

The Progressive Era and the Twenties

On November 11, 1889, Washington became the 42nd state of the Union. In doing so, Washington joined a nation in transition. From the 1870s until the 1920s, the United States experienced a period of rapid and intense industrialization. Industrialization radically changes the economy of a country. In an industrialized economy, machines produce the goods and products.

While such a method of production is common today and taken for granted, it was entirely new to America in the late 19th and early 20th centuries. Prior to these decades, goods were produced by people who had specific skills. For instance, shoemakers made shoes by hand. Each pair of shoes was a custom product, unlike another pair of shoes. The making of shoes was considered a valuable skill and the knowledge of shoemaking was typically handed down within a single family through the generations. This method of production was not only common to shoemaking, but also to clothing, guns, pots, pans, pottery, furniture, and any number of goods. Within each industry there were



▲ In the photograph above, immigrants arrive at Ellis Island in New York City. Ellis Island and San Francisco were the two points of entry for all foreign immigrants to America.

expert craftsmen that possessed the necessary skills to produce these goods.

Industrialization radically changed the production model. Goods, such as shoes or fabric for clothing, were now produced on machines that were housed in factories. The advantage of factories was the ability to produce goods quicker and in greater quantities than craftsmen working by hand. Historians and economists call this idea **mass production**. Mass production produces goods at a lower cost than making them by hand, which in turn allows businesses to sell their goods at a lower price. Lower prices allowed more people to have access to goods that in decades past would have been impossible for them to afford.

In addition to flooding stores and markets with vast quantities of goods at a more affordable price, industrialization revolutionized the history of America. Machines now produced the goods sold to the American public and abroad. But the machines did not run themselves. While the needs varied from each factory, most factories ran twenty-four hours a day and required a sizeable number of employees to ensure smooth and continuous production. These employees did not require the skills of the craftsmen who had produced goods in earlier eras. Factory employees simply had to receive the training necessary to keep the machines running.

As more and more factories developed in the United States, there was a greater need for employees to work in them. At first that need was filled by locating factories in large cities, such as New York, Philadelphia, Pittsburgh, Cleveland, and the like. The need for labor was so great that factories often hired women, who traditionally worked only at home, and children, many as young as seven and eight years old. But even hiring women and children could not satisfy the labor demand. As a result, a wave of foreign-born **immigrants**, particularly from Europe, came to the United States. The largest groups were from Ireland, Eastern Europe, Italy, and Greece. These immigrants initially flocked to the large cities of the East Coast. Eventually, though, they migrated to other parts of the United States, including Washington.

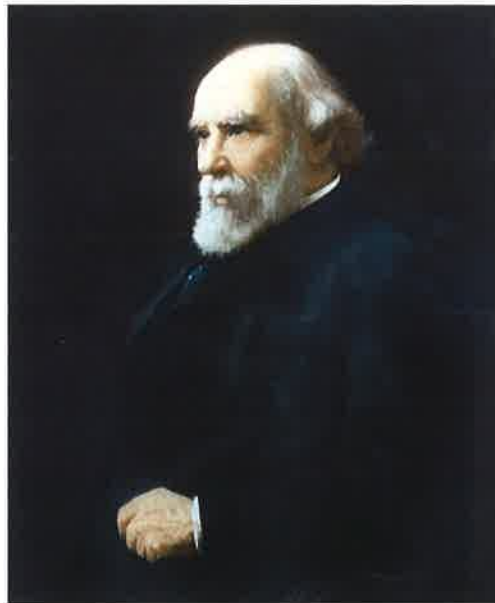


▲ As a result of industrialization, immigration, and technological development, cities such as Seattle, grew. Moreover, cities assumed a much more modern appearance with electricity, streetcars, automobiles, telephone lines, and the like.

A second effect of industrialization was the increased demand for raw materials. **Raw materials** are the base material used for producing finished goods in factories. For instance, in making furniture the raw materials are wood from various trees. Likewise in producing steel for buildings, trains, and railroads, factories required iron and various other minerals. Moreover, industrialization forced people to live in cities. These cities required massive amounts of food to sustain their growing populations. Washington possessed many of the raw materials and food items desired by factories and cities. Thus, industrialization made Washington and its resources more valuable to the United States than in previous decades and centuries.



▲ The political cartoon above, depicts a negative reaction to immigrants. In the cartoon, immigrants flood the American labor market, leaving native born citizens out of work.



▲ James J. Hill was the owner of the Great Northern Railroad.



▲ Great Northern Railroad train engine.



▲ A group of Great Northern employees pose with an automobile in front of a Great Northern train.

BRINGING PEOPLE TO WASHINGTON

The national situation both inspired and frustrated residents of Washington during the 1890s. On the one hand, people in Washington fervently believed that the direction of the national economy favored business opportunities in Washington. Wealthy residents looked out at the vast forests, mountains, and volcanic soils of Washington and saw limitless developmental potential. They envisioned large scale logging operations providing lumber to both the United States and abroad. They imagined exploiting the mineral wealth of the state for East Coast factories. Finally, they saw the opportunity for expanding commercial agriculture to feed the growing American population.

However, grandiose dreams for economic development were perpetually frustrated by the realities of Washington in the early 1890s. Economic development requires financial investment. Someone has to be willing to spend large sums of money on creating new industries in the hope of generating future wealth. In order to create investment, Washington residents needed to assure potential investors that conditions in the state were right for economic growth.

Unfortunately, there were two main problems. First, there simply were not enough people in the state. Developing economic industries required a substantial population base from which those working in the industries came. Without a sizable labor population, large mining, timber, agriculture, and other activities were not possible.

In addition to the necessity of a large population, there also must be a healthy transportation network to move goods and people to and from markets. While it is true that the **Northern Pacific Railroad** went through Washington, it terminated in Portland and not Seattle or Tacoma. There was a branch running from Tacoma to Portland. Still, most Northern Pacific Railroad lines were concentrated in the southern and southwestern portions of the state. This set-up encouraged commerce and people to move through Portland and not the large cities of Washington. Thus, the Northern Pacific Railroad proved to be a small obstacle to economic growth in Washington.

THE GREAT NORTHERN RAILROAD

The arrival of the **Great Northern Railroad** to Washington in 1893 solved the problem of transportation in the state. The Great Northern Railroad was owned by **James J. Hill**. Hill was a Minnesota businessman who had operated smaller regional railroads in the Midwest and Great Plains. Eventually, he decided to expand his operations and build a railroad to compete with the Northern Pacific. Hill determined to end his railroad in Puget Sound, terminating in Everett and then with a short connection line south to Seattle.

Hill's decision to extend the Great Northern Railroad was based upon his belief that Seattle would be the next great American city. Hill saw endless possibilities in the material

Washington Offers Homes and Employment To All.

EASTERN WASHINGTON

Grows Grains, Grasses, Fruits, Vegetables, without irrigation.

The Mining Camps in the Coeur d'Alene and British Columbia afford a constant and profitable MARKET for all Fruit, Farm, Dairy and Garden Produce.

Railroad Lands in Eastern and Western Washington sell at \$3 to \$8 per acre. 10 Years' Time. 6% interest.

CENTRAL WASHINGTON

PEACHES
APRICOTS
LUMBER
RUNES

LAND UNDER THE DITCH SELLS FROM \$35 TO \$60 PER ACRE.

WESTERN WASHINGTON

Farms and Hop Gardens.
Lumber Camps.
Shingle Mills.
Coal Mines.
Fisheries and Harbors.
Gold, Silver, Iron and Copper Mines.

LAND SEEKERS' TICKETS. EITHER ONE WAY OR ROUND TRIP, To Points East of the Cascade Mts. at Half Lowest First-class Fare; ONE WAY ONLY. To points West of the Cascade Mts. upon PERSONAL APPLICATION at the Land Department of the Northern Pacific R'y Co., St. Paul, Minn., at Greatly Reduced Rates. For Conditions of Sale of these Land Seekers' Tickets, as well as for Free Maps and Publications, describing N. P. R'y Lands, write to Wm. H. Phipps, Land Commissioner Northern Pacific R'y Co. C. W. MOTT, Gen'l Emigration Agent N. P. R'y Co., ST. PAUL, MINN.

Great Northern Stations in Washington ...

Latah... Lyons... Espanola... Edwall... Bluestem... Harrington... Lamona... Odessa... Gibson... Wilson Creek... Adrian... Ephrata... Naylor... Quincy... Trinidad... Rock Island... Malaga... Wenatchee... Monitor... Cashmere... Dryden... Peshastin... Leavenworth... Tumwater... Drury... Chiwaukum... Winton... Nason Creek... Merritt... Gaynor... Berne... Skykomish... Malford... Index... Reiter... Gold Bar... Startup... Sultan... Monroe... Snohomish... Lowell... Everett

resources of Washington. Moreover, he believed that Seattle would develop into the most important port on the West Coast, eclipsing even San Francisco.

The Great Northern Railroad had a tremendous impact upon Washington. Hill spent large sums of money building railroads, service centers, and stations in Seattle and Everett. In addition, cities in Eastern Washington such as Spokane, Wenatchee, and Leavenworth benefited

from the Great Northern Railroad passing through them. At first the benefits were largely from supplying railroad laborers with goods and services, as well as the construction of new buildings. But later the Great Northern Railroad would serve as a valuable outlet for shipping locally produced goods to markets all over the country. The Great Northern Railroad later expanded its services by purchasing the Northern Pacific Railroad.



▲ More than one million dollars worth of gold arrived from Alaska at the port of Seattle in 1900. Boxes of gold such as the ones pictured above were transported by ship from Alaska to Seattle and then loaded onto the Great Northern Railroad to their final destination.

THE ALASKA-YUKON-KLONDIKE GOLD RUSH

The Great Northern Railroad helped to solve the transportation dilemmas facing Washington's economy. It also helped bring about increased investment in Washington businesses. Still, the fortunes of Washington's economy increased even more with the **Alaska-Yukon-Klondike Gold Rush** of 1897 to 1903.

It may seem strange that gold found in Alaska would be so beneficial to the economy of Washington. But Washington is the closest state to Alaska and Seattle is the nearest major port. Seattle was the "Gateway to Alaska" as the closest major seaport of the United States to southeastern Alaska's Skagway. During the Alaska-Yukon-Klondike Gold Rush years, tens of thousands of hopeful gold prospectors and miners passed through the port city of Seattle on their way to and from Alaska's

gold fields. It was "North to Alaska" after they purchased their supplies in Seattle.

Seattle's businesses and merchants provided much needed supplies and equipment to gold miners. When these gold miners found gold, they often shipped their gold back to Seattle where its value was determined. During the Alaska Gold Rush more than \$100,000,000 worth of gold was mined. A large percentage of that amount was deposited and spent in Seattle. Not only did the gold come back, but so did thousands of miners. These miners spent their newly found wealth in Seattle. Many miners deposited their money in Seattle banks and became temporary or permanent residents. As a result, the economy of Seattle and Western Washington boomed.

FOCUS ON

MINING

The Alaska-Yukon-Klondike Gold Rush

In 1897, the Alaskan Gold Rush began. As the closest state to Alaska, Washington became the departure and arrival point to and from the gold fields. As a direct result of being outfitting centers for the miners and a financial depository for the gold and silver, Seattle and Spokane became major cities thanks to the Alaskan Gold Rush and the Coeur d' Alene Silver Rush respectively. Each city became a major commercial and financial center.

▶ Gold nuggets that were extracted from a gold mine.



▲ A crowd gathers at the Seattle port to greet people returning from the gold fields of Alaska.



▲ A man pans for gold.



▲ A woman at a mining camp.



◀ Steamers, such as these built in Washington, carried people from Seattle to the gold fields of Alaska.



▲ The photograph above shows the Court of Honor at Seattle's Alaska-Yukon-Pacific Exposition, which was held in 1909. The fountain remains a major landmark on Seattle's University of Washington campus even today.

PROMOTING WASHINGTON

The construction of the Great Northern Railroad and the Alaska-Yukon-Klondike Gold Rush generated tremendous wealth in Washington, and Puget Sound specifically. Cities, banks, and individuals were flush with cash and looking for investment opportunities. Since Washington was largely undeveloped, there were innumerable business opportunities. However, before any economic development could come to fruition, business and political leaders realized that more people had to come to live in Washington.

To attract immigrants to the state, politicians and businessmen embarked on an intensive advertising campaign. Many historians have referred to this as the "selling" of Washington. In scenes reminiscent of the Oregon promoters of the 19th century, modern promoters traveled the country, and the world, preaching the virtues of Washington. Promoters would often open offices in large cities or train stations throughout the country. Everywhere they went, marketers of Washington would bring carefully crafted brochures aimed at portraying Washington as a paradise.

Railroad companies, especially the Great Northern Railroad, were key in this promotion effort. The railroads owned tremendous quantities of land adjacent to their rail lines. The companies were eager to sell or rent portions of this land to individuals or companies for large profits. To facilitate the sale of land, railroads often carried or passed out bundles of brochures about Washington to passengers all over the United States.

In addition to brochures and traveling promotions, cities in Washington also attempted to attract people by holding elaborate expositions and fairs. These expositions were part entertainment festivals and part marketing campaigns. They were filled with exhibits demonstrating the history of Washington, its industries, potential business ventures, the latest technological innovations, food vendors, and cities attempting to woo new residents. The most famous of these expositions were the **Lewis and Clark Centennial Celebration** of 1905 held in Portland and the **Alaska-Yukon-Pacific Exposition** of 1909 in Seattle. These exhibitions, and others held both in Washington and throughout the country, enticed many new residents to move to Washington.

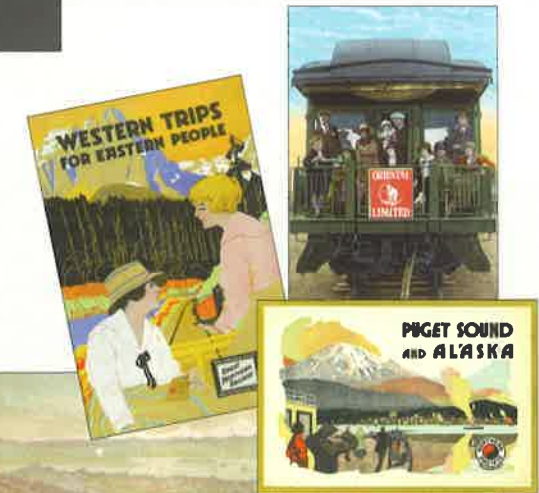
FOCUS ON

WORLD'S FAIR

The Alaska-Yukon-Pacific Exposition



▲ The Alaska-Yukon-Pacific Exposition, a world's fair held in Seattle in 1909, attracted four million visitors to the city. The exposition was designed to showcase the beauty, virtues, and opportunities of Washington.



▲ At the exposition were cultural exhibits from around the world, such as the Chinese buildings and temples seen above.

◀ Visitors flock to the numerous exhibits showcased at the fair.



THE PEOPLE OF WASHINGTON

IMMIGRANT GROUPS

In 1890, one-quarter of Washington's population was foreign-born. During the early 20th century, Washington continued to attract immigrants from all over the world. Despite the **Chinese Exclusion Act** of 1882 and the riots in Seattle and Tacoma during the 1880s, Chinese born residents still lived in Washington and made up a significant portion of the overall population. The Chinese were joined in Washington by immigrants from other parts of Asia. Japanese immigrants first came to Washington in the late 19th century. Their numbers increased during the early 20th century. Immigrants from the Philippines were a third group from Asia to call Washington home. Filipinos came to Washington after the United States acquired the Philippines from Spain in the War of 1898.

The **Chinese, Japanese, and Filipino** communities in Washington experienced heavy discrimination from white residents in Washington. They were forbidden from living in many cities and towns. Even in cities and towns that allowed for them, these Asian immigrants were often encouraged, or at times, forced to live in certain districts of towns, such as the International District in Seattle. Chinese, Japanese, and Filipinos worked primarily in agriculture, service industries, mining, canneries, or owned stores that catered to their respective communities.



▲ New immigrants to Washington often formed their own organizations to preserve cultural traditions, such as the Western Scandinavian Grand Lodge pictured above in 1913.

Another minority group that came to Washington and experienced significant challenges and discrimination were African Americans. African Americans never made up a large percentage of Washington's population during the early 20th century, but nevertheless a small community did develop. In theory the conclusion of the American Civil War and the adoption of the 13th, 14th, and 15th amendments, ended slavery and discrimination against African Americans throughout the United States. In reality, discrimination continued and segregation was common. Like Asian immigrants, African Americans frequently were strongly persuaded to live within certain districts of towns and cities. African Americans in Washington worked in service industries, local factories, mining, logging, and quite a few owned businesses. In addition, there was an African American military detachment, commonly called the "Buffalo Soldiers," stationed at Fort George Wright near Spokane beginning in 1909.

By far the overwhelming majority of people living in Washington were white. But it would be wrong to assume that this was a uniform population. Whites in Washington State came from a variety of geographic regions and backgrounds. There was a sizeable portion of the population descended from the first pioneer families in Washington. Frequently, these individuals and families were large land and prominent business owners. Their family names, such as the Yeslers and Dennys, are famous in the history of Washington. Land ownership and commercial success often meant that these families were quite wealthy and formed the upper classes in Washington.

A second group of whites who lived in Washington were American citizens from other parts of the United States. These immigrants were descended from families that had lived in the United States for decades and generations. They came to Washington to seek new opportunities. Often, they were of mixed financial status. Some of these immigrants were quite wealthy and came to Washington to exploit business opportunities, such as James and Sam Hill. However, many were working class individuals, no more wealthy than Asian or African American immigrants. These individuals and families came to Washington in the hopes of a better life.

The third and final group of white immigrants were those who were not born in America. They came from a variety of places in Europe. As in the 1860s, 1870s, and 1880s, a large number of foreign born immigrants continued to come from the Scandinavian countries of Denmark, Norway, Sweden, and Finland. However in the early 20th century, residents poured in from other parts of Europe. In particular, people from Eastern Europe came to Washington. These immigrants were



◀ Immigrants to Washington frequently craved food and products from their native countries. Businesses, like the Oriental Fruit and Produce Company, met that demand.



▲ Japanese immigrants, such as the woman pictured above, were among the largest groups to migrate to Washington.

a diverse group, including Germans, Slavs, Poles, and Russians. Of note were the 1,000 Russian Jews who came to Washington escaping persecution from the Russian government. Finally, significant numbers of immigrants from Italy, Greece, and Ireland came to Washington.

European immigrants to Washington brought cultural diversity and change to Washington, especially in the cities. Restaurants, delis, and grocery stores transformed entire neighborhoods in cities and towns. Dozens of new church denominations appeared to service the new immigrant communities. Fraternal organizations, such as the Sons of Norway, developed to provide entertainment and to keep native cultures alive for the various immigrant groups. Finally, communities developed their own newspapers and published them in native languages, such as Italian, Russian, and Norwegian for their respective communities.

In general, white populations experienced less discrimination than their Asian and African American counterparts. But to assume there was no discrimination is inaccurate. Italians, Irish, Russian Jews, and people from Eastern Europe could experience as much discrimination as other groups depending on the situation. There were long standing prejudices against these European groups that existed in other parts of the United States and extended into Washington.



▲ A man puts up posters and fliers written in Chinese in the International District of Seattle. The large migration of immigrant groups brought new languages, cultures, and customs to the cities of Washington.



▲ Economic growth benefited business owners and investors, but many workers, such as the Indian family above, were quite poor.



▲ The demand for cheap labor was so high that children were forced to work. Some, like these children, protested against child labor.



▲ Many children formed their own unions to gain better working conditions, higher wages, and less hours. Members of the Seattle Newsboys Union are pictured above.

WEALTHY AND WORKING CLASSES

Cultural and ethnic differences were not the only social divisions in Washington. There was also a real divide between the wealthy and working classes. While the wealthy individuals and families of Washington made up a small percentage of the population, they were quite influential. They consisted of powerful, national businessmen such as James J. Hill and his son-in-law Sam Hill. But more often than not, they were local business figures who owned local industries and generated substantial income from them. Typically, the wealthy commercial leaders were early residents of Washington and had capitalized on the economic potential of the state. However, the demands of development made it necessary for them to attract thousands upon thousands of workers to staff their businesses.

Thus, it was the business and commercial leaders of Washington that were the most active in promoting Washington. Their efforts were largely successful because thousands of people migrated to the state. Most of these people were not well off. They moved to the state in search of opportunity. The new arrivals had fervently believed in the advertising campaign that painted Washington as a paradise. Although many were foreign-born, most immigrants to Washington had lived in other parts of the United States, particularly in the cities of the East.

While the industrialization of the United States had brought about major technological advancements and generated massive fortunes for businessmen and entrepreneurs, it also had a dark side. These gains were often made off the backs of **working class** men, women, and children who worked long hours in dangerous conditions for very little pay. Moreover, factories tended to be located in cities and thus people who worked in factories typically lived in the cities.

As a result, American cities became increasingly overcrowded between 1880 and 1920. The overcrowding meant that entire families or multiple families shared small cramped apartments. The poor and destitute lived on the streets. Foreign immigrants often grouped into particular areas of cities, forming distinct communities known commonly as "China Town," "Little Italy," and other names reflecting the country of origin. Often times these groups did not get along and street violence and gang activity was frequent.

Given the working and living conditions experienced by men and women living in American cities, it is easy to see how they bought into the "paradise" of Washington as promoted by business and political leaders. Washington appeared to them as a land of hope, promise, and progress, where hard work was rewarded and financial security was possible. As a result, many individuals and families journeyed to Washington in an effort to better their lives.



▲ As more immigrants and migrants poured into Washington, cities like Seattle grew. As the cities grew, they also modernized with cars, streetlights, billboards, and businesses.

Unfortunately for many working class families in Washington, the conditions in the state were little better than those in other parts of the country. Major cities such as **Seattle**, **Tacoma**, **Everett**, and **Spokane** all had ethnically divided communities. The divide between the wealthy and the poor was also considerable. Moreover, wages and working conditions were no better than anywhere else in the country.

Finally, the class division between the working and wealthy classes was as firmly established in Washington as it was in the eastern United States. After the high expectations established by the advertising campaigns, the reality of Washington proved to be a bitter disappointment to many new arrivals. Simply put, conditions in Washington differed little from other areas of the United States. Faced with the truth of life in Washington, many working class families became bitter and resentful.



▲ This Chinese family lived in Seattle's "China Town."

ECONOMIC ACTIVITIES

The expanding population during the early 20th century reflected the growth of both old and new economic industries in Washington. The **timber industry** continued to be one of the most important, if not the most important, industry in Washington. The logging of forests and the existence of mills to create timber products were established industries before Washington became a state. In the decade following statehood, Washington became the fifth largest producer of timber and related products in the nation. During the first decades of the 20th century, Washington remained in the top five and occasionally vaulted to number one, depending on the year. The continued growth of the timber industry was driven by the establishment of many logging companies. The largest of these, **Weyerhaeuser**, came to Washington in 1900. The owner of Weyerhaeuser, **Frederick Weyerhaeuser**, purchased millions of acres of forest from the Great Northern Railroad. These forests became the basis of Weyerhaeuser's operations in Washington.



▲ Immigrants, like the Asian American woman above, helped supply labor for Washington's growing economy. She is holding cartons filled with freshly picked strawberries.



The **agricultural industry** in Washington grew tremendously during the early 20th century. In part, the creation of the Great Northern Railroad assisted the expansion of agriculture by providing transportation for goods to markets in Seattle, Tacoma, Everett, and Spokane, as well as across the United States. In addition to the transportation improvements, technological advancements in irrigation and equipment made it possible to grow new crops.

Irrigation is the process of bringing water to farmlands. Irrigation is made possible by transporting water from both natural and manmade reservoirs to croplands through pumps, canals, and pipes. Irrigation in Washington first developed in the **Yakima**, **Wenatchee**, and **Columbia** river valleys, as well as a few isolated communities in Western Washington. In Eastern Washington irrigation allowed for the cultivation of fruits and vegetables. It also expanded wheat and hay production. The coming of irrigation also signaled the decline of cattle ranching in Eastern Washington.

Advancements in equipment also improved farming techniques and helped to expand crops. Just as machines were revolutionizing production in factories, machines also helped farmers. At first machines were powered by animals or humans and used to help harvest wheat, bale hay, or clear fields for cultivation. By the 1920s, the first tractors had reached Washington. Tractors made it possible to farm more difficult land and to cultivate more acres by reducing the amount of labor and number of workers needed to run a farm.

◀ The arrival of trains during the late 19th and early 20th centuries allowed Washington's farmers greater access to markets across the United States. Here, horse drawn carts in Eastern Washington carry wheat sacks to the train station for transport to other markets.



▲ Workers in Central Washington sorting and packing apples for transport to national and international markets.

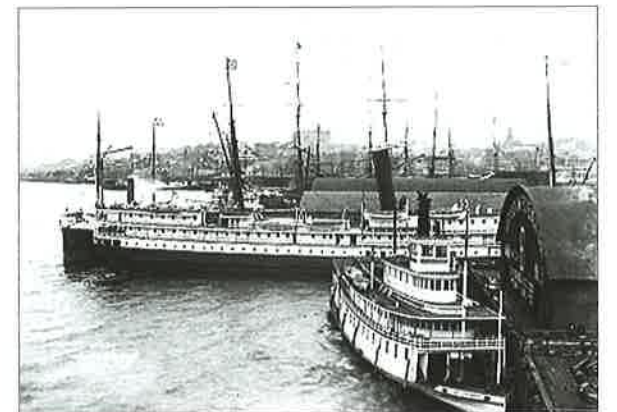


▲ The Roslyn coal mine, seen here, was one of several coal mines in Washington. Coal provided fuel for factories and electricity in the early 1900s.

The **mining industry** continued to be important for Washington. The silver mines of Northern Idaho remained in production and played an important role in Spokane's economy. **Coal mining**, which had begun in earnest in the 1870s, expanded in Western Washington and extended into the Cascade Mountains with the establishment of the **Roslyn** mines near **Cle Elum** between 1886 and 1892. While coal and silver remained important mining activities, gold mining declined in Washington during the early 1900s.

The **fishing industry** also retained its importance in Washington's economy. In fact, the market for fresh fish grew tremendously with the population increases of Washington's cities. The canning industry was still important and became more efficient with the introduction of machines that could clean and pack fish more quickly than human laborers. Despite the increased productivity, the canning industry in Washington declined over the course of the early 20th century. It gradually became less important to the state's economy.

In addition to the traditional agricultural activities, many new industries emerged in Washington from 1890 until 1929. In particular **manufacturing industries** became important. Steel and iron works facilities emerged in Seattle and Kirkland. These firms provided iron and steel to the emerging **shipbuilding industry** in Washington. They also provided materials for **Paccar**, a Washington company that specialized in the production of rail cars. Also founded during this time period was the **Boeing Air Company** in 1915. Although, it should be noted, there was only minor demand for airplanes at this time.

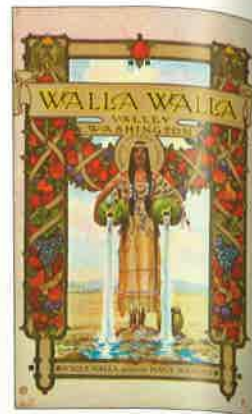
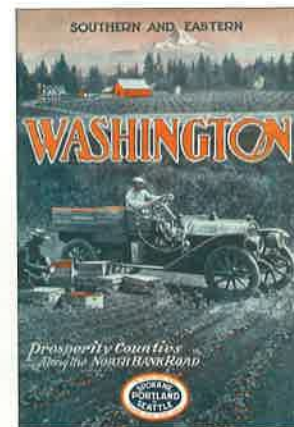


▲ Washington's ferry system allowed people and goods to be transported to various islands in Puget Sound.

The development of irrigation, such as the Sunnyside Canal here, allowed farmers to take advantage of the fertile soils in Eastern Washington for the cultivation of fruits and vegetables.



Advertisements were used to promote Washington farmers and farm products.



As a result of the Great Northern Railroad, as well as the development of refrigerated cars, Washington fruit and vegetable farmers had access to larger national and international markets. To capitalize on the new markets, Washington farmers developed sophisticated advertising campaigns as evidenced by these brochures and fruit labels.

Farming in Washington began a period of transition and transformation from 1889 to 1929. Agriculture had played a strong role in Washington's economy in previous decades. But as Washington entered the 20th century, farming became even more important. The increased significance of farming was due to a variety of factors, including the completion of the Great Northern Railroad, a larger supply of labor, and the growth of irrigation. In addition, the advent of machines, particularly the tractor, allowed greater cultivation. These changes assisted in the production of existing agricultural industries such as wheat, hay, and livestock. However, the new developments significantly benefited other industries. In particular, fruit and vegetable cultivation became more widespread, especially in Eastern Washington. In Western Washington, dairy farming developed into a strong and important agricultural activity.



▲ Agricultural workers, like the rest of Washington society, became increasingly diverse in the early 20th century. Above, Japanese women join white women in the raspberry harvest.

FARMING

Producing Food



▲ Although Washington farmers could now reach national and international customers, local markets, such as Pike Place Market, remained vital to the agriculture industry.



▲ Traditional Washington crops, like the hay shown above, were still important products in the 20th century.



▲ As the 20th century progressed, fewer workers were needed for harvesting wheat and other crops.

▲ While machines began to play a larger role in farming, draft animals, like these Sunnyside horses, still were important to the agriculture industry.

POSTCARDS FROM AROUND WASHINGTON



▲ Fruit orchards required larger amounts of labor. As orchards became more common, more people, like the pickers pictured above, arrived in rural Washington.



▲ Early 20th century wheat farmers benefited from mechanization, allowing them to more efficiently farm large areas of land.



▲ In the first part of the 20th century, farmers had a larger global reach than ever before. The apples above were bound for Liverpool, England.



▲ Sugar beet farmers use a truck to assist with the harvest. Sugar beet farming was a profitable industry in Western Washington during the early 20th century. Sugar beets from Bellingham and Whatcom County were shipped to Utah for refining into sugar.



▲ Workers sort and pack peaches for market at a Yakima County farm. Fruit farming was a growing industry in Eastern Washington at the turn of the century.



▲ A worker sorts sugar beets on a field conveyor. Machines such as this one enabled farmers to process food much more quickly than by human hands alone.

TIMBER INDUSTRY

PRODUCING WOOD PRODUCTS



▲ Loggers standing next to a giant cedar tree.

◀ Logging operation in Western Washington.

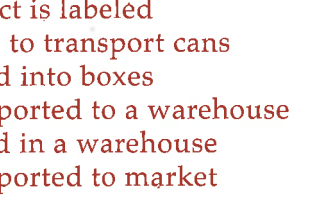
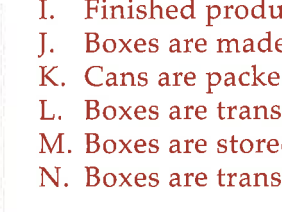
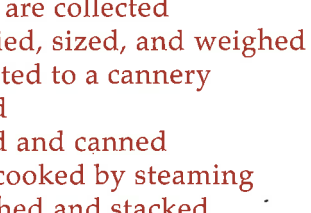
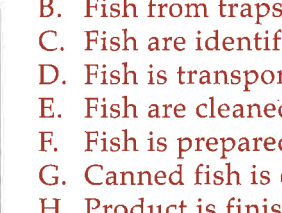
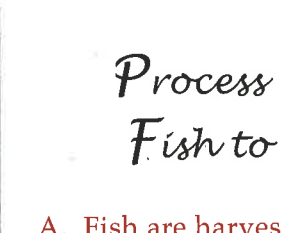
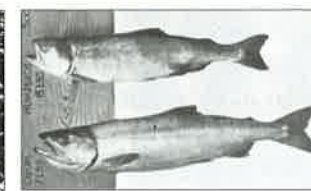
Washington's timber industry produced wood products for the United States and the world during the late 19th and early 20th centuries. However, the growth of the timber industry came at great cost to the natural environment. Timber companies regularly employed clear-cutting techniques in which all trees were removed from a forest. Clear-cutting increased soil erosion and flooding. It also destroyed the habitat for both flora (plants) and fauna (animals), which caused forest ecosystems to become unbalanced. Finally, clear-cut forest lands left limbs and debris that were vulnerable to fires such as the **Yacolt fire** of 1902. The destruction of forests and the natural environment concerned many people in Washington and the issue would be addressed in the 20th century.



▲ Kelly-Springfield truck hauling logs from a clear-cut section of forest in Western Washington.

SALMON CANNERIES

PRODUCING CANNED SALMON



ECONOMIC STRAINS ON SOCIETY

The economic growth of Washington from the 1890s until 1920 had a mixed impact upon society. A small minority of landowners and business pioneers benefited greatly from the development, accumulating large personal fortunes. However, a vast majority of residents did not see the benefits of economic growth. By in large, those who did not benefit from the economic development were the thousands upon thousands of working class individuals and families that had moved to the state during the first part of the 20th century.

Regardless of the industry, working class people labored in difficult and dangerous conditions. In the late 19th and early 20th century, virtually no laws regulated economic industries or working conditions. People routinely worked 12 to 16 hour days, seven days a week. Wages were quite low, especially by today's standards. In fact wages were so low that supporting a family was often difficult and frequently the entire family, children included, worked. There were few if



▲ Above are workers at the Griffin Wheel Company, including a man of Asian descent.

any safety standards at worksites and injury and death were weekly occurrences. While safety was a problem in all economic sectors, the most dangerous occupations were in factories, mines, lumber mills, and logging.

The disparity between wealthy business owners and ordinary laborers did not go unnoticed by members of the working class. Combined with racial tensions and disillusionment with exaggerated promises that brought them to Washington, many working class individuals and families began to organize to create better working conditions and wages.

ORGANIZED LABOR

In the 1880s and 1890s Washington workers in a variety of industries began to form unions. **Unions** are organizations that work on behalf of laborers to secure improved working conditions, better wages, and other benefits. There are many different types of unions. Some unions only represent a particular occupation. Other unions represent multiple occupations but only at a certain company. Still other unions represent multiple occupations in large geographic regions. American unions began in the factories and big cities of the eastern United States during the mid-19th century.

There are numerous large national and international unions, such as the **American Federation of Labor (AFL)** and **Congress of Industrial Organizations (CIO)**. In Washington, the most important large union was the **International Workers of the World (IWW)**, known commonly as the **wobblies**. The IWW was an international labor union, representing workers across the United States and Europe. IWW was a politically and socially active group that believed in socialism.

Socialism is a political philosophy based on the works of the 19th century German writer **Karl Marx**.



▲ This political poster illustrates working class beliefs. It is called the capitalist pyramid. At the top of the pyramid are people with money and power. Every level lower represents someone who is less powerful and wealthy. At the bottom are the workers who support the whole system.



▲ Unions, such as the Washington State Federation of Labor above, were organized by workers to gain better wages, benefits, and working conditions.

Karl Marx argued that throughout history, the wealthy and upper classes have taken advantage of the working classes to gain money and power. Marx stated that this cycle would continue until the masses of the working class united and forced the upper classes to recognize their rights. According to Marx, these rights included greater political power, the equal distribution of money, government regulation of economic industries, and land redistribution. In the 19th and early 20th century many people, especially the upper classes, were distrustful of socialism and branded individuals holding socialist beliefs as radicals.

By 1910, unions had sprouted up throughout Washington in a variety of industries from factories to streetcar drivers to miners. The goal of every union was to gain as many benefits as possible from an employer and businesses. The most important weapon of any union was the ability to strike. A **strike** occurs when workers agree not to perform any work until the employer concedes to their demands.

Most business owners despised unions and attempted to prevent their employees from unionizing. Owners feared that conceding to union demands would raise production costs and, thus, cut into profits. Owners made every attempt to prevent the formation of unions among their employees. They routinely fired union organizers, hired enforcers to harass and injure union leaders, and employed replacement workers, called **scabs**, when union workers went on strike. The struggle between unions and owners became one of the defining conflicts in both Washington and the United States in the early 20th century.

Railroad Strike at Ellensburg

MEN THAT ARE SCABBING AT THIS POINT

The following ruling from Chairman Hooper of the Labor Board clearly classifies the work these men are doing as voluntary scabbing: "The board is of the opinion that the members of your organization should not be required by the carriers to perform duties other than those customarily recognized as within the scope of your agreements, unless such performance is purely voluntary."

P. E. Kramer, Assistant Car Foreman, General Scabbing. J. J. Brown, Night Round House Foreman, General Scabbing. A. T. Forsythe, Car Foreman, General Scabbing. Geo. W. Cook, Round House Foreman, General Scabbing. Harry Newton, Inspector.

D. D. Clark, Carman. J. Y. Edwards, Agent. J. L. Wilson, Stationary Fireman. John Satterwhite, Yardmaster. C. W. Dees, Assistant Yardmaster. Fred Braasstrap, Trainmaster. Andy Heeder, Supt. B. & B. Dept. Walter Danford, Member 902, Electrical Worker. George Chapman, Traveling Engineer. Charlie Stone Jr., General Scabbing.

W. E. Ufer, R. H. F. at Easton, General Scabbing. F. A. Brent, Clerk at Lester, Scabbing. J. E. Campbell, Trainmaster. Dad Hunter, Shop Laborer. Ole Anlerson, General Clerk. Chas. Armstrong, Rip Track Laborer. Loozter, Rip Track Laborer. Peterson, Signal Supt. C. W. Zitz, Stationary Fireman, at Stampede. L. H. Russell, General Scab.

O. H. Coon, General Scab. W. A. Cahoon, Hostler Helper. Gleason. L. E. Hitt, H. R. Garrison, H. A. McConkey, Train Auditors. John Cast, Machinist. E. C. Mullin, Stationary Fireman. E. J. Jaundera, Hostler Helper. Miller, Laborer.

Webster's definition of a scab—"A workman who refuses to join a strike, or who takes the place abandoned by a striker."

WILL THE AMERICAN WORKERS ACCEPT A MERE EXISTENCE FOR A STANDARD?

Stay Away From Railroads Federated Shop Crafts Committee

▲ Posters were used to explain to the public union positions and to discourage replacement workers, known as scabs, from crossing strike lines.



▲ During the early 20th century cities in Washington, like Everett in 1900, grew substantially.



▲ Cities continued to grow during the first decades of the 20th century and into the 1920s. Notice how much of Everett, seen above in 1920, has grown in just twenty years.



▲ A delivery truck brings milk to stores during the early morning hours.

THE PROGRESSIVE ERA

The organized labor movement was an attempt to reform the economy so that it better benefited workers and members of the working class. However, organized labor was not the only reform movement of the early 20th century. In general, the zeal for reform extended to all levels and aspects of society. People living during this time period understood that the industrialization of the American economy had fundamentally altered society. Cities grew steadily and new towns appeared out of nowhere. Millions of immigrants from all over the world flooded into the United States. Factories and mass production changed not only the way goods were produced but for whom they were made and where they were sold. In short, the world was different and full of new problems and issues.

It was not long before groups of people began to identify what they perceived as problems in American politics, society, and culture and attempted to reform them. Historians have termed this movement the **Progressive Era**. The Progressive Era lasted from about 1890 to 1920. It is called the Progressive Era because the reformers who lived during the time period believed that all their efforts were aimed at progress. The Progressive Era was a time of optimism and reformers held a belief that human ingenuity and creativity could solve all problems.

Progressive reformers were not a unified group. They included union leaders, as well as politicians and business owners. Moreover, progressive leaders did not always agree on the nature and extent of the problems, nor did they agree upon solutions. The only thing that all progressives had in common was their desire to identify and solve society's problems to create a better and more harmonious world.

The Progressive movement was especially strong in areas of high population and cities. Even though Washington had a smaller population than many states, the state did have a high percentage of people who lived in cities. As a result of the urban population, Washington had an active Progressive movement.

Progressives in Washington achieved a variety of reforms. In 1907, reformers won the right for open primaries. Prior to this victory, primaries were closed to the general public and candidates were chosen by party leaders. This system restricted the choices presented to voters at the general election. As a result of this reform, Washington voters could now participate in party politics and choose candidates for the general election. In 1910, voters in Washington further expanded democracy by granting women the right to vote in state and local elections, also called **women's suffrage**. Women had never been allowed to vote in Washington



◀ Factory scenes, like this one at Columbia Breweries in Tacoma, were a common experience for workers in Washington. Factory jobs were often repetitive and dull. They also could be dangerous. Workers in factories often labored long hours for very little pay.



▲ During the early 20th century, women often tended the home and children in addition to working other jobs.

State (although they were allowed to vote briefly during the territory years) and still could not vote in federal elections. Additionally, in 1911, Washington passed laws allowing for voters to directly decide issues through the **initiative, referendum, and recall** process.

Political reforms were just one area of Progressive activity. Working and labor conditions were another. The activities of unions convinced many reformers that the government should step in to regulate industry. To that end, the state legislature passed laws allowing for workers compensation and guaranteeing an eight-hour workday for women in 1911. Workers compensation provided financial support in case of injury or death on the job. The creation of an eight-hour day for women came about after federal legislation already prevented young children from working. It was generally thought that women could best serve their families by staying at home.

Politics and economic industries were two prominent examples of progressive reform, but attempts at change also extended to society. Progressive reforms saw many "problems" with society and sought to fix them. One area of concern to reformers was alcohol. Reformers felt alcohol had a detrimental effect upon the working classes. Thus, reformers persuaded voters to pass an initiative banning the sale of alcohol in saloons and bars in 1914. Of course the ban did not end alcoholic consumption, but drove it underground. Still, the passing of the ban demonstrates the lengths that many reformers would go in an effort to "fix" society's problems.



▲ Seventy-two lumber workers sitting on a stump at Sedro-Woolley.



▲ Steel workers at the Griffen Wheel Company in Tacoma.

FOCUS ON

THE PROGRESSIVE MOVEMENT

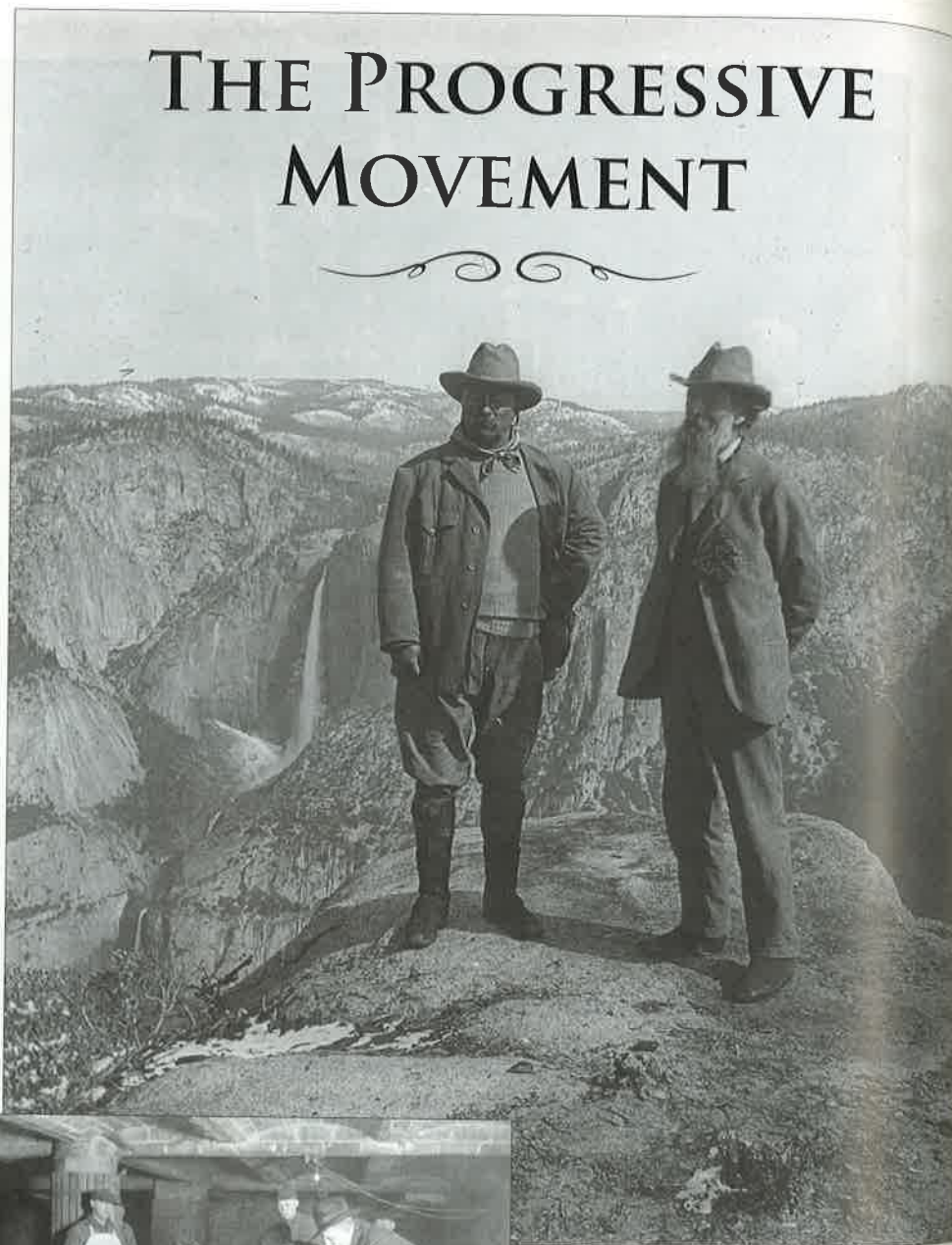
The Progressive movement is a term used by historians to describe numerous reform movements that emerged in the United States between 1890 and 1920. The Progressive movement was quite diverse. It involved factory workers, politicians, women, immigrants, wealthy business owners, and numerous other types of people. With such a diverse group of people advocating reform, it is only natural the Progressive movement was never unified, and often reformers disagreed on the issues. However, all Progressives believed in the idea of reform and in taking an active role in creating a better country.

To improve the country, reformers tackled a wide variety of issues. Progressives attempted to reform the economy so as to prevent businesses from becoming too powerful and to make working conditions better for laborers. Progressives also attempted to reform politics by ending corruption, granting more power to voters, and extending voting rights to women. Social problems were also a major concern and many Progressives believed that eliminating alcohol would solve crime, poverty, and violence. Thus, Progressives supported prohibition. Additionally, Progressives were concerned about the environment and sought to conserve natural resources and landscapes through the establishment of national parks and the forest service.

Many Progressives championed a ban on alcohol. In 1919, with the passage of the 18th Amendment, alcohol was banned. In the picture at right, prohibition agents destroy barrels of alcohol.



▲ President Theodore Roosevelt was a vocal Progressive. He attempted to reform big business, the economy, and the environment. Roosevelt, seen here with conservationist John Muir at Yosemite National Park, established the forest service and set aside millions of acres for national parks.



1890
Sherman Anti-Trust Act

1894
Pullman Railroad Strike

1903
Congress established Department of Commerce and Labor

1905
United States Forest Service established

1911
Standard Oil divided

1912
Founding of the Progressive Party (also known as the Bull Moose party)

1913
16th Amendment passed - Income Tax

17th Amendment passed - Direct Election of U.S. Senators

Federal Reserve System created

1914
Child Labor Act passed

Federal Trade Commission created

1919
18th Amendment passed - Prohibition

1920
19th Amendment passed - Women's Suffrage



Members of the League of Women Voters in Snohomish County (LWVSC). The organization was established to help women carry out their responsibility to vote in Washington.



◀ Since the founding of the country, women were denied the right to vote in federal elections. Some states had allowed women the right to vote in state and local elections, but they could not vote in federal elections until 1920.



▲ Abigail Scott Duniway votes in Oregon.

Votes for Women
OFFICIAL ORGAN OF WASHINGTON EQUAL SUFFRAGE ASSOCIATION
VOL. 1 SEATTLE, WASHINGTON, OCTOBER, 1917 NO. 4

Celebrities at A.Y.P. who Favor Woman Suffrage

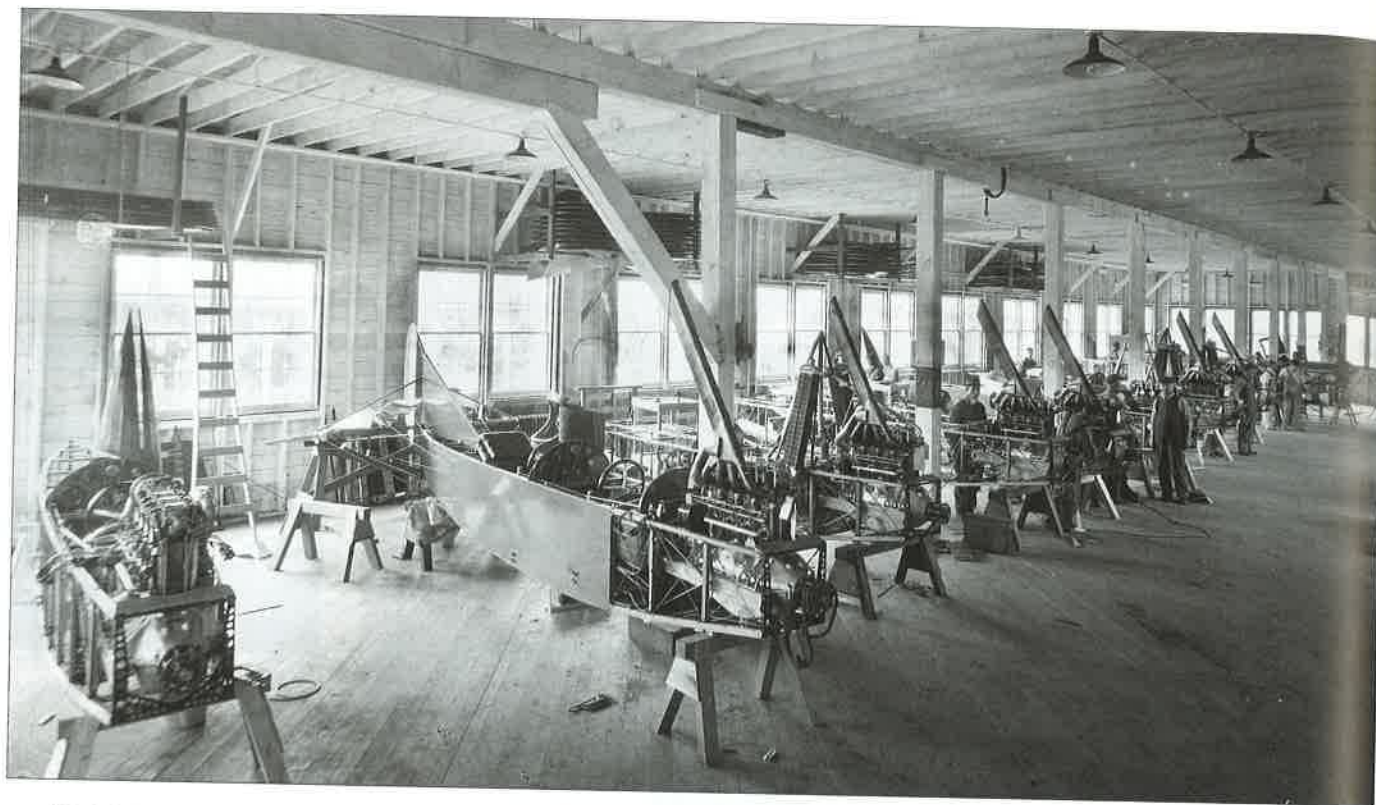
LEADING THE GRAND MARCH OF PROGRESS

"I congratulate the women of Colorado upon having the right to vote. I believe that women should have a voice in the government."
-William Howard Taft

WHILE the act of establishing suffrage for the women of Washington is a landmark in our history, it is not the only one. The act of giving the women of Washington the right to vote is a landmark in our history. It is a landmark in our history because it is the first time that the women of Washington have been given the right to vote in federal elections. It is a landmark in our history because it is the first time that the women of Washington have been given the right to vote in state and local elections. It is a landmark in our history because it is the first time that the women of Washington have been given the right to vote in all elections.

1920
19th Amendment passed - Women's Suffrage

▲ Newspaper articles, such as this one, brought attention to the issue of women's suffrage. In general, Progressive reformers used the newspapers and books to inform the public about issues that required reform.



▲ World War I was the first military conflict to make use of the airplane. In the picture above, Boeing employees assemble Model-C airplanes.



▲ To encourage enlistment in the military, the United States Army embarked on an aggressive recruitment campaign as seen in the poster above.

WORLD WAR I

The efforts of Progressives were halted by the onset of **World War I**. On June 28, 1914, **World War I** began in Europe. Military activities were largely contained to Europe until April 6, 1917 when the United States entered the war. The general public was largely in favor of American intervention in World War I. A patriotic fervor swept the country. The government encouraged Americans to make sacrifices for the war effort.

Part of that sacrifice included military service. Since the conclusion of the Civil War, the United States had maintained a small military, particularly in comparison to other leading nations of the time. In order to effectively engage in such a massive military operation, the United States needed to substantially increase the number of men in the service. At first they relied on an aggressive advertising campaign to encourage enlistment. When the need for troops exceeded enlistment numbers, the government instituted a draft, requiring those selected to serve in the military. In Washington, it is estimated that 75,000 men served in World War I.

American citizens not only contributed to the war effort through military service but also in other ways. To ensure that essential goods, like food, industrial products, and transportation machines, were available for the military, citizens were asked to ration or simply not buy these items.

FOCUS ON

William Boeing ...

William Boeing was born on October 1, 1881 in Detroit, Michigan. His family owned a timber company and forest lands for logging in Minnesota. They also owned property in Washington State. After studying at various boarding schools and Yale University, Boeing came to Washington State in 1903. Initially, he was involved in the timber industry. But Boeing quickly discovered a love of planes. In 1915, Boeing became a pilot. A year later he and a partner founded an airplane manufacturing company called Pacific Aero Products. It was renamed Boeing Airplane Company in 1917. Boeing Company grew as a result of World War I, but business dwindled after the war. During the 1920s, William Boeing decided to change the direction of the company and focus on building planes for civilian uses. His idea worked and soon Boeing was building planes for airline companies and air mail carriers, as well as operating its own passenger and mail delivery services. The success of the Boeing Airplane Company during the 1920s prepared it for the role it would play in subsequent decades.



▲ Boeing's first airplane factory, was known as the red barn.



▲ William Boeing (right) and pilot Eddie Hubbard.



▲ William Boeing

In addition to rationing goods, Americans also funded the war. Modern warfare is quite expensive and the tax base of the United States in the early 20th century was insufficient to cover the cost. Thus, the government issued war bonds and appealed to the public to purchase them. The government raised considerable sums of money through these bonds.

The war years were a boom time for economic industries in Washington. Businesses benefited by harvesting and extracting natural resources, making lumber products, growing food, and manufacturing military equipment, ships, and aircraft. World War I stimulated Washington's economy. During the war years, employment increased, unemployment decreased, profits increased, wages increased, and prices for commodities also increased. Businesses, financial institutions, workers, farmers, and many others enjoyed a period of economic growth.

As part of the war effort, the United States government expected unions to respect the importance of keeping war industries such as logging and shipbuilding running. However, unions believed that the necessity of supplying the war would create bargaining power for union members. Union leaders thought that the government and business owners would avoid strikes at all costs.

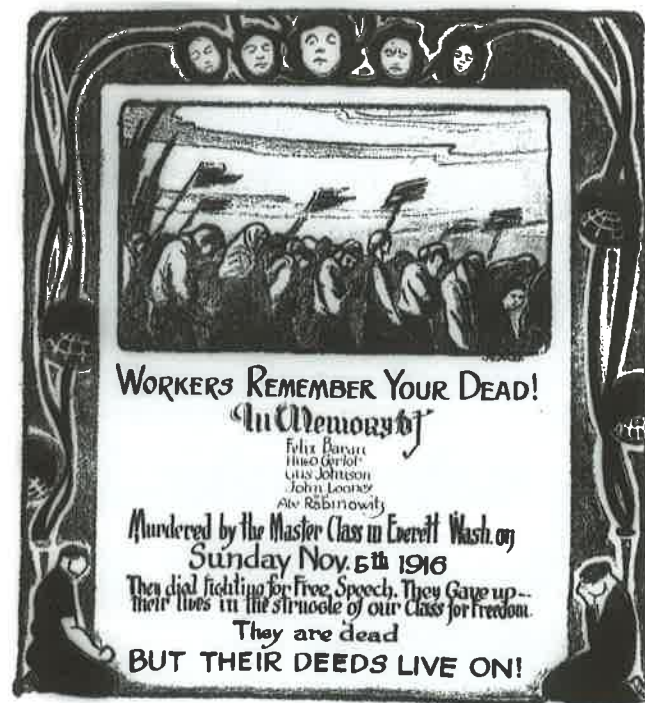


▲ Ship makers, such as TODD Shipyards in Tacoma, saw an increase in orders as a result of World War I.



▲ Family, friends, and fellow union members gathered to mourn the death of Felix Baran, an IWW member who died at the Everett Massacre.

Seven Killed in I. W. W. Battle
THE EVERETT DAILY HERALD
TWO EVERETT MEN. MEN ON THE STEAMER



▲ The IWW attempted to capitalize on the tragedy at Everett, telling the public that it demonstrated the lengths to which business owners and industrial moguls would go to deny workers' rights.

EVERETT MASSACRE

The first attempt of unions to capitalize on the war occurred in Everett in 1916. Even though the war had not officially begun for America, the United States was supplying military material to its allies and preparing for its eventual entry into the war. In 1916, unions affiliated with the IWW and AFL organized strikes at local lumber mills. Most of the strikes were resolved, but one lumber mill in Everett remained on strike.

Members of the IWW continued to support the strikers in Everett. Mill owners attempted to break the strike by targeting IWW workers and personnel. In early November of 1916, mill owners convinced Snohomish County law enforcement officials to beat, club, and harass members of the IWW.

Government and law enforcement officials told the IWW to leave the county. However, on November 5, 1916, several hundred members of the IWW boarded a boat in Seattle bound for Everett. When they arrived in Everett they encountered a frenzy. Local press and government officials had raised popular opinion against IWW and the striking mill workers. They painted them as radical socialists and violent troublemakers. Around 200 local men arrived

armed to meet the IWW officials at the Everett harbor. Local law enforcement officials sanctioned their use of guns. Local law officials refused to allow members of the IWW to debark and enter Everett. As the standoff rose, violence erupted and gunshots were fired. At least five IWW members died, as well as two other men. Seventy-five IWW members were arrested and tried for murder. They were later acquitted.

While violence and aggressive tactics were common by business owners and local officials in dealing with strikes, the **Everett Massacre**, as it came to be known, was the most violent to date. Moreover, it demonstrated that although Washington was a Progressive minded state, unions still had difficulty convincing many people of the validity of their cause.

The Everett Massacre also revealed beliefs that would haunt the organized labor movement in the coming decades. Armed citizens, law enforcement officials, and the general public began to fear that the IWW, and unions in general, were no longer only fighting for workers' rights, but were also political agitators who were intent on causing chaos and instability. As far-fetched as it may sound, they honestly believed that organized labor was encouraging union members to begin revolution and overthrow local governments. These fears led many individuals, such as the case in Everett, to confront union members and to disrupt union rallies and meetings. The fear of unions would have consequences for both Washington and the United States in later years.

THE SPRUCE DIVISION

Unions once again attempted to capitalize on the war effort in 1917. Logging and the timber industry were considered essential industries to the war effort by the United States government. To force lumber companies to create higher wages and better working conditions, the AFL and IWW orchestrated a worker strike of 50,000 loggers in Washington and the Pacific Northwest.

The AFL and IWW hoped to capitalize on war necessity for a quick resolution to the strike. Unfortunately, the strike proved unpopular amongst government officials, the press, and general public. The strike was viewed as unpatriotic, and even traitorous, in many circles. Without fear of public rebuke, **President Woodrow Wilson** ordered 27,000 soldiers to take over logging duties in place of the striking workers. The general public nicknamed these soldiers the "**Spruce Division**."

Spruce Division continued to log Washington forests until March of 1918 when strike leaders and logging companies agreed to a compromise allowing for more pay, better living facilities, and an eight hour workday. While the union eventually gained most of the concession that they were striking for, they lost a significant amount of public support. Many residents of Washington viewed their actions as unpatriotic and detrimental to the war effort. The bad press would hurt unions in subsequent decades.



▲ This picture is of an IWW town hall meeting in Everett. Unions often used gatherings such as these to coordinate their political efforts. At meetings union members were informed of upcoming strikes, negotiations, political efforts, and strategies. Union members often contributed to these meetings by voicing concerns or voting on plans.

THE POST WAR YEARS

On November 11, 1918, fighting ceased in World War I. The war officially ended seven months later. World War I had taken much of the effort out of the Progressive movement, as political and business leaders focused on the war effort. Unions continued to press for worker rights, but as the Everett Massacre and Spruce Division episodes demonstrated, the success of their efforts were mixed and popular opinion was against them in many cases. To compound matters, Washington entered an economic slump after the war. During World War I, demand was so high for Washington goods that post war drop off was inevitable. Unemployment began to grow and with a surplus supply of labor, owners gained the upper edge in negotiating with unions.

SEATTLE GENERAL STRIKE

While lumber unions had sought to capitalize upon the war effort, many unions such as those who worked in factories, dock workers, or for cities, like Seattle, had chosen not to strike as a sign of patriotism. But with the war concluded, many of these workers wanted wage increases. In support of these efforts, the AFL called for



▲ Celebrating the end of World War I - Armistice Day, November 11, 1918 on Yakima Avenue in Yakima.

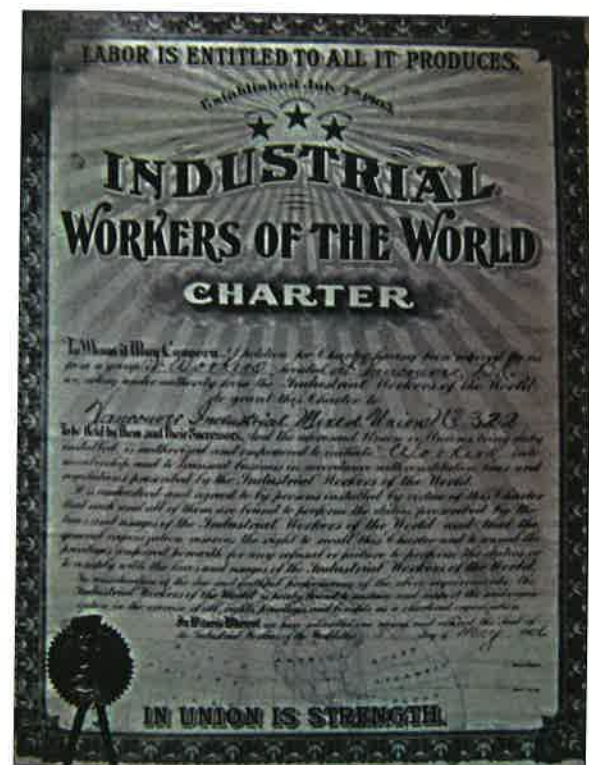
all unions in Seattle to a general strike on February 6, 1919. The idea was to shut down all business in Seattle for one day to indicate the seriousness of union demands.

However, the **Seattle general strike** of 1919 proved immensely unpopular. Government officials and the press painted it as part of a socialist conspiracy. Since the establishment of the communist-socialist government in Russia (USSR), fears of socialist plots and sabotage spread across the United States. Business and political leaders capitalized on these fears by painting unions as radical socialists, known commonly as "Reds." Without the support of the public, the Seattle general strike accomplished very little.

CENTRALIA MASSACRE

Anti-union and socialist fears also played a role in another conflict in **Centralia**, Washington. On November 11, 1919, residents of Centralia gathered for a parade to celebrate the one year anniversary of the end of military fighting in World War I. The parade route passed by the IWW headquarters in the town.

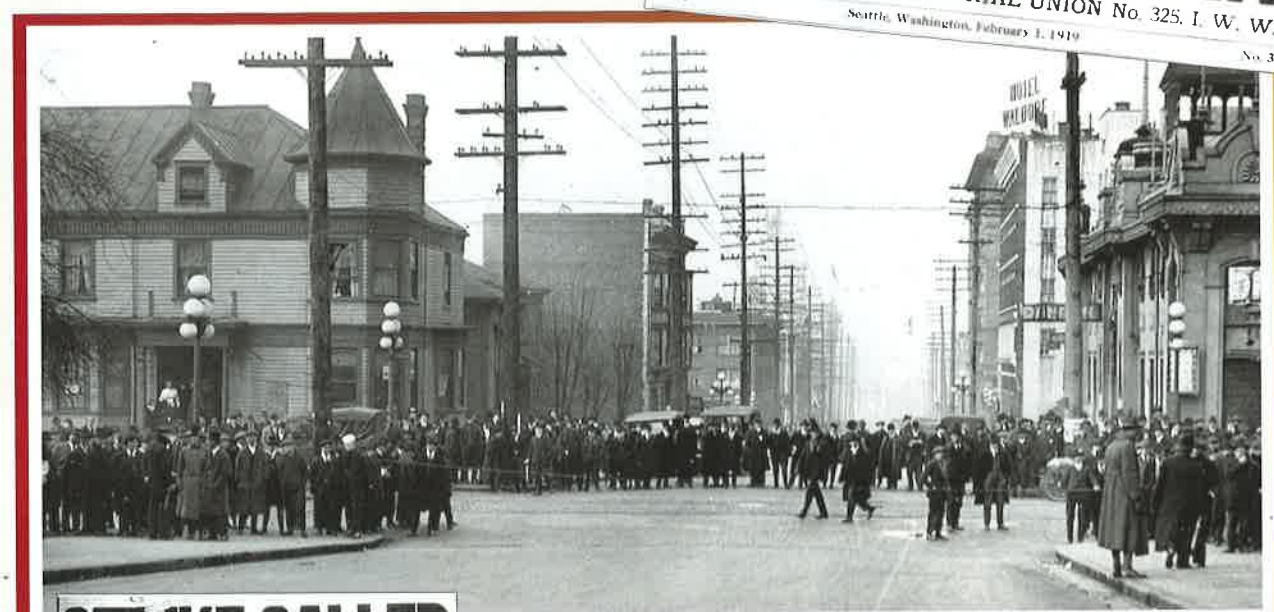
Many members of the parade were World War I veterans and viewed the IWW as suspicious, unpatriotic, and traitorous. As the parade passed the IWW headquarters, many veterans stopped and confronted the IWW. IWW members prepared for a confrontation. As the two sides argued, gunfire erupted and four veterans were killed. The building was stormed and IWW members scattered. After rounding up and arresting members, one IWW member, **Wesley Everest**, was charged with murder and placed in jail. Soon a mob gathered outside the cell, stormed the jail, and executed Everest. Ironically and tragically, Wesley Everest was both a member of the IWW and a World War I veteran. This event became known as the **Centralia Massacre**.



▲ A copy of the IWW charter, which explains the group's goals and objectives.

FOCUS ON

The Seattle General Strike of 1919 ...



▲ Despite dire predictions, downtown Seattle streets were calm with people milling around as the Seattle general strike commenced.

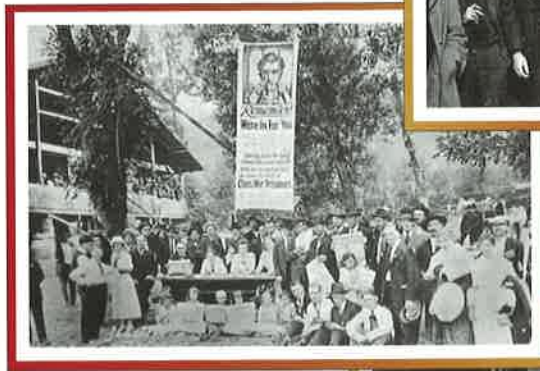


▲ Strikers gather groceries as the Seattle general strike began in Seattle.

Helen Smith ...



Helen Smith was a prominent activist in Washington State during the 1910s and 1920s. Smith fought for union and socialist causes.



▲ With many of the IWW's leaders in prison, the IWW held a picnic on July 20, 1919 to raise money for legal defense.



Seattle general strike deputies receiving weapons.

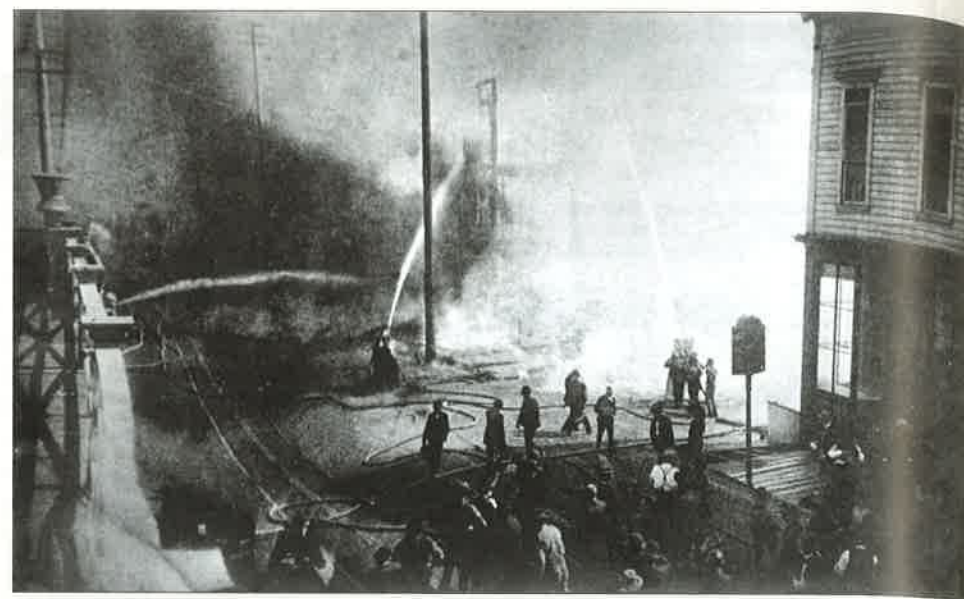
Seattle ...

The city of Seattle has been Washington's largest city since the 1880s. Seattle is located around Elliott Bay on the eastern shoreline of Puget Sound. The city is nestled between the Olympic Mountains to the west and the Cascade Mountains to the east. Seattle is located 128 miles inland from the Pacific Ocean. The first settlers established a permanent settlement in 1851. The founders of Seattle, David and Arthur Denny, John Low, David Maynard, and Henry Yesler, first lived at Alki Point before moving to a location on the eastern shoreline of Elliott Bay. Seattle grew slowly until the late 1880s. In fact, Walla Walla had a slightly larger population than Seattle's 3,553 residents in 1880. By November 11, 1889 when Washington became a state, Seattle had an estimated population of 42,000 residents.

On June 6, 1889, Seattle suffered greatly when more than 60 blocks of the downtown were destroyed by a fire. Due to the widespread destruction, Seattleites were determined to rebuild the city using stone and masonry buildings instead of highly flammable wood. From 1889 to 1929, the Seattleites made several improvements to Seattle's downtown area and the city's infrastructure. Over 60 engineering projects were planned, started, and completed in the Seattle area. The overall purpose was to level hills and create better building sites with easier access to Seattle's port and transportation systems. Hills were removed and level land was created.



▲ Seattle Policemen wearing masks made by the Red Cross during the Influenza Epidemic in December 1918.



▲ Seattle Great Fire, June 6, 1889, looking south on 1st Avenue near Madison Street.

The most important improvement project was the Denny Regrade Project, which lowered Denny Hill and filled in a lowland area in the downtown area. Workers dredged and straightened the Duwamish River and constructed Harbor Island which improved the port facilities. In 1916 the Lake Washington Ship Canal was completed. This allowed vessels to travel from Lake Washington to Puget Sound. The Ballard Locks were constructed which allowed access to Lake Union. Bulkheads and wharves were built to improve Seattle's port facilities. Streets were improved and the city welcomed two additional transcontinental rail lines - the Great Northern Railroad owned and financed by James Hill (1893) and the Chicago Milwaukee and Saint Paul Railroad (1909).

Overall, Seattle grew as a result of five important factors between 1889 and 1929. These factors included the arrival of the Great Northern Railroad in 1893, the Alaska-Yukon-Klondike Gold Rush from 1897 to 1903, the completion of the Panama Canal in 1914, World War I from 1914 to 1919, and the flow of immigrants from Asia, Europe, and North America during the 1880s and into the mid-1920s. Each of these factors contributed greatly to Seattle's economic and population growth. As a result, between 1900 and 1929 Seattle became one of the United States' major cities.



▲ L.C. Smith building in downtown Seattle demonstrated the continued growth of cities in Washington during the early 20th century.

CITIES AND SOCIETY

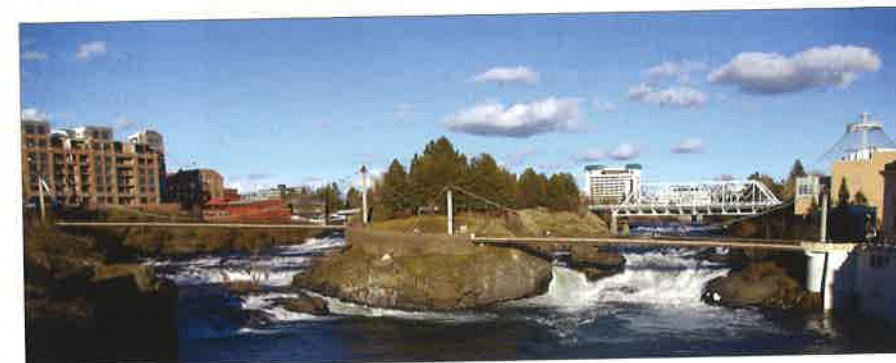
Seattle and Spokane

Spokane ...

The city of Spokane is located in Eastern Washington near the Idaho border. The city developed around Spokane Falls, which is located in downtown Spokane along the Spokane River. Spokane Falls was founded in 1871 by a pioneer named James Glover. The city of Spokane Falls was quite small considering the size of Washington's other cities at this time. In 1880, Spokane Falls had a population of only 350 residents. Things changed quickly however.

During the 1880s, the Northern Pacific Railroad was constructed between Duluth, Minnesota and Tacoma, Washington. Spokane greatly benefited by the arrival of this major transcontinental railroad. The railroad was good for business and stimulated growth around Spokane Falls. Wheat and grain farmers settled the fertile soils of Eastern Washington's Channeled Scablands and the Palouse Hills. Thus, Spokane Falls became a major flour milling town. In addition, the farming and cattle ranching activities in the area provided important revenues to the commerce of the city.

Among the most important industries in the area was mining. The mineral



▲ Upper Spokane Falls is situated in Spokane's downtown area.

deposits of northeastern Washington, but especially the Coeur d' Alene Mining District of northern Idaho positively impacted Spokane's economic growth.

However, this growth was temporarily stunted during the city's great fire. Like Seattle, Spokane Falls suffered greatly when a fire broke out in 1889. The fire of Spokane Falls destroyed 32 city blocks of buildings in the downtown area. In rebuilding the city, Spokane Falls chose to be newly incorporated and became known as Spokane in 1890. By 1900, Spokane's population had increased to 36,848, making it one of Washington's larger cities. Throughout the early 20th century, Spokane grew as both a railroad town and miner industrial center. As a result, thousands poured into the city.



▲ An advertisement for the annual Spokane Interstate Fair.



▲ The Latah Creek Trestle.



▲ City of Spokane during the 1920s.



▲ The Spokane County Courthouse.

THE 1920s

During World War I, the federal government had authorized a massive expansion of the military. As a result, the navy expanded its existing fleet, thus requiring more ships. The army enlarged its personnel, thus necessitating more bases and housing. Finally, the emerging airplane industry received a boost when the military ordered planes for reconnaissance and fighting. Many of the resources, materials, and goods necessary to expand the military were found in Washington, thus creating an economic boom.

In addition to the war industries mentioned above, demand for basic goods also increased. The military, as well as the rest of the country, required more food and Washington farmers expanded cultivation to meet the new demand. Moreover, war in Europe meant that American farm products were also shipped to European countries to feed their populations. Thus, agriculture also boomed as a result of the war.

However, the end of the war brought an abrupt end to the economic boom in Washington. Following World War I, the United States elected to downsize the military. This decision was a major blow to Washington's economy. Had the federal government elected to maintain the current size of the military, Washington's economy may have weathered the end of World War I. But as the United States cut the number of troops, ships, and airplanes in its inventory, there was no demand for further production. Demand for war goods literally ended overnight. With the end of the war industries, manufacturers no longer needed as many employees, thus creating unemployment.

QUICK FACTS

FOREST FIRES

- During the early 20th century, forest fires ravaged Washington and the Pacific Northwest. In 1910, observers recorded several thousand fires in the region. The smoke and ash was so thick that portions of it drifted all the way to Boston.

FORT LEWIS

- During the military build up to World War I, the United States government commissioned the construction of Fort Lewis near Tacoma. The layout of the fort and buildings were designed by Frederick Law Olmstead, the same man responsible for the creation of Central Park in New York City.

Agriculture suffered as well. To be sure, the population of the United States still needed food, but demand abroad slowly decreased. Farmers all over the United States, including Washington, had expanded production to meet foreign, particularly European, needs. But peace in Europe allowed European farmers to begin agricultural activities again. European countries no longer needed American farmers to feed their populations. As a result, American farmers produced too much food and prices fell.

While Washington suffered as a result of the end of World War I, the rest of the United States prospered. The United States emerged from World War I as a true superpower and the world's leading manufacturer. The war had decimated European economies. While agriculture slowly made a comeback, other industries, such as steel, textiles, cars, new technologies, and the like, were no longer produced in Europe in large enough quantities to meet demand. Thus, European countries imported these goods from America. In addition, European countries borrowed money from American banks, thus causing the financial industry to excel. The growth of the industrial and financial sectors fueled a time of economic prosperity in the United States. This period is commonly called the "**Roaring Twenties**."

The economic growth of the 1920s was not universally shared and most people did not benefit significantly from it. However, the growth was such that many new people and families became wealthy. And many who did not become wealthy, at least earned enough money to live quite comfortably. The money and prosperity enjoyed by those that benefited from the economic boom of the 1920s resulted in a change in American culture.

Prior to World War I, people throughout the United States were concerned with the pressures associated with the changing world. Industrialization had caused a massive growth in cities, increased immigration, and a change to the character of the American economy. These developments altered American society throughout the country. The reform movements, such as the Progressive movement and the organization of labor unions, were a response to the challenges and transformations caused by industrialization.

But the reform movements lost steam after World War I. World War I was a brutal conflict and the sheer loss of life and grim realities of war left many Americans in despair. Returning veterans, refugees, medical personnel, aid volunteers, and common citizens alike wanted nothing more than to forget about the experiences of the "Great War," as they named it. As a result, many people who had been politically active and advocates of reform, simply decided to abandon the cause during the 1920s. Many historians have described these disillusioned individuals as the "lost generation."

The disillusionment of a sector of the American

public did not mean that the tensions which had spawned the reform movements disappeared. However, these movements no longer garnered the widespread attention and support that they once had. In many cases, labor and reform movements were now treated with suspicion. In part these suspicions were the result of international fears. A revolution in Russia during World War I had brought about the end of monarchy in the country and the establishment of the **Soviet Union**. The government of the Soviet Union was based on the principles of **communism** and **socialism** as established by the German philosopher Karl Marx during the 19th century. These same principles inspired many labor organizations and reformers in the United States. Many United States citizens began to fear these groups were planning a political revolution in this country, similar to the one that occurred in Russia.

Communism and socialism were not the only fears in post war American society. Racial and ethnic tensions also re-emerged. After decades of an open door immigration policy, which resulted in millions of foreign immigrants entering the United States, America decided to limit people who could come here. In 1924, the **Immigration Quota Act** was passed. The Immigration Quota Act limited the number of immigrants who could enter the United States on an annual basis to 164,000 people. Moreover, immigration was restricted by country, with each country receiving a set amount of immigrants that could come into the United States. The act allowed more immigrants to come from Scandinavia, the British Isles, and Western Europe. It permitted fewer immigrants to come from Italy, Greece, and Eastern Europe. Immigrants from Asia were completely banned by a separate act in the same year.

The racial and ethnic discrimination that led to the Immigration Quota Act also expressed itself in Washington. The Washington State Legislature passed the **anti-Alien Land Act** in 1921, which forbade people who could not become citizens from owning land. At this time, only immigrants from Asia were barred from citizenship, unless they were born here, and thus the act specifically targeted the Japanese, Chinese, and Filipino residents of Washington, preventing them from owning property. In addition to this law, the 1920s saw the arrival of the Ku Klux Klan in Washington.

The **Ku Klux Klan** was, and still is, an organization dedicated to white supremacy. It began in the southern United States after the Civil War. Its arrival in Washington brought about scattered acts of violence and attempts to intimidate people of color living in the state. The very presence of the Ku Klux Klan into Washington, and other areas of the United States, combined with the legislation passed at both the state and federal level, speaks to the tremendous social, racial, and ethnic tensions that existed within American society during the 1920s.



▲ The Ku Klux Klan, a white supremacist organization, came to Washington during the 1920s. The organization was against the presence of people of color and immigration.

CHAPTER SUMMARY

The 1920s brought an end to the reform movement that swept both Washington and the United States during the first part of the 20th century. After decades of social change, upheaval, and transformation, combined with the tragic memories of World War I, Washington and the United States seemed to lose interest in the various causes that had driven political, social, and cultural reform. Certainly, reformers attempted to keep Progressive causes in the national spotlight. But their efforts found a less receptive audience.

In addition to the slowing of the reform movement, Washington experienced an economic slowdown as a result of the abrupt end to World War I. The economic troubles of Washington's residents contrasted sharply with the general affluence throughout the country. For the rest of the United States, this was the "Roaring Twenties" or "the Jazz Age," as it was collectively called. A new cultural attitude and perspective swept the nation. Few people took notice that there were places like Washington that did not share in the prosperity.

Still the changes and transformations experienced by Washington during the period from 1889 to 1929 cannot be underestimated. Washington entered the modern world during these decades. Cities began to assume their modern shape and the economy developed in a way that still impacts Washington today. Furthermore, the reform era left a lasting impression and legacy on Washington government and politics, one that would be important in the decades to come.