





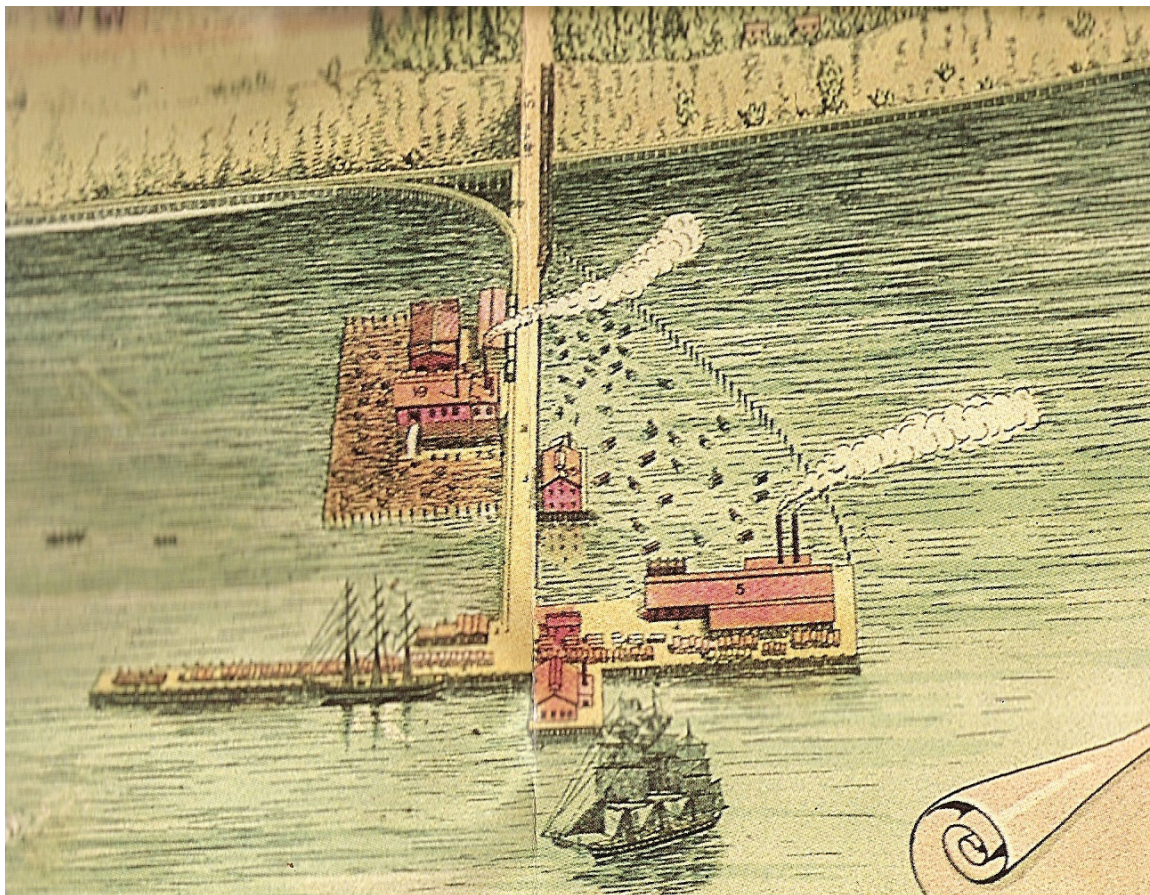
## LUMBER AND SHINGLE MILLS



*Everett was heralded as 'the leading lumber, logging  
and shingle center of the Northwest,  
in fact, it might be said of the entire world.'*

*This drawing appears on the 1893 "Birdseyeview of Everett, Washington," by the Brown's Land and Engineering Company of Everett. The plant identified as No. 19 on the north side of the Dock is the Neff and Mish Shingle Mill and the plant on the south side of the Dock identified as No. 5 is the Everett Land Company Mill.*

*Courtesy  
Everett Public Library*



## 14th Street Dock

**T**he 14th Street Dock was Everett's first man-made structure on the site that would become in the 21st century the largest public recreational marina on the West Coast. Built in 1892 by the Everett Land Company, the wooden wharf extended 2,000 feet due west from the shoreline over the Port Gardner Bay tidelands. It lined up approximately — not exactly — with 14th Street, an east-west road at the top of the bluff above the dock. The foot of the wharf was next to the Seattle Montana Railroad that was completed in 1891 and ran from Fairhaven (now part of Bellingham) to Seattle. A Great Northern Railway enterprise, the Seattle Montana had the important role of



giving the Great Northern access to Puget Sound cities when the latter's line from St. Paul, Minnesota, to Everett was completed on January 6, 1893. Great Northern President James J. Hill described the Great Northern line as the handle and the Seattle Montana line as the rake. A portion of the rake, in the form of a railroad spur, extended out on the 14th Street Dock. Thus, businesses on the dock would have a direct connection with the vast Great Northern network.

Early drawings (including the widely circulated "Birdseyeview of Everett, Washington 1893" by the Brown's Land and Engineering Company) and at least one photograph show an incline roadway that ran easterly from the dock, crossed high over the Seattle Montana line, and connected with 14th Street at the top of the high bank in the area. Just east of the bluff's edge, 14th Street intersects with Grand Avenue, which is shown on the Birdseyeview map as extending north from Everett's bayfront settlement, around the Port Gardner peninsula and then south again to reach Everett's riverside section. In addition, 14th Street is shown as a rudimentary road that meanders southeasterly until it reaches Broadway Avenue in the middle portion of the new community. In other words, the incline ramp was a connector between the dock and virtually every section of the fledgling city. The Brown map shows no other way to reach the dock except by rail or boat. Also, the incline may have served as a route for getting freshly cut timber from the peninsula to the waterfront. Newspaper accounts from the era relate that loggers were busily harvesting the estimated 10 million feet of standing timber at the north end of the peninsula. Newspaper accounts indicate the incline was not an original part of the dock construction; it was added in late 1892 after the first dock businesses had begun operation.

Jutting nearly a half-mile over the tide flats with its steep bridge rising up to the bluff top, the dock must have been a striking, albeit strange, sight. It was an entity unto itself with no nearby development except the rail line. It is said that locals laughed at the structure, referring to it and its first mills as the "Light House." There was rationale, however, for the dock design. In their 1973 *Historical Survey of the Everett Shoreline*, David Dilgard and Margaret Riddle point out, "...it was purposely situated a great distance from the mainland with the intention of creating a bulkhead under the dock as Hewitt's St. Paul and Tacoma Company had done on similar land in Tacoma."

The first business appeared at the west end of the dock in September 1892. It was a sawmill owned by the Everett Land Company and leased to James E. Bell, who

*(Lumber and Shingle Mills Section cover)*

*This 1928 aerial view to the north-east shows, from left to right: C-B Lumber and Shingle Mill, Jamison Mill, William Hulbert Mill, 14th Street Dock, Clough-Hartley Mill and other mills to the south.*

*Photo courtesy Everett Public Library*



would become one of Everett's leading citizens in subsequent years. The mill had the capacity of producing 25,000 feet of lumber in a 10-hour shift. A few weeks later, the Bell-operated plant was joined by the Neff and Mish Shingle Mill. This plant, owned and operated by S.S. Neff and W.W. Mish, was located on the north side of the wharf approximately halfway out. It employed 30 men and could produce 250,000 shingles per day. This made it the largest of the four shingle mills in Everett at the time. Neff and Mish made history on March 23, 1893, when 40 boxcars of shingles rolled out of the mill onto the main railroad tracks. Pulled by two large locomotives, this train was the first to travel eastward from Puget Sound the full length of the Great Northern's new line to

*This train with 40 boxcars of Neff and Mish shingles was the first to leave Everett for Eastern markets in 1893.*

*Photo courtesy University of Washington Libraries, Special Collections Division*



Minneapolis. Each car was decorated with a large canvas sign describing the cargo. The words “From Everett, Wash.” were painted in two-foot-high letters.

About this same time, reports surfaced in the *Everett Herald* daily newspaper about a cannery and a pulley factory that would be built on or adjacent to the 14th Street Dock. An April 6, 1893, article described the cannery as being constructed on the south side of the dock between the shingle mill and the sawmill. Two weeks later, the Herald reported the cannery building was nearing completion and the pulley factory building, just west of the sawmill, had been completed. The cannery would process fish and meat; the meat would come from nearby “proposed stockyards.” The pulley company would manufacture their products for use in the mills. The record is sketchy as to whether either of these plants ever operated, or if one or both were early victims of the financial panic that soon would devastate Everett. In the 1894-95 *Polk City Directory* for Everett, there is no reference to the cannery or the pulley factory.

By late 1893, the United States was amidst the worst financial depression it had ever experienced, and the boomtown days of early Everett had ended. Disillusioned by the flow of millions of dollars from his pockets to a project he now considered ill-conceived, John D. Rockefeller began a long process to extract himself from Everett. As Rockefeller sought to fill local leadership positions with men in whom he had utmost trust, Hewitt was out as president of Everett Land Company. It would be the end of the decade before Rockefeller would unload the final remnants of the Land Company. In the intervening years, Everett struggled through a fiscal morass that had few bright spots.

The Neff and Mish operation was known as the Lebanon Cedar Shingle Company, with W.W. Mesh becoming president by the end of 1893. The company was bankrupt in the spring of 1896 and sold at a sheriff’s auction on April 14 of that year to pay off a \$9,702.04 mortgage. It was then leased by the Everett National Bank to a firm known as Metcalf and Wade. At some point near the turn of the century, the mill was taken over by Tacoma businessman E.J. McNeeley, who also operated a shingle mill farther south on the Everett bayfront. By 1901, the old Neff and Mish site was labeled on that year’s Sanborn Insurance Atlas as E.J. McNeeley’s Shingle Mill No.1.

Meanwhile, the Everett Land Company sawmill ceased operation in mid-October 1895. James Bell, the original lessee, left to build a new mill on the waterfront between Pacific Avenue and 33rd Street. It was a risky move that eventually paid dividends when Bell and his partner John G. Nelson sold the plant to the Weyerhaeuser Timber



Company in 1902. It was the first of several Everett Weyerhaeuser mills and set the stage for Weyerhaeuser to become the city's largest employer for decades. None of the plants was in the North Waterfront, though an iconic remnant remains. The former Weyerhaeuser office building, built to showcase various types of lumber, was moved in 1984 from the old Mill B site near the mouth of the Snohomish River to a location at 18th Street and West Marine View Drive.

“The only predictability was unpredictability... In this fickle feast-or-famine environment, fortunes could be made or lost in short order. Many companies came and went.”

In 1896, M.J. Darling, who had been in the Everett shingle business since 1892, leased the old Land Company mill. A year later the mill was known as the Gauslin and Garthley Lumber Company. With J.D. Gauslin and W.T. Garthley as the principal officers, it began operation in July 1897. By 1900, the plant included a sawmill that could cut 40,000 feet of lumber per day and a shingle mill with a daily capacity of 100,000. Gauslin and Garthley met the fate of many early mills when it burned on December 19, 1902.

The Everett Land Company mill and Neff and Mish were precedent-setting in at least two ways. First, they clearly set the pattern for 14th Street Dock as a site for mills. Virtually every business on the dock from its inception in 1892 until its demise decades later was a mill, and almost all were shingle mills. Second, the two plants illustrated the tumultuous nature of the wood products industry, particularly the shingle business. The only predictability was unpredictability. Prices for raw material or finished products could soar one week and plummet the next. Small-time shingle operations were relatively inexpensive to build; in good times the small operators joined the other firms in shingle production. The result was a flood on the market and a plunge in prices. In this fickle feast-or-famine environment, fortunes could be made or lost in short order. Many companies came and went. On 14th Street Dock, the turnover of owners and operators was a way of life. From 1892, until there were just two mills in the 1940s, 31 different mill names are shown in the Polk city directories as 14th Street Dock firms. Considering there were never more than seven mills at any one time, it is indicative of the frequent ownership changes and volatility of the business.

Everett was jolted out of its economic doldrums in 1900 when James J. Hill, head of the Great Northern Railway, purchased from Rockefeller the ebbing assets of the Everett Land Company. Hill's agenda was singular: he would transform Everett into a mill town and ship the finished products to Midwest and Eastern markets on his railroad.



He replaced the old Land Company with the Everett Improvement Company and installed his trusted confidant John T. McChesney as the president. Under McChesney's leadership, the Everett transformation was remarkable. Along with Hill, he recruited some of the Midwest's leading lumbermen to Everett where they opened and operated mills. Foremost among these men was Frederick Weyerhaeuser, probably the country's most highly regarded timber company operator at the time. Although Weyerhaeuser was located in Tacoma, he opened his first mill in Everett and then added several more. Significant Everett arrivals included David Clough, former governor of Minnesota, and his son-in-law Roland Hartley. The two would become leaders among the community's lumber barons. Mills sprang up along the Everett waterfront and workers and their families swarmed in. The city's population tripled from around 8,000 in 1900 to nearly 25,000 in 1910.

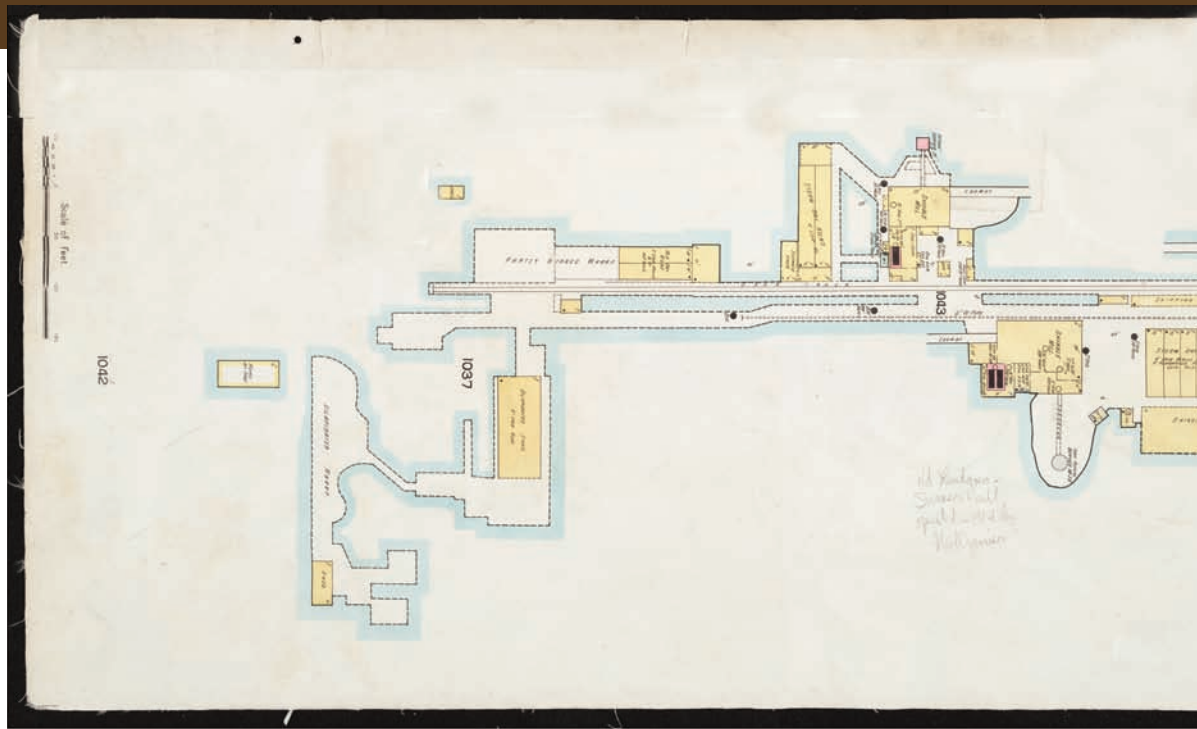
The 14th Street Dock was a beneficiary of the new timber-fueled growth. In 1902, the dock had its two original mills, now Gauslin and Garthley and E.J. McNeeley, plus two new ones. The C.E. Russell Shingle Mill was west of McNeeley on the north side of the dock. The Carpenter Brothers Shingle Mill, which may have been preceded by a firm named Faulkin and Gray, was on the south side of the dock, about two-thirds of the way out. Peter, John, Matthew, and Chris Carpenter were listed as proprietors. In 1904, the Mann Shingle Company opened. It was located just west of Russell on the same side of the dock. Everett wasn't quite the "greatest shingle producing town in the whole world," as touted by the city's *Daily Independent* newspaper, but by that time it ranked fourth among Washington cities as a producer of lumber and shingles.

In 1906, the Carlson Brothers Mill, the Everett Shingle Company, the Cavelero Mill Company, and the Lundgren-Swanson Mill Company are first noted as 14th Street Dock operations. The Carlsons had been operating the McNeeley plant. After it was destroyed by fire, one of the brothers, Olof, bought Mr. McNeeley's interests and established a new shingle mill on the site. The Everett Shingle Mill was also on the north side of the dock, but closer to shore. The Cavelero mill seemed to be a successor to the Bay Mill Company and the Auld-Cavelero, which appeared to have taken over the Gauslin and Garthley location after the 1902 fire. Dominic Cavelero was unique in that he may have been the only person of Italian descent to operate a 14th Street Dock mill. Lundgren-Swanson had taken over the former Carpenter Brothers site. In 1906, six of Everett's nine shingle mills were on 14th Street Dock. The approximately 175 employees in these six mills could produce more than one million shingles a day. While this was an impressive amount,



*This drawing from the  
1914 Sanborn Insurance  
Atlas shows the 14th Street  
Dock mills.*

*Courtesy  
Everett Public Library  
Adapted by Ellen Hiatt*

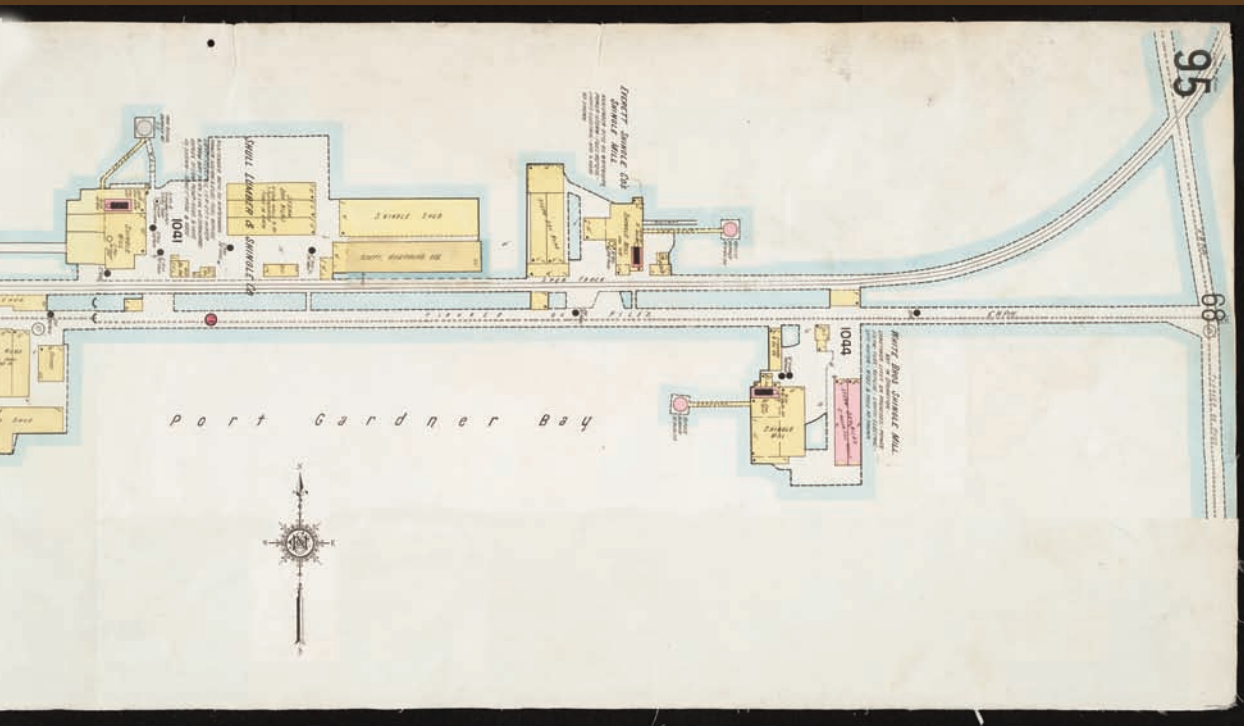


it was only about 10 percent of the nearly 11 million shingles cut daily in Snohomish County's 99 shingle mills.

More changes continued in 1907. Lundgren-Swanson became simply Lundgren. The Northwest Manufacturing Company, a shingle mill, opened on the south side of the dock close to shore. This brought the total mills (all shingle) to seven, a consistent number for the next two years. Records from the Polk city directories indicate this was the greatest number of mills at any one time. While the numbers remained the same, there were changes in 1908 and 1909. The Beach Mill Company took over Russell in 1909 and then disappeared a year later. Neil Jamison bought Lundgren and expanded the mill's capacity to 300,000 shingles a day. In his early twenties at the time, Jamison was on his way to becoming an Everett lumber legend. David Clough opened the Hartley Shingle Company, which carried the name of his son-in-law. Maps from that period suggest that the Hartley plant was on the old Russell Mill location.

One of the era's mysteries is the fate of the incline from the dock to the top of the bank. Maps from the period are inconclusive. A 1901 Sanborn fire insurance atlas shows an "Old Inclined Roadway to Top of Bluff" but it appears to be crossed out. Yet a map in a





1902 Everett Chamber of Commerce publication suggests the incline was still there. Of further interest and confusion, the Sanborn atlas references a hog pen, old slaughter house, and feeding stalls under the incline. Could this have been the “proposed stockyards” mentioned in the 1893 *Everett Herald* article as supplying meat for the cannery? Frank Platt, a retired Everett businessman whose memories of the area go back to about 1920, does not remember any such incline roadway during his lifetime. Platt, interviewed in 2008, did recall Russ Farrington, former shingle mill owner, talking about such a structure. But it remains a mystery as to when it was removed.

Fire was the scourge of the early mills and the 14th Street Dock plants suffered their share. In addition to the 1902 Gauslin and Garthley conflagration and the later blaze at McNeeleys, at least two other serious fires erupted between 1900 and 1910. A 1907 blaze at the Carlson Brothers destroyed two million shingles and prompted the fire department to ask the city to purchase a larger fire engine. A year later, Lundgren lost four kilns and two and one-half million shingles to a major blaze. After this, there was discussion about acquisition of a fireboat for protection of waterfront mills. On another occasion, a freak accident occurred as Fire Chief Sam Grafton was racing his horse and buggy to a fire. In his 1992 book *The Fire Boys: 100 Years of Everett Firefighting History*,





author Charles Henderson explains that a yapping dog startled the horse, resulting in the chief, horse, and buggy careening off the elevated dock roadway and sailing 12 feet to the tide flats below. The buggy was wrecked, the horse only scratched, and the chief survived with a sore head and no broken bones. The fire was reportedly extinguished with a bucket of water.

*The knee bolter saw (left) was typical of 1915-era shingle mill saws.*

*Photo courtesy  
Everett Public Library*

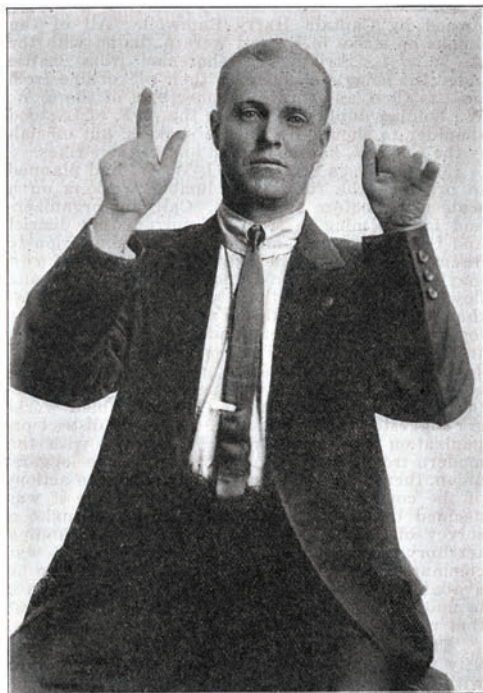
After peaking at seven mills from 1907 through 1909, the dock maintained between four and six mills for most of the following decade, with ownership and name changes being the norm. Some firms, like the Everett Shingle Company (1906-1923), Hartley Shingle Company (1909-1925), and Everbest Shingle Company (1916-1929), were exceptions. Other names, such as the Mattson Mill Company, appeared one year (1910) and disappeared the next. At least two operators left the dock to relocate on nearby bayfront sites. Carlson Brothers was gone by 1911 but former president Olof Carlson shows up in 1914 as an officer in the C-B Lumber and Shingle Mill located between 9th and 10th streets on the bayfront. In 1913, Neil Jamison organized the Jamison Mill Company, which by 1916 was located at 10th Street, just south of the C-B. The Cargo Shingle Company, with Jamison as president, continued to operate on 14th Street Dock until 1919. The Everett Mutual Mill Company also operated (1916-1920), but the record is clouded as to its location. Some companies appear as brief successors to earlier firms and then vanish. Shull Lumber and Shingle Company, for example, bought Carlson Brothers Mill in 1912 and then was gone in 1914. Another instance of quick change occurred at Northwest Manufacturing Company. It was Northwest from 1907 to 1909, White Brothers in 1911, and Snohomish Lumber Company from 1913 to 1917. Since the Polk city directories list W.B. White and R.H. White as officers in the latter two companies, it could be the firms were one and the same.

During this period, Everett shingle manufacturing reached new heights, and a substantial number of those shingles were being cut at 14th Street Dock mills. The 1912 *Polk City Directory* stated that Everett produced 6,055,000 shingles each day. The 1916 directory heralded Everett as “the leading lumber, logging and shingle center of the Northwest, in fact, it might be said of the entire world. The daily capacity of the shingles mills is 4.5 million.”

While it took a unique breed of men to manage the shingle mills, the same could be said about the men who worked in them. Jobs in the mills were tough and dangerous. Men pushed hunks of red cedar through huge circular saws, smaller shingle saws, and finally trimmer saws. The shingle saws could be set to cut nearly a shingle a second and



the worker had to clear each shingle over the saw by hand. One slip and a finger, hand, arm—or a life—could be gone. With the sawyer handling 30,000 shingles in his 10-hour shift, slips were inevitable.



Once the shingles were trimmed, they were dropped down a chute to be packed into bundles. A skilled packer worked with such speed, he appeared to be “weaving” the shingles together. The “shingle weaver” label originated from this activity and became the generic term for shingle mill workers. In addition to the relentless and hazardous tasks, the men were constantly exposed to cedar dust that filled the air. The intake of dust resulted in a cedar asthma that broke the health of many a worker. And the workers, like their bosses, were at the mercy of a vacillating business. A slide into an economic downturn and the job was gone, at least temporarily.

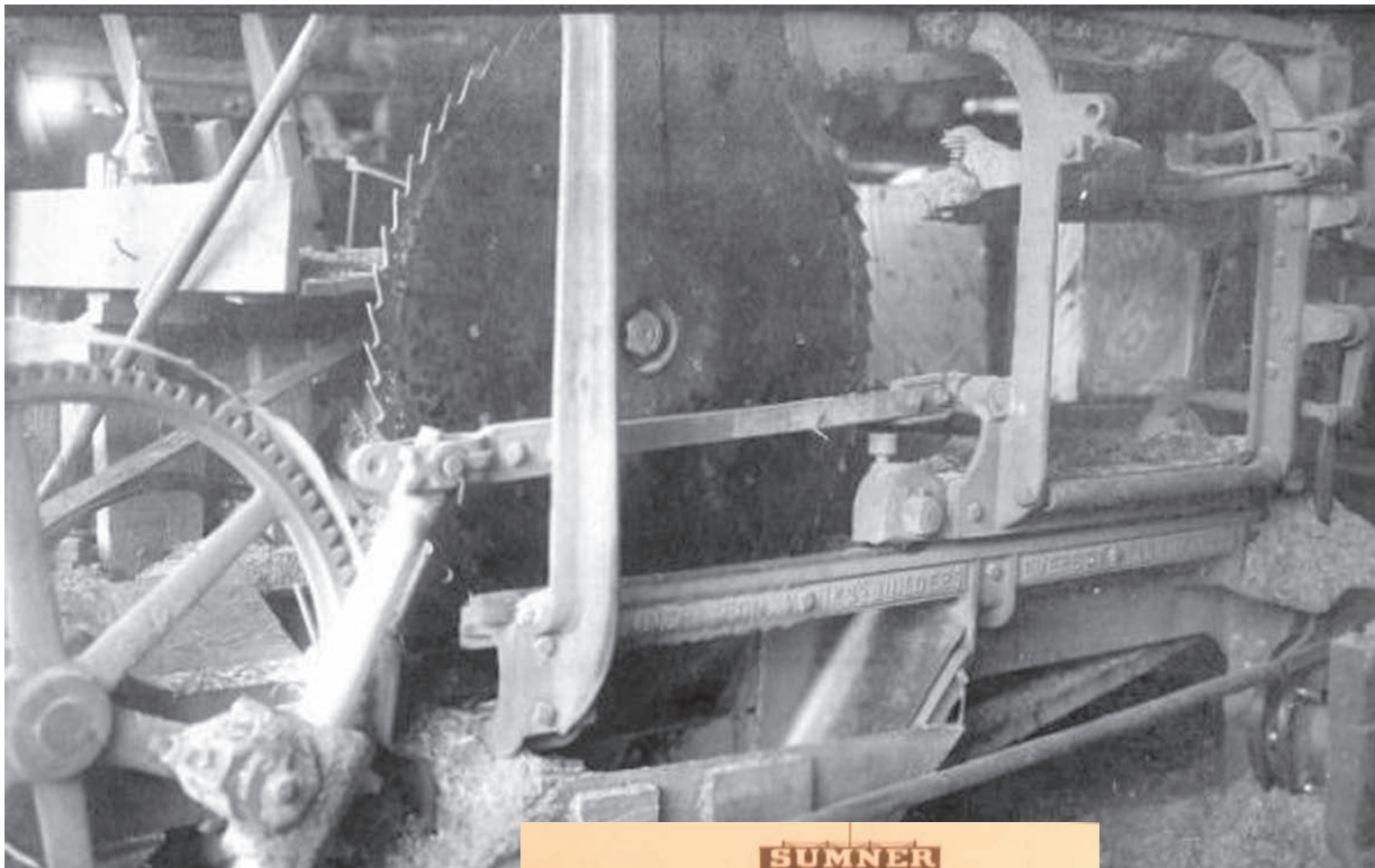
The shingle weavers exhibited a special blend of fearlessness, toughness, manual dexterity, and pride — a quiet pride in their ability to beat the odds and succeed in a foreboding environment. They were the top echelon of mill workers and their pay was frequently double that of sawmill employees. Shingle weavers worked hard and, in many cases, played hard. A morbidly humorous tale persists of the shingle weaver bursting into the saloon with his buddies, thrusting up his arm, extending the two remaining fingers on his hand and shouting, “Five beers for us!”

*Shingle weavers were often recognizable by their missing fingers.*

*Photo courtesy  
Everett Public Library*



The shingle weavers usually were at odds with the mill owners and the friction between them was a root of a socio-economic class war that characterized the community. Clough, Hartley, and other lumber kings built mansions on the bluff overlooking their waterfront empire. Each day, workers trudged by these palatial homes, hoping they might someday have enough money to afford a small cottage on a 25-foot lot. It was easy for the shingle weavers to muse that their sweat and blood had given the mill owners their millions, with little in return. A shingle weavers’ union was organized in 1901 and became the largest and most militant group among Everett’s many unions. They fought, sometimes successfully, for higher wages, improved working conditions, and shorter work days. The mill owners, aware of their own vulnerability in a violently cyclical business, generally resisted the union. The owners had taken the capital risk and were reluctant to enter into labor agreements that might increase their risk and diminish their control.



*Shingle mill work was dangerous. The above image of an upright shingle machine was taken as evidence in a court case for an injured worker. Sumner Iron Works of Everett built this machine and many others for use in local mills.*



*Photo courtesy  
Everett Public Library*



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Lumber & Shingle Mills

*Photo courtesy Acrowood Corp.*



The shingle labor and management war reached its zenith in 1916. The shingle weavers' union went on strike when the owners were unwilling to reinstate a higher wage scale. The union cited the mill owners' promise to restore the 1914 wage scale when shingle prices rose again. Prices had risen but David Clough, patriarch of the mill owners, was adamant that the wage adjustment was not justified. His mills, he claimed, had not made any money in two and a half years. The strike dragged on and became violent after some mill owners brought in strikebreakers. Hostilities rose to a new level when the Industrial Workers of the World (IWW), to the dismay of the mill owners and the shingle weavers' union, injected themselves into the fray. Better known as the Wobblies, the IWW men swarmed to Everett to preach for a radical worker revolution that far exceeded the shingle weavers' demands for higher wages. On a downtown street corner, they called for the laboring class to rise in opposition to the immoral capitalists who controlled their lives. When the Wobblies were arrested or run out of town for their activities, their issue became repression of "free speech." Then the town's attention turned to the sheriff and his mill owner citizen deputies' battle with the IWW.

After a particularly violent episode when a group of Wobblies was beaten and run out of town by the sheriff and his cohorts, a large group of Wobblies returned *en masse* by boat to Everett. They were met at the Everett City Dock by the sheriff and his deputized crew of mill owner supporters. A verbal confrontation followed, and a shot—from which side was never determined—rang out. More shots followed from both sides. When the volley ended, at least seven were dead (two of the dock crew and five Wobblies) and many others were wounded. The most infamous event in Everett's history, it would become known as



Courtesy Everett Public Library

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*Industrial Workers of the World, better known as Wobblies, were part of the labor dispute that became the Everett Massacre. This line-up of prisoners represents just a few of the Wobblies.* Photos courtesy Everett Public Library 2002



*This circa 1915 postcard view looking north-west shows 14th Street was still served by the wooden Norton Avenue trestle. The trestle was replaced with earthen fill and later renamed West Marine View Drive.*

*Photo courtesy  
Jack C. O'Donnell collection*



the Everett Massacre. The community was shattered, and a degree of normalcy wasn't restored until the city, along with the rest of the nation, turned its attention to America's entry into the war in Europe. The Everett Massacre did not occur in the North Waterfront, but there is no question that seeds for the episode can be traced to the waterfront shingle mills, including those on 14th Street Dock. Certainly, the innate conflict between the shingle mill workers and the mill owners did not end with the Everett Massacre. The tension between the two would persist until the mills and the shingle weavers' union disappeared decades later.

The number of mills on 14th Street Dock held steady at five through most of the 1920s, but there were the usual changes of ownership and names. Everbest lasted until the end of the decade. The fact that Walter Mann was an officer first in the Mann Shingle Company and then Everbest suggests that Everbest may have been a successor to Mann. David Clough died in 1924; the Hartley Shingle Mill operated for about a year after that. Interestingly, a Clough Shingle Mill is listed in the 1923-25 city directories as a 14th Street Dock mill, with David's nephew, H.J. Clough, as manager. It is unclear if these were separate companies or one firm owned by the Clough/Hartley interests. Other operations, such as the Edwards Mill Company and the Justrite Shingle Company,



arrived and left within two years. They may have been affiliated, or were perhaps the same company; J.D. Johnson was an officer in both. After the Everett Shingle Company disappeared in 1923, its president, E.L. Bishop, emerged as the president of Monarch Mill Company, which lasted from 1929 to 1932. The Everett Lumber and Shingle Company is first shown in the 1925 *Polk City Directory* and lasts until 1935. In 1929, the five dock mills, according to the city directory, were: Everbest Shingle Company, Everett Lumber and Shingle Company, Justrite Shingle Company, Monarch Mill Company, and the newly-arrived Super Shingle Company. Super Shingle was on the old Jamison site. F.R. Faller is listed as the first Super Shingle president, but a few years later, Olof Carlson held that title.

The 1920s also marked the arrival of a non-wood products business. The Dan Lewis Towing Company relocated to the west end of 14th Street Dock from Pier 3, which was about a mile to the south. This tow boat company was operated by L. Daniel Lewis, who with his wife, Goldabell, is shown in the 1928-29 city directory as residing at the dock. After Mr. Lewis's death in the late 1930s, Goldabell is listed as the firm's proprietor. She may have been the only woman to head a 14th Street Dock company. It appears she later married Alva Walker, who then managed the towing company. Dan Lewis Towing disappeared from city directories after 1944.

Frank Platt, who played in the 14th Street dock area as youngster, remembered the west end of the dock for a different reason. When he was interviewed in 2008, this retired Everett businessman recalled the great fishing at the site of Dan Lewis Towing. "That's where the sewer pipe emptied into the bay," stated Platt. "That was rich water. We kids caught a lot of pogies there." Bonner Wilson, who was slightly older than Platt, recalled swimming in a bay spot he called "14th Street Basin". Hopefully, it was some distance from Dan Lewis Towing.

By the end of the 1920s, there was no doubt the 14th Street Dock shingle industry was in a downhill spiral. Most of the plants had obsolete machinery that made competition with new mills difficult. Additionally, the entire red cedar shingle business was being challenged by the composition shingle. The composition roofs on some of the shingle mills were blunt evidence of this reality. If this weren't enough, the Great Depression of the 1930s left one mill, Super Shingle, on the dock. A firm called Everett Shake and Shingle emerged in 1944, but only operated for four years.





*This circa 1950 view shows Super Shingle, the last surviving 14th Street Dock mill. By this time the area north of the Dock to approximately 12th Street had been filled in. In effect, there was no longer a 14th Street Dock.*

*Photo courtesy Everett Public Library*

As the last survivor, Super Shingle, later known as Super Mill Company, set the record for longevity. M.J. Willett and Fred Tilley, who had been with the mill since its 1929 inception, sold the firm to Russ Farrington around 1948. The mill's address was still shown as 14th Street Dock but, in fact, it was no longer a dock. The area to the north had been filled with earth by 1944. Super Shingle sat on the southern edge of an earthen fill. One could drive out 13th Street and see 14th Street Dock's one remaining shingle mill. Farrington said the "shingle business was crazy," but he held on for 15 years.

On one occasion, the collapse of the pilings beneath the old dock area made it impossible to get railroad cars to the mill. The railroad was needed for shipping out shingles, so Farrington prevailed on the Great Northern trainmaster for help. Farrington said about 300 workers were there in two days to fix the problem. By 1960, Super Shingle was being criticized by boat owners, fishermen, and others because of the cinders created by the mill's incinerator. Also, the Port of Everett had plans to remove the mill and expand the 14th Street Yacht Basin. In 1962, Farrington finally gave in. He sold out to the Port of Everett, which soon demolished the old plant and embarked on the marina expansion. The man who had earned the title "Shingles" and the final shingle mill were gone from 14th Street Dock.

In terms of individual longevity, Charles J. Melby may hold the record. In the period from 1907 to 1947, he is listed in the city directories as an officer in three different 14th Street Dock mills. Melby's daughter, Myrtle Lowthian, provided insights into the life of a shingle mill executive and his family in an April 26, 1983 *Everett Herald* article. Lowthian said she and her six brothers and sisters "quickly learned that their fortunes were woven with the forest economy, a series of 'lumbermen's depressions' to sink into, endure and



rise above.” She continued, “We lived high on the hog with every kid having a bicycle - or depressed.” During one downturn, the family turned to raising chickens; another time they made fishing sinkers in the basement and sold them in Seattle. At one point Melby bought a huge house at 3504 Norton Avenue for his wife and seven children. After another downturn he was forced to sell the place, abandoning his plans for converting it into four apartments. Eventually, Melby invented and patented a machine that “scratched” shingles so they could be used as a decorative siding. According to Russ Farrington, Melby made the machines, leased them out, and earned royalties. “Finally, U.S. Plywood used the machines to scratch veneer,” said Farrington. “He tried to sue them but found his patent wasn’t worth anything.” Active into his later years, Melby continued to play golf until he was 83, and lived to the age of 89.

*A lone shingle weaver is shown in this interior shot of a typical shingle mill.*

*Photo courtesy  
Everett Public Library*



As of 2010, little remains to remind us of the 14th Street Dock. The area to the north and south was developed into the largest public marina on the West Coast. There is, however, evidence of the past for the astute observer. On 14th Street, about 50 yards west of West Marine View Drive, there are in the asphalt two parallel lines of bumps, each about an inch in height and a foot across. The lines each run for about 100 yards and are about 12 feet apart. From east to west, it is about 15 feet between each of the bumps. These small raised areas are caused by the pilings that once supported 14th Street Dock. The tops of the pilings are below the surface and have become more noticeable as the asphalt slowly settles. It's a faint reminder of days gone by. If those pilings could talk, think of the stories they could tell.

## **Lumber and Shingle Mills in Locations Other Than 14th Street**



North Waterfront mills were of three types: lumber mills, shingle mills, or combination lumber and shingle mills. Essentially, the mill employees fell into two categories; they were either sawmill or shingle mill workers. The sawmills tended to be larger operations with a greater variety of tasks. In a shingle mill, bolts of cedar were cut into shingles and then dried. In a sawmill, entire logs entered the plant and then were processed into lumber of varying sizes and shapes. A mechanized chain pulled the log from a pond manned by skilled boom men, who nimbly jumped from log to log. Other men debarked the log as it started its way through the mill. Another crew controlled the huge saw that trimmed off the large butt end. The debarked and trimmed timber then made its way on another mechanized chain to a large band saw known as the head rig. The head sawyer operated this device and in the early days actually moved with the log as it was guided through the saw. The head sawyer had the critical task of slicing slabs off the timber to square it up for further cuts. He was responsible for getting the most lumber possible from the log and often he was the highest paid laborer in the mill.

*The Clough-Hartley Mill head sawyer seated at the left used the head rig saw to shape the log for further processing.*

*Photo courtesy  
Everett Public Library*



Once the timber had been shaped into a square-sided piece called a cant, workmen fed it lengthwise through gang saws that sliced the cant into boards. Again, conveyed



*C-B was located at the foot of 9th Street and began operation about 1914.*

*Photo courtesy Everett Public Library*

by chains, the boards came under the careful eye of the trimmer man, who, through mechanical means, dropped the small circular saws that trimmed the lumber into the desired lengths. Graders then assessed the quality of the lumber and placed a chalk mark grade on each piece. Now, the lumber traveled out on an apparatus called the green chain (because it was green—or undried—lumber) where a crew of men pulled the pieces off the chain and onto carts. Each cart held lumber of a specific dimension. Green chain work was grueling and relentless; many considered it the hardest job in the mill. Once a cart was full, workmen guided it to a kiln where the lumber was subjected to its final process: being dried for use.

### **C-B Lumber and Shingle Company**

The names of Olof Carlson and George Bergstrom, who eventually became the C and the B of this waterfront enterprise, first appear in the Everett city directories about



the same time. Born in Sweden in 1860, Olof Carlson spent time in Portland and Tacoma before coming to Everett with his brothers August and David to run the E.J. McNeeley and Company Mill on 14th Street Dock. After the mill burned, Olof Carlson purchased McNeeley's interest and reopened the plant as Carlson Brothers in 1906. He remained president until 1912, sold the plant to the Shull Lumber Company and took an extended trip to Europe. In the meantime, George A. Bergstrom, residence shown as San Francisco, is listed in the 1907 *Polk City Directory* as the president of the Mukilteo Shingle Company and vice president of Pacific Timber Company. The latter, with offices in downtown Everett, is described as a "wholesaler of lumber and shingles." In the 1909 directory, Bergstrom is listed as a traveling salesman living in Everett.

That same year Bergstrom partnered with his brother-in-law, W.R. Cunningham Jr., to open the C-B Shingle Company on the Snoqualmie River south of the city of Monroe. Upon his return from Europe, Olof Carlson joined with Bergstrom and Cunningham to reorganize the company. By 1914, the new C-B Lumber and Shingle Company was on Everett's bayfront at 9th Street and Norton Avenue. Carlson was company president, Cunningham was vice president, and Bergstrom was secretary-treasurer and manager. The plant covered 20 acres of tide flats, employed 45 men, and was hailed as the first totally electrically driven shingle mill in the world. The owners prided themselves in their modern machinery, which even included a blower system for the dust.

By 1922, Cunningham was no longer a company officer, leaving Carlson as the C with Bergstrom still the B. In 1918 Bergstrom had moved to 1731 Rucker Avenue, across the street from Carlson's home at 1722 Rucker. Thus, the two were long-time neighbors as well as business partners. Bergstrom was out of the Mukilteo Shingle Company by 1919, but he remained with Pacific Timber Company, eventually becoming president.

The C-B and Pacific Timber names were both painted on the mill. Carlson appears to have retired from the firm by 1930; he would have been about 70 years old. Bergstrom continued as the president until his death in the early 1940s. His wife, Iva, was president for about 10 years, with their daughter Charlotte V. Wilde and her husband, Raymond, also serving as company officers. Crosby Pendleton eventually became vice president and general manager. It was he who announced in 1955 the sale of C-B Lumber and Shingle

“ The plant covered 20 acres of tide flats, employed 45 men, and was hailed as the first totally electrically driven shingle mill in the world. The owners prided themselves in their modern machinery which even included a blower system for the dust. ”





*Opening in 1907, the Clough-Hartley plant was billed as the world's largest shingle mill.*

*Photo courtesy  
Everett Public Library*

Company and Pacific Timber Company to Summit Timber Company. The firm that had been a mainstay on the Everett bayfront for more than 40 years was gone. Unlike many of its contemporaries, however, a trace of C-B existed as of 2010. The tidewater pilings on which the mill once stood were visible at the northeast boundary of the North Waterfront.

## Clough-Hartley Company

When this giant shingle mill debuted in 1907, it was known as the Clough-Whitney Company. Within the year, Roland Hartley, an original incorporator, purchased the stock of another initial incorporator, O.S. Whitney. This put the Clough-Hartley family in full control by 1908. David M. Clough served as president; his brother O.E. Clough was treasurer; O.E.'s son H.J. Clough was secretary; Roland Hartley, son-in-law of David, served as vice president. Located at the foot of 18th Street, the operation straddled the southern boundary of the current North Waterfront. Billed as the world's largest shingle mill when it opened, Clough-Hartley included 16 new upright shingle machines from



Everett's Sumner Iron Works. One source said the plant had the capacity of producing 500,000 shingles daily; another said 800,000. In either case, Clough-Hartley dwarfed any previous shingle mill in Everett.

By 1912, Clough-Hartley also was putting out 80,000 feet of cedar siding lumber per day. With 163 employees and a monthly payroll of \$14,074, the plant had more workers and a larger payroll than all the 14th Street Dock mills combined. By 1916, Clough-Hartley's daily shingle production was reported at 1.5 million. David Clough was still president and Roland Hartley, vice president; H.J. Clough became secretary-treasurer after his father's death in 1915. From 1919 to 1923, Bayside Shingle Company also operated at either 18th or 19th Street and Norton Avenue with Cloughs and Hartleys as officers. It is unclear whether this was simply part of the Clough-Hartley plant or a separate adjacent facility. Perhaps it was housed in the building(s) of the Seaside Shingle Company, which was shown previously at 19th Street and Norton Avenue. When David Clough died in 1924, Roland Hartley became Clough-Hartley president, H.J. Clough's name was dropped as a company officer, and the Bayside Shingle name vanished as well. Roland Hartley remained president for the next several years, but it is unlikely he was directly involved in the mill's operation. He was elected Washington State's governor in 1924 and re-elected in 1928. Most likely the mill management was in the hands of his sons David M. and Edward W. Hartley.

Everett mills boomed after a devastating 1923 earthquake in Japan; and much of the lumber to rebuild the country came from Everett. However, by the time Roland Hartley was elected governor, the family shingle business had already begun to suffer. In 1928, Edward Hartley stated that he knew of at least four waterfront cedar mills that had been operating at a loss since 1923. The Clough-Hartley mill was probably included in that group. The worn-out mill was closed in 1929. City directories in the mid-to-late 1930s identify the Clough-Hartley site as a retail lumber yard. A spectacular fire destroyed the mill on December 29, 1937. A 40-mile per hour gale wind from the south whipped the flames through the structure and it took several hours for firemen to control the blaze. The loss was confined to the building itself. Virtually all machinery had been removed and the sparks that flew northward landed harmlessly in the log basin between 14th and 18th streets. No trace remains of the Clough-Hartley empire jewel that once occupied 60 acres of prime bayfront property.





*For over half a century, Jamison was a mainstay of the North Waterfront shingle industry.*

*Photo courtesy Everett Public Library*

## **Jamison Mill Company**

When young Neil E. Jamison bought the 14th Street Dock Lundgren Mill Company in 1909, it was the beginning of nearly six decades of the Jamison name in the North Waterfront. He maintained ownership of the 14th Street Dock mill until 1919, changing the name from Jamison Lumber and Shingle Company to Cargo Shingle Company. He organized the Jamison Mill Company in 1913 and built a new Jamison Lumber and Shingle Company plant at 10th Street and Norton Avenue. Later, the Cargo name would shift to the 10th and Norton location and then disappear at the end of the 1920s. In about 1913, Neil Jamison hired P. Henry Olwell as sales manager. Olwell would become mill manager and a trusted Jamison administrator for 35 years. In 1917, with his two Everett operations and a mill in Anacortes, Neil Jamison was identified in *Washington West of the Cascades* by Herbert Hunt and Floyd Kaylor as the world's largest manufacturer of western red cedar shingles. By 1926, the Jamison Mill Company was reported to be producing one and a quarter million shingles per day. One hundred twenty-five men were employed in the Everett plant.

On May 8, 1928, the Jamison mill was struck by a serious fire. Five dry kilns burned and several million shingles were lost. Every available Everett fireman battled the blaze



for several hours with water pumped from the bay. The firefighters found their pumps useless when the tide receded. The city water mains were then used but the supply was woefully inadequate. The episode left city officials wrestling with the demand for a larger water line to the bayfront businesses. The mill reopened and reestablished its role as Everett's dominant shingle producer.

In 1954, Jamison was the mainstay of an Everett shingle industry that put out 25 million bundles of shingles that year. Dennis LeMaster, who would later become a college professor in resource economics and policy, remembered working at Jamison in the summer of 1955. "It was a run-down mill with many holes in the dock surface, but did the shingles ever roll out of that place," LeMaster recalled in a 2008 interview. "I was just a high school junior but I got a job loading shingles into railroad cars, 14 to 15 bundles high. It was very hard work and our crew often worked double shifts trying to load those shingles as fast as they came off the gravity feed. The pay was \$2.27 an hour but with all that overtime the loading crew made great money for those days."

Neil Jamison died in September 1958 and for the next few years his wife, Grace, and daughter, Glee J. Bell (later DeVoe), served as president and vice president of the company, with Ben A. Hanich as secretary. In 1962, Hanich purchased the mill and operated it until his retirement in 1965. By 1966, the mill was known as the Jamison Division of Saginaw Shingle Company and was owned by an Aberdeen, Washington-based company. The mill had closed for a year but in mid-August, 1967, Saginaw announced the plant would reopen. Those dreams vanished, however, on August 31 when an enormous fire engulfed the plant. One hundred firemen battled the three-alarm blaze for three hours but there was no way to save the main mill. A large dry kiln, the warehouse, and most of the pier were salvaged, but no shingle or shake mill would operate on the site again.

### **William Hulbert Mill Company**

In 1914, Fred K. Baker, a lumberman who first came to Everett in 1901, built the Fred K. Baker Lumber Company mill at the foot of 12th Street on Everett's bayfront. Controlling

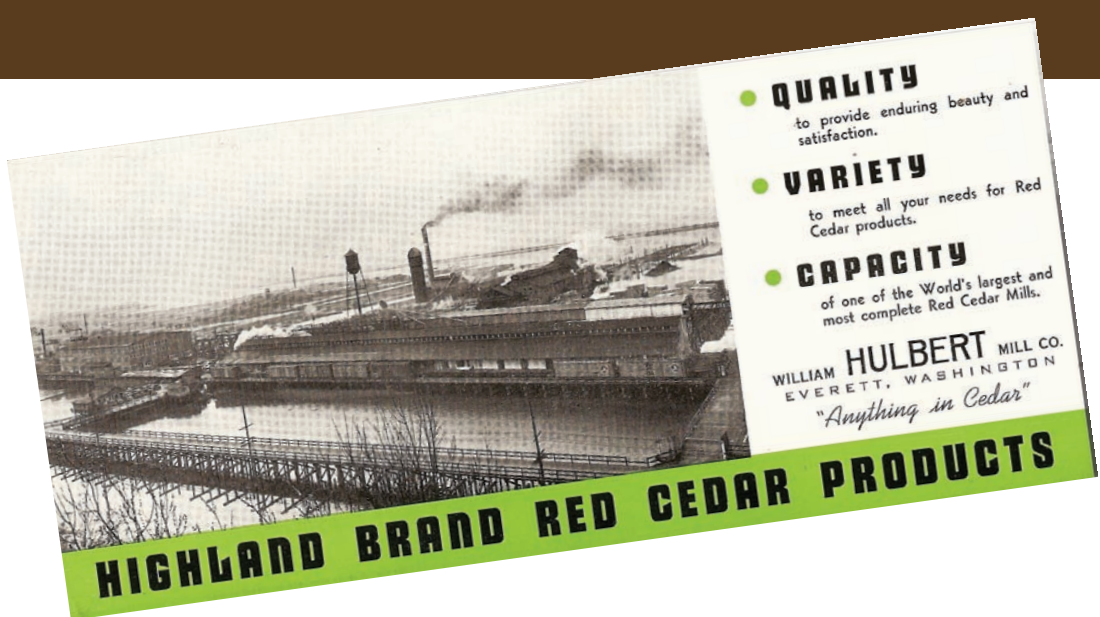
*Over the years the Hulbert operation, shown below, included a lumber mill, shingle mill, and casket factory.*

*Photo courtesy  
Everett Public Library*



*Known for its production of cedar products, Hulbert used the 1938 blotter shown here as an advertising device. Design by Hal Ringen.*

*Photo courtesy Jean (Ringen) Lilley*



interest in the mill was purchased two years later by William Marion Hulbert. Born in 1858 to a pioneering family who moved from Kansas to the Pacific Northwest when he was only two years old, Hulbert had extensive background in the logging and lumber business. By 1918, he was president of the Fred K. Baker Lumber Company. Hulbert died in 1919. His wife, Meda, who had been a teacher before their marriage, became president and their son William Glen Hulbert became vice president of the company, which changed its name to the Hulbert Mill Company in 1920. Later, the name would be expanded to the William Hulbert Mill Company.

Completely electrified in 1916, the mill was enlarged around 1920 until it covered 31 acres. By the mid-1920s a workforce of about 200 was producing 80,000 feet of cedar lumber and 350,000 shingles per day. The company also became a pioneer in a pre-paid medical plan for its employees. Hulbert collaborated in this effort with Dr. Samuel Caldbick, who founded the Everett Clinic in 1924. In 1926, Hulbert expanded into casket manufacturing. The company built a striking three-story 60,000-square-foot wooden building on pilings just south of the mill on 12th Street and Norton Avenue. The North Coast Casket Company, with William G. Hulbert as manager, used the building to make caskets. In the early 1930s, William Hulbert Mill Company took a lead in popularizing the use of cedar as a “decay resisting” building material. Sales manager Tom Skalley was instrumental in this campaign. By the late 1940s, William G. Hulbert was president-manager and his son William G. Hulbert Jr. was secretary-treasurer of both the William Hulbert Mill Company and the Hulbert Sales Corporation. At this time Hulbert still had both a lumber and shingle mill in its waterfront complex, plus the casket factory.



The mill was hit by a four-alarm fire on August 3, 1956, described by long-time Everett citizens as one of the worst they could remember. The main mill, the shingle mill, and the casket factory were saved, but the planer mill, a storage building, eight dry kilns filled with lumber, and the neighboring Jamison Mill office building were lost. In July 1957 the shingle mill, with 60 men employed, was back in operation. The main sawmill would never reopen and by 1959 the shingle mill was closed too. By this time, William G. Hulbert had retired and his son William G. Hulbert Jr. was president of the William Hulbert Mill Company. The company retained the property for several years, leasing it to different businesses and finally selling it to the Port in 1991.

*Built in the 1920s on the Hulbert site, this structure, known as the Collins Building, was used for casket manufacturing for 70 years.*

*Photo courtesy Dave Ramstad*

### **Casket Companies: North Coast/Collins/Cascade**

The North Coast Casket Company opened around 1925 in downtown Everett at the corner of Grand Avenue and California Street. The 1925 *Polk City Directory* shows Fred Hulbert as manager and Rasmus M. Collins as superintendent. Fred Hulbert was the son of the late William M. Hulbert, who a decade earlier had purchased the Fred K. Baker Mill on the Everett bayfront, and the brother of William G. Hulbert, who had reorganized the Baker operation into the William Hulbert Mill Company after their father's death in 1919. Collins had managed casket companies in Spokane and Seattle before he came to Everett.



In 1926, North Coast Casket relocated to the new wooden structure built on pilings south of the the William Hulbert Mill Company. The location was strategic; the casket shells would be built from scrap and end material from the mill. By the late 1920s, William G. Hulbert was the North Coast Casket manager and Collins was still superintendent. In the early 1930s, Collins purchased the final assembly portion of North Coast Casket and established the Collins Casket Company. Hulbert maintained ownership of the building and of the shell manufacturing portion, still named North Coast Casket. It produced the casket shells on the first floor of the building. The shell consisted of four side pieces, three bottom pieces the length of the casket, and two top pieces the width of the casket. The pieces were lifted to the Collins operation on the second floor by an elevator at the north end of the building and then assembled. The casket moved south through the building, receiving a locking gear, fabric, a latch, mattress, and liner, finally emerging



as a finished product, with 10 to 12 different casket styles. The casket work was done on the first two floors, sewing the fabric and the final touches were completed on the third floor, where the caskets were also stored. While the two companies were mutually dependent, Collins did buy some shells from other sources and North Coast did sell some shells to other companies.



*A worker puts the final touches on a casket in the Hulbert building which came to be known as the Collins Building.*

*Photo courtesy  
Everett Herald*

By 1944, North Coast's name had changed to Cascade Casket Company, with former North Coast shipping manager Edwin C. Dams operating the firm along with Theodore Johnson. Rasmus M. Collins retired from his company about 1954. He retained ownership of the company and his son Rasmus C. "Rasty" Collins became manager. The elder Collins died in 1959. Shortly thereafter, Dent and Lois Maulsby, who had previously owned Sound Casket, came out of retirement and partnered with Rasty and his wife, Jeanne, in the ownership of Collins Casket. Maulsby ran the factory and Collins was the salesperson.

Around 1961 a concrete tilt-up building was erected just east of the casket factory for the purpose of building metal casket shells. These welded shells went to the second floor of the factory for finishing.

Around 1963, Dams and Johnson retired from Cascade Casket and the company was purchased by the William Hulbert Mill Company. Dent Maulsby retired from Collins about 1969. William Hulbert Mill Company and Collins merged the casket firms under the Collins name. Ownership was 50/50 with Rasty Collins serving as president and William G. Hulbert Jr. as vice president. Shortly after the merger, Collins acquired a Spokane company, Inland Casket, which didn't manufacture caskets, but installed interiors. In 1977, Collins sold its manufacturing operation to Cliff Carlson, who moved it to Spokane. Hulbert kept the shell plant and continued to run it. The business was still operating in 1991 when the Hulbert company, now known as the Hulbert Mill Company Limited Partnership, sold their 35-acre property and buildings to the Port of Everett. Michael Keys, former Collins Casket manager, bought the company and ran it until it closed permanently in 1996. While the business was gone, the Collins Building in which the caskets were manufactured, was a link to the past. It was a significant structure from the North Waterfront's heyday as a wood products industrial center. In 2010, the building was deconstructed after the Port deemed restoration costs were too high.



## Columbia Hardboard Company

The pending arrival of this pioneering particle board company was cause for banner headlines in the August 12, 1955, *Everett Herald*. The firm's parent company, Columbia Veneer, with Fred L. Johnson as president, leased five and a quarter acres at 921 13th Street from the Port of Everett. A 50-year lease demonstrated confidence in the plant's success. Cedar waste would be the primary material in the hardboard product, and the site was adjacent to the William Hulbert Mill, which would provide 30 to 50 tons of waste cedar per day. The use of this waste cedar, which previously had been burned, was hailed as a step in eliminating the long-controversial cinder problem in Everett.

Particles from the cedar and lesser amounts of alder, another abundant and inexpensive resource, would be bonded together with a resin to form a composite board. First, the wood was shaved into chips which were much smaller than those used in contemporary particle board. The chips were referred to as flakes and the resulting product was commonly called flakeboard. Once the flakes had been cut, they were mixed with a resin and then pressed into four-by-eight-foot sheets that ranged in thickness from one quarter inch to a full inch.

The flakeboard was seen as a competitor to plywood; it would be used as an underlay or for interior finished surfaces. Initial success kept three crews of approximately 25 men each working around the clock five days a week in a plant where the airborne dust made it almost impossible to see from one end of the building to the other. The flakeboard was shipped to other states as well as used in local construction projects. The product was used liberally for interior surfaces of Everett's Evergreen Junior High School when it was built in 1958. Production challenges, however, persisted from the beginning. Frequently, sheets would "blow"—the center would puff up to several inches—as they came out of the sander. Subsequent research indicated that alder and cedar lacked the necessary fiber characteristics for particle board, and there were concerns with the resin. Production suffered, too, with the August 1956 fire in the William Hulbert Mill, which was to furnish cedar. Whatever the causes, the plant was short-lived. By 1961, it was gone. Columbia Hardboard can be remembered, however, as a forerunner of the particle board that would come into universal use in following decades. *(Much of the information here is my recollection from having worked for Columbia Hardboard in the summer of 1957. - Lawrence E. O'Donnell)*



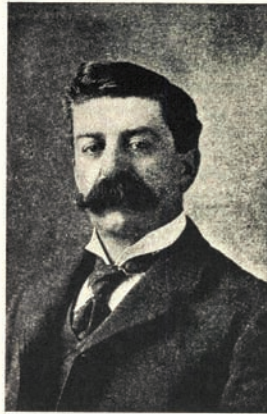
## Pilchuck Shake and Lumber Company (Pilchuck Shingle Mill)

Pilchuck Shake and Lumber was one of the last wood products mills in the North Waterfront. Polk city directories indicate the plant was located at 9th Street and Norton Avenue and was in operation from about 1957 to 1964. Possibly, it was a portion of the C-B Lumber and Shingle Mill, which was sold to Summit Timber Company in 1955. The 1957 *Polk City Directory* entry shows John Haubner as the plant superintendent. By 1963, William J. Moody was president; Virgil D. Fortune, vice president; and Harry W. Lawson Jr., secretary-treasurer. The next year Moody remained as president, Fortune's name disappeared, Lawson became vice president-treasurer, and Anna R. Levitte was listed as secretary. Mike Whitehead, later a local businessman and realtor, worked at Pilchuck in the summers of 1959-1961, earning money for college expenses. "I remember the place as strictly a shake factory," Whitehead recalled in a 2008 interview. "The finished shakes were loaded on railroad freight cars and headed south—to California and Arizona, I think." The plant had been closed for at least three years and was being used to store about 3,000 tons of paper for Scott Paper Company when it burned down September 2, 1967. A strong westerly wind whipped the flames across Norton Avenue, igniting hillside brush and threatening bluff-top Grand Avenue homes. Burke Barker, president of Summit Timber Company and owner of the mill property, said the Pilchuck complex "had no value at all." In fact, earlier he had approached the Everett Fire Department about having them burn the place.

## Summit Timber Company

In 1955, the Summit Timber Company, which had a wholesale lumber company at 838 Highway 99 North in Everett, bought the C-B Lumber and Shingle Company. In the 1956 through 1961 city directories, Summit Timber Company is listed as having the wholesale lumber operation at the North Broadway location and a mill at the old C-B address, 9th Street and Norton Avenue. Burke Barker is identified as president of the firm. Both Summit listings disappear from the directory in 1962. Presumably this was the time when Summit shifted its Everett operations to Darrington where Barker had been involved in the lumber business for a number of years.





HON. JAS. E. BELL,  
Mayor of the City of Everett.

*James E. Bell*

*Photo courtesy  
Everett Public Library*

## SIGNIFICANT PEOPLE



### **James E. Bell**

The operator of the first industrial plant in the North Waterfront, James E. Bell had a colorful and diverse career as a business and civic leader. Born September 8, 1853, in Wataga, Illinois, Bell had experience as a farmer, logger, mill worker, mill foreman, and mill owner before he came to Everett in 1892 to manage the Everett Land Company mill on 14th Street Dock. He left that position to build another waterfront mill in 1896, which he and his partner John G. Nelson sold to the Weyerhaeuser Timber Company in 1902.

In 1899, Bell was a key figure in founding the Everett Elks Lodge, which was destined to become the largest fraternal organization in Snohomish County. He served as the lodge's first exalted ruler and was affectionately referred to as the lodge "daddy" by his fellow Elks. In 1900 he was elected mayor of Everett. A staunch Democrat, he served as a University of Washington regent when populist John R. Rogers was state governor in the early part of the 20th century.

After 1902, Bell was involved in a number of business ventures, including presidency of the Pacific Coast Lumber Manufacturers' Association, construction supervisor of the Washington State building at the 1904 St. Louis World's Fair, partner in the Pilchuck Lumber Company, and owner of three mills in North Bend, Washington, and two ranches in Eastern Washington. He built Everett's first apartment building, Bell's Court, in 1908. One hundred years later, the 21-apartment structure was still in operation on the southeast corner of 25th Street and Colby Avenue. Also, around 1909, Bell was a major organizer of the Model Stables Transfer and Storage Company. Later he founded the Bell Auto and Freight Company, which operated between Everett and Seattle. Married on March 29, 1894, Bell and his wife, Mary (Langans), had two children, Eva Hale and Jeanetta Elizabeth. Bell also had a son, Morris, from a previous marriage. James E. Bell died on June 12, 1919.



## James J. Hill

James J. Hill never lived in Everett, rarely visited the city and never owned or operated an Everett mill. But this captain of industry was more responsible than anyone for the development of the wood products industries on Everett's waterfront. When Hill brought his Great Northern Railway from the Midwest to Puget Sound in 1893, he realized the future of places like Everett was in the vast stands of timber that lined the valleys and mountainsides. His moment to capitalize on that potential arrived at the turn of the 20th century when he crafted two business deals that would change the course of Everett's history.

First, he bought the remaining assets of the failed Everett Land Company from John D. Rockefeller. His intent was clear: He would make Everett a mill town and ship the finished product by rail to market. About the same time he arranged the sale of 900,000 acres of Northern Pacific Railroad (a company he largely controlled by this time) prime Pacific Northwest federal land grant timberlands to his St. Paul, Minnesota, next door neighbor Frederick Weyerhaeuser for \$5.4 million. The sale accomplished two things for Everett. First, it influenced other Midwestern lumbermen, who had highest regard for Weyerhaeuser's business acumen, to follow

his lead. If he was looking to the Pacific Northwest, perhaps they should too. Second, it put Weyerhaeuser in a position of looking for a mill site in the Puget Sound area. He found that site when he bought Everett's Bell-Nelson Mill in 1902 and renovated it, establishing the first Weyerhaeuser mill in the Pacific Northwest.

Once Hill had the Everett Improvement Company underway, men like David M. Clough, eminent lumberman and former governor of Minnesota, were invited to start mills in Everett. Powerful lumber operatives followed Clough, and a flood of individuals arrived to work in the new plants. While all might not have been personally recruited by Hill, it was clear that early North Waterfront lumbermen such as Olof Carlson, George Bergstrom, Fred Baker, William Hulbert, Roland Hartley, and Neil Jamison were there because of James J. Hill's vision.



*James J. Hill*

*Photo courtesy  
Everett Public Library*

## John T. McChesney

Once James J. Hill had formed the Everett Improvement Company, he needed someone in whom he had the utmost confidence to run it. The man he chose was John T. McChesney. In his early 40s at the time, McChesney had been a bank president, mayor of Aberdeen, South Dakota, and head of the syndicate that organized Chattanooga, Tennessee, before he came to Everett in late 1899. Like his boss, McChesney never owned or operated an Everett wood products plant, but he was enormously influential in the development of the city's industrial base. With Hill, he recruited leading lumbermen to Everett. Through the Everett Improvement Company, he offered them sites on Everett Improvement Company property at little or no cost. The North Waterfront, like other sections of Everett waterfront, was soon filled with lumber and shingle mills and Everett flaunted its reputation as the "City of Smokestacks."



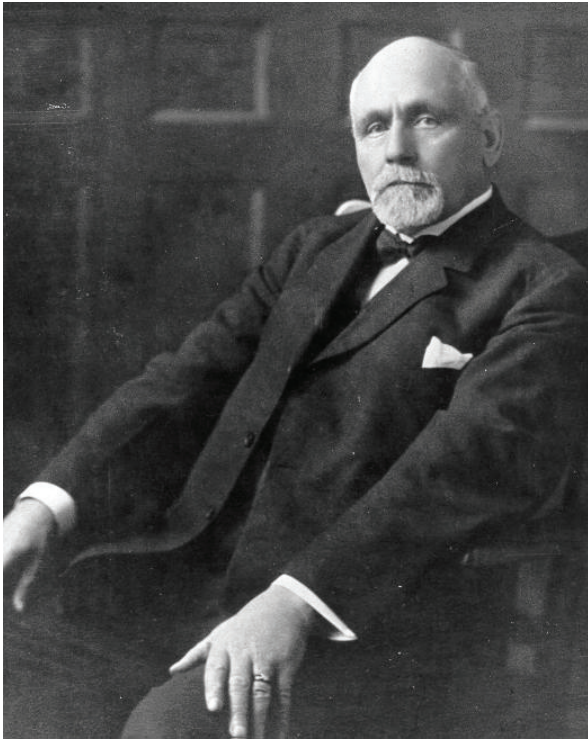
*John T. McChesney*

*Photo courtesy  
Everett Public Library*

McChesney's organizational genius was not limited to the lumber industry. Among his many activities he founded the American National Bank, served as its president, and constructed a splendid brick structure on the southeast corner of Hewitt and Colby avenues to house the bank. He also built the Everett Theater next to the bank, and the Improvement Dock on the bayfront. Additionally, he was active in organizations such as the Cascade Club, Rotary Club, Everett Elks, the golf and country clubs of both Everett and Seattle, and Seattle's Rainier Club.

When McChesney died in September 1922 he left a wife, three grown children, and 10 grandchildren. On the day of McChesney's funeral, Everett's mayor W.H. Clay asked that all flags be flown at half-mast and all businesses close their doors for the first five minutes of the service. Clay requested this as a tribute to a man he described as "our distinguished citizen who has been foremost in the upbuilding of our city from its very early history and the real leader for many years in its industrial growth."





## David M. Clough

It is said that David Clough first arrived in Everett via the personal railroad car of James J. Hill. The former governor of Minnesota and a respected lumberman, Clough had the credentials Hill was looking for in men who would transform the city into a mill town. Clough wasted no time in pursuing that goal. In 1900 he was an organizer of the Clark-Nickerson Company, which built Everett's largest mill to date on the bayfront south of the North Waterfront. After M.J. Clark's death in 1905, Clough became president of the company. He was president of the Clough-Whitney Company in 1907 (later Clough-Hartley) when the firm opened its huge shingle plant at 18th Street and Norton Avenue in the North Waterfront. Two years later, he would be president of the Hartley Shingle Company and the Clough Shingle Company, 14th Street Dock mills. In addition to his Everett holdings, Clough also had mills in Stanwood, Washington, and Vancouver, British Columbia.

David M. Clough

Photo courtesy  
Everett Public Library

Clough was the unofficial leader of the Everett mill owner group that author Norman Clark labeled the "sawdust baronage" in his 1970 book *Mill Town*. He was an unabashed spokesman for the mill owners and their positions. He battled with the unions and was a central figure in the 1916 shingle weavers strike when he refused to reinstate the 1914 wage scale. When the radical Industrial Workers of the World (IWW) union entered the fray, Clough opposed them and led the attempt to run them out of Everett. The whole scenario climaxed on November 5, 1916, with a deadly City Dock shoot out between the IWW and the mill owners' deputized citizens, led by Sheriff Don McRae. Clough maintained his lumber baron supremacy before and after the Everett Massacre.

Clough and his wife, Addie, lived in several different north Everett homes that overlooked his waterfront empire. He was still president of several firms when he died on August 27, 1924. His business was carried on by his daughter's husband, Roland Hartley, nephew H.J. Clough, and Hartley's sons for a few more years.

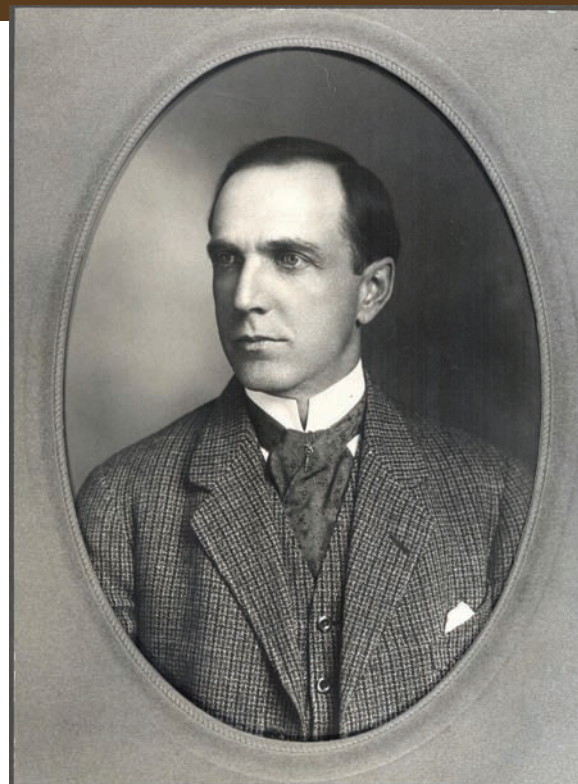


## Roland H. Hartley

Son-in-law of David Clough, Roland Hartley was the other key member of the family lumber and shingle dynasty. Born in Shogomoc, New Brunswick, on June 26, 1864, Hartley was on his own at age 13, working in a northern Minnesota lumber camp. By the time he was 21, he was a bookkeeper for the Clough Brothers lumber firm of Minnesota. He married Clough's daughter Nina in 1888 and later was secretary to his father-in-law when the latter was Minnesota's governor. During that period he was a member of the military forces of Minnesota and the governor designated him a colonel. It was a title Hartley carried with pride the rest of his life.

Hartley came to Everett in 1902 where he collaborated with David Clough and entered into enterprises on his own. Like his father-in-law, he was an outspoken advocate for the mill owners' interests and frequently clashed with the unions. And like his father-in-law, he ventured into the world of politics. He was elected Everett's mayor in 1910 and served until January 1912. In 1914, he was elected to the Washington State House of Representatives. After unsuccessful gubernatorial attempts in 1916 and 1920, he was elected state governor in 1924. David Clough died shortly before Hartley's election and Roland Hartley assumed the presidency of the Clough-Hartley Company. With the pressure of his governorship duties, it appears he turned the day-to-day operation of the company over to his sons, David and Edward.

A rock-ribbed Republican, Hartley was a straight talking, but controversial, governor. He preached capitalism, opposed tax increases, and railed against anything he considered socialistic. He was re-elected governor in 1928 and then failed in 1932 to get his party's nomination for the office. He was the Republican nominee for governor in 1936 but he lost the election. He returned to his magnificent north Rucker Avenue home where he could view the Everett bayfront. Hartley died on September 21, 1952 and was interred in Everett's Evergreen Cemetery by David Clough's grave site. It may be one of the few places in the United States where two former governors are in the same burial plot.



*Roland H. Hartley*

*Photo courtesy  
Everett Public Library*





*Olof Carlson*

*Photo courtesy  
Everett Public Library*

## Olof Carlson

Few immigrants arrived in America more tumultuously than Olof Carlson, born in Gottenborg, Sweden, on November 30, 1860, to a sea captain and his wife. Carlson was reportedly a cook on a vessel that was pounded to pieces by a violent storm in 1880 off the Oregon coast. According to Carlson's obituary in the July 7, 1952, *Everett Herald*, the crew was rescued and taken to Astoria, where they were paid \$500 for a return trip to Europe. Young Olof's money was stolen so he stayed in the Pacific Northwest.

Carlson lived in Portland for about five years before he and his brothers ventured into the lumber business in Tacoma. After a series of successes and failures, they came to Everett, and eventually established Carlson Brothers on 14th Street Dock's old E.J. McNeeley site. Olof Carlson sold the mill to

the Shull Lumber Company in 1912 and traveled to Europe, visiting his native Sweden and other countries. Upon his return, he partnered with W.R. Cunningham and George A. Bergstrom in the C-B Lumber and Shingle Company, which built a new plant at the foot of 9th Street on the Everett bayfront around 1914. Carlson was president of the firm until the end of the 1920s. During the late 1920s, he was also vice president of the Citizens Bank and Trust Company. He shows up in the 1930s city directories as president of Super Shingle Company and the Port Gardner Investment Company. By 1941, he seems to have retired from active business.

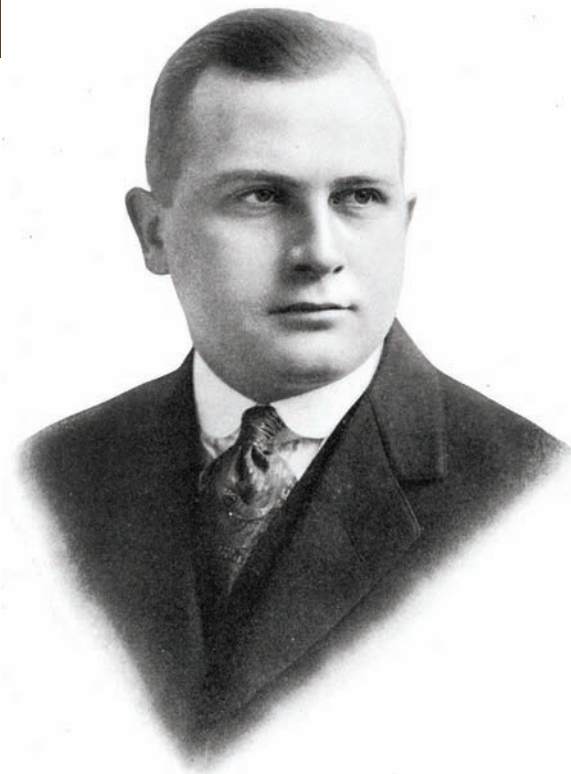
Over the years, Carlson was involved in organizations such as the Everett Commercial Club, Everett Elks, Modern Woodmen of America, and Peninsula Lodge, F & AM. In 1911, he was elected to the Everett City Council but served just a few months because the city changed to a new, commissioner-form of government. Carlson and his wife, Ellen, built a lovely home at 1722 Rucker Avenue around 1906. The Carlsons had one son, Edward, and four daughters — Nettie, Esther, Evelyn and Julie — all of whom were reported to be noted beauties of early Everett. Esther married Clifford Newton, uncle of Henry Newton, an Everett attorney still practicing as of 2008. Henry remembers that when he was a young boy, Carlson was the kindly white-haired gentleman who played Santa Claus at the family Christmas Eve party. Olof Carlson died in July 1952 at the age of 91. His death was reported on the front page of the *Everett Herald*.



## Neil C. Jamison

Neil Jamison was born in June 1886 in Minneapolis, Minnesota, to a prominent family of that city. His mother, born in Vermont, was of English descent. His father was an attorney who became a district court judge. After completing studies at Amherst College in Massachusetts, Neil Jamison came to the Pacific Northwest. He was just 21 years old when he began working in an Everett mill. In a short time he had accumulated enough money to buy a shingle mill of his own on 14th Street Dock. In 1913, he organized the Jamison Mill and soon had two shingle mills in Everett and one in Anacortes. By 1917, his Jamison Mill Company was hailed in the book *Washington West of the Cascades* as manufacturing more red cedar shingles than anyone in the world. Jamison was a central figure in the 1916 shingle weavers strike that presaged the Everett Massacre. He reportedly hired strikebreakers and guards to keep the pickets away from his mill. On one occasion, he encouraged a particularly merciless beating of pickets by his guards and strikebreakers. In another episode, Jamison paraded his strikebreakers and guards through the city to the Everett Theater for a little rest and relaxation. Their R and R completed, the Jamison folks came out of the theater to face an angry mob that had gathered. The resulting fist fights were broken up when the police arrived and fired guns to disperse the combatants.

Jamison's business enterprises were not confined to shingles. He was on the board of directors for William Butler's First National Bank of Everett for several years. He headed up the Sauk River Lumber Company, a large Washington logging company, and the Nimmo Logging Company, which had extensive logging operations in British Columbia. In later years he owned and operated the J-Bar-J cattle ranch in Ellensburg, Washington, and the J-Bar-J citrus ranch in Thousand Palms, California. He belonged to a number of clubs and associations, including the University Club of Seattle, Seattle Golf Club, Vancouver Club of British Columbia, Everett Yacht Club, Thunderbird County Club of Palm Springs, California, and the Cascade Club of Everett. He was also said to be a generous supporter of Everett's First Congregational Church.



Neil C. Jamison

Photo courtesy  
Everett Public Library



Neil Jamison died on September 25, 1958, and his wife, Grace, and daughter Glee assumed the titles of president and vice president, respectively, of the Jamison enterprises. The *Everett Herald* reported he had left an estate that was estimated to be in excess of one million dollars. He left significant amounts to family, friends, and agencies such as the Bishops School of La Jolla, California, Lakeside School in Seattle, Chi Psi fraternity of Amherst College, American Cancer Society, and the Muscular Dystrophy Association.

## Fred K. Baker



Fred K. Baker

Photo courtesy  
Lawrence E. O'Donnell

Born in Fleming, New York, on January 5, 1861, Fred Baker came to Everett in 1901 and founded the Ferry-Baker Lumber Company. The Ferry-Baker mill took over the plant of the former Rice Lumber Company on the Snohomish River. After selling his Ferry-Baker interest in 1909, he lived in Bellingham. Baker returned to Everett in 1913 to build the Fred K. Baker Lumber Company mill at the foot of 12th Street on the bayfront. In 1916 he sold a controlling interest to William M. Hulbert, and the firm was later reorganized as the Hulbert Lumber Company. Baker left Everett in 1920 to operate an Oregon mill.

Long active in the Republican Party, Baker returned a few years later to serve as director of the State Department of Public Works under Governor Roland Hartley of Everett. He achieved local notoriety in early 1957 by outliving a Manhattan Life Insurance Company policy he bought in 1899. He received a \$5,000 check from the company, the full face value of the policy. Proud of his American lineage, Baker could also note that the overlapping lives of his grandfather, Dr. Abel Baker, who was born in 1789, and his own spanned the entire 170-year history of the United States. In fact, he could trace his American lineage to Reverend Nicholas Baker, who came to Massachusetts from England in 1635. Fred Baker died in July 1957 at the age of 96. He was praised by the *Everett Herald* as “a vibrant link between this community’s present and its past...and one of the few pioneers who lived to see the dreams of the early arrivals in this area come true.”



## The William Hulberts

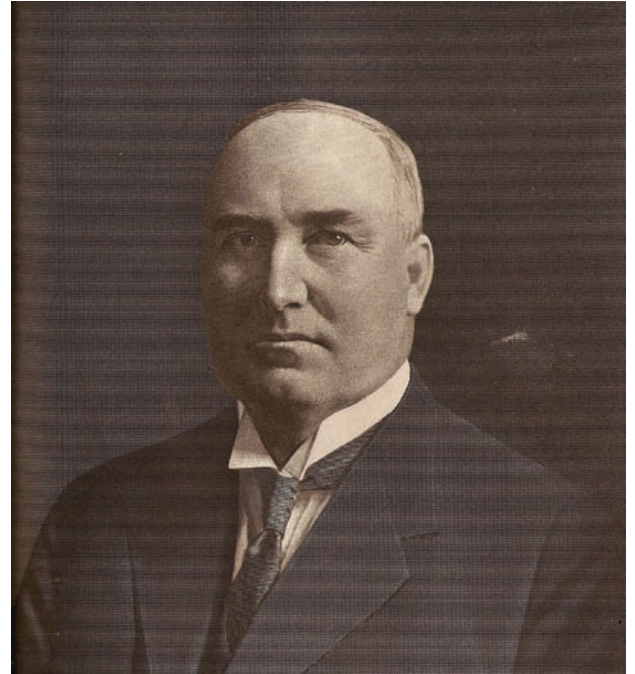
William Marion Hulbert was born of Scotch lineage in Brown County, Kansas in 1858. The Hulbert name was said to be derived from an ancient Scottish weapon, the whirl bot, which whirled through the air when it was thrown at the enemy. William Marion was just two years old when his family, braving an attack by Native Americans along the way, migrated to the West Coast. They lived in Oregon and California before coming to the territory of Washington in 1875. Eventually, the Hulberts moved to Snohomish County, where the father was involved in a number of businesses, including logging.

William Marion followed his father in the business. In 1888 he married Meda Lyons, a Snohomish girl who could trace her lineage to pioneering families of Snohomish County. The Hulberts had five children: William Glen, Ruth, Aida, Fred, and Meda. In 1916, William Marion bought a controlling interest in the Fred K. Baker Lumber Company on the Everett bayfront. He became president of the firm that later would be called the William Hulbert Mill Company.

William Marion died in 1919. His wife became company president and their son William Glen Hulbert, who married Fred K. Baker's daughter Katherine, was secretary-treasurer. Fred Hulbert was also in the family business as manager in the North Coast Casket Company.

Meda was very active in the Everett Women's Book Club, an organization that was founded in 1894. She served as Club president from 1921 to 1923. Meda died in 1948 and her son William Glen assumed presidency of the William Hulbert Mill Company.

In addition to this mill leadership, William Glen also served on the Board of Directors of the First National Bank of Everett, as his father had previously. He was active in the community, leading Community Chest (predecessor to United Way) campaigns and belonging to Trinity Episcopal Church, Earl Faulkner Post of American Legion, Cascade



*William Marion Hulbert*

*Photo courtesy  
William Whitfield Snohomish  
County History, Volume II, 1926*



Club, Everett Golf and Country Club, and Everett Yacht Club. Along with his only son William Glen Jr., he underwrote the cost of a new cafeteria for General Hospital in 1957.

William Glen retired in 1956 and William Glen Jr. became the William Hulbert Mill Company president. A devastating fire that year ended the Hulbert lumber and shingle operations. Shingle production ended about three years later. William Glen died on his 70th birthday on March 17, 1963. William Glen Jr. retained his position as the company president but also shifted into a new role as chief executive of the Snohomish County Public Utility District (PUD) No. 1. He served for nearly 20 years and guided the PUD into prominence as the 12th largest PUD in the nation. Highly esteemed in the field, he served as president of the American Public Power Association and was one of the people to whom U.S. Senator Henry M. Jackson of Everett turned for energy advice.

William Glen Jr. was very active in civic affairs, serving as president of such organizations as Trinity Episcopal Church Board of Trustees, and the Lake Stevens Little League (first president). He was chair of the United Way, instrumental in the founding of the Snohomish County Boys Club, an Everett General Hospital Director for 25 years, and a member of Everett Golf and Country Club, Cascade Club, Everett Yacht Club, and Chamber of Commerce. William Glen Hulbert Jr. died at the age of 69 on October 12, 1986. He was survived by his wife, Clare, three children, two step-children, and 13 grandchildren.

## **William C. Butler**

William Butler never headed a North Waterfront mill. As Everett's all-powerful banker, however, he controlled the destinies of men and mills. Born on January 27, 1866 in Paterson, New Jersey, to a prominent East Coast family, Butler was in his mid-20s when he came to Everett during the city's early boom days. He had a Columbia University mining degree and arrived here to help build and operate a smelter for the Rockefeller interests. He began acquiring bank stock and eventually left the smelter to become president of Everett's First National Bank in 1901. The bank merged with American National Bank in 1909 and William Butler remained president of the resulting First National and Everett Trust and Savings Company, a fully owned American subsidiary. Now he headed the city's largest bank operation with virtually no competition. The Bank



of Commerce, Everett's only other bank in 1909, had resources that were less than one fourth of Butler's. Over the years, he increased his web of control and his domination of Everett's economy. At one point he was reported to have a significant interest in at least 65 mills and logging companies in the city and county. Most certainly, some of those were in the North Waterfront.

Essentially a recluse, Butler quietly manipulated Everett's finances behind the doors of his First National office and the beautiful home he and his wife, Eleanor, built at 17th Street and Grand Avenue. Reportedly, no news about him went into the local paper without his approval, and no companies came into the community without his sanction. He was a pillar in the Republican Party and, undoubtedly, had a major role in Roland Hartley's successful quest for the governorship. Though he never sought recognition, he was instrumental in keeping every Snohomish County bank afloat through the Great Depression of the 1930s, and he was a generous supporter of Everett's General Hospital. He personally balanced the hospital's budget during the lean years and left a significant bequest upon his death.

Butler had bowed out of the bank presidency, but was still the board chairman when he died on January 6, 1944. His wife died four months later. Both are buried in the Cedar Lawn Cemetery in Paterson, New Jersey. The Butlers had lost their only child when he was a teenager so no one was left to carry on a family legacy. They did leave the Butler Trust Fund, which was still supporting charitable causes in the community as of 2010.

*William C. Butler*

*Photo courtesy  
Everett Public Library*





## Ernest P. Marsh

In a demonstration that workers could be just as migratory as managers, Ernest Marsh was a shingle weaver at three 14th Street Dock shingle mills from 1901 to 1908. In 1909, he left the dock and soon became a union official. By 1910 he was the editor of the *Labor Journal* and secretary-treasurer at the Labor Temple. Though passionate about his union views, Marsh was a man of measured words and actions. In the words of *Mill Town* author Norman Clark, Marsh had the “soul of moderation.” He was an articulate spokesman for the laboring man but never questioned the mill owners’ right to reasonable profits. After the 1915 collapse of the Timber Workers’ Union, of which he had been a founder, Marsh reorganized the state shingle weavers’ union. He headed up the strike committee when the new International Shingle Weavers of America clashed with the Everett shingle mill owners, and he played a central role in the prolonged 1916 strike and lockout.

*Ernest P. Marsh*

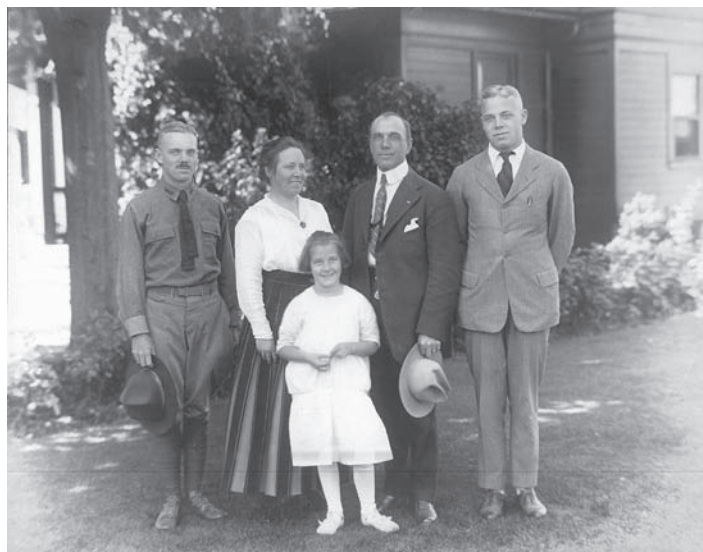
*Photo courtesy  
Everett Public Library*

Marsh did not welcome the Industrial Workers of the World’s (IWW) entry into the conflict between the Everett shingle weavers and mill owners. He respected the IWW’s right to speak, but he rejected the radical union as bad for the wood products industry and a definite threat to his American Federation of Labor Organization. The shingle weavers strike faded to the background as the mill owners and IWW battle escalated and finally culminated in the City Dock shootout known as the Everett Massacre. Marsh had witnessed the violence from the hill above the dock and was dismayed and disgusted by what he had seen. Convinced that conclusion of the shingle weavers strike was critical for community healing, he led efforts in that direction. However, the strike, with a few interruptions, dragged on until late 1917.

By this time, America was in World War I and federal government intervention was changing the entire wood products labor and management relations. Ernest Marsh’s name is not found in the city directories after 1917; he left Everett to work for the federal government as a labor moderator. After a quarter century of governmental service, he concluded his working years in San Francisco as an advisor to the Crown Zellerbach Corporation. Ernest Marsh died in 1958, more than a half century after his challenging years in Everett.



## NOTABLE HOUSES OF NORTH WATERFRONT LUMBER PERSONALITIES



*Roland and Nina (Clough) Hartley, with sons Edward and David, and daughter Mary. Their home, above, at 2320 Rucker Ave.*

*Photos courtesy Everett Public Library*

### **2320 Rucker Avenue - Roland H. Hartley**

This magnificent mansion built for Roland Hartley and his wife, Nina (Clough), in 1911 is one of Everett's most impressive houses. Neo-classical in style, it is strategically situated on the west side of Rucker Avenue where Hartley could survey his bayfront holdings. Four levels of living space contain a total area of 10,000 square feet. A ballroom is on the top level. The hipped-roof has gable roof dormers extending from each plane. The full-width porch has a roof supported by columns with Ionic capitals and is topped with a railing and turned balusters. Paired columns with Corinthian capitals support a huge two story flat-roofed portico. A large separate garage, which is entered from Rucker Avenue, features a turntable so Hartley's Pierce Arrow wouldn't have to be backed out into the street.



Hartley first came to Everett in the early part of the 20th century. His wife was the daughter of former Minnesota governor David M. Clough, who arrived in Everett just before the Hartleys to enter the lumber business. Hartley and Clough both became prominent Everett lumbermen. Hartley later was Everett's mayor, a state legislator, and then served two terms as Washington governor from 1925 to 1933. He lived in the house until his death in 1952. Later the mansion was converted into a nursing home. In 1983, it was purchased by Dr. Sanford Wright Jr. He extensively restored the house to its original elegance and was still using it for his medical practice as of 2010. The Hartley Mansion is listed on the National Register of Historic Places.



### **1010 Hoyt Avenue - Herbert J. Clough**

This enormous Colonial Revival home was built around 1921 for Herbert J. and Lenora Clough. On the southwest corner of Hoyt Avenue and 10th Street, the house stands on six, 25-foot lots in the Bailey Addition, a 1918 plat. In the 1930s, local businessman Charles C. Chaffee bought the residence and converted it to apartments during World War II. By the 1990s, the property had been converted to condominiums, with eight units in the original house and two in a separate structure.

*Clough Mansion*

*1010 Hoyt Ave.*

*Photo courtesy  
Everett Public Library*



Herbert Clough was the son of O.E. Clough, nephew of David M. Clough and first cousin by marriage to David's son-in-law Roland Hartley. All were prominent Everett lumbermen. After the death of his father and uncle, Herbert J. Clough became the president of the Clark-Nickerson and Clough Lumber companies. Born in 1881, he died in 1972. Other prominent homes occupied by members of the Clough family are located at 2026 Rucker Avenue, 2302 Rucker Avenue and 2031 Grand Avenue.

## 1722 Rucker Avenue - Olof Carlson

Olof and Ellen Carlson had this classic American Foursquare house built in 1906. The house features elements that are identified with the Foursquare style, such as symmetrical design, square floor plan, low pitched hipped roof with hipped roof dormer, double-hung sash windows, and a full-width covered porch with an off-center entry. Also, the ornate double-diamond second story window above the porch is characteristic of the style. A second-floor back balcony allowed Carlson to view his waterfront enterprises. Over the years, he served as president of three different North Waterfront companies: Carlson Brothers Mill, C-B Lumber and Shingle Company, and Super Shingle Company. Carlson died in 1952 at the age of 91 and Ellen continued living in the house for another 20 years. Robert Fink bought the house in 1992 and spent several years restoring it to its original grandeur.



*Carlson House, 1722 Rucker Ave. Photo courtesy Everett Public Library*

## 1703 Grand Avenue - Butler/Jackson

This two and one-half story Colonial Revival home with Federal-style features was built for powerful Everett banker William C. Butler and his wife Eleanor in 1910. Situated on a site overlooking the waterfront mills, in which Butler had so much stake, the house was designed by noted pioneer Everett architect August F. Heide. With its symmetry,

*Butler/Jackson Mansion,  
1703 Grand Ave.*

*Photo courtesy  
Jack C. O'Donnell collection*



gable-roof dormers, side-gable roof and classic front portico supported by paired pillars, the house has been described as having a refined dignity. For the Butlers it was a



retreat, a place of intense privacy for a couple who avoided Everett's social whirl. The Butlers both died in 1944. The house went through two owners before U.S. Senator Henry M. Jackson and his wife Helen bought it in 1967. Unlike the Butlers, the Jacksons frequently opened the home for social, civic, and political events. The Senator died in 1983 but Helen remained in the house and resided there as of 2010. The home is on the National Register of Historic Places.



*Working Man's  
Cottages East Side  
2900 Block Nassau  
Street*

*Photo courtesy  
Lawrence E. O'Donnell*

## **The Working Man's Cottage**

When Everett was platted in the 1890s, most residential building lots were established at 25-foot-wide and approximately 120-foot-deep. Middle class or the more affluent families would often build on two lots and the well-to-do would use three lots or more. With their meager incomes, mill worker families were relegated to relatively compact houses on 25-foot lots. Hundreds, if not thousands, of these working men's cottages were built

in Everett. Frequently, the houses were packed together in neighborhoods where one could literally reach out the window and touch the house next door. Invariably, the cottages were oriented to the street so people could relate with each other. Unlike more recent times, interest in waterfront view potential was non-existent. That waterfront had no scenic or recreational attraction for the mill workers; they didn't want to look at the dangerous place of sweat and toil where they labored all day. Many of the cottages were located close to the mill sites — Grand Avenue from 19th Street to Hewitt Avenue, for example, was a prime location. Over the years many of the Grand Avenue houses have given way to condominium or apartment complexes that take advantage of the bayfront view. As of 2010, in a few places, such as the 2000 block, one can still find a row of cottages on 25-foot lots. The east side of the 2900 block of Nassau Street is particularly notable, with several surviving cottages. Three adjacent houses—2917, 2919 and 2921—are virtually identical in design. Built in 1901, these 900-square-foot houses exemplify Everett working man's cottages.



## INFLUENCE OF NORTH WATERFRONT LUMBER AND SHINGLE MILLS ON THE DEVELOPMENT OF EVERETT



It would be difficult to overstate the influence of the lumber and shingle industry on the development of Everett. Hailed as a city of diversified industries when it was founded in the 1890s, Everett had stumbled out of the 19th century as a place of collapsed dreams. All that changed with the city's rebirth as a mill town in the early part of the 20th century. By 1910 an almost solid band of waterfront mills symbolized a mill town economy and the resulting culture that dominated the community for nearly two-thirds of a century. The North Waterfront, with its seven mills at that time, was destined to be part and parcel of mill town Everett.

In a decade of surging American West population increases—the state of Washington grew from 518,103 inhabitants in 1900 to 1,141,990 in 1910—Everett's remarkable growth outstripped that of the state and nearly every comparable city. The tripling of population from less than 8,000 in 1900 to nearly 25,000 in 1910 was fueled almost entirely by the burgeoning timber processing industries. Leading lumbermen arrived regularly to build and open new mills and men arrived regularly to work in the mills. They were accompanied by the bankers, teachers, merchants, tailors, bakers, preachers, barbers, and countless others it takes to make a city. If the man was married with a family, he frequently came to the city alone. Once he was established, he summoned the wife and children, who most often traveled by train to their new home.

Though the immigrants came from a variety of backgrounds, they shared some common traits. Industries like timber processing, which are based on extraction of resources from the environment, typically created jobs that required little education or specialized training. The people who migrated to Everett to work in the lumber and shingle mills reflected this phenomenon. They were not ignorant; they simply lacked formal



education. Many were foreign-born or first- or second-generation Americans who still communicated in their native languages. If they spoke English at all, it was likely to be a broken variation with mispronunciations and limited vocabulary. Virtually all of the new arrivals were white, as had been their Everett predecessors. Everett's population could trace its roots to Europe, particularly countries like Norway, Sweden, Germany, and England. These white Everettites exhibited little tolerance for racial and ethnic minorities and few individuals of other racial or ethnic backgrounds settled in the city. As late as 1940, the U.S. census showed Everett's population as 99.3 percent white.

Reborn Everett of the early 20th century wasted little time in defining itself. From the beginning, Everett had been tabbed the "City of Smokestacks," but now the title took on a special and more vivid meaning. Each mill had its own stack. Plumes bellowing out from a stack signaled a busy mill, a good sign for the community. The smell of smoke was the smell of money. Everett was the quintessential blue-collar town where machines, muscle, sweat — and sometimes blood — were the key ingredients in reducing huge cedars and firs to lumber and shingles. The community exhibited an almost "chip on the shoulder" kind of pride. There was a job to do and Everett did it. Social niceties and sophistication did not fit in a place that had such a rudimentary purpose and rudimentary means for accomplishing the purpose. Lunch came out of a black lunch pail with no need for fine china. The city also proudly viewed itself as a stand-alone, independent entity. Seattle was just 30 miles to the south, but Everett in no way considered itself a part of that metropolis. The importance of Seattle was relegated to Everett's desire to produce more shingles than Ballard, the prime shingle-producing area in greater Seattle. Bellingham, a similarly sized city 60 miles to the north, was not tough enough to be perceived as a worthy rival. It had fewer mill jobs, more white-collar jobs, and a teacher training college. If Everett was going to compare itself with any other Western city, it might have selected the copper mining center of Butte, Montana; another gritty, single-industry community.

As James J. Hill had hoped, lumber and shingles from the North Waterfront plants and other mills were being transported eastward on his railroads. The busy Great Northern Railway Company, in fact, employed 836 Everett workers in 1912, more than any other single business. Not all of the city's mill products were going by rail, however. A significant amount was exported via water, establishing the city's port status and leading the way for future shipping terminal development. Early in the century, sailing vessels lined up at Everett docks to be loaded with wood products. Later, larger engine-powered ships worked the lumber export trade.



The shipping business was particularly important during two of mill town Everett's boom periods. Everett provided a vast amount of lumber to help rebuild San Francisco after that city's horrific 1906 earthquake and fire. Virtually all of the lumber went to California by sea. This delighted Everett mill owners, who felt they were being victimized by Hill's exorbitant railroad freight rates. Another shipping bonanza occurred in 1923 when Everett lumber was in demand after a disastrous earthquake in Japan. Mills ran at full capacity and it was not uncommon for several Japanese lumber ships to be loading at the same time in the Everett harbor. While lumber exporting eventually declined and disappeared, it was the forerunner of Everett seaport business that later included trade in goods such as pulp, paper, sulfur, and alumina powder. In fact, raw logs, representing the last of the wood exports, were being shipped out until 2008.



*Products from Everett's early mills were exported by rail and by sailing ships such as those shown here.*

*Photo courtesy Jack C. O'Donnell collection*

Shrewd, powerful lumber barons ran Everett's mills. They also ran the city and everybody knew it. If something was good for the mill owners, it tended to get done. Most local politicians went along with this, knowing they would likely be ousted if they didn't. The mill owners' dominance was best illustrated in the period surrounding the November 1916 Everett Massacre. The mill owners and their cohorts were outraged when the Industrial Workers of the World (IWW) appeared in Everett during the shingle weavers strike of that summer, spewing their brand of radical unionism and anti-capitalism. With David Clough as leader, the sawdust baronage determined the IWW, also known as the Wobblies, would be run out of town. City Mayor Dennis Merrill simply stepped aside as Clough and his accomplices recruited Snohomish County Sheriff Don McRea to accomplish their goal. Deputies sympathetic to the cause joined with McRea in arresting, jailing, and beating the Wobblies who appeared in Everett to speak during the shingle weavers strike. In essence, the mill owners instituted a form of martial





law in the city — and used the county sheriff, not the city mayor or police chief, to do it. And, of course, it was McRea and the deputies who faced off with the Wobblies in the deadly November shoot-out at the City Dock. This ill-fated episode may have marked the peak of the mill owners' power, which waned in subsequent decades but never entirely disappeared. Fortunately, much of the later involvement was more positive in nature.

North Waterfront personalities were among the mill operatives who wielded influence and provided community leadership. Several ran for and were elected to political offices. James Bell, who operated the first 14th Street Dock mill, served as Everett mayor from January 1900 to January 1901. A Democrat, Bell ran for the same office again in 1908 but this time he lost to Newton Jones,

*From his offices in the First National Bank at the southeast corner of Hewitt and Colby avenues (above) president William C. Butler wielded great power on the North Waterfront. The bank's board of directors included several North Waterfront mill owners.*

another North Waterfront mill executive. Jones was the superintendent of the Clough-Hartley mill for 14 years. The foremost North Waterfront politician was Roland Hartley, who followed Jones as Everett mayor. Later he would serve in the state legislature and then as state governor from 1925 to 1933. Several North Waterfront individuals assumed leadership roles in other fields, such as banking. S.S. Neff was a director of the early Fidelity Trust and Savings Bank, which folded during the 1893 financial panic. Olof Carlson was vice president of Citizens Bank and Trust Company for a few years. Once William Butler had merged his First National Bank with American National Bank in 1909, David Clough came aboard as a director. Later, as the bank solidified its position as Everett's premier financial institution, William Marion Hulbert joined the board and served until his death in 1919. His son William Glen Hulbert would later become a director. By 1923, First National Bank of Everett had 15 directors, five of whom were local lumber men. Three of those — David Clough, Herbert J. Clough, and Neil Jamison — ran mills in the North Waterfront. In subsequent years, the decline of the lumber and shingle industries was reflected in the decline of local lumber men on the bank board. In the early 1960s, when First National Bank of Everett was absorbed by Seattle First National Bank, Linden Reichmann was the only local lumber man on the old Everett board, and he had worked for the giant Weyerhaeuser Company.

*Photo courtesy  
Jack C. O'Donnell collection*



While the early lumber barons may have run the city, they depended on the workforce that had arrived by the thousands during the first decade of the 20th century. Some were single men but many were married with families. They came largely from the Midwest, where the lumber industry was in decline, and Canada and Europe. A

significant number had Scandinavian roots, especially in the countries of Norway and Sweden. More than 40 percent of Everett's 1910 foreign-born citizenry came from Scandinavian countries, and a similar percentage applied to those whose parents had been born in a foreign country. In Everett, it was joked, you didn't keep up with the Joneses, you kept up with the Johnsons, who in 1910 outnumbered the Joneses by more than three to one. In fact, more Andersons, Hansons, Larsons, Nelsons, Olsons, or Petersons made Everett home than Joneses. A significant number of the men in these families were employed by the city's mills. Some said that if you wanted to work in a lumber or shingle mill, your last name better end in "son." By and large, the sturdy Scandinavians were good employees. They were dependable, industrious, disciplined, and, some said, humorless. They had the strength and stamina for the demanding physical tasks, and the temperament to endure the often tedious nature of the work. Scandinavians were undoubtedly the backbone of Everett's wood products labor force. In the words of one pundit: Everett depends on Butler's gold, Clough's machines and Johnson's sweat.

Whether the worker was a shingle weaver or one of the more numerous sawmill employees, he labored in a hazardous environment over which he had little control. Hours were long, the work strenuous, pay mediocre at best, and the mill itself might be shut down at any time for a variety of reasons. Shingle mills, in fact, usually operated full bore from April to November only. Safety was not a consideration. Industrial accidents were common, and if a worker suffered an injury requiring a long recuperation, he did not have workmen's compensation to cover the weeks of lost income. Work in the mill even robbed him of simple pleasures. If he was a tobacco user, he couldn't smoke in the mill because of the fire danger. So, he might stuff a wad of chewing tobacco, also called snoose, under his lower lip and periodically expel out a stream of amber-colored juice that landed on bundles of shingles or carts of two-by-fours. A small rivulet of the brown liquid might trickle down the chin, but could be swept away with the back of his gloved hand. On occasion, snoose chewing also provided a bit of levity when a new employee, especially a young one, arrived. The old timers introduced snoose to the young man and chuckled as he found the snoose as great a challenge as his new job.

Outside the mill, workers settled into life patterns that had common elements. First, if the mill worker was married, he was the bread winner; the wife was not employed outside the home. She was busy with endless household chores and child-rearing. The family was frugal because it had to be. When the mill was operating (and that wasn't always the case) there was enough money for essentials, but not much more. With



*This church, on the northwest corner of 26th Street and Colby Avenue, typified the many churches built by people who flocked to Everett for mill jobs during the early 1900s.*

*Photo courtesy  
Jack C. O'Donnell collection*



special effort, enough money might be saved to build or buy a working man's cottage on a typical 25-foot Everett lot. It was not uncommon for a family to have its own chickens, or even a cow if there was space, vegetable gardens, and fruit trees. The wife was the cook, canner, and cleaner. She mended socks, patched clothes, baked the proverbial apple pie, and prepared the roast that might yield days of leftover meals. If she was a capable seamstress, and most were, she might sew many of the family clothes. Store-bought clothes were a luxury. Clothing for the children consisted of hand-me-downs that went from the older siblings to the younger ones. Children helped with chores such as carrying in wood, splitting kindling, and washing dishes. Most of the husbands were handymen who did their own household maintenance and repairs. The money wasn't there to hire a plumber, electrician, or painter.

For many, the church was the core of family life. By 1910, Everett had more than 45 congregations. Lutheran churches outnumbered any others, reflective of the large Scandinavian population. The Lutherans, however, were organized on the basis of national origins with separate churches for Swedes, Norwegians, Danes, and Germans. This division during the early years of the twentieth century demonstrated the tendency for people to cling to native languages and cultural values and to associate with those of their own ethnic background. Most churches had their own guilds, circles, and



societies for members. This was an important aspect of social life as well as religious life. In addition to the church groups, a plethora of secret, benevolent, and miscellaneous societies formed that folks could join. The 1910 *Polk City Directory* listed nearly 85 such organizations. The Catholics were the only church denomination to develop a school system that endured. Most children attended the public schools, which might have been the crucial “melting pot” for breaking down the cultural and ethnic barriers. In the schools, the Norwegian, Swedish, German, Italian, and other children from all socio-economic levels studied, played, and socialized together. Importantly, they learned or improved their English. Formal education itself was not particularly valued in the mill worker culture. Boys did not need high school diplomas to succeed as shingle weavers or green chain pullers, and high school completion certainly was not a prerequisite for success as a mill worker’s wife. In subsequent generations, these values would change as the mill jobs disappeared and the mill workers’ families set higher aspirations for their children.

The labor union was another cornerstone institution for most mill workers. A strong union town since its inception, Everett had nearly 30 labor unions by 1910 and an umbrella Trades Council to coordinate efforts. While individual unions sought to improve the lot of workers in a specific industry or trade, collectively the union movement pursued a more expansive role of seeking a better life for the working class. In addition to pushing for the eight-hour day, better wages, and improved working conditions, the union actively promoted social causes such as women’s suffrage and prohibition. The union fought for legislation that led to unemployment insurance, social security, and insurance programs for the ill, disabled, and families of fatally injured workers. Union members were encouraged to register and then vote for candidates supportive of labor causes. On the local and national level, the union supported public schools. Union members addressed each other as “brothers” as a gesture of respect and recognition of mutual commitment to the movement. They organized social activities and sponsored baseball, softball, and basketball teams. For members facing difficulties, the union often assisted with food, housing, and medical care. Frequently, these acts of benevolence reached non-union members of the community. For many, unionism meant much more than membership in a labor organization. It was a way of life.



*The labor union was a cornerstone institution for most mill workers.*

*Courtesy  
Everett Public Library*





Any discussion of Everett's blue-collar culture would be incomplete without mention of the community's seamier side of life. From its inception, Everett had been a rough town with more than its share of saloons, brothels, and gambling halls. If anything, this was accentuated during the early mill town years. By 1910 the town had 39 drinking establishments, 32 of them on Hewitt Avenue's saloon row. These bars were essentially stag hangouts for the young, single men of the mills and other industries. The married shingle weaver or sawyer liked to stop in after work to drink with the boys, as well. Life was grueling in the mill. Sometimes it took several beers — or more — to wash away the cares of the day. On payday, in particular, the wife fretted about how much of the irreplaceable paycheck would end up in the saloon keeper's till, and what kind of mood the man of the house might be in when he finally arrived home. Stories abound of the harried wife sending the eldest son to retrieve his father from the local bar. Drinking establishments were outlawed in Everett in 1910 with the decisive vote coming from the mill workers themselves. The ban was soon lifted when the city coffers suffered from the lack of saloon tax revenue. The "Great Experiment" of national prohibition during the 1920s transformed Hewitt Avenue bars like the Cave, Castle, and others into "cafes or confectionaries," and illegal drinking flourished in establishments known as speakeasies. In 1933, Prohibition was repealed and bars were back as legal entities. As late as 1960, 30 taverns remained on Hewitt Avenue. It is no coincidence that most of these blue-collar establishments disappeared with the mills.

While the mill worker carved his niche, the lumber elite were living in a largely different world. They resided in lovely homes, such as those built by David Clough, Roland Hartley, and William Butler. Gardeners, maids, and cooks handled mundane tasks. Once automobiles were available, the lumber barons had some of the best. William Butler had a driver to wheel him around in his Packard. Hartley's garage was heated so his Pierce Arrow would be warm when he climbed in. Like the mill worker's wife, the lumber man's wife was not employed outside the home, but unlike the mill worker's wife, she was not overwhelmed with household tasks. She had time for benevolent activities and social events. She might be an active member of the church women's guild or the Everett Woman's Book Club, the city's oldest women's organization. Mrs. C.W. Miley and Mrs. M.W. Hulbert, wives of North Waterfront mill executives, served as presidents of the Book Club in the 1920s. The children most likely attended public schools, although a few attended private high schools. More value was placed on education and it was not uncommon for the mill executives' sons and daughters to attend college. Some lumber barons were involved in the governance of the public schools. C.W. Miley served on the Everett School District Board of Directors from 1910 to 1923. Mrs. C.J. Melby, wife of

*Even the bartenders are hoisting their glasses in this view of a typical Hewitt Avenue saloon (opposite page). In the photo's left foreground, the patron's missing lefthand fingers suggest he is a shingleweaver.*

*Photo courtesy  
Everett Public Library*



another 14th Street Dock shingle mill executive, was an early leader in the Everett Parent Teacher Association.

North Waterfront mill executives were part of a loosely knit group who shared mutually beneficial goals. They belonged to many of the same organizations. One of these was the Cascade Club, an exclusive retreat on the top floor of Butler's First National Bank Building where, in 1916, the lumber men could peer down on the Wobblies ranting at the corner of Hewitt and Wetmore avenues. Here, men like David Clough, Fred Baker, Herbert Clough, William Marion Hulbert, William Glen Hulbert, Roland Hartley, Neil C. Jamison, and P. Henry Olwell exchanged thoughts and strategies. Each day, Butler himself lunched at the Cascade Club. With the exception of Democrat James E. Bell, most, if not all, of the North Waterfront mill executives were Republicans. Most belonged to the Masons and the Elks, which had been founded by James E. Bell in 1899. A few, like William Marion Hulbert, Roland Hartley and Neil C. Jamison belonged to Seattle's prestigious Rainier Club. Several were members of lumber-related societies: Roland Hartley belonged to Woodman of the World and Hoo Hoo, for example. E.L. Bishop and Olof Carlson were Modern Woodmen members. Men were involved in service clubs, also. Roland Hartley was a charter member when Everett's Rotary Club started in 1916. P. Henry Olwell served as the Club president in 1925-26. Olwell also committed himself to leadership in the Boy Scouts of America. He was president of the Evergreen Area Council of Boy Scouts longer than anyone in the Council history.

It would be hard to find an organization more influenced by North Waterfront mill executives than the Everett Golf and Country Club. Eight of the charter members in 1912 had ties to the North Waterfront as did three of the Club's first seven presidents. For six of its first 12 years, Everett Golf and Country Club presidents came from the North Waterfront. Among the presidents were: David Clough (1914-1917), T.J. Hartley (1919), Neil Jamison (1920-1921), P. Henry Olwell (1929), Burke G. Barker (1959-1961). If North Waterfront mill owners had a favorite sport, it must have been golf.

While golf may have captured the lumber baron's fancy, it was another sport that brought the mill owners and workers together. Football was made for blue-collar Everett. Bodies colliding, sweat — and sometimes blood — flying, sinewy young men tried to outrun or out-hit each other. This was the kind of stuff Everett understood and liked. The game required qualities the community esteemed: physical and mental toughness, courage, commitment, aggressiveness, stamina, confidence, pride. When young Enoch



“Baggy” Bagshaw, who possessed those traits himself, arrived as Everett High School’s football coach in 1909, he landed in a place ready for his brand of football violence.

He produced his first undefeated team in 1911 and for the rest of the decade compiled an incredible record. A one-point defeat by Hoquiam in 1915 was the only loss during that period; it was avenged by a 32 to 0 victory the next year. Bagshaw screeched at his players, berated them, even scrimmaged with them when they failed to meet expectations. They responded by squashing most opponents, like the 174 to 0 thrashing of Bellingham in 1913. Everett loved it, and football brought a frequently divided community together. Mill owners and mill workers might

disagree on many issues but they could agree that Everett High football was simply the best. Bagshaw culminated his Everett stay with mythical national championship teams in 1919 and 1920. The state governor was among the thousands of spectators who poured into town for those national championship games. Bagshaw moved on to be University of Washington head football coach in 1921, and several of his Everett High stars followed him. He was the coach who took Washington to the Rose Bowl for the first time.

Later, Bagshaw would become state director of transportation under none other than Governor Roland Hartley of Everett. When Bagshaw died suddenly in 1930, Everett Port Commission president Nels Weborg eulogized him as “the lodestone around which civic activities centered. It did not matter whether it was banker or laborer, the merchant or professional man, they all met on common ground when Baggy and football matters were under discussion...the rich man would discuss it by the hour with his poorest neighbor and from this sprang an era of civic solidarity that may never come again.”

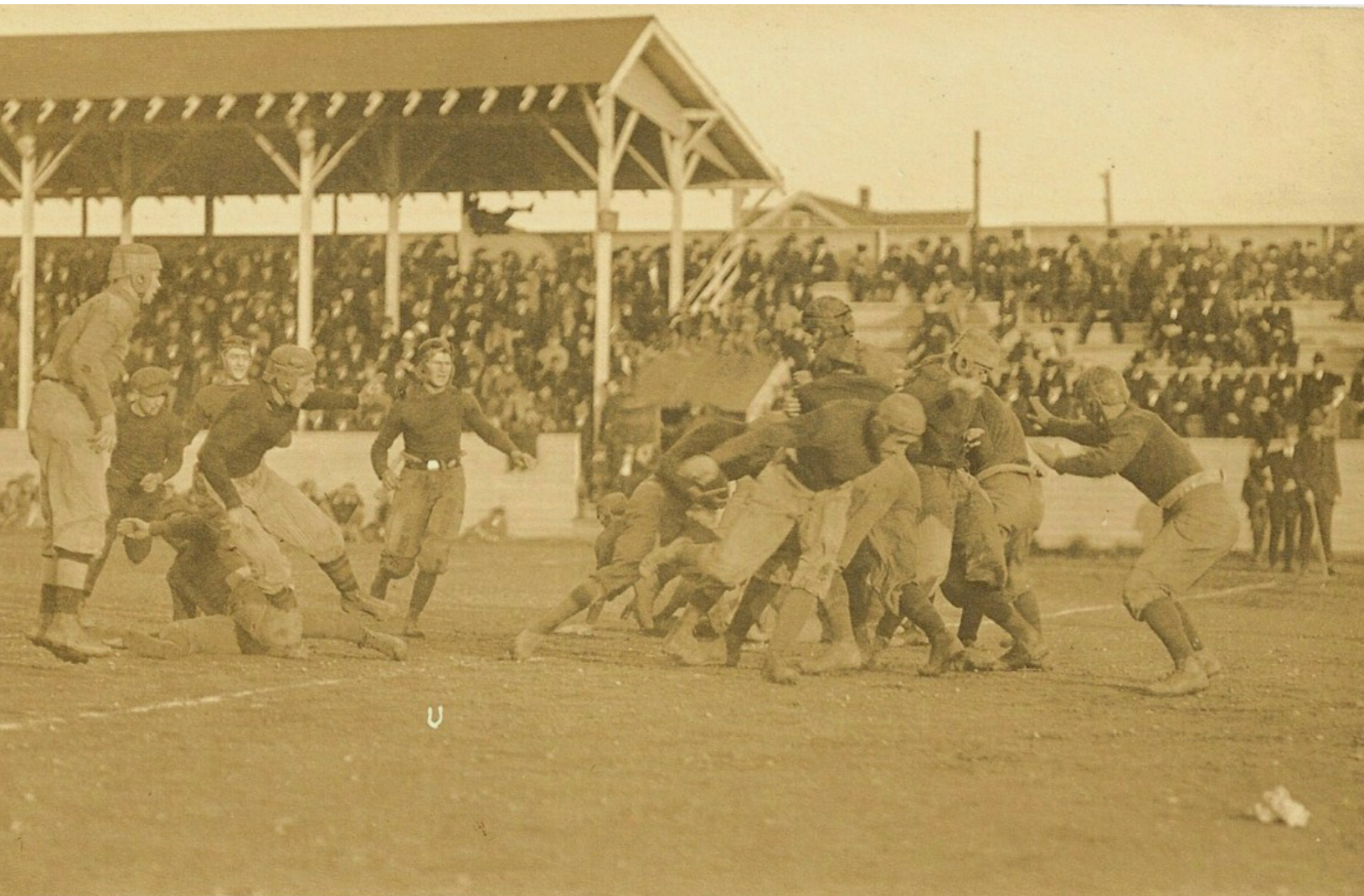
Another national football title never materialized but several state championships were gained. One of those state championship coaches was fiery Jim Ennis who bellowed at



*The original Everett  
Golf and Country Club  
building*

*Photo courtesy  
Jack C. O'Donnell collection*





*Everett High School  
football action,  
1914*

*Photo courtesy  
Jack C. O'Donnell collection*



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his players, “Don’t embarrass yourselves. Remember that Baggy’s bones are buried in this field.” In subsequent decades, Everett High School became a “cradle of coaches” producing such nationally known football coaches as Jim Lambright, Jim Ennis’s son Terry Ennis, Mike Price, and Dennis Erickson. To a man, each would point to the Bagshaw/Ennis tradition as an inspiration. While the credit is well deserved it also should be noted that blue-collar mill town Everett had provided the perfect stage for football success.

Finally, the influence of the North Waterfront on Everett’s development can be seen in the city’s built environment. A mill town uses its own products for its structures and that certainly is the case in Everett. Literally thousands of houses and other structures were built with local lumber, and much of that lumber came out of the North Waterfront mills. The houses range from small working man’s cottages to opulent homes like the Hartley mansion. The lumber was high-quality and a substantial number of the houses still survived in 2010. Most of the large wooden buildings are gone, but many of the two-story commercial frame structures remained as of 2010. Once, virtually every house, woodshed, and garage in town was protected by a roof of Everett red cedar shingles. Some live on today covered with composition roofs. It would be a stretch to find shingle roofs today that could be traced to the North Waterfront. The last shingle mill went down more than 40 years ago, and a roof from that time is not likely to have survived four decades.

Appreciation for mill town Everett’s structures is quite simple. Just walk or drive the city streets.

