One page of Parker's manuscript, written in 1878 from the cabin of his steamer Messenger.

regional history, and co-authoring with Dennis Larsen two books about a Washington pioneer. She currently serves as the curator of the Schmidt House archives, operated by the Olympia Tumwater Foundation.

'TIS THE SEASON: HOLIDAY NEWSPAPER ADVERTISEMENTS OF 100 YEARS AGO

Jennifer Crooks

Newspaper advertisements offer a unique glimpse into the past. The years prior to World War I saw the dawn of modern advertising, as promoters sought to convince the growing consumer market “to make men—and increasingly women—want and buy the great cornucopia of things that were suddenly available as a result of mass production and the growing efficiency of industry.”¹ That process is mirrored in this selection of holiday advertisements from Olympia’s *Morning Olympian* newspaper in 1917. Published during the only Christmas celebrated in America during official involvement in World War I (1917-1918), these advertisements reflect homefront concerns with wartime restrictions on food and fuel, as well as promoting groups such as the Red Cross. They also show changing technology, like the increased use of electricity in everyday life.

Historical newspapers indeed offer a wealth of information. The Washington State Library in Tumwater provides free access to newspapers in several forms: paper, microfilm, and digital. The newspapers come from various places in Washington State, including ones from Thurston County communities such as Olympia, Tenino, and Yelm. In addition, the *Washington Standard* of Olympia is freely available online at Chronicling America, part of

the Library of Congress website at <http://chroniclingamerica.loc.gov/>.

Please enjoy these advertisements. Happy holidays and merry Christmas!

NOTES

¹ Nathan Miller, *New World Coming: The 1920s and the Making of Modern America*. Cambridge, MA: De Capo Press, 2003, pages 150-151.

² Gordon Newell, *Rogues, Buffoons & Statesmen: The Inside Story of Washington’s Capital City and the Hilarious History of 120 Years of State Politics*. Seattle, WA: Hangman Press, 1975, page 289.

Jennifer Crooks grew up in Olympia. She recently graduated from Central Washington University with a M.A. in history, and is especially interested in early 20th Century American social history.

ACKNOWLEDGMENTS

The newspaper advertisements in this article were copied from microfilm at the Washington State Library. My thanks to the Library for providing a great place to do research.

President Wilson has said:

"NOW IS THE TIME FOR AMERICA TO CORRECT HER UNPARDONABLE FAULT OF WASTEFULNESS AND EXTRAVAGANCE."

Heed this Message in This Year's Gift Giving

WHAT TO GIVE

At all times but particularly in war times the utility of each gift should be most carefully considered. National economy demands care in the spending of money and careful selection of gifts. Choose those gifts which perform a distinct service and thus take their place in the daily life of the recipient. Our offerings this year conform to the prevailing sensibleness.



Has she a maid? Does she do her own housework? No matter—it isn't possible to make a mistake if you give an—

Electric Vacuum Cleaner

All over the country this is to be "America's Electrical Christmas." Woman's work would be lightened 50 per cent. if hubby and friends would only make her presents of labor-saving household appliances.



Years Later—"Way back in 1917 we got this— one of our Christmas presents during the War! We can never forget the one who gave it!"

An Electric Table Lamp

Is the kind of gift that lasts for generations. For years and years it will shed its soft, "homey" glow over that household; will be such a comfort and convenience. Then, too, these portable desk and piano lamps are SO convenient and practical.



If Hubby only knew it he could save all of that lugging of coal IN and ashes OUT if he would get wifie an up-to-date

Electric Range

And how it would please HER, too. No poke, poke, shake, shake, and then get your hands all black or dirty with coal or wood.

TURN A BUTTON.

Just turn a button, the heat is waiting for the signal. It gives instant service.

Ask us about price, as well as SAVING.



An Electric Percolator

Will insure perfect coffee for many Christmases to come, besides all the intervening days. It is a gift of lasting value and joy.

It will bring a new delight to the whole family every day in the year.

Yes, it might go in some stockings with ease and who would object to one of the best for Christmas.



A Toaster

You don't know what real toast is like unless you have it right hot off an electric.

It is the greatest feature of an appetizing breakfast.

Electric toast is perfect toast—crisp, golden brown, wholesome—and an electric toaster is a perfect toaster—convenient, handsome, durable.



An Electric Iron

"Oh the delight of an iron that is just hot enough and stays so even if you iron all day."

This will be the expression of the housewife after Christmas if you give her an Electric Iron.

THEN WE HAVE A LOT OF OTHER USEFUL AND ORNAMENTAL GIFTS FOR YOUR INSPECTION.
NO BETTER SELECTION EVER CAME TO OLYMPIA.

The Olympia Light & Power Co.

The Olympia Light and Power Company offered electrical power to the county and also sold electrical appliances to encourage people to use more electricity. All illustrations for this article are from the December 18, 1917 Morning Olympian, except the image of the girl with candle which appeared in the December 25 issue.

Announcing

ONCE MORE.

Christmas Offerings

AGAIN WE REPEAT—THE USEFUL PRESENT IS THE ONLY KIND TO GIVE.

NO DISAPPOINTMENT HERE.

You will not be disappointed if you come here for a selection. What you want can be purchased at a price that will make you wonder why you hesitated to come at once.

HOW ABOUT THESE?

Dainty Ladies' Desk, Beautiful Piano Lamp, Odd Rocker, Exquisite Parlor Table, Fine Art Square, Best of Makes in Rugs, Bed Room Suites, Leather Covered Davenports, Etc., Etc., Etc.

The range in prices will please. The quality will make you absolutely hilarious.

J. E. KELLEY

HOUSEFURNISHER.
502 EAST FOURTH STREET.

MURRAY'S SERVICE

Christmas Presents Worth While

What a joyful Christmas this would be if on Christmas morning you would find a beautiful

**Victrola, Edison or
Columbia-Grafanola**

In Your Home.

We would like to deliver one to you now or on Christmas eve.

We will arrange with you for terms if you wish.



THE FOLLOWING MAKE NICE PRESENTS—

Phonograph Records, Player-Piano Rolls, Violins, Mandolins, Guitars, Ukuleles, Banjos, Music Rolls or Bags, Concertinas, Zobos, Sheet Music, Etc.

Pick Out Your Piano Now and Make a Christmas Present of It

We have a large stock from which to select of the finest quality and most beautiful designed styles ever shown in Olympia.

Be sure to get our prices and save money. Sold on terms.

**RABECK'S
Music House**

409 E. 4th St.



Left: Instruments and phonographs are for sale in this advertisement. A prominent music store in Olympia, Rabeck's was a place to buy musical instruments during an era when it was more popular to play music and sing than to listen to recorded music.

Right: This page shows a listing of various businesses selling Christmas gifts. Santa also appears to be moonlighting as a funeral director.

Christmas MERRIT

THE HOLIDAY SPIRIT IS REFLECTED IN THIS PAGE

Give Jewelry For Christmas

Of all gifts none are so eloquently expressive of the Christmas spirit as Jewelry and precious stones.

Gifts that outlast a lifetime, many giving the joy of possession to several generations—must be regarded as economical, regardless of initial cost. Their inherent value takes them out of the class of mere purchases and place them on a par with stable investments.

LIBERTY BONDS ACCEPTED IN PAYMENT FOR MERCHANDISE.

TALCOTT BROTHERS

ESTABLISHED 1872. 424-426 MAIN STREET.

Xmas Suggestions

- | | |
|--------------------|-----------------|
| FOR HER. | FOR HIM. |
| A Pen Knife | A Pocket Knife |
| A Pair of Scissors | A Flash Light |
| A Brass Jardiniere | A Safety Razor |
| A Percolator | A Coaster Wagon |
| A Casserole | A Striking Bag |
| A Flash Light | A Foot Ball |
| Silverware | A Ball Glove |
| A Tennis Raquet | A Gun |
| A Brass Tray | A Lunch Kit |
| A Golf Ball | A Hunting Coat |

Mills & Cowles

Christmas Time

Will be happiest and best if you enjoy it in your own home.

We extend best wishes of the season to all.

Olympia Building & Loan Association

"A MUTUAL SAVINGS SOCIETY."

Buy a Hudson Buy a Maxwell

THEY ARE STANDARD MAKES.

Why spend money on useless presents, Mr. Man? Get something that the whole family can enjoy the whole year through.

A car will bring health and happiness without mistake.

TWO STANDARD MAKES.
THE HUDSON—THE MAXWELL.

E. C. TEW, Agent
600 EAST FOURTH STREET.

Olympia Grill

A UNION HOUSE

304 Fourth Street. Olympia, Wash.
NICK ANAGOSTOU, JOHN MOUNIS,
Proprietors.

Fresh Olympia and Eastern Oysters.
Steaks and Chops.

SPECIAL DINNER EVERY DAY.
Home-made Pies.

We Serve the Best Coffee, Fresh Eggs,
Cream and Butter.

Quick and Prompt Service—Try It.

FREE!

YES! FREE!

Come in and look at our Toledo automatic, no-spring scales. Step on, get your correct weight to a quarter of a pound.

IT COSTS YOU NOTHING.

Look our store and stock over. We are always pleased to see you. Inspect. Buy if you wish.

NUMEROUS ARTICLES ON DISPLAY FOR CHRISTMAS.

Dubbs' Pharmacy

WASHINGTON AND FOURTH.

Christmas Dinner

Is a great institution, but there's nothing like a game of bowling to whet your appetite up. Say! Ever experience the sensation of seeing the whole gang of pins rattle off the end of the alley? Great!

If you can't bowl, you'll have company. If you can, you don't need to be told that there's nothing like it in all the world. Shipbuilders, business men, doctors, lawyers, and all—they'll tell you it's the real sport. For your benefit, there's three fine bowling alleys at

The Oxford

HEADQUARTERS FOR Xmas Goods

DOLLS OF ALL KINDS AND PRICES.

Toys and Fancy Chinaware

THE STORE THAT SELLS THE RIGHT GOODS AT ROCK BOTTOM PRICES.

GIFTS OF ALL KINDS.

THE STORE THAT SELLS EVERYTHING.

JAS. LASITYR, 425 Main St.

OLYMPIA, WASH.

AUTO BATH HOUSE

THE HOUSE FOR SERVICE:

CARS WASHED, WAXED, GREASED.

ALL WORK FIRST CLASS.

Watson Collins

PROPRIETOR.

423 COLUMBIA STREET.

Xmas Suggestions

FOR MEN AND BOYS.

- | | | |
|--------------|---------------|-------------|
| Clothing | Hosiery | Bath Robes |
| Hats | Sweaters | House Robes |
| Caps | Collar Bags | Dress Shoes |
| Glass Shirts | Arm Bands | Trunks |
| Collars | Garters | Suit Cases |
| Hackwear | Handkerchiefs | Rugs |
| Underwear | Dress Gloves | Rain Coats |
| Night Robes | Auto Gloves | Umbrellas |
| Pajamas | Wool Gloves | Jewelry |

Ladies' Silk Umbrellas, all grades, including the new ring Iveroid handles, tips and ferrule, at right prices.

One extra pair trousers free with suits made to order.

CRAM & MAHLUM

323 EAST FOURTH STREET.



J.A. GILBAUGH
Funeral Director
PHONE—132—PHONE



Now Sold America Over!

Loju and **Applju**
(LO-JU) DRINK AN APPLE

*The Delightful
 Health Fruit Drinks*

From ocean to ocean,
 from wintry Duluth to
 sunny Florida, Loju and
 Applju have won the na-
 tion's approval.



*Serve Them
 Christmas*

Have these two delight-
 ful beverages for holiday
 functions. Either Loju or
 Applju, or the two com-
 bined, make a wonderful
 punch.

Hot Loju is a great win-
 ter drink.

They make tempting
 sauces, fruit cocktails,
 sherbets.



LEADING OLYMPIA DEALERS SELL
 LOJU AND APPLJU.

Northwest Fruit Products Co.

Olympia, Wash.

Salem, Ore.

Above: During Prohibition, the former
 Olympia Brewing Company attempted
 to capture part of the non-alcoholic bev-
 erages market.²

CATCHING SANTA

Tippy toe and light of foot,
 Mischief in her eye,
 Down the stairs she softly comes,
 Santa Claus to spy;
 She will catch him unawares—
 That's the way to find him!
 Make him leave his bag of toys,
 All his gifts, behind him!



WHO/WHAT/WHERE IS IT?

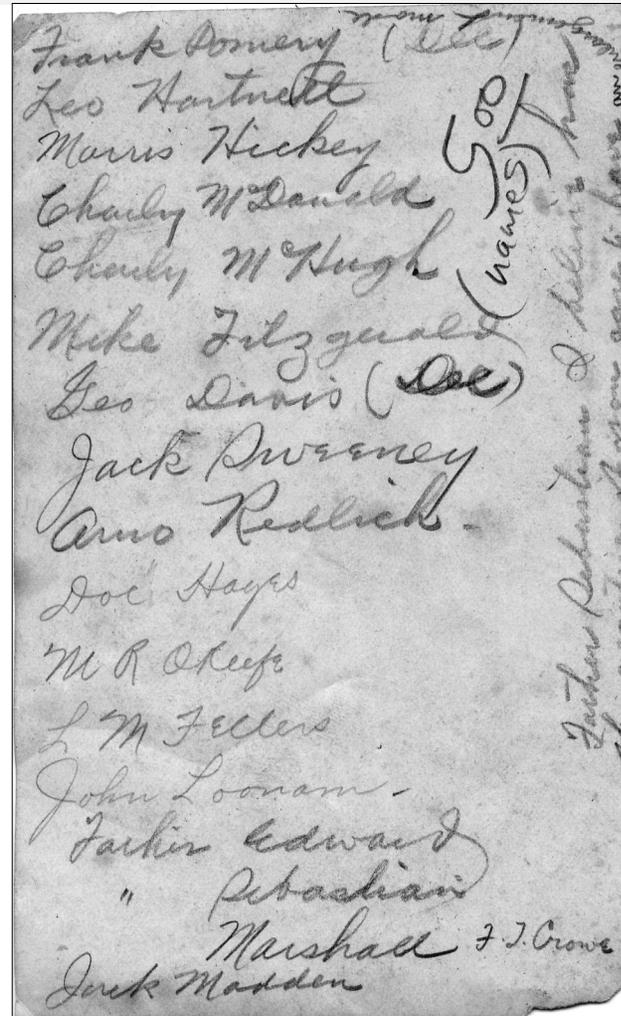
We still don't know who any of the other men are. Are they Saint Martin's students? Are they part of a club of some sort? The Lacey Museum people files yielded nothing further.

The names on the back of the photograph, apparently in no particular order, are transcribed here:

Frank Pomeroy
Leo Hartnett
Morris Hickey
Charly McDonald
Charly McHugh
Mike Fitzgerald
Geo Davis
Jack Sweeney
Arno Redlich
Doc Hayes
M R OKeefe
L M Fellers
John Loonam
Father Edward
Father Sebastian
____ Marshall
F T Crowe
Jack Madden

The last mystery is the location. Where was this photo taken? It depicts a group of young men sitting on the steps of a wood frame house or building. But where is this? It does not appear to be any location at Saint Martin's or Lacey that we are immediately familiar with.

If you have any helpful ideas, please contact curator Erin Quinn Valcho at 360-413-3557 or email her at equinnva@ci.lacey.wa.us.



If we receive any useful information, we'll print it in a future issue of the *Journal*.

Photographs courtesy of the Lacey Museum, Weaver Collection.

WHO/WHAT/WHERE IS IT?

A ROTATING FEATURE SHOWCASING ARTIFACTS FROM THURSTON COUNTY HERITAGE GROUPS



Can you help us identify the men in this photo?

This photograph was found by happenstance in a thrift shop by Lanny Weaver, President of the Lacey Historical Society, who purchased and then donated it to the Lacey Museum. Would you believe that on the back were listed the names of most of the men in the photograph? Although a terrific find, it opens up more questions than it answers.

One of the identified men is Father Sebastian Ruth, a well-known teacher and monk at Saint Martin's College. The Lacey Museum has many photographs of him, making it easy to identify him. (He is in the second row from the top, second gentleman from the right.) Based on the appearance in age of Father Ruth, we conclude that the photograph was likely taken around 1915. From those two clues, another person was identified with help from *This Place Called Saint Martin's 1895-1995* by John C. Scott, O.S.B. Father Edward Weckert is in the center of the back row. (continued on inside back cover)