

Bunchgrass Historian



**Whitman County Historical Society
Colfax, Washington**

Volume 23
Number 2
1996



- Lyons Ferry
- Martin Harter

Whitman County Historical Society

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Pullman, WA 99163

Current and Back Issues:

(Send \$2.50 per issue)
Whitman County Historical Society
P.O. Box 67
Colfax, WA 99111





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AUTHORS

Jerry Bryant of Spokane, WA, first researched his history of Lyon's Ferry while a student at Eastern Washington University in Cheney. He explains some of the circumstances within the article.

Alice Hoffman Ross wrote the biography of Martin Harter, her grandfather, as part of a larger family history that appears early in her article. The story has been distributed among the many members of the family and is now shared with the public. Alice lives at Washtucna, WA. Other family members who assisted were Susan Huber McGregor of San Francisco and JoAnn Ross Cunningham. The photographs were provided by Charles Hofer of Colfax.

COVER

Harter family threshing crew taking a break. Martin Harter at the left. (photo courtesy of Charles Hofer).

FROM THE EDITOR

This issue features an article on Lyon's Ferry, a Whitman County place that could be said to also be in three other counties. The history of this ferry, which operated for a very long time, provides a needed supplement to an article on the Lyon's Ferry automobile bridge, carried in Bunchgrass Historian about two years ago. Our second article is a biography and family history that the authors graciously shared with Bunchgrass Historian for publication. The two articles are lengthy and do not leave much room for illustration in this issue.

Daniel Lyons and His Ferry By Jerry L. Bryant

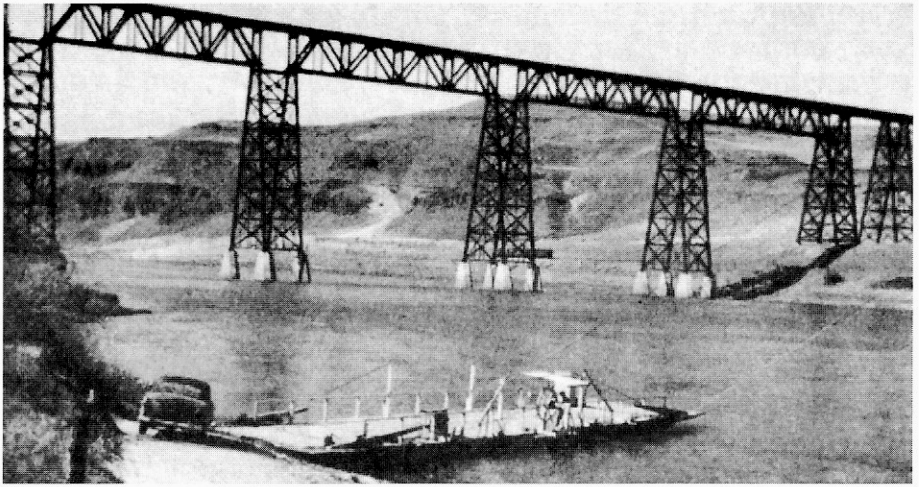
A Brief Explanation

Wrapping up my thesis on an early Washington Pioneer family, the Cosgroves, and the pre-railroad community called Sassin, I happened upon the 1922 obituary of Ella Cosgrove.¹ I already had several different obits on her, but this was an unusual clipping in that it had the only photograph of Ella that I had ever seen and it also had a statement in it that would soon change major aspects of my thesis. The statement went like this, "Indian trouble became so acute at one time that the (Cosgrove) family fled to the home of Mr. Lyons, a brother of Mrs. Cosgrove; who owned Lyons Ferry over the Snake River."² Well this was the first I had heard of any brother. Initially my thoughts were that by studying Daniel Lyons I would learn more about the origins of my target family, the Cosgroves. So, I spent the month of September and early October, 1995 rushing between Colville and Walla Walla (and numerous stops in between), pestering the National Archives and the British Columbia Provincial Archives while assembling a research portfolio on Daniel Lyons.

A Natural Site for a Ferry

The confluence of the Palouse and Snake Rivers has been an attraction for human beings since the earliest known occupations of the Columbia Plateau. Excavations at the Marmes Cave (45 FR 50) would put the area's initial known occupation by man at least 10,000 years ago.³ On the opposite end of the prehistory spectrum, when the first Euro-Americans arrived in the area there was already a small Indian village, the *Palus Indian Village* (45 FR 36), on the south side of the confluence.⁴

In the historic context, the area was of prominence as the Palus Indian Village and was first visited by Lewis and Clark in 1805, then David Thompson in 1811, and Jedediah Smith in 1829. In the early years that Whitman and Spalding were searching for a possible lo-



Lyon's Ferry – 1960

cation for their mission, they stopped at the Palus Indian Village. The area was the primary crossing place for the initial thrust of Euro-American travelers coming north out of Walla Walla and south to Walla Walla from all points North, since at least as early as 1847.⁵ While a ferry as such did not exist prior to 1859, travelers could cross using the village's "Palus Canoes".⁶

In June of 1859 Capt. John Mullan arrived in the area with 100 men to survey a crossing for the Mullan Military Road. That same year Edwin Massey began operating the "Palouse Ferry". The ferry was located a mile below the Palouse Rapids. At this location a cable was stretched across the river, and by using sideboards and the power of the current the ferry would be propelled across the river.⁷ In addition to being a natural spot for a ferry, it was also a good spot for a steamship landing, and was called the Palouse Landing. The ferry cable was noted by steamboat passengers on the *Okanagon* and *Col. Wright* in 1861.⁸

The ferry changed hands a number of times prior to Daniel Lyons taking over ownership. In 1864 it was sold by Massey and was being operated by William McWhirt and his brother Cyrus, they also started to survey land near the ferry for a town that year.⁹ On July 12, 1865 Cyrus McWhirt purchased his brother's half of the ferry.¹⁰ That same day Cyrus turned around and sold the ferry to John M. Silcott and John R. Harding, and together they mm the Palouse ferry until March of 1872.¹¹ At this point half interest in the

ferry was purchased by James E. Silcott, John M. Silcott's son. The very next day, on 12 March, 1872 James E. Silcott sold Daniel Lyons his remaining half interest in the Palouse Ferry.¹²

From its inception the Palouse or Lyons ferry was intended to serve the military crossings on the Mullan Military Road. The primary problem with this concept is that the number of crossings by military units coming from the east were so low that any number of ferrymen would have starved to death between crossings. There were stretches of the Mullan road, particularly in the mountain passes, that had fallen into such disrepair that even the pioneers were unable to use it, with bridges out and fallen trees across the road.¹³ This causes one to wonder why the need for so many ferry owners between 1858 and 1872.

In the beginning the answer was gold; gold in Montana, gold in Colville, and gold in Kootenai, British Columbia. With Walla Walla providing supplies, during the northern gold rushes the packers and the ferries went into overtime. The demand was so high for goods and livestock that during the gold rush years there were five different ferries running in a fifteen mile stretch of the Snake River.¹⁴ Various feeder roads would branch off the Mullan Road going to different ferries and then after crossing the river they would all join up with the Mullan Road again.

By 1872, when Daniel purchased his half interest in the ferry much of the gold fever had all but subsided. The ferry business continued though, but now packers were supplying the new settlements in the Inland Empire and the many settlers coming north out of Walla Walla to homestead the areas that would eventually become Franklin, Adams, and Lincoln Counties.

Daniel Lyons

Daniel Lyons was born in 1829 at Patrick's Well in County Limerick, Ireland to Daniel Lyons and Ellen McMann.¹⁵ His family entered America in 1847 at the Port of New York, settling first in Vermont. In 1849 Daniel left home and moved to Troy, New York, where he stayed for the next five years. While in Troy, Daniel met and married Miss Anna Rebecca Wright in 1853.¹⁶ This is also the year that Daniel became a naturalized United States citizen.¹⁷ Daniel and Anna's first child, Mary Pauline was also born in Troy. In 1854 Daniel packed up a few things and headed west to search for gold.¹⁸ Unlike many, Daniel proved to be a good prospector and was able to enjoy a certain amount of prosperity. This prosperity allowed Daniel to

send for his wife, Anna, Mary Pauline, and two of Daniel's sisters, Ellen and Mary came west by ship, journeying down the east coast of the Americas to the Isthmus of Panama where they crossed and caught a ship north on the Pacific side to San Francisco.¹⁹ The extended family group lived in Marysville, California for a while but the scent of gold had drifted north to the Boise and Colville areas, so Daniel, Anna and the baby were off to seek new fortunes.²⁰ When the Kootenai fields opened up, Daniel and Anna were among the first Americans to enter British Columbia, where this time he struck it rich. In March of 1869 the Lyons' family was in British Columbia where their first son, Perry, was born.²¹

While Daniel and Anna were off searching for gold in the North Country, Ellen met a young, Irish entrepreneur named Michael Cornelius Cosgrove, and they were married at St. Mary's Cathedral of San Francisco in 1863.²² Michael was a saloon owner and operator in the growing frontier town of Walla Walla, so after the wedding Michael took his wife to his home in Walls Walla. This left Daniel's youngest sister, Mary alone in California. She would later marry Michael Burns of San Francisco.

During the 1860's many miners would work their claims during warm weather and spend their winters in Walla Walla. The population influx due to this phenomena was such that the local merchants and saloon owners considered it the "winter campaign", something they prepared for with eager anticipation. One can only surmise at this point but most logically, Daniel and Anna, on their return from Canada stopped to see Daniel's sister, Ellen Cosgrove, and just never left the area again. It does seem logical that the Lyons family probably wintered in Walla Walla during the off seasons between 1860 and 1872. In December of 1871 Anna and Daniel gave birth to their second son, Benjamin M. Lyons.²³ while it is not clear where Benjamin was born, by March the family was in Walla Walla where they had Benjamin baptized at the Catholic mission. Perhaps during these annual trips Daniel saw the importance of the ferry and looking to do something other than mining, invested his remaining funds on the Palouse ferry.

The day after Benjamin was baptized, 18 March, 1872, Daniel Lyons purchased half-interest in the Palouse Ferry for the sum of \$1,250.00 in gold coin.²⁴ In the sales document the ferry was defined as the "Silcott & Company's Palouse Ferry". The property consisted of the business located on the Snake River in Walla Walla and Whitman Counties, and included "all boats, bouys, ropes, cables, tackle, the warehouse and boathouse located on the north side of the Snake River." What is not made clear in this document is who

owned the other half of the company.²⁵ With Daniel Lyons purchasing the ferry, for the first time something close to accurate records began to be kept concerning the names of passengers, their cargos, horses, and livestock.²⁶

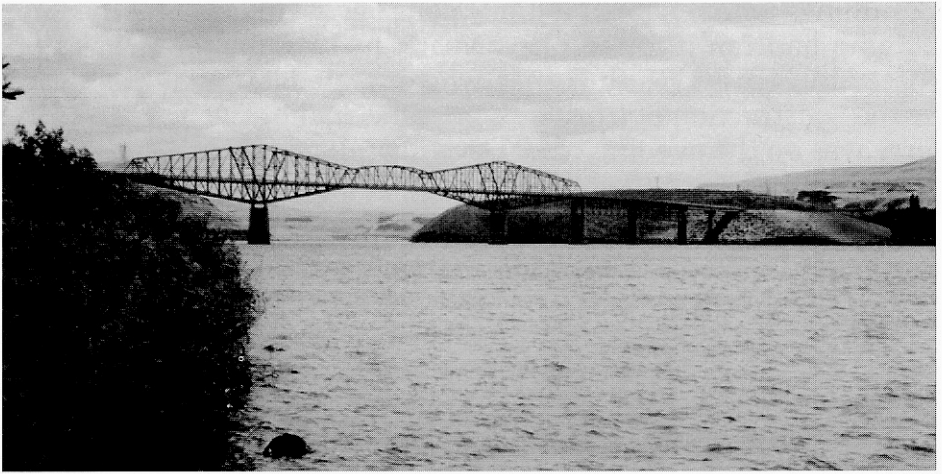
The Lyons Family lived at the ferry landing. In their home they would serve meals to travelers and keep boarders. They had a small general supply store, providing feed, extra horses, and supplies to ferry passengers.²⁷ The building that acted as the Lyons' family borne, boarding house, and general store was built by James E. Silcott sometime between 1865 and 1872. It was 100 feet long and 14 feet wide, with a single floor and had nine rooms, A short distance away from the house was their barn, it was 30 feet by 30 feet, and a wood shed. The family maintained a number of fruit trees and a garden. Daniel only had one criticism of his new place, the well was dry.²⁸ The Lyons family's oldest child, Mary Pauline Lyons) married William Malloy at the Walla Walla mission on the 10th of May, 1874.²⁹

The major events in the Lyons family during the year of 1874 were not confined to the marriage of their daughter; Daniel's sister Ellen, her husband Michael C. Cosgrove, and their children passed through the ferry that year on the way to their new homestead in the small rural community of Sassin on Rock Creek, near the present day town of Edwall, in Lincoln County.³⁰ The year prior to the Cosgroves moving to their homestead, the ferry log recorded Michael C. Cosgrove driving sixteen head of cattle north to Crab Creek as he made the homestead ready for the arrival of his family.³¹ During the numerous times of Indian uprising rumors, most of the settlers along Crab Creek would scurry back to the fort at Walla Walla, but the Cosgrove Family would go to Lyons Ferry for protection.³²

On October 17, 1878 Benjamin died and was buried at the Mission in Walla Walla.³³ Less than a year later, in June of 1879, Daniel's wife, Anna, also died.³⁴ This left Daniel alone with his ten year old son, Perry.

By 1881, Daniel and Perry had finished platting a town near the ferry landing, and petitioned the United States Postal Service to establish the Post Office of *Perry, Washington Territory*. After three years of being alone, Daniel decided to take another wife and married Olive Tanksley of Walla Walla on 18 March of 1883.³⁵ In July of 1884 Daniel put in for a homestead exemption on government lots 1, 5, 6, and 7 of Section 30, Township 13 North, Range 37 East, a total of 148.62 acres.³⁶ Geographically, the town of Perry was located in the west half of lot 5 of the Lyons Homestead.³⁷

On August 31, 1893, after operating the ferry for 21 years, Daniel died while at a friend's home in Walla Walla. He was 64 years old.³⁸



Lyon's Ferry – 1996

One hundred and two years later, it seems obvious that Daniel knew the end was near. Three months prior to his death he composed and wrote his last will and testament. When he finished this document he took it to the Columbia County courthouse in Dayton, where he had it witnessed and filed.³⁹ The probate of Daniel's will is interesting in that it documents the extent of his property at the time of his death. Daniel still only owned ° interest in the Palouse or Lyons ferry which was valued at \$1,200.00. As noted earlier, Daniel also did a brisk business selling horses and supplies to the settlers. When he died, he owned more than 300 horses. The four government lots that the town of Perry and the ferry were on were not considered part of the ferry property, but were the personal property of Daniel. In addition to this property Daniel also had a ten year lease on three sections of railroad land, for a grand total of 2,068.62 acres. Daniel's will specified that his wife, Olive and his two children from his marriage with Anna Wright would be the beneficiaries of his estate, with Olive getting the ferry, all the farming equipment, and her choice of any eight horses from his band.

Olive Lyons continued to operate the ferry with the help of her stepson, Perry and a hired man, Severs D. Truitt, In 1901 Perry Lyons was listed as the official Postmaster for the village of Perry. At that time the village had a population of 10, and two businesses, the ferry, and Davis Brothers Sheep Breeders.⁴⁰

By 1910 Olive Lyons and Severs Truitt had formed some sort of partnership with all of the original homestead property in both of their names. In 1926 the ferry was purchased by W.J."Doc"

Cummings who renamed it the "Lyons Ferry" in honor of the family who had ran it for so many years. In 1945 the ferry was purchased by Nye and Ruth Turner, who operated it until it was closed by the construction of a bridge across the Snake. The last run of the ferry was on the evening of 20 December, 1968.⁴¹



Lyons Ferry – ca. 1960

Endnotes

1. Ella Cosgrove was the first born child of Michael and Ellen (Lyons) Cosgrove. She was born in Walla Walla in 1864.
2. Spokesman Review, 3 June, 1922.
3. Schalk, 1983. Cultural Resource Investigations for the Lyons Ferry Fish Hatchery Project, near Lyons Ferry, Washington, p. 28.
4. Schalk, 1983. Cultural Resource Investigations for the Lyons Ferry Fish Hatchery Project near Lyons Ferry, Washington p. 71-75.
5. Thomas Lowe, 1847.
6. Schalk, 1983. Cultural Resource Investigations for the Lyons Ferry Fish Hatchery Project near Lyons Ferry, Washington. p.73.
7. Interview with the last owners of the Lyons Ferry, Ruth and Nye Turner, 1966
8. Schalk, 1983. Cultural Resource Investigations for the Lyons Ferry Fish Hatchery Project near Lyons Ferry Washington. p.73.
9. McGregor, 1971. The Economic Impact of the Mullan Road on Walla Walla, 1860-1883. p.36.
10. This event marks the beginning of a Lyons Ferry tradition. At no time after 1865 was the ferry been owned and operated by a single owner. The last owners of the ferry, the Turner Family, was a man and wife team.
11. In the "Book A, Bills of Sale and Quartz Record Transfers" of Spokane County 1860- 1878, page 83,. is a note that says, "Received a plat of Palouse City-sent by Cronnelly & Silcott for record, this 26th day of April AD. 1866." Now is this a continuation of the plat that McWhirt was working on at the Palouse Ferry, or was it the original plat of the town of Palouse? I have found no other records of a Cronnelly involved with the ferry.
12. A search of the Walla Walla County Courthouse Records provides a good sequence of events as far back as 1865 but no earlier. Up until 13 March, 1872 the ferry went by the name of the "Silcott and Company's Palouse Ferry". Walla Walla County Auditor. Misc. Book C. p.170.
13. McGregor, 1971. The Economic Impact of the Mullan Road on Walla Walla, 1860-1883.
14. McGregor, 1971. The Economic Impact of the Mullan Road on Walla Walla, 1860-1883.
15. Columbia County Newspaper Abstracts, 1981, Vol. 6-10, page 48. Obituary of Daniel Lyons, 31 August, 1893. Washington State Board of Health Death Certificate #1048, Ellen Lyons Cosgrove, 6 Oct., 1925.
16. Columbia County Newspaper Abstracts, 1981, Vol. 6-10, page 48. Obituary of Daniel Lyons, 31 August, 1893.

17. Lyons Homestead exemption file, 1884, In this file is an official letter to the court from the County Clerk in Troy, New York verifying that Daniel received his citizenship papers on 23 October, 1853.
18. Columbia County Newspaper Abstracts, 1981, Vol 6-10, page 48. Obituary of Daniel Lyons, 31 August, 1893., states that he "crossed the plains to California during the gold excitement". One can only surmise what this means; did he cross via the Oregon Trail, or perhaps he just jumped on his horse and rode off to Sacramento.
19. Spokesman Review, 6 April, 1965. The obituary of Emmett Cosgrove states that the family came to California via the Isthmus of Panama. The Cosgrove Family as such did not begin until Michael Cosgrove married Ellen Lyons in 1863. While it is known that Ellen was in California prior to her marriage to Michael, the whereabouts of Michael are some what more vague, but positive documentation puts him in Walla Walla as early as 1859 when he did a power take over of the Bank Exchange Saloon. St. Mary's Cathedral. San Francisco Book of Marriages, page 132, 22 Feb., 1863 Walla Walla County Auditor Book of Deeds Book B, page 180; Walla Walla County Auditor Book of Deeds Book H, page 348.
20. California Federal Census 1860; Spokane Review, August 31, 1893, page 1, Columbia County Newspaper Abstracts 1981, Vol. 6-10, page 48
21. United States Federal Census,, Starbuck District Columbia County Washington , 1900. This document Shows Perry Lyons, an emigrant from Canada, born in March of 1869, as head of the household. In 1869 a revitalization of minerals exploitation occurred in the Kootenai mining district when a major gold strike was discovered on Perry Creek. Perry Creek was named after Frank Perry or Francois Perrier, a French-Canadian half-breed who discovered gold on the creek in 1867-1868. The Walla Walla Statesman claimed that in one day \$1500.00 worth of gold was taken from an eight foot square piece of ground on Perry Creek. The fact that Daniel named his son, who was born in 1869 in the Kootenai mining district, and the named the town be founded "Perry" may be coincidental, but I don't think so.
22. St. Mary's Cathedral, San Francisco, Book of Marriages, page 132, 22 Feb., 1863
23. Munnick and Munnick, 1989. Catholic Church Records of the Pacific Northwest. Walla Walla Register II, p.103 B-9 This is the record of Benjamin M. Lyons' baptism on March 17, 1872. It was noted that the child was 3 months and 12 days old at the time.
24. Walla Walla County Auditor. Book "C" p 170
25. Most of the Walla Walla County records were destroyed in the 1865

Walla Walla fire when the Court House and all of its contents were lost. At the time the loss was estimated at \$4000.00. The historical loss must be considered at a much higher medium than mere money, and presents real problems in establishing any chain of land ownership in early Walla Walla County.

26. Lyons Ferry and Perry Postal Records, are now owned by the granddaughter of the last ferry owners. The granddaughter presently lives in the ferry tender's house, which the Turners had moved to Starbuck, WA. when the dam was built. The ferry tender's house was built in 1865 by the Silcott family.
27. Gaylord. 1992. Eastern Washington's Past Chinese & other Pioneers 1860-1910. p.49; Fletcher, 1982; "Starbuck 1882-1982 " p.81
28. Lyons Homestead exemption file, 1884.
29. Munnick and Munnick, 1989. Catholic Church Records of the Pacific Northwest. Part III, p.19 B8. This way of spelling Miss Lyons name may be a reflection of the presiding priest's linguistic background. During a trip to Walla Walla on 2 October, 1995, I looked up the cemetery lot of the Lyons Family and the Malloys, which are located together, and Mary Malloy's headstone is inscribed with the name "Mary Paulette Malloy, 4." In the Lyons family plot, which is located in the Masonic area of the Walla Cemetery, Daniel, Anna, their young son Benjamin, and Olive Lyons are all buried together, along with the son of the man who assisted them with the ferry operations for many years, Severs Truitt.
30. Field notes of Edwin Richardson concerning the survey of Township 21 North, Range 36 East, Willamette Meridian, Lincoln County, Washington Territory, prepared on 20 April, 1874. In this document the survey team of Richardson noted the "Newly constructed, unoccupied home of M. Cosgrove."
31. McGregor, 1971. The Economic Impact of the Mullan Road on Walla Walla, 1860-1883. p. 115. Many of the Sassin and Crab Creek residents are documented crossing on the ferry in the 1870's and 80's. One of the most notable was Adam McNielly, moving sheep up to the Sassin area prior to the sheep wars. Another was Orange George Wood who initially operated the Sassin Post Office, Stage stop, Inn, and general store. All of the Territorial Surveyors working in what is now Lincoln County were also documented crossing the Snake on their way north during the 1870's.
32. Spokesman Review, 3 June, 1922. The obituary of Ella Cosgrove.
33. Munnick and Munnick 1989. Catholic Church Records of the Pacific Northwest
34. Munnick and Munnick, 1989. Catholic Church Records of the Pa-

- cific Northwest. There is a certain amount of irony here. Daniel's sister, Ellen (Lyons) Cosgrove's husband, Michael Cornealus Cosgrove died on May 22, 1879 just slightly more than a month before Anna died
35. D.A.R. Early Marriages of Washington Territory Volume II page 34.
 36. Master Tract Book and the Historic Index.
 37. Checking the Metsker series of maps leads one to wonder exactly where the town of Perry was. On the Columbia County Map of 1931 it is clearly missing from Section 30. But on the 1933 Walla Walla County Map the town is shown in Franklin County, the north side of the river. In the 1933 Franklin County Map the town is clearly shown in Columbia county. Conversations with A. McGregor in November of 1995 indicate that the problem was not so much the location of the town, but rather that the Perry train depot was on the opposite side of the river from the village of Perry.
 38. This event made all of the Inland Empires newspapers. It was on the front page of the Spokane Review.
 39. The original three page will~ in Daniel's hand writing, is still on file in Dayton, as a part of the probate of his estate.
 40. Oregon Washington Alaska Gazetteer and Business Directory 1901-1902. p.601.
 41. Fletcher, 1982. Starbuck 1882-1982 p.81-2.



MARTIN HARTER
(February 13, 1853–July 17, 1941)

Compiled by Alice Hoffman Ross
grandchild of Martin Harter
daughter of Barbara Hoffman,
tenth child of Martin Harter.

(with assistance from Susan Huber McGregor
and JoAnn Ross Cunningham)

Martin's parents were Valentine (Wendolin appears on a marriage certificate) and Magdalena Germain of Osnabruck, Germany. Martin, along with two of his brothers, Anton and August, immigrated into the U.S. in 1869 to avoid being drafted in the King's Regiment. Germany seemed to be at war oftener than not, and the Prussian-French War was imminent. A sister, Elizabeth, came over later.

Martin first settled in Columbia County, Arkansas, where he worked on a farm for two years, then rented and even began purchase of acreage which he let go. He left Arkansas with \$80.00 which got him to Montana. He worked there until he had enough to take him to Walla Walla where he worked in the tannery before locating in Whitman County, Washington, in 1875. That year he filed a claim on 160 acres, proved up on the claim and paid \$400.00. He received the pre-exemption patent in 1884, which assured him ownership of this property. He also filed a timber claim on 80 acres and purchased the adjacent 80 acres from Charles Seeliazee for \$600.00.

For at least five years, he worked in the tannery in Walla Walla during the winters until it burned down. He said that he blistered his back rolling hides out at the time of the fire.

Before there were fences, he told of sleeping in his field at night to keep the horses out of the growing wheat and barley crops. The horses were turned out in the fall, and it was a chore gathering them up in the spring as they might have wandered any place in the hills even as far as Central Ferry, some 35 miles away. One time another farmer claimed a horse that Martin knew was his.

Between 1876 and 1880 Martin built a house out of rough lumber which he had taken in on a debt owed him. The boards were not securely nailed down. Later he removed the boards, took them to the mill and had them planed. When the dirt-floor house was erected

and the roof on, he returned to Germany to find a wife and married Teresa Herr (June 21, 1856-June 15, 1890) on February 14, 1880. He said that he "fetched" nine other women to the U.S. Martin recalled that three of them stayed in New York and that others were to become wives of bachelor neighbors and relatives. Martin said that he had ideas about how the men and women would match up, but it did not all turn out that way. Not all of the women can be accounted for.

Joe Weber married Elizabeth Harter, Martin's sister, in Walla Walla on April 26, 1880. They were given a special dispensation by the Catholic Church as they were cousins. He moved to Portland where he ran a tannery which he purchased from Frank I. Weber. They became the parents of Kate, Elizabeth, Andrew, Mary (Prus) and Henry.

August Harter, Martin's brother, married Bertha, her maiden name may have been Schnel, and they became the parents of Bertha and Josephine (Alexander, mother of Erma Jean Orth, and her sisters Virginia and JoAnn). They farmed near the Martin Harter place on land now owned by Norbert (Jim) Hinnenkamp.

Antoine, Martin's brother, married a woman who came around Cape Horn by boat. Hildegard Weber became Antoine's wife April 26, 1880 in Walla Walla. A nurse herself; she wanted to be near a doctor when her children were born. They settled in Walla Walla after some time in Whitman County. A brewer, he was the father of nine children, Hilda, Katie, Lena, Francis, William, Harry, Viola, Cecelia (mother of Don Hart) and Mary.

Frederick Weber married Maryanne Schmel in Walla Walla April 12, 1880. The children were Fred (father of Chuck Weber) Frank, Bill and Charles. The father, Frederick, died. Mrs. Weber remarried a Mr. Sieler; they had Marie, Annie, Elsie and Carrie.

Martin Harter and Teresa became the parents of seven children; Anna Harter Hofer, August (Gus) William Harter, Magdalena (Lena) Josephine Harter, Elizabeth (Lizzie) Harter Losell, Fred Wendolin Harter, Joseph Edmund Harter, and Martin Harter.

ANNA HARTER HOFER (Mar.23, 1881-May 6, 1941) married Lue Hofer, a farmer, and lived near Colfax. Their children were Irene Hofer Morton (Jan.10, 1910 -March 2, 1986) Charles (Dec. 4, 1919) and Corriene Thompson Liotta (Nov.24, 1922).

AUGUST (Gus) WILLIAM HARTER (Mar.25, 1882-July 4, 1956) married Agnes Reichnauer. He farmed the Martin Harter place on Shawnee Road which is now owned by Janet Huber and her daughters. In addition to farming, he ran a stationary thresher. The house Gus lived in was built in 1922, coincidentally the same year the house

in Portland was built which Martin retired to.

MAGDALENA (Lena) JOSEPHINE HARTER (May 14, 1883-Nov. 19, 1978) kept house for her father until his death. (Her sister Barbara did this with her until her marriage in 1920). Lena was educated to the fourth grade. She worked some for Sally Vollendorf who owned the Penny Store building in Colfax. She loved to clean house and often said she thought she could be happy in hell if the good Lord would just give her a dust rag.

ELIZABETH (Lizzie) HARTER LOSELL Nov. 1, 1884-July 21, 1966) married Gail Losell. She became a nurse and trained in the first training class at St. Ignatius Hospital in Colfax. They became the parents of Helen (Oct.14, 1916), Marie (April 4,1918) and Johnny (Feb.16, 1923). They farmed the August Harter place on Shawnee Road (now the Hinnenkamp place) and later farmed near Pullman.

FRED WENDOLIN HARTER, (Oct 21, 1886-July 9, 1973) married Charlotta (Lottie) Doyle, November 25, 1931. He farmed with Ed on the home place (eight miles southeast of Colfax on Shawnee Road) until his marriage, and then bought a place near by. They adopted a daughter, Theda.

JOSEPH EDMUND HARTER (August 2, 1888) went to WSU and played football. He married Florence Morrison November 9, 1925. He worked in Nebraska and probably was buried in Omaha.

MARTIN HARTER (June 15, 1890-Sept. 8, 1890) died in infancy. Theresa Herr, his mother, died following Martin's birth, June 15, 1890. She hemorrhaged. Her husband Martin took a team of horses to Albion after a doctor, but when he returned she was gone. A niece of Martin Harter, whose mother was a sister of Theresa Herr took care of the children following Theresa's death. Sena Ebding English, only 18 years old, proved herself quite capable. An old photograph shows her with six of Martin's children and three of Frederick Weber's. While Martin and the widowed Mrs. Weber went back to Germany Sena not only cared for the children, but also made clothing for the children shown in the photograph.

On February 25, 1894, Martin married his second wife: Hedwig Abramoska (1872-Jan. 30, 1937), an immigrant, born in Posen, Germany, which is now Pozan, Poland. Her name indicates Russian descent, but we understand she was of Polish descent. She was 21 at the time of the marriage. Her family lived on the Bun place near the corner of Shawnee Road and the Hoffman Road. She and her sister worked for the Martin Harter Family. Martin and Hedwig became the parents of: Mollie Mary Harter, Martin August Harter, Barbara Agnes Harter Hoffman, Edward Frank Harter, Helen Hedwig Harter Charest, Mary Mae Harter, Johanna Josephine (Jennie) Harter Marler



Martin Harter, 1937

and Anton Pious Harter.

MOLLIE MARY HARTER (Nov. 19, 1894-Mar. 26, 1970) rode a horse and picked up Layne Moys on the way to Albion, where they went to school.

MARTIN AUGUST HARTER (Feb.28, 1896-July 5, 1962) lived in Salem, Oregon, part of his adult life.

BARBARA AGNES HARTER HOFFMAN (Dec. 3, 1897-Jan 2, 1983) finished the eighth grade and worked at home, at Gus's and occasionally for others. She loved to ride horses and won some local races. She often told her grandchildren of riding with her father the eight miles into Clorox in the buckboard, attempting to gather the courage to ask to go to high school. She wasn't able to gather that courage, so she only went to school through the eighth grade. She married Frederick Henry Hoffman June 30, 1920. They became the parents of Alice Marie Ross (July 14, 1921), Janette Louise Huber (Sept.24, 1922) and Evelyn Barbara Hoffinan (Feb.19, 1924). Evelyn died August 11, 1931, of what doctors then called a spinal concussion. Family members now speculate she may have died of an aneurysm. Barbara lived on the ranch after Fred's death in 1962. She moved to town around 1970; about ten years before her death.

EDWARD FRANK HARTER (Dec; 1, 1899-Mar. 27, 1993) finished the eighth grade and worked for about eight years for Lue Hofer, Shelby Parvin and George Miller. He also worked for the telephone company where he climbed poles, stretched wire and did things to make a quieter line from Colfax to the country. He married

Sadie Doyle.

HELEN HEDWIG HARTER CHAREST (Oct.13, 1901-June 20, 1992) finished high school and business college and worked in banks in Rosalia and Washougal, Washington; in Portland, Oregon, and in San Pedro, California. She married Jefery Charest.

MARYMAE HARTER (May 24, 1903-Sept. 8, 1986) finished high school and nursing school. Mae lived in the Martin Harter home in Portland and worked very little outside the home.

JOHANNA JOSEPHINE (Jennie) HARTER MARLER (May 14, 1905-December 12, 1994) finished high school and went to business college in Spokane. But before she finished the course for which her father paid, she took a job at Helmer Hardware in Rosalia. She married Fred Mauler November 1, 1938 and lived in Colfax. Martin Marler (Oct.19, 1945) is her son.

ANTON PIOUS HARTER (Sept.26, 1907-Jan. 18, 1920) died of a throat infection. Barbara recalled they saw him at Mass Sunday morning (Anton was boarding at St. John's Academy) and he had a cold. That night someone from the school called and said Anton had died.

The father of this growing family of now seven well children, Martin Harter built a new house about 1890. (This is the house his grandson Martin Maner has lived in through the mid-1990's.) Martin Harter and his family, however, were unable to live in the house right away. Martin had purchased a relinquishment of 160 acres for \$2.50 an acre. He and his family had to live in the old house on the 160 acres for fourteen months to fulfill the residing requirement. The old house was up on the hill by the spring a quarter to a half mile from the new house. The homes were almost always located near a water source, usually spring water. The old house was later skidded down to the present building spot and used as a bunkhouse for the men and boys. In 1995 the old house that later became a bunkhouse is still standing on the ranch. The Harter family started living in the new house before it was finished. There were stringers in the living room but no floor. The children played "church" as they sat on the stringers for pews and Charlie Weber performed the part of the priest.

The old house was one room in which the parents had their bed and where cooking and living was done. The then seven children slept in a lean-to on the side of the main room.

The children all went to the Catholic School at Colton for at least two years, until a Catholic School was built in Colfax. They were at the Pine Grove School the remainder of the time for their grade schooling.

When Martin arrived in 1875 he was active in the Catholic

Church in Colfax. The first Mass was said on March 1878. A Catholic school, St. John's Academy, was built in Colfax in 1915 and included boarding, day, grade and high school. Helen, Jennie, Mary and Anton went there.

As long as there were enough at home to do the work, Martin let the older family members work away from home. Lizzie, Lena and Anne all worked away from home some. Barbara worked for Mrs. Buri when she was quite young, but old enough to drive the team, as Mrs. Buri did not drive. Barbara drove Mrs. Buri to Colfax to see her sister, Mrs. Strieb. They would give Barbara some money and a bucket and send her to the brewery to fill the bucket with beer. The two women would drink the beer and then, as Barbara reported it, the arguments began-such as "That hat looks like a flower pot on your head." The other would retort, "Well, it looks better that the pee pot on your head." Barbara used to tell her grandchildren that while working as a hired girl she would get up at 4 a.m. to milk twenty cows before starting breakfast. For this she was paid the magnificent sum of \$0.50 per week.

As for play, there wasn't much; there was a lot of work. Barbara spoke of playing on a board over the rushing river and swimming. Barbara said they used to put grasshoppers in a hollyhock blossom and see whose could spit the most juice. There were always horses to ride and stories of getting scooped off the horse in the brush or trees (which was often the horse's intention). With the horses they brought the cows in Out of the brush, but had to bring one in at a time since if they got one started and went for another, the first one would hide in the brush.

When the time came for Martin to have a car, he bought a little car shown in a catalogue. He got it and started out, made a sharp turn in the barnyard and a wheel fell off Barbara observed that he never tried to drive again. Barbara and Ed did most of the driving. Ed remembers getting picked up for driving 30 miles an hour and being fined for it. Since the speedometer wasn't working, Martin paid the fine. And there was the time the kids took his new surrey out of the shed and had an accident with it. They pushed it back in the shed and he found it only when he pushed it out the next Sunday morning before going to church.

Beyond his farming, Martin also was given 160 acres on which he had to plant trees for a certain period of time. In all, he accumulated 1100 acres of farm and pasture ground. The story goes he also owned the Buri place, but Chris Buri came to him and said he had to have a place for his family to live. Martin was persuaded to let him purchase what is now the Buri place.

One time the young fellows around fed the goat hard cider and it kept butting the bedsteads in the bunkhouse. The next day the goat got its revenge when the fellows were going back and forth from the shop to the bunkhouse fixing the beds.

Barbara spoke of a lightening storm. As she ran into the house lightening struck a huge tree in the yard, splitting it from top to bottom. She went down on her knees as she went in the door. She accused one of her brothers, who was drying his hands on a towel near the door, of pushing her down. At the same time their neighbor and cousin, Bill Weber, was in the field with a team of horses. The storm was so bad he got under the front of one of the horses. The horses were all killed except the one he got under. The two dogs, the horse and Bill were saved. Ed remembers the four Harter teams were in the field and he, as a boy of less than ten years, was trudging along behind. Bill Weber came to the fence and said he needed help. The driver of the team turned his team over to Ed and Ed was able to drive the team until quitting time.

Occasionally horses would run away with a wagon and driver. There was no stopping them. Sometimes they would just run until they could go no longer. Often there were serious equipment repairs to be made once the wagons and horses came to a stop.

One time Anton came up missing. He was found at the neighbor's. Joe was also missing another time. He was found about a mile from home, down by the creek. He was reminded with a switch never to do that again.

Wheat raised on the farm was hauled (twenty sacks at a time with four horses) to Almota where it was loaded on a ferry or barge for shipment to Portland. The very first wheat harvested was hauled to Walla Walla and sold there where Martin worked in the winter time. Though there was always danger of trouble with the Indians, Martin was never afraid of them and never had any trouble with them. On one of his early trips to Almota he met a number of farmers who had turned around because of an Indian scare. Martin kept on going and had no trouble with the Indians. Another story was told of the farmers around Central Ferry leaving when the Indians came near. Not all the Indians were hostile, as they took care of the livestock until the farmers returned.

Of course, there were no roads in those days and the horses would balk. (It seems I remember Martin telling of building a fire under them once to get them moving.) Sometimes when they came to a ditch, the horses couldn't pull the wagon across, so the driver would remove the sacks from the wagon, pull the empty wagon across, then carry the sacks across and reload them onto the wagon.

Occasionally, because of rains, it was impossible to get the grain to the barge in the fall to be hauled to Portland, or maybe it was too late as the barge had already gone down the river. So Martin and his family had to wait for the money for the wheat for another year and one time it was three years.

There were always many flies, inside and out. One of the men laid down on the lawn after the noon meal which was inside, and said, "Who opened the door and let the flies out?"

Martin used a scythe at first to cut wheat. Then he had another hand cutter. The stems of wheat were picked up in a bunch and tied into several more stems of wheat, set on ends along with three to four other bundles to make a shock, and left to stand for drying until harvest.

Martin and Gus had a threshing machine and cookhouse, both of which got a lot of use. The cookhouse had wheels and was run by a cook and usually a helper. About thirty men were fed three meals a day. Most of the cooking supplies were kept under the seats the men sat on while they ate. A roustabout was hired to bring supplies, water and wood to cook. He also picked up things for the harvesters. He might pick apples for the cook, bring groceries from town, milk from the ranch home, or any other thing he was ordered to do. As there was no refrigerator, anything that had to be kept cool was kept in a boxlike container that had cold water on the top and a wet burlap surrounding it. The water was kept on a ledge on the back of the cookhouse. As youngsters not quite school age, my sister and I liked to peer into the cookhouse, talk to the cooks and watch. One day the cook made bread and it wouldn't rise like she thought it should, so she buried it. When the sun shown on the earth, the bread started rising and she had to go every little while and put more dirt on it. We saw the cook's helper smoking a cigarette. What a revelation that was to us as we had never seen a female smoke. When it came time to move the cookhouse, it was always relocated at night after a meal. If possible it was put in a shady spot at the next farm, though sometimes it was out in the middle of the field. The cook usually slept in a tent put up by the roustabout. The stationary thresher was probably placed in a spot where the farmer wanted straw stacked to be used for winter feeding of the livestock. Individual farmers never liked to have the threshing machine during a rain or over a weekend at their place as the horses ate what might be threshed. I remember Uncle Gus always started his harvesting at quartering time which was 9 a.m. This meant the men had to have their wagons and teams ready to pull out. This way the men were paid only for 3/4 of a day. At this time (in about the early 1930's),

the sack sewer received \$5.00 per day and the bundle haulers \$3.00 per day.

Horse trading in those days was a big thing. Children were never allowed around to give away an older horse's age by saying such things as "Why, Dad, I thought you said that horse was seven years old." The teeth of the horse were always looked at for an indication of the age of the horse. Of course, there might be other reasons the farmer wanted to sell the horse, but the buyer was not to know this.

An ice house was always a part of the rural farm. A small building with double thick walls was built. The walls were filled with sawdust. Sometimes sawdust was placed among the ice blocks too. Ice was cut from the river in the winter time and placed in the ice house. The ice in an ice house generally lasted through the summer.

The family always seemed to have plenty to eat, but Martin said once if there wasn't enough he could always eat bread. They had an orchard, garden, cows to milk, hogs, chickens and eggs. Butter, cheese and cottage cheese were made at home. Clothing was made at home also. Grandpa usually went to town on Saturday and brought out a big roast for Sunday dinner. Canning wasn't a method of preservation until later years.

Having enough to eat was never a problem in those later years. The family dried fruit on the wagon bed (covered with a sheet) and then with mosquito netting on top. The children knew how many sacks of each variety of apples they had to pick to make a barrel of cider. During that time of year they were expected to pick up enough each night after school for one barrel of cider. Several varieties took eight sacks, but the Wolfers were large and dry, so it took twelve sacks to produce a barrel of cider from that variety.

In the winter Martin would kill a beef and share quarters with neighbors. When the neighbors butchered they would return the quarter. Jack- and cottontail rabbits were also eaten. The chickens did not lay in the wintertime, so the eggs were preserved in water glass (a clear, thick, jellylike liquid) for winter use. These could be used for baking but could not be fried or separated. The extra milk was fed to the hogs. In the winter, farmers each held a butchering bee. One hog was killed and processed for each member of the family. Farmers helped each other on the two days it took to complete the butchering on each farm. Bacon, ham and some of the sausage was cured.

Martin farmed until 1922 when his sons Fred and Ed took over.

In 1928 Martin Harter bought a furnished house in Portland near Joe Weber's home. The homes were on Virginia Street, in the area now known as the John's Landing in Portland. With his suit

case in hand, he moved there. Lena kept house for him until his death. Mary lived there and from time to time Mollie, Martin and Jennie did, too.

Martin lived in Portland with summer visits to Colfax where he stayed mainly with Anne and Barbara. He was one of the directors in the Farmers' State Bank started in 1905 by Ed Reinhold, John O'Neill and himself. The bank later became the Farmers' National Bank. He was a director in the bank until it sold to the Old National Bank in 1937. If we went to Colfax in the morning when he was visiting us, he always went to the morning meetings of the bank officers. As a stockholder, when anyone went bankrupt, the stockholders lost.

He always enjoyed going for a ride. He kept his eye on the speedometer and would say "You can go a little faster." If a car passed us, he would say, "That guy ought to be arrested."

Martin could put any young person to shame when it came to walking up a hill. I can't remember him ever stopping for a breath. He always took a short nap after lunch.

He was instrumental in building the Catholic Church in Colfax. The first Mass was offered in the Martin Sexton home March 21, 1897. The first temporary church was completed in 1882 on the grounds of the present church. The second church was completed March 17, 1895.

Martin died at his home in Portland after the evening meal on a very hot day, July 17, 1941.

