

AN ILLUSTRATED HISTORY
OF
SKAGIT AND SNOHOMISH
COUNTIES

THEIR PEOPLE, THEIR COMMERCE AND THEIR
RESOURCES

WITH AN OUTLINE OF THE EARLY HISTORY
OF THE
STATE OF WASHINGTON

ENDORSED AS AUTHENTIC BY LOCAL COMMITTEES OF PIONEERS

INTERSTATE PUBLISHING COMPANY

1906

Foley, Adams and Crosby. The new mill had a capacity of twenty-five thousand feet per day, but it too was burned in 1898.

The creosote factory, to which reference was made, was built by the Puget Sound Creosote Company, of which P. F. Dundon is the principal owner. The first structure for the creosote factory met with the same fate that had befallen the saw-mills, but has recently been followed by another plant located upon the same spot by successors of the Puget Sound Creosote Company.

Turning again from present conditions to the records of the past and glancing at the history of education in Lowell we find that the pioneer school was established in 1872. There were only six pupils, and they met in a little vacant building belonging to Mr. Smith, at the foot of the Main street of to-day. The first teacher was Mrs. Hereanus Blackman. In 1880 Mr. Smith gave the land on which to build a new school building located on what is now Second street. In 1892 the present elegant school building was erected at a cost of twenty-three thousand dollars.

Lowell has but one church edifice, and this was built in 1890 by means of public subscription as a union church. It was used then, as it still continues to be used, by the Methodist and Congregational denominations.

Mr. Smith, whom we have seen to be the pioneer in so many enterprises in Lowell, also established the water works in the early nineties. He transferred his rights to this property to the Everett Improvement Company, which now supplies the town. The company is at present engaged in installing hydrants for fire protection and otherwise improving the water system.

The paper mill is the great source of the business prosperity of Lowell. This enterprise was steadfastly maintained throughout the period of the hard times and thereby did much to sustain the industrial activity of the place. A similar character of stability has pertained to the saw-mill, logging camps, lime industry, creosote works, and the business enterprises in general of the place, and this has given a feeling of confidence on the part of the people which has been of the highest value in the progress of the town.

Lowell has been comparatively free from disasters by flood and flame, though by no means entirely preserved from losses by fire. The most serious of these was the destruction of the saw-mills and creosote plant to which reference has already been made. In addition to that we find record of a fire on the 24th of July, 1893, which destroyed five wooden buildings on Second street. The buildings destroyed were the grocery store of Tutteeh Brothers, the dwellings of Mrs. Samuel Holland and H. Harmon, the Holland House, owned by Mrs. Alice Holland, and the old school building. By vigorous effort the fire was confined to these five build-

ings, but if it had passed beyond their limits it would almost certainly have taken the entire lower part of the town. In April of 1901 there was another fire which resulted in the burning of a warehouse and store building belonging to Buckley & Company. The loss, though being quite considerable, was almost entirely covered by insurance.

Lowell has never become an incorporated city. Although so near Everett as to be somewhat of a suburb to the larger place it has maintained a separate individuality which seems likely to continue for some time to come.

ARLINGTON

Near the confluence of the Skykomish and the Snoqualmie rivers, on a magnificent natural town site, is the rapidly growing town of Monroe. Somewhat similarly situated near the forks of the two branches of the Stillaguamish, on an equally magnificent natural town site is Arlington, one of the best and most progressive little cities in all the sound country. The two towns named are analogous in several respects, the most noticeable of which is that in the last two or three years they have each enjoyed a most remarkable growth, the one multiplying its population by five, the other by two.

In the pioneer days of any community the chief highways of transportation are the rivers and streams, hence the lauds along the banks of these are the first settled and pioneer trade centers are necessarily riparian.

Arlington came into existence as a result of the building of the railroad, yet it stands practically on the same spot it would have occupied had it been built at an earlier date; when the streams determined the location of towns. It thus enjoys about all the advantages of situation which an inland town can have, its waterways penetrating far into the forest and furnishing a cheap means of transporting shingle and saw timber to its mills, while the railroad gives it for its finished product easy access to the markets of the world.

For a number of years there were two ambitious towns near the confluence of the North and South forks of the Stillaguamish, Haller City and Arlington, and although it must have been plain to everyone that the two must some day become one, if either amounted to anything, yet there was a spirited and at times bitter rivalry between them. Haller City was a little the older of the twain. Its first store was started about 1888 by Tveté & Johnson. During the summer of 1889, A. L. Blair, of Stanwood, started a movement for the opening of a road from Silvana to "The Forks," and the loggers and others, tired of the exorbitant charges of Indians for canoe freighting, gave the scheme their hearty support and co-operation. The result was that the road was very soon an accomplished fact. Mr.

Blair brought the first load over it with an ox team. So great was the demand for goods, that this pioneer freighter kept two yoke of oxen going almost continuously that summer, while Bert Crawford ran a tri-weekly wagon stage and did some freighting with horses.

In the fall of 1889, the White House hotel was built in Haller City by Lee Rogers and Al. Dinsmore, and this with Tyete & Johnson's store and Al. Gifford's logging camp constituted Haller City, while just across the river was the Likens blacksmith shop. This development had come in anticipation of the Seattle, Lake Shore & Eastern railroad, whose preliminary survey had been made. Late that fall the railroad company gave earnest of its intention to push ahead by sending a camp of men to clear the right of way, and on the 13th of June, 1890, the construction train reached the site of Arlington. The first freight train came on the 23d of July.

It was in 1890, that Arlington proper, as distinguished from Haller City, had its start. The man who platted the latter town was Maurice, son of the well-known military man, Granville O. Haller. Maurice Haller had acquired the land for this purpose from one John Irving, who had secured it from Lou. Smith, the man to whom it had been conveyed by United States patent. While the town was yet in its early infancy, Maurice Haller was accidentally drowned, and his town-site interests passed to three persons, by whom they were conveyed to three others, namely, Theodore Haller, a brother of Maurice, Simon Rumph and a Swede of the name of Andrud. From them, the title passed, in 1892, to Charles B. Hills, of Seattle, who still has it, A. L. Blair being his agent.

Had Maurice Haller lived, the history of Haller City might have been different in several important respects from what it now is; possibly the rival town might have been platted as an addition to it, doing away with all strife and jealousy. As it was, Earl & McLeod, who were contractors on the railroad, bought forty acres from Al. Gifford and platted a new town site, to which they gave the name of Arlington. Between it and the Haller City town site was a forty-acre tract, held by two rival claimants, Thomas McMann, and a man named Stephens. The unsettled condition of this land made it impossible for the two towns to grow together and become one during the early days, and the inevitable struggle for prizes soon had its inception. Both wanted the railway depot, of course. It could not be located half way between them on account of the Stephens-McMann dispute, hence a struggle for its possession was inevitable. Arlington won. The next difficulty was over the location of the schoolhouse. The same cause was operative (and perhaps there were other causes) to prevent an amicable agreement, and the outcome was the division of the district, so that each might have its

own school. As a result both towns were deprived, for several years, of the first class educational advantages they might otherwise have had. Fortunately this error was eventually corrected by the reuniting of the two districts, when at last the towns wisely decided to come together.

At first Haller City grew more rapidly than its rival. Before the close of 1890, two saloons had been started with lunch rooms in connection; A. L. Blair had put up a shed for the accommodation of teams, furnishing grain and hay; the town-site company had built a saw-mill, Ed. Walker had built the present Walker house, a large four-story building, Teagar's drug store had been started, L. B. Roe had put in a four-story hotel, W. J. Brounly had a meat market and the Times newspaper had come up from Stanwood and established itself in the cabin, which had been Lou. Smith's pioneer home. A number of residences had also been built.

The first business in Arlington was the Stillaguamish Star, which sent forth its first issue on the 9th day of August, 1890. Thomas Moran, however, had an "eating tent," where meals might be obtained, but the man without his blankets must go to Haller City for lodging, or make himself as comfortable as possible in a hollow stump. Two days later than the Star, the store of Earl & McLeod began business, though its building was not completed and the shelving was not all in. Next came F. P. Bonney's saloon, and a little later the first meal was served in Thomas Moran's handsome three-story hotel, "The Arlington." That same fall John Z. Jones opened a general merchandise store, Hill & Moran, a hardware store and McMillan & Rideout and E. K. Molden restaurants. The first daily mail enjoyed by the settlers of the upper Stillaguamish came with the establishment of the Arlington postoffice November 29, 1890. The volume of business done in Arlington during the first five months of its existence was relatively very great. "The total amount," says the Snohomish Sun in its special edition of January, 1891, "foots up to almost fifty-seven thousand dollars, nearly seventy-five per cent. of it being spot cash. In addition to this the railroad company has done an almost equal amount of business at the Arlington station, the ticket sales amounting to \$4,031, while the freight receipts ran up to \$47,438.71,—a total of \$51,460.71, and a grand total for the first five months of Arlington's existence of \$108,500, in round numbers. * * * There is now being put in here a shingle mill with a capacity of 45,000 a day and a saw-mill with a capacity of 20,000 feet a day.

* * * Arlington has three miles of finely graded streets, the work all being paid for by the owners of the town site."

Before the hard times came both Haller City and Arlington made a very rapid growth, the population of the two in 1893 being about five hundred. The

McMann-Stephens contest was eventually decided by the former's buying the latter out; hence the barrier which separated Arlington and Haller City was removed, and the way opened for their manifest destiny,—ultimate reunion. They remained apart, however, until the return of good times in 1897, when some of the principal business houses of Haller City moved to Arlington, among the number being Teagar's drug store.

The financial depression of 1893-6 did not cause stagnation in Arlington as in many other towns of the Northwest. The development of these years was relatively slow, to be sure, but it was unceasing and substantial. In February, 1897, under the head, "A Lively Town," the Snohomish Tribune had the following to say regarding it:

"Arlington, so say the S. & I. train men, is the liveliest station on the line; and indeed the fresh, white lumber of new buildings as it glistens in the sun does give the town a singularly industrious air. Kelley & Company's saw-mill, is almost its only manufacturing industry, but Arlington is becoming recognized more as a social and commercial center for the smaller places around it. * * *

Quite a number of new buildings went up last summer, and several more are now in progress. Mr. McGilligan has a fine dwelling house well under way, and on the hill back of the town is the new Catholic church, which will soon be ready for dedication.

"Strolling along its one short sidewalk, the visitor meets with many lumbermen and mill men from stations north and south, as well as ranchers from far up and down the river; and for no reason apparent to the casual observer, the little town seems to prosper amid the general depression of the times."

It is needless to state that the town, which had made progress during the period of financial stringency, forged ahead with increased momentum, when the sun of prosperity once more illumined the heavens. It received a slight check in 1899, however, when, on the morning of July 29th, the shingle department of the Arlington Lumber Company's plant was destroyed by fire, together with the mill office, the residence of A. Gifford, the boarding house and Kranshoff's and Kennedy's blacksmith shops. As these buildings were in the heart of the city, it was with some difficulty that the fire was kept from spreading to other blocks. The mill was valued at eight thousand dollars, and was only insured to the extent of one thousand dollars. The lessee, W. R. Sutherland, to whom the stock belonged, estimated his loss at five thousand dollars less fifteen hundred dollars insurance.

Belief was current at the time that a logger named Murphy, who entered the mill about midnight in an intoxicated condition, was cremated in this fire. Several persons heard shrill screams soon after the alarm was sounded and this circumstance, together with the disappearance of Murphy,

were thought to argue that he had met a terrible fate.

According to the United States census of 1900, there were 852 people in Arlington. It must be remembered, however, that at that time the town was not incorporated; its limits were not defined and the enumerator had a wide latitude in judging how much should be included in his report. It is said that, being interested in booming the town as much as possible, he made the most of his opportunity.

This must have been true, for although Arlington continued to grow steadily during the ensuing three years, the enumeration made in 1903, for the purpose of incorporation, showed a population of only 800, within the proposed corporate limits. These included Haller City. Taking this enumeration as substantially accurate, and there is no reason to doubt its accuracy, the population of Arlington has more than doubled in the past two years for a recent school census shows that the people now living in Arlington number about one thousand seven hundred.

The present industrial and commercial development of the town may be seen from a list of its business establishments and business men. Its general stores at this writing are those of Johnson & Wick, Funk & Law, N. K. Tyete, John Z. Jones, G. W. Wallsted, C. C. Brown; confectionery and cigar stores, G. F. Heiss, John Woods & Company, Allen Brothers, Vanderhoof & Smith; bakeries G. T. Wallsted, Mrs. M. E. Crotser; bowling alley, J. F. Wood & Company; drug stores, the Owl, J. B. Riley, proprietor, the Arlington Drug Company's and Mrs. M. C. Teagar's; department store, Peterson Brothers; gents' furnishing goods and shoes, Chris Duer; hardware, the Moran Hardware Company, Allen Hardware and Plumbing Company; plumbers, Hoover & Dunn; jewelry, P. F. Larsen, the Kay Jewelry Company and D. S. Pruitt, the last mentioned dealing also in groceries; furniture, G. W. Mayberry and Thomas Moran, the latter carrying it in connection with his hardware; harness and saddlery, S. H. Preston, K. Jespersen; racket goods and wall paper; Mrs. F. W. Price; livery, Arlington Livery & Transfer Company, Chadburn & Archer; hotels, Walker House, Thomas Dorgan, proprietor, the Commercial, O. L. Allen, the Arlington, Fred English, the White House Café, Joseph Britton, the Grand Central, Mrs. Minnie Kinyon, the Evergreen, Frank Miller, and the Twin City, H. Bremer; photograph galleries, L. Kirk and J. E. Asplund; blacksmith shops, Frank Kranshoff, J. W. Gales; barber shops, George Mayberry, E. C. Pantzke; meat markets, the Snohomish Grocery Company's, the Daisy, W. J. Brommy & Son, proprietors, the City, George Murphy, proprietor; Arlington carpet weaver, C. M. McCaulley; Arlington State Bank, C. E. Bingham, president, A. E. Holland, vice-president, R. S. Bloss, cashier; the Arlington Commission Company; bicycle repair

shop, J. B. Thomas, proprietor; lumber yards, the Arlington Lumber Company and the Williams Lumber Company; restaurants, the Two Jacks, the Seattle Chop House; millinery, Miss Kate Pearl, Mrs. C. C. Brown, Mrs. H. Townsend; tailor shops, Paul Hoppe, M. Ferris; carriage store, Jasper Sill; shingle and saw-mills within and in the vicinity, Lincoln Mill Company, Smith Brothers, proprietors, Brown & Koontz, the Arlington Shingle Company, L. A. Wheeler, president; the Verd Cedar Company, William Verd, proprietor; the Arlington Lumber Company, Albert Brown, manager; the American Red Cedar Shingle Company; the Arlington Water & Light Company, Crippen & Mescher, proprietors; the Arlington Laundry Company's steam laundry; I. C. Peterson's turning and carpenter shop; creamery and cold storage, the Arlington Co-operative Association; Thomas Jensen, president, W. O. New, manager; the Valley Gem Dairy & Bottling Works, C. H. Wrage; postmaster, C. H. Jones; newspaper, the Arlington Times, C. L. Marsh, editor and proprietor. There are also eleven saloons in Arlington. Its professional men include physicians, Drs. J. E. Phelps, E. M. Adams, W. F. Oliver, E. Mohrmann; graduate nurse, Margrathe Mohrmann; dentists, E. K. Adams, E. W. Turner; lawyers, L. N. Jones, E. N. Livermore. Its dealers in real estate are A. L. Blair, Jones & Toles and Brumby Brothers & Hudson, and C. L. Marsh is a regularly appointed United States land commissioner.

The churches that have been established in Arlington are the Methodist Episcopal, Rev. Charles A. Owens, pastor; Free Methodist, Rev. G. W. Escher; Norwegian-Lutheran, Rev. — Dale; Baptist, Rev. J. J. Ticker, and the Catholic, with no resident pastor, but supplied by Father O'Brien, of Snohomish. Local lodges or camps of the following fraternities have been organized and are being maintained, namely, the A. O. U. W., D. of H., M. W. A., W. O. W., Women of Woodcraft, I. O. O. F., Rebekahs, A. F. & A. M., O. E. S., Modern Brotherhood of America, the Fraternal Brotherhood and the F. of A. The shingle weavers and engineers have unions, and the Women's Christian Temperance Union and the Loyal Temperance League each maintain local organizations in the town.

The most important event in the recent history of Arlington was the building in 1900 and 1901 of the Arlington-Darrington branch railroad, about twenty-eight miles long. The only trains being run over the road at this writing are tri-weekly accommodation trains, which are not specially satisfactory to passengers, yet the road is developing a magnificent section of county along the north fork, bringing its wealth of lumber and shingles to the market of the world, and encouraging the development of its great agricultural possibilities and causing a great influx of population, all of which is more or less tributary to Arlington. It is also lending en-

couragement to the development of the Darrington copper producing belt, which, if indications are to be trusted, has a grand destiny in store for it.

With a splendid site, magnificent natural drainage, great tributary wealth of timber and agriculture and mines, a progressive people, a record of past achievement of which it has cause to be proud, the young town of Arlington looks out upon the future with confidence that it is destined to occupy no second place among the inland towns of northwestern Washington.

MONROE

It would be difficult to imagine a more sightly location for a town than that occupied by Monroe. Near it is the spot named by the early settlers, "Park Place," because of its park-like beauty, and the site of the present town is scarcely inferior in natural attractiveness to that so justly celebrated from the earliest times. Indeed, Park Place may reasonably be considered a part of Monroe, though not included in the corporate limits, for the semi-rural, semi-urban homes, which are a prominent characteristic of Monroe, extend all the way to Park Place, making the two a unit in fact, if not in law. Not content with bestowing transcendent beauty upon this favored spot, Nature, in her partiality to it, gave also the elements of wealth with a lavish hand. The statement has been made that if Monroe were considered the center of a circle, with a radius ten miles long, more natural resources would be included than in a circle of like area described about any other town in the state. However this may be, it is certain that the natural wealth tributary to Monroe is indeed great. Situated in the celebrated Forks country not far from the confluence of the Skykomish and Snoqualmie rivers, it is the natural trading point for the splendid valleys of these waterways, valleys rich in timber, rich in agricultural achievements and still richer in agricultural possibilities. It also enjoys the trade of Woods creek, another transcendently rich section, and of course has a right to its share of the trade of the Snohomish valley. While Monroe is certainly not to be classed with those temporary towns which depend entirely upon the timber and disappear as soon as the work of the logger and the mill man is done, its rapid development during the past few years has been due to the great activity in the lumbering industry. So very abundant is the timber contiguous to it, that even were this its only resource, it would have assurance of a long life, but the demands of the multitudinous manufacturing population which must some day establish itself around this gateway to the Pacific will cause the splendid agricultural possibilities of its tributary bottom lands to be developed to the utmost, giving it assurance of immortality as a town.