

WHERE THE RAILWAYS RAN:
TRANSPORTATION, COMMERCE AND SANDPOINT, IDAHO 1880-1935

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ABSTRACT

The railroad impacted the course of the United States in a major way. By allowing the easier and often safer transportation of goods and people across the country, the national economy grew rapidly. Raw materials from places like the Pacific Northwest were sent east. Regional cities and towns increasingly began to use goods from all over the world, not just ones produced locally. More importantly, railroads provided avenues for towns to grow and prosper. Sandpoint, Idaho is an example of such a town. This study traces the history of Sandpoint and the impact that the railroad had on it from the time surveyors for the Northern Pacific Railroad arrived in 1880 until 1935.

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DEDICATION

I would like to take this moment to thank my family-Mom, Dad, Chloe and Tucker-for their support as I attended graduate school and processed out loud more information about the railroad, Sandpoint and material culture than most people wish to know. I am also grateful, as an honorary Sandpoint-ite, to be able to write my thesis on a place that I know and care about.

Thanks to Mary and Molly who casually one day said “someone should write a thesis about the railroad in Sandpoint; that would be really interesting.” The rest is history.

TABLE OF CONTENTS

Authorization to Submit Thesis	ii
Abstract	iii
Acknowledgements	iv
Dedication	v
Table of Contents	vi
List of Tables.....	viii
List of Figures	ix
Chapter One	1
Archaeological Sources.....	3
Sandpoint and the Railroad	4
Historical Sources	6
Chapter Two.....	7
Nineteenth Century Expansion	7
The Industrial Revolution	13
The Railroad and its Development.....	15
Railroads and Commerce	18
Transcontinental Lines and the Spokane International	21
Chapter Three.....	27
The Sand Creek Byway Project	27
Settling Sandpoint	33
Sandpoint and Industry	44

Chapter Four	50
Exportation.....	50
Importation.....	54
Passengers	55
Chapter Five.....	64
Goods Manufactured in Sandpoint	65
Goods Manufactured in the Pacific Northwest	70
Goods Manufactured in the American West.....	73
Goods Manufactured in the Eastern United States	75
Goods Shipped to Sandpoint from Abroad	79
Conclusion	88
References	91

LIST OF TABLES

Table 3.1 Fieldwork Phases	28
Table 3.2 Businesses Found in the 1887 Directory.....	37
Table 3.3 Businesses Between the Years 1892 and 1893	39
Table 4.1 Exports from Sandpoint, 1882-1883.....	52
Table 5.1 Goods Manufactured in Sandpoint-Material and Location Found	65
Table 5.2 Goods Manufactured in the Pacific Northwest	70
Table 5.3 Goods Manufactured in the American West.....	73
Table 5.4 Goods Manufactured in the Eastern United States	75
Table 5.5 Goods Manufactured Abroad by Material Type	81

LIST OF FIGURES

Figure 1.1 Map of the Pacific Northwest.....	3
Figure 3.1 The Sandpoint Archaeological Project & Excavation Sites	31
Figure 3.2 Map of the Sandpoint Site with Locations Marked.....	32
Figure 3.3 Map Showing the Route of the Spokane International, Great Northern and Northern Pacific Railways	35
Figure 3.4 1904 Sandpoint, Showing Businesses and the Railroad.....	38
Figure 3.5 Sandpoint, circa 1890	43
Figure 4.1 Northern Pacific Ad-First of the Great Transcontinentals.....	58
Figure 4.2 Timetable of the Northern Pacific Railway, circa 1920	59
Figure 4.3 Timetable of the Great Northern and Northern Pacific Railways, circa 1918.....	61
Figure 5.1 Samples of Allen Brothers Druggist Bottles	68
Figure 5.2 James Durkin Wines & Liquors Stopper/Closure	72
Figure 5.3 Bric-a-Brac-A Pink Pig	77
Figure 5.4 Chinese Spouted Jar and Chinese Wide-Mouth Jar.....	83
Figure 5.5 Bottle of Gordon’s London Dry Gin	85

CHAPTER ONE

The purpose of this study is to examine the impact of the railroad on the Inland Northwest as related to trade both within and outside of the region between 1880 and 1935. The work will address a key question, how did the railroad network influence this region, specifically Sandpoint, both from the outside and from within? To address this, I used a variety of archaeological and historical resources; the archaeological data coming from the excavations at Sandpoint, Idaho and the historical data coming from the Minnesota Historical Society. The Minnesota Historical Society holds the majority of the shipping records and correspondence for both the Great Northern and Northern Pacific Railways. I also utilized records available at the Eastern Washington State Archives, the University of Idaho and the Bonner County Museum.

This project asks questions about the impacts of the railroad on the town of Sandpoint, Idaho. My research will focus on one part of the Sandpoint story, that of the railroad and its influence on trade and commerce as well as briefly examining the effect of the railroad on the Inland Northwest as a whole. This thesis will add research to the growing body of work done on Sandpoint, and add to an existing body of work on railroad history in the Pacific Northwest.

The task of drawing facts from both archaeological and archival sources allows the interpreter to present a more complex understanding of the relationship between the railroad and Sandpoint. The railroads and the goods being shipped impacted the United States and Sandpoint, Idaho in a huge way, both in the exporting of raw materials and the importing of finished goods. The railroad was also the reason Sandpoint became a permanent settlement.

While much research has been done on railroads, the effect of railroads on the American West and the Pacific Northwest itself, there has not been much research done on the effect of the railroads on small-town Inland Northwest, let alone Sandpoint. Using Sandpoint as a case study and looking at the goods that were brought in from other regions, the impact of the railroad on the rural landscape of Northern Idaho and Eastern Washington can be seen more clearly.

By popular reckoning, the Inland Empire, or the Inland Northwest, is defined as Eastern Washington, Northeastern Oregon, Northern Idaho, Western Montana and Southern British Columbia. As this is a large portion of land, the main focus of this research will be on Eastern Washington and Northern Idaho. The modern counties that are part of this focused area have been outlined in yellow in the below map (Figure 1.1), while the Inland Northwest by popular definition as part of the Pacific Northwest has been outlined in orange.



Figure 1.1
Map of the Pacific Northwest
 (Jackson and Kimerling 2003:4)

Archaeological Sources

Historical archaeology takes the archaeological data recovered at a site and the historical record related to that site and combines them to form a more complete picture of what is being studied. Artifacts and historical records complement each other and can create an enriched understanding of the past; making the conclusions drawn by the researcher closer to reality than is possible with just one source.

In 2006, the Idaho Transportation Department began work on a byway around the town of Sandpoint, running through the historic townsite area lying across Sand Creek to the east of the current town. The investigations yielded around 600,000 artifacts from Sandpoint's early days as a typical frontier town, making it the largest historical archaeology excavation in the state of Idaho. A diverse array of materials was recovered from several different locations

in the town. It is likely that many of these objects came into Sandpoint via the railroad. As a railroad town, Sandpoint would have had access to goods and services that it otherwise might not have been able to enjoy, from both outside the region and within it (Weaver 2014a:1).

Sandpoint and the Railroad

The years between 1873 and 1893, not including the respective economic panics, have been described as “the golden age of railroad building and operation” (Frey 1988:xxi). With the completion of the first transcontinental line in 1869, two coasts of the United States became connected (Galloway 1950:5). Other companies began building similar lines. With regard to Sandpoint, three railroads influenced its settling. These railroads; the Great Northern Railway, the Northern Pacific Railway and the Spokane International Railway; tied the east and west coasts together as well as tying the cities in the Inland Northwest together through trade.

A mode of transportation that has been glorified, vilified or just ignored as antiquated in popular culture is the railroad. Railroads transformed America, allowing the much more rapid movement of goods from Point A to Point B. Railroad companies were owned by men who were very determined to build their railroads the best they could and who also strove to build cheaply.

As a part of addressing the question of how the railroad impacted the Pacific Northwest, specifically Sandpoint between 1880 and 1935, I will be looking at the goods circulating in Sandpoint’s economy and how the railroads influenced the materials that were available. The artifacts recovered from the excavation came from a variety of locations, ranging from objects made locally or near locally; such as bottles from Sandpoint pharmacies

or goods brought in from Spokane; to objects shipped in from both coasts and even abroad. The artifacts uncovered with makers' marks represent a wide variety of locations, both in the United States and abroad, and are made from a variety of materials.

The bulk of the materials to be discussed are the glass and ceramic goods recovered from the excavation. This is in part because these two classes of artifacts made up the majority of the goods recovered from the excavation. Glass artifacts accounted for 332,785 out of 566,674 recovered artifacts, while ceramics were another 50,421. The railroad played a large role in sending of these goods to places like Sandpoint. When dealing with glass artifacts, however, it is important to recall that some bottles might have been manufactured elsewhere and shipped in, to be filled with local products. When discussing Sandpoint, this merely strengthens the point that the town was dependent on the railroad as even the "local" goods like pharmaceuticals, utilized bottles that had to be shipped in by railroad. Despite the large quantities of ceramic and glass used in this study, it is important to note that a wide variety of other artifacts were uncovered at Sandpoint.

The total assemblage includes artifacts made from metal, wood, leather, plastic and other synthetic materials and a good sized collection of faunal remains in addition to glass and ceramic. Many of these pieces were labeled with their manufacturer or place of origin, or in some cases, both. This made it easy to identify places that were manufacturing goods that were ultimately shipped into Sandpoint, a topic that will be discussed more in depth in Chapter Five.

Historical Sources

The online archives of the Northern Pacific and Great Northern Railways are mainly comprised of photographs of stations and information about the various engines and cars that were used during the railroad's golden years. In addition, there are records that list the towns that were stops on the westward route. On at least one of these lists, Sandpoint is included. In addition, many Great Northern and Northern Pacific railroad records were copied from the Minnesota Historical Society by Scott McGinniss as part of the Sandpoint archaeology project. These records include several reports listing exports out of Sandpoint, time tables, maps, and a variety of photographs as well as letters. The Charter of the Northern Pacific Railroad also offered valuable insight into this discussion, as it laid out what the railroad hoped to get out of the region and what it hoped to bring into the region. These, in addition to a variety of secondary sources on railroad and transportation history, were invaluable assets to this research. Historical sources will be discussed more in depth in Chapter Four and compared to the artifacts uncovered in Chapter Five.

By comparing the artifacts excavated with the appropriate records of the Great Northern Railway and the Northern Pacific Railway and early business directories, this project identifies many of the products being sent into and out of Sandpoint by rail, showing some of the market networks supported by the railroads. It is work that illustrates the complex history of trade in Sandpoint between 1880 and 1935, already a time of great change and expansion nationally.

CHAPTER TWO

To understand the railroad and its impact on Sandpoint, the climate of the nineteenth century and the creation of the railroad itself must also be understood. This chapter will first examine the history of the nineteenth century as it impacted and paved the way for the settling of Sandpoint, Idaho. It will then look at the history of the development of railroad technologies and the major railroads that impacted Sandpoint. Chapter Three will examine Sandpoint itself.

Nineteenth Century Expansion

The nineteenth century was one of change, conflict and growth; and the railroad was an important part of that change. Part of that change was western expansion and technological innovation. The Louisiana Purchase doubled the size of the country, leading to a need for a new mood of transportation. The Industrial Revolution expanded both the production of goods and the technologies associated with the railroad. This chapter will address these and other issues that set the stage for the large-scale settlement of Sandpoint, Idaho in 1882 with the arrival of the Northern Pacific Railway (Anonymous 2009:1).

The roots of western expansion begin in 1800, with the election of Thomas Jefferson as president of the United States. In 1803, he bought the Louisiana Territory from Napoleon Bonaparte of France (Blaufarb 2008:215; White 1991:61-2). Thomas Jefferson, prior to the official purchase, had commissioned his private secretary, Meriwether Lewis, to lead an expedition of exploration across the Louisiana Territory. Lewis chose William Clark as his co-commander and they took four dozen men on a two year journey across the new land to the Pacific Ocean and then back, leaving on May 14, 1804 and returning on September 23, 1806.

They were joined by Sacagawea, a Shoshone woman who would prove to be invaluable to the expedition as both translator and guide, and her husband, a French fur trader. While Lewis and Clark were not the first white men to journey through this region, the maps that Clark had made did much to open up the frontier to settlers back east. Jefferson commissioned the expedition as one of exploration and they were charged with mapping the territory, collecting specimens and all their journals were made in exacting and scientific detail. In addition, each member of the expedition kept a similar account (White 1991:62-4). Lewis and Clark's journey was a significant in United States' expansion but it was just the beginning of rapid westward expansion, a process that would be helped along by the railroad.

Initially, people did not travel west by railroad. In fact, the first railroads built were smaller routes on the East Coast. By 1837, there were approximately 200 railroad lines, the longest running between Hamburg in Georgia and Charleston in South Carolina (Wolmar 2010:82). Until the technology for railroads could be made safer, which will be discussed later on in this chapter, the majority of westward travel was done by wagon train. In 1843, the first overland trade route across the Rocky Mountains was mapped out. The route, which would become known as the Oregon Trail, would lead about 350,000 Americans to the western half of the United States. Many people went west from a wide variety of backgrounds, including single men and young, middle class white families (DuBois and Dumenil 2005:253).

This western expansion has been tied to journalist John O'Sullivan and his much-discussed phrase, "Manifest Destiny." While O'Sullivan made it clear that he saw this expansion as the right of Americans to spread out across the North American Continent, and

the idea also became synonymous with the belief of Anglo-Americans that they had a God-given right to the west, Congress began using this term in relation to other issues facing the growing nation. These issues included the annexation of Texas, the impending war with Mexico and the issue of sharing the vast Oregon Territory with the British, making Manifest Destiny more complicated than it appears (DuBois and Dumenil 2005:158). While President Polk was able to motivate Americans to move west by portraying westward expansion as a right and a duty, people had already begun moving west to take advantage of mineral strikes or fur trading. In addition, using Manifest Destiny as the only inspiration to move west ignores the issue of racism as well as the conflict at the time revolving around sectionalism, which would be a driving force in the Civil War. While these issues changed the face of America, they also impacted the settlement and creation of western railroad towns, including Sandpoint, particularly the Civil War, which will be discussed below (White 1991:74).

The historian Richard White puts it this way,

“Expansionism partially succeeded because for a relatively few years expansionists managed to forge a sectional alliance that convinced Americans that expansion could solve problems that, if untreated, would destroy the republic. The irony would be that expansionism itself would very nearly destroy the republic,” (White 1991:74).

The idea behind this is that if people could only spread out, things would be better and the issues that Americans faced, like the issue of States Rights could be solved by a growing nation (White 1991:74). Although movement west did slow after 1868, at this point in American history the railroad increasingly became the mode of transportation, rather than the wagon, and the lands a bit farther inland than the coast were the places to settle (Schlissel 1982:130-2). As a location that was a stopping point for travelers heading to mines farther

north in what would become Idaho, and a place that was already being utilized by fur traders, and a location that was settled as a result of the railroad, Sandpoint is an example of these ideas of westward expansion. While settled after these conflicts were begun, all of these events and discussions had an effect on the railroads and their development in the United States, and therefore also had an effect on Sandpoint.

Railroads have been a part of the transportation network in the United States since construction began on the Baltimore & Ohio in 1828 (Wolmar 2010:13). In the early years there were a variety of smaller railroads that were used on the East Coast and in the Midwest. They have been described as “exhausting, aggravating, uncomfortable, yet, withal, far better than any existing alternative,” and to make matters worse, the individual lines often were different gauges because there was no standard gauge for tracks (White 2011:2). This had the result of requiring people to switch trains much more often than would be required with a standard gauge. By 1860, the current standard gauge of four feet and eight and a half inches was used in half of the tracks, but five other track sizes were in use (White 2011:2). Many of these variably sized lines played a part in the North’s victory during the Civil War by allowing troops and supplies to move much more quickly than the Southern armies. Quite a few of these lines would later be consolidated into larger, and in some cases transcontinental, lines.

During the American Civil War (1861-1865), there were many lines that competed to provide the same services, until Tom Scott, Vice-President of the Pennsylvania Railroad, “reorganized and rerouted the railroads serving Washington, forging the competing Northern lines that served the capital into a coherent system,” something that the Southern railroads had

not done, providing a distinct advantage to the North (White 2011:4). It can be argued that the North's subsequent victory was at least partially due to the less complicated railway system that allowed for easier transportation of goods to the front lines and throughout the North. However, the Union did have to deal with issues like the regulation of rates, particularly when charging the Federal government during a war. This issue of rate regulation was decided in 1862 by Secretary of War Stanton; the end result was that the railroads would give the Federal Government a ten-percent discount on all freight (White 2011:7). This can be seen as paving the way for the regulation of the cost of shipping freight goods later on.

The Pacific Railway Act was passed in 1862 (during the Civil War) with the intention of keeping California and the rest of the west safe for the Union. While not much track was laid during the war years, the Act did set into place the structure that would be used in later years for land grants and loans given to railroad companies. This led to the expansion of previously established railroad companies like the Central Pacific and helped provide a start for others, like the Union Pacific (White 2011:17). In 1864, Congress passed a second law, the Pacific Railway Act of 1864, with the intent to send money to the railroads at a more rapid rate. It also doubled the land available in the land grants received by the railroads. For every mile of railway that was constructed, the company gained 12,800 acres and any coal or iron on that land (White 2011:23).

The Northern Pacific Railroad's land grant gave them, for each acre of land, twenty sections of public land on either side of the tracks. This comes out to a square mile, or 640 acres. If the land was settled, a substitution would be made anywhere within the boundary of the land grant itself. While the Northern Pacific's land grant did come later, it serves to

demonstrate the large amount of that was given to the railroads through the land grant process (Cooke 1873:5).

The Civil War, in many ways, ironed out several of the issues that the railroad was having, including the increased safety measures (to be discussed later) and the move toward a uniform gauge size, all allowing for the creation of the transcontinental lines. These things, all working together, led to a rise in the popularity of the railroad, though it had been popular since its introduction to the United States despite its dangers, which will be discussed later (Wolmar 2010:89-93; White 2011:3-9).

After the Civil War, western expansion began again in earnest. Much of this movement can be attributed to the gold rushes that were occurring in the western territories. The most famous wave of immigration to California occurred in the late 40s and early 50s with the 49ers. In 1859 and 1860, people flocked to Nevada and they moved to California in droves between 1840 to 1860. Gold rushes were also experienced in Colorado in 1859, in Idaho in 1862 and in Montana in 1864. In the 1870s, the Black Hills of South Dakota drew people and toward the end of the nineteenth century there was a gold rush to the Yukon (White 1991:189, 191, 105, 192). All of these rushes impacted the growth of the United States and the need for and use of the transcontinental railroads, if only to ship supplies in and raw materials out. In addition, when gold was discovered in north Idaho and Canada in the early 1860s, the area that would become Sandpoint was heavily trafficked. While gold was not discovered in Sandpoint, the location was very convenient for people traveling to the gold rushes farther north. The gold rush has been credited with beginning commerce on Lake Pend

Oreille, particularly with the creation of the steamers built to transport people and supplies across the lake (Weaver 2014b:19).

The railroad companies, it should be noted, “took credit for all of the development between the center of the continent and the Pacific” (White 2011:xxiii). While the march west occurred at a much more rapid rate with the aid of the railroad, some historians, such as Richard White, note that the opening of the western half of North America could have been done “more slowly, more gingerly and more humbly,” but that despite the problems seen in the massive building of the railroads, they did shape modern America and changed the landscape of the United States (White 2011:xxvii, xxviii).

The Industrial Revolution

Several important movements and changing ideas of aesthetics occurred in the nineteenth and early twentieth centuries. These include the Industrial Revolution, the Reform Movement and the Victorian Era. Movements like these changed the way people lived and influenced the goods that were popular in the United States. When examining the artifacts found at Sandpoint, several pieces were found that fit into the Victorian aesthetic, which will be discussed in more depth in Chapter Five. The event that most affected Sandpoint, Idaho, however, was the Industrial Revolution.

When trying to determine the dates of the Industrial Revolution, it is important to look at a variety of sources and historians. Some place the beginning of the Industrial Revolution at 1850 and lasting into the twentieth century. Others have argued the period is better understood as having two ‘revolutions’ one before and one after the Civil War (Husband and O’Loughlin 2004:72). This era has also been referred to as the Gilded Age by writer Mark

Twain in his 1873 novel The Gilded Age: A Tale of Today (Twain and Warner 1873).

Historian Richard White echoes Twain's sentiment in his works. The phrase refers in part to the growth of the middle and upper classes in American society, referring to the wealth, how many people made up those classes and the corruption therein. The majority of people made their wealth during this time by being involved in railroads, mining and manufacturing, which can, again, led to this era being referred to as a second Industrial Revolution. However, it can be argued based on the history laid out by historians Dubois and Dumenil that the Industrial Revolution began with the opening of the textile mills in Lowell, Massachusetts and the introduction of the railroad to the United States in 1823 and 1830, respectively, ending in the early twentieth century. The completion of the first transcontinental railroad in 1869 supports the idea of the Industrial Revolution as beginning far earlier than 1870; the opening of the Lowell mills seems the best candidate for the heralding of the First American Industrial Revolution, with a second beginning in 1870 (DuBois and Dumenil 2005:186; 341 Riegel 1926:1; DuBois and Dumenil 2005:341).

The impact of the Industrial Revolution on the railroad system can be seen in a variety of ways. Not only are the railroads themselves a product of this new industry, but they often carried raw materials from the west and Midwest to factories further east. This supported the Industrial Revolution, as most of these materials were used in industrial activities. In Sandpoint, this can be seen in the amount of raw materials shipped out as well as by the activities of the Humbird Blacksmith Shop and Sawmill, which will be discussed in the next chapter (White 1991:257).

The Industrial Revolution was marked by rapid factory expansion, as well as the growth of the factory system itself. While rapid industrialization led to more goods being produced at cheaper costs, it also provided more potential for workers to be exploited. The rise of urbanization, as people moved into cities to work at factories, led to people being packed very closely together and was a cost of rapid industrialization. These issues led to the Reform Era, which was prompted by the rapid industrialization and the corruption and exploitation that often accompanies it (White 1991:246-57).

The Railroad and its Development

It is also important, when considering the impact of the railroad on Sandpoint, to consider the creation of the railroad itself. Many historians have examined the impact of the railroad on both the United States and from a more global perspective, including Richard White, Christian Wolmar and Wolfgang Schivelbusch, because the railroad did effect a great deal of change. The first viable steam engine was developed in 1814 by a self-taught engineer from England, George Stephenson. He has been called the “inventor of the steam locomotive,” though more accurately he would be the father of the railway, because of his ground-breaking vision and his willingness to push to make the railroad a reality (Wolmar 2010:7).

The first railway line to transport passengers and freight in the United States was the Baltimore & Ohio Railway. Construction on this line began in 1828 and was based on technology learned from Britain (Wolmar 2010:12). In some ways, the American railway design, while not as efficient as those built in Europe, was better from the beginning. The primary advantages were in the design of the locomotive itself. They added cabs for the crew,

four additional wheels on the front for added stability, particularly when the track was rough or winding, as well as additional safety features (Wolmar 2010:76).

As noted, the railroad was used in smaller journeys beginning in 1828 with the construction of the Baltimore & Ohio Railway, but it did not become a large-scale enterprise until after the Civil War (White 2011:xxvii, xxviii). This was, in many ways, tied to the variety of safety concerns regarding the railroad. Trains would occasionally catch on fire, hit livestock, derail or face trouble with snow. Several safety measures were added, including the chimney's spherical shape. The purpose of this new shape was to minimize the sparks that were creating while the firemen kept a strong flame to keep the train moving. Before and after this addition, fire was a hazard in many of the older trains, particularly since they were made out of wood and run using steam boilers. Sometimes, strategic packing of the train, putting cargo between the engine and the passengers in case the boiler exploded, served to protect the passengers from terrible burns and death; in many cases, passengers were lucky to only be alarmed after a train ride because of the safety hazards (Wolmar 2010:76).

Livestock on the tracks was also a major issue that the railroad faced. Cows in particular tended to wander onto the track and cause damage to the trains. Because most of the railroad routes cut through open country, a place where cattle ranchers let the bovines run free, cattle were not used to having to share the terrain with these large, smoky contraptions. Cows also were a source of delay, occasionally blocking the track and preventing trains from timely journeys, provided the train was able to stop and avoid derailing by cow.

The cow also "proved to be a crucial weapon of farmers hostile to the railroad or who simply wanted a good price for their old stock" (Wolmar 2010:77). The state-owned

Michigan Central line, for example, offered to compensate anyone whose stock was hit by a train. While this appears to have been intended to smooth over the difficult relationship between farmers and railroads, this did not provide a compelling reason to keep stock off of tracks. In fact, it led to low quality stock occasionally being grazed near tracks by farmers; a strategy that was difficult to argue with, although expensive for the railroad. Putting up fences along the track proved ineffective, so this issue led to the invention by Isaac Dripps of a device called the cowcatcher, or the cow killer. The cowcatcher was an effort “to reduce cow casualties” (Wolmar 2010:77). The cow catcher was wedge-shaped and attached to the front of the engine; the idea being that it would push livestock off of the track, preventing them from dying by train. This also prevented the train from being derailed by these wandering cattle; they could just be scooped or pushed off of the tracks (Wolmar 2010:76-7).

Another issue often faced by early railroads was called “cornfield meets,” or head-on collisions (Wolmar 2010:72). Since almost every railroad had only one track, the telegraph was not yet invented and there were no signals to speak of, trains often met each other head on. While passing loops had been invented as a way for trains to pass each other safely, this often lead to yelling matches between engineers and even passengers over who had the right of way and who had to back up and take the passing loop. There was, effectively, no way for engineers to communicate with each other once they had left the stations. They had to rely on the dispatchers which occasionally led to mistakes. This was romanticized in early silent films, showing bandits staging cornfield meets with the help of corrupt railway officials, but was much more rare than was portrayed in films (Wolmar 2010:72).

Railroads and Commerce

While railroads eventually did become a more efficient way to travel, they were originally fraught with peril. In some ways, the railroads were more dangerous than wagon trains, not only in traveling but also in the way the local economy became closely tied to the railroad. If an area depended on the railroad for supplies or to get crops out and the trains were incapacitated, this could and did cause serious problems. Depending on the town, the railroad had a different level of control. There were typically two types of western centers of commerce, the market town which was usually built prior to the railroad's arrival and the railroad town, which owed its existence to the railroad, such as Sandpoint. In both cases, the levels of control varied by what businesses were owned by the railroads and the location in the town of the roundhouse (Wolmar 2010:237; White 2011:155).

It is important to note, however, that only some trains followed a schedule. While passenger trains ultimately were scheduled trains, many freight trains were not. "By the 1880s most western freights were unscheduled and put together as cargo required," making relying on cargo trains a gamble (White 2011:153). Often, the timetables that were provided did not take things like weather, having to wait for another train or accidents into their planning. This could cause issues for places like Sandpoint that were railroad towns.

Other impacts on the nation's commerce can be tied to the changes in diet facilitated by the railroads. As early as 1850, people in Chicago could eat fresh peas from New Orleans and people in New York could eat strawberries for much longer periods of time because the railroad could bring them in from a wide area (Wolmar 2010:84). This ability to transport new and different foods, as well as other goods, shaped the way that people lived and ate. People

were no longer required to just eat what was in season where they lived as long as it was in season somewhere that they could reach by railroad.

The railroad industry also tied into another, the ice industry. Between the 1860s and the 1890s, the ice trade was a thriving enterprise. Large amounts of ice were used to cool railcars carrying fresh produce and meats. Ice was also used in homes until more modern cooling equipment was invented in the 1890s, but before that, the ice business had, at its height, served to give two-thirds of a ton to everyone in each major city (Wolmar 2010:229). Wolmar goes on to point out that the railways carried everything, ranging from newspapers to mail, food and raw materials. This served to connect people living on opposite ends of the United States. In fact, some railroad officials-including President Patterson of the Pennsylvania Railroad-pointed out their lines' sole purpose was to further the economic needs of the region the line ran through (Ward 1986:139-40). While Patterson's comment comes from a time before the transcontinental lines were built, it does show both what the railroads did, and what they told people they did.

An issue inherent with the dependence on the railways was price regulation. Although the Civil War had required railroads to regulate the price they charged the Federal Government to chart their goods, this law did not extend to all companies. One organized challenge to railroads were the Grangers, a group made up of farmers and other local business people in small towns. This group actively supported more regulation of railroads, pushing back against their growing monopoly. People in several states thought that the railroad rates were in favor of distant competition, because railroads could come in and disturb the market

economy that already existed and they could often influence what businesses, and even towns, would survive and which would die out (White 2011:110).

Railroads could set prices as high as they wanted and no one could fight them, since there was rarely any competition. An example of this is the Great Northern Railway. James Hill had built his line to carry goods such as wheat from the plains, copper from the Rocky Mountains and lumber from the Pacific Northwest. The Great Northern was designed to carry more goods than other rival railroads and while a profitable railroad, some of that profit was the result of cutting worker wages and charging farmers high prices for shipping their goods (White 1991:256).

The railroad was also instrumental in consolidating the time zones in the United States, and it can be argued that this made citizens more aware of time as a quantifiable thing. Previously, most towns had their own time that they kept to, and because it took so long to get from place to place, no one noticed or cared that the clocks did not match up. With trains transporting people and goods at an accelerated rate and the rise of taking connections to reach a destination, the trains had to be aware of the time in all of the locations they serviced. At the railway station in Pittsburgh there were six clocks showing the times in various locations that the trains might reach. In fact, Illinois and Michigan each had twenty-seven time zones before it was decided to use four time-zones across the United States on November 18, 1883 (Wolmar 2010:232). This allowed the trains to keep to a more ordered schedule, and one that at the most involved crossing four time zones, never fifty-four. All of these issues would have affected Sandpoint during its formative years.

Transcontinental Lines and the Spokane International

Despite the rocky early years of the railroad in the west, often as a direct result of the dangers inherent with early railway travel including derailing and fires, the railroad eventually became the preferred method of transporting goods and people. The Union Pacific and Central Pacific lines were two “rival companies (that) had been created to build *the railway*,” [emphasis added] (Wolmar 2010:131). *The railway* that is being referred to is a transcontinental line; the Central Pacific would begin in California and move east while the Union Pacific would start in Omaha, Nebraska and work its way west. Eventually, the two lines would meet. In May of 1869, the two lines were joined together at Promontory Point in Utah (Wolmar 2010:139).

While the Union Pacific/Central Pacific line did not reach Sandpoint, three other railways did. These three railroads played an integral part in the history of Sandpoint. Two of these railroads; the Great Northern Railway and the Northern Pacific Railway; tied the east and west coasts of the United States together, while the Spokane International linked Canada and Portland by way of the Inland Northwest (Rechnitzer et al. 2007:1-4). This section will primarily focus on these lines, giving a history of each line that had a direct impact on Sandpoint.

The Great Northern Railway was spearheaded by James (Jim) Hill. Called “one of the most impressive railroad builders in a century of great builders” and “the Empire Builder,” Hill completed his lines’ journey to Seattle in 1893 (Frey 1988: xxi; Stover 1970:54). James Hill, born in Ontario, Canada in 1838, served as president of the Great Northern Railway from 1889 to 1907 and as the chairman of the board from 1907 to 1912, before passing away in

Saint Paul, Minnesota in 1916. In 1879, he gained enough interest and investors to purchase an unfinished branch that would become the St. Paul, Minneapolis and Manitoba line. Hill served as general manager. He raised enough money to buy the company in 1883 and became president of it. While his main goal was to build a transcontinental line, Hill also utilized smaller branches running north, which he had finished to meet up with the Canadian Pacific Railroad. Hill's transcontinental route also ran parallel with the Northern Pacific for much of its route, through a region that had to that point been the Northern Pacific's, reaching Sandpoint in 1893 (Riegel 1926:212; Cooke 1873:5; White 1991:256; Weaver 2014b:26).

Hill consolidated all the lines under his companies' control and changed the name to the Great Northern Railway, and by the end of 1893, the Great Northern had reached Seattle. Although the Northern Pacific had beaten the Great Northern to the Pacific by ten years, Hill had planned his route carefully, building over a more advantageous terrain that was able to stand the test of time. The Great Northern was the last of the transcontinental lines built in the nineteenth century; it was the only route that did not use a large portion of government aid and is considered to be the route that achieved the most success (Riegel 1926:212; Cooke 1873:5; White 1991:256).

The Northern Pacific Railway's charter was signed in 1864 by Abraham Lincoln. It affected many important events in American history both during its construction and after, including the American Civil War. When the charter was signed, it was the largest land grant in United States history, coming to almost sixty million acres of land (Cooke 1873:5). Despite the generous gift of land from the federal government the funds available were not quite enough to begin building until 1869, when Jay Cooke and Company, a banking firm, stepped

in. Another lull in construction occurred during the Panic of 1873 which caused their financial backing to go under. The Northern Pacific itself would default on its loans in 1875. The line would not die, however, and to avoid losing its land grant from the federal government, they resumed construction on their line west in 1879. The line was finally completed in 1883, meeting up with the Oregon Railway and Navigation Company to become the first northern transcontinental railroad in North America. They completed their own independent line in 1887, after the Oregon Railway and Navigation Company joined the Oregon Short Line, a branch line of the Union Pacific (Riegel 1929:127, 205; White 1991:255). When the Northern Pacific began to plan their line through the northern portion of the United States, they chose their route because no other railroad was present. The Northern Pacific states that the region was “practically destitute of railroads” and that there was “definite money value...good land, merchantable timber, coal deposits and every mine of precious metal” (Cooke 1873:4, 1).

Despite the Northern Pacific’s status as the first of the northern transcontinental lines, it was plagued with bad financial luck, seen when Jay Cooke and Company had to close their doors and the line’s inability to pay their bonds and poor management under Villard, a Frenchman who had been sent in by the Northern Pacific’s European investors to get the line on its feet again. The line had to continue building, according to Richard White, merely to stay afloat (White 2011:393). The addition of the Great Northern as a competition for the goods on the Northern route added a new set of issues.

These two transcontinental lines had an interesting relationship. Although the Northern Pacific was the first of the northern transcontinental railroads, it had been almost inactive since the first round of construction had been completed in 1883. The arrival of the

Great Northern changed that. The Northern Pacific tried to cut off the route of the Great Northern and the two railroads were in serious competition by 1893, although in 1892 the parts for construction of the Great Northern Railroad in the Sandpoint area were carried by the Northern Pacific. By shrewd business dealings, Hill would later control the majority of railroads in the Northwest. This would result in the Great Northern Railway, the Northern Pacific Railway, the Chicago, Burlington & Quincy Railroad, and the Spokane, Portland & Seattle Railway merging together to form the Burlington Northern Railway in 1970, later adding even more lines to become the Burlington Northern Santa Fe Railway. This line still operates today and can be seen running through the Inland Northwest (Anonymous 2009:1-4; Riegel 1926:214; GNR Historical Society 2001).

The third railroad to affect Sandpoint was the Spokane International Railway. The Spokane International (SI) began construction in 1905 and was spearheaded by Daniel Corbin. The SI connected with the Canadian Pacific, the goal being international trade between British Columbia and Eastern Washington, and ran straight through Sandpoint and other local towns. D.C Corbin, who developed the Spokane International Railway, lived in Spokane while the railway he built stretched to Portland on one side, Canada on the other, and cut through the center of the Inland Northwest (Rechnitzer et al. 2007:5-14).

When Corbin began construction on the Spokane International, he was seventy-three years old and working with his son Austin. He had worked on several other railroads, including the Northern Pacific. The Spokane International used the materials gathered by the old Spokane and Kootenai line. This included a large number of survey maps made before construction. As they built, Corbin included several features that can be seen as exploitive of

their new land, including the construction of telegraph and telephone lines and taking notes of who owned the resource rich areas nearby (Fahey 1965:214). The main line was completed in 1906, with branch lines added that ran to Bayview on the south side of Lake Pend d'Oreille and another running to Couer d'Alene in 1910. Corbin had developed his line to carry freight, though it did pull one passenger car each day until 1915 (Fahey 1965:218). Corbin sold the Spokane International to the Canadian Pacific in 1916 and passed away in 1918. He and his son lived in Spokane, and Corbin was well liked, respected and described as "the wealthiest [man] in Spokane" (Rechnitzer et al. 2007:17).

Paul Rechnitzer writes that the timing of the Spokane International itself was fascinating because Spokane had suffered a massive fire in 1905. He also mentions that there had been a financial crisis twelve years ago (in 1893) that the Spanish-American War was still a close memory and that the Civil War, although fifty years in the past, was still a topic of contention in many rural parts of the Pacific Northwest, including Spokane (Rechnitzer et al. 2007:3). This made the SI quite a gamble, and one that shaped the Inland Empire, primarily by allowing greater access to the region of northern Idaho that became Bonner County, where Sandpoint is located (Rechnitzer 2006:2).

Life on the American frontier in the late nineteenth and early twentieth centuries was not an easy place to be, or an easy place to be traveling too. The changing times can be most clearly seen in the influence of the railroad and the rapid spread of goods, peoples and ideas that the many lines led to. The railroad, like many new technologies, had a unique set of problems that needed to be dealt with before it became a viable source for transporting large groups of people, but in time, it became the primary form of transportation in many parts of

the United States and Canada before being replaced by the airplane and automobile (Wolmar 2010:283).

In the Pacific Northwest, the railroad made no less of an impact than it did nationally, and for several reasons. On one hand, the railroad both assisted in delivering and exporting products as well as allowing for growth in rural and urban areas, but it also kept a rigid power structure in place between those who were in charge on the East Coast and those who relied on the railroads for supplies. In some ways, this region has been seen as “a colony of the country’s core areas, supplying raw materials in exchange for finished products” (Jackson and Kimerling 2003:21). While the railroad did allow goods to be brought into and out of the Pacific Northwest and allowed for a much more rapid rate of growth, the railroad also created a dependency by the more isolated parts of the United States, trading unfinished products for other objects. This system did provide many benefits and ultimately the railroads were able to construct a monopoly and charge any price that they wished, due to a lack of competition for eastern goods. Sandpoint, as a rural part of the Pacific Northwest that is surrounded by raw materials, is an excellent example of this phenomenon.

CHAPTER THREE

This chapter will examine the settling of Sandpoint, Idaho, as well as discuss life there between the years 1880 and 1935. The chapter will begin with a discussion on the Sand Creek Archaeological Project, also called the Sandpoint Byway Project, before delving into town history. While the Pacific Northwest is made up of Washington, Oregon and Idaho, it can be further broken down into smaller regions. These regions include one commonly called the Inland Northwest, comprised mainly of Northern Idaho and Eastern Washington (see Figure 1.1). When this area was settled by Euro Americans, they relied on trade networks to get goods from place to place; with the addition of the railroad, the movement of goods was much quicker. In many cases, settlers followed railroad routes and the region boomed. In 1880, the Northern Pacific Railroad sent their surveyors into the region to plot their route through what would become Northern Idaho (Cooke 1873:1).

The Sand Creek Byway Project

While a more in depth discussion of the artifacts will occur in Chapter Five, it is important to explain the circumstances that led to the archaeological project that yielded those results. The Sand Creek Byway Project was undertaken by CH2M Hill and later completed by SWCA Environmental Consultants for the Idaho Transportation Department before the construction of the new byway. The byway was on highway 95, the major north-south route through the state of Idaho. Completed in 2012, the byway gives automobile traffic the option to drive through downtown Sandpoint or pass around it. This saves time and minimizes congestion when traveling in this area (Weaver 2014a:1, 3). As mandated by federal law archaeological and environmental testing was required prior to construction. Since the byway

runs right over the original townsite, it was clear that extensive archaeological work was required to document the cultural resources that were to be destroyed by construction. These excavations occurred between May 2006 and November 2008. There were a variety of problems in the excavation that are atypical of archaeological excavation, not the least of which was the fact that the lake level fluctuates to adhere to certain standards and some of the sites to be excavated were only accessible at certain times of the year, when the lake levels had been lowered. Table 3.1 is a breakdown of the excavation during those years.

Table 3.1
Fieldwork Phases
(Swords et al. 2014:9)

Phase	Period	Days	Crew Members
Testing Program	5/1/2006 to 5/18/2006	18	12
Testing Program	5/22/2006 to 5/25/2006	4	12
Session 1	9/6/2006 to 9/14/2006	9	17
Session 2	9/20/2006 to 9/29/2006	10	17
Session 3	10/5/2006 to 10/14/2006	10	17
Session 4	10/20/2006 to 10/29/2006	10	17
Session 5	11/4/2006 to 11/13/2006	10	17
Session 6	4/10/2007 to 4/19/2007	10	18
Session 7	4/25/2007 to 5/9/2007	15	18
Session 8	11/27/2007 to 12/8/2007	12	19
Session 9a	3/25/2008 to 4/3/2008	10	22
Session 9b	4/9/2008 to 4/18/2008	10	22
Session 10a1	9/30/2008 to 10/12/2008	13	28
Session 10a2	10/18/2008 to 10/25/2008	8	28
Session 10b	11/7/2008 to 11/16/2008	10	28

Additionally, certain areas required a special permit to be filed when the site of the Humbird Planing Mill tested positive for low levels of arsenic and other potentially hazardous materials, thus necessitating the use of a hazmat suit during excavation. Other problems faced included the large amounts of backfill present at many of the sites, the steep slopes visible when the lake has been pulled back and the large traffic of people that frequent the area for parking, walking or other recreational activities (Weaver 2014a:10).

While the area had been tested in 1992 by Jenna Gaston, an Idaho Transportation Department Archaeologist as 10BR859, there had been little other work done. Gaston's work described the site as "an extensive scatter of historical artifacts with dates ranging from 1880 to 1900," and it was decided that the site was eligible to be included on the National Registrar of Historic Places (Weaver 2014a:1-3). Another team, this time from Northwest Archaeological Associates, conducted a survey and some testing of the site in 2002, testing the Northern Pacific Depot, the Great Northern Timber Trestle and the Townsite, which Gaston had also explored ten years earlier. Several other additional locations were examined.

For the Sand Creek Byway Project, several areas were excavated, including the Commercial Townsite (10BR856). The original Townsite yielded a great many artifacts from Sandpoint's early days and was subdivided into several subsections loosely associated with particular businesses. Another site that yielded a large number of artifacts was 10BR977, the Humbird Mill (the Humbird Lumber Company is discussed more in the Sandpoint and Industry Section of this chapter). Other sites associated with the Humber Lumber Company include the Humbird Blacksmith and Machine Tool Shop, the Humbird/Nesbitt Boarding House and the Humbird Privy (Weaver 2014a:1-4). There were also small excavations

conducted at a Nineteenth Century Worker Housing (10BR979) and an area referred to by locals as “Dog Beach” or “Indian Island” (10BR1026 and 10BR538, respectively).

The final set of sites that must be addressed all were located on the south side of Bridge Street, (Figure 3.1) all referred to as 10BR978. Wide assortments of artifacts were uncovered in these locations. These sites include a “Restricted District” (OP-1), which included two brothels and a saloon/dance hall. A second significant assemblage was a Chinese Settlement (OP-2) was also called Chinatown, although after the railroad moved on only three Chinese residents lived there. The final site was the Jail (OP-3). The Jail was apparently not in use for very long, being built before 1901 and labeled as the “Old Jail” on the 1910 Sanborn map (Weaver 2014b:1-5).

Figure 3.1 highlights several of the buildings excavated during the project, overlaid on the 1904 Sanborn Map, to show where the site is located before discussing the artifacts uncovered there. While the entirety of the site is not visible or labeled, this photo and map serves to give a general idea of the layout of the site. The Owl Saloon and Sam Sing’s Laundry are located where the Restricted District and Chinese Occupied Area are, respectively. Figure 3.2, also below, shows a more complete view of the Sand Creek Site. The two figures together serve to demonstrate the complexity and vastness of the project.



Figure 3.1
The Sandpoint Archaeological Project & Excavation Sites
 “Buildings shown on the 1904 Sanborn map with a modern aerial background” (Weaver 2014b:45)

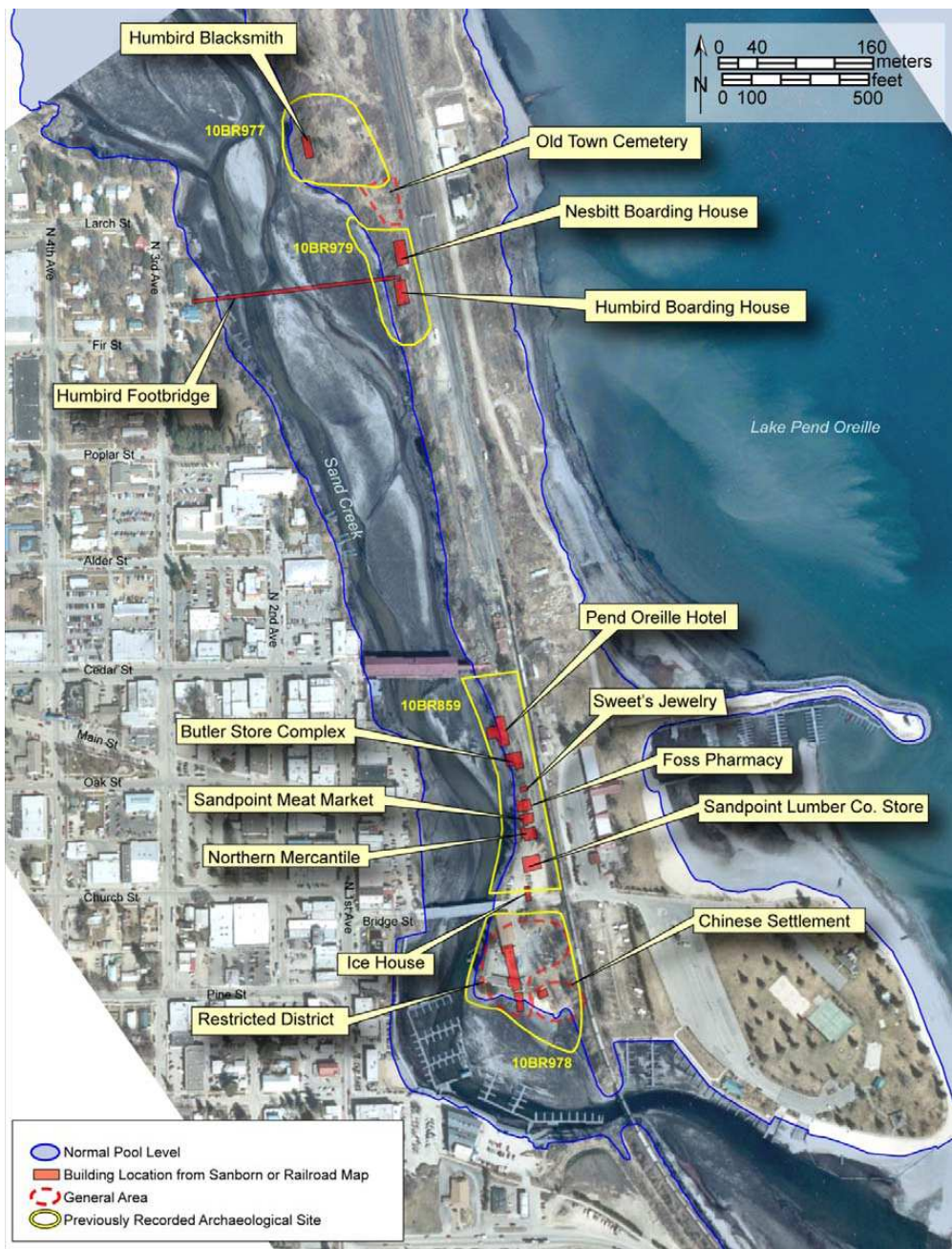


Figure 3.2
Map of the Sandpoint Site with Locations Marked
 “Data Recovery Target Areas based on Historical Research”
 (Swords et al. 2014:8)

Despite the challenges that they faced, the excavation team was able to find thousands of artifacts relating to life in the original townsite and the Restricted District (Weaver 2014a:10). All in all, this dig and the resulting reports and presentations have helped shed light on early Sandpoint history.

Settling Sandpoint

The Northern Pacific was seeking the best route for their transcontinental railroad route across the United States, and the new route would forever change the landscape of this region. Although there was no permanent settlement in what would become Sandpoint until 1880, there had been activity in the region since 1808 when the fur trader David Thompson arrived. The US Boundary Commission had also come through the future town in 1859. The most valuable evidence for prior settlement, however, is the building of the steamboat Mary Moody on Lake Pend d'Oreille in 1866, when the region was used as a post to assist people heading north to the newly discovered gold fields (Weaver 2014b:21; White 1991:191). The presence of a steamboat indicates that both people were traveling across Lake Pend d'Oreille and that people were living in proximity to the soon-to-be town, at least temporarily (Anonymous 2009:1). By 1892, the Northern Pacific's line was complete, leading to expansion and the eventual official name change from Pend Oreille to Sand Point (and the later renaming as Sandpoint). This change can be seen in the Polk Directories and *Oregon, Washington and Idaho Gazetteer and Business Directory* ranging from 1886 to 1912.

The Great Northern, although a decade behind the Northern Pacific in the building of their transcontinental line, built the railway line that is most utilized today (Great Northern Railway Historical Society 2001). They also chose to put their station in Sandpoint, Idaho.

These decisions played a major role in Sandpoint's development in the late nineteenth century, both locally and nationally (Anonymous 2009:1).

As stated, Sandpoint was a stop for the Great Northern, Northern Pacific and Spokane International Railways. These lines also connected Sandpoint with the other towns in the Inland Northwest, as well as one in the Midwest, both coasts and Canada. The map below (Figure 3.3) outlines the railroad routes; highlighting the Northern Pacific, Great Northern and Spokane International Railways; showing the path each track took through the Inland Northwest. As you can see, each of these railroad lines had to pass through either Spokane, Washington or Sandpoint, Idaho to get to the other side of the region (Rechnitzer et al. 2007:1-4).

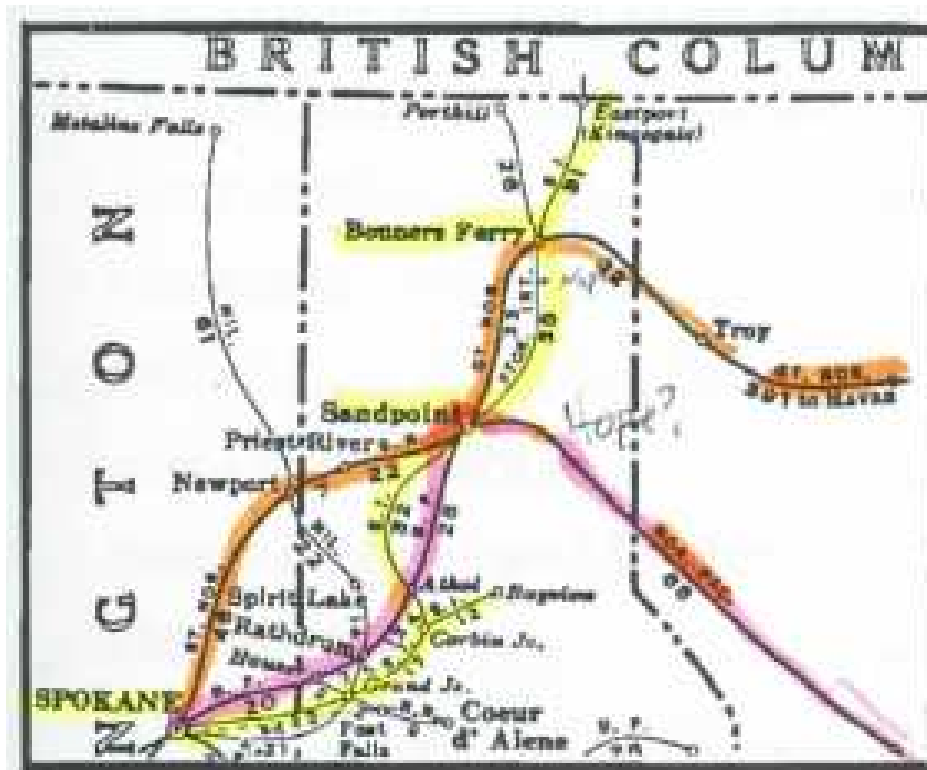


Figure 3.3
Map Showing the Routes of the Spokane International, Great Northern and Northern Pacific Railways

Orange/GR. NOR= Great Northern, Pink/NOR.PAC.=Northern Pacific, Yellow/SI=Spokane International
 (Rechnitzer et al. 2007:i)

The railroads also brought in a wide variety of people, both the railroad workers who worked the line during construction and those who moved there later. Because of this Sandpoint owed much of its population and prosperity to the railroad lines, as well as the prominent mining and timber industries nearby. With the addition of the Spokane International, a third railway line ran through Sandpoint, Sandpoint was connected to Canada by railroad. This opened up the economy of the Inland Northwest even more.

The arrival of the railroad played a critical part in the forming of the town, effectively facilitating the populating of the town. Some who came on the railroad choose to stay and

several entrepreneurs set up shop, mainly located on the east side of Sand Creek. In 1886, there were twenty-eight people and businesses listed in the local directory, although other people likely called the area home, and the total has been estimated to reach 100 (*Oregon, Washington and Idaho Gazetteer and Business Directory* 1886:786; Weaver 2014b:23).

In 1886, the *Oregon, Washington and Idaho Gazetteer and Business Directory* mentions “Pend d’Oreille, a postoffice at Sand Point, on the N.P.R.R. and on the northwestern shore of Pend d’Oreille lake,” (*Oregon, Washington and Idaho Gazetteer and Business Directory* 1886:786). Twenty-seven people and occupations are listed, including bridge watchman, lime burner, mining and pole road company worker, boat builder and farmer. The majority of those people listed as working were employed by the new Northern Pacific Railroad or a local mining operation. Other professions, including storekeeper and boarding house proprietor, facilitated the mining and railroad industry workers near what would become Sandpoint. The largest industry in Sandpoint at the time of the town’s founding was the lumber industry, with mining also playing a part in the town’s economy. These topics will be discussed more in-depth in the “Sandpoint and Industry” section of this chapter. Table 3.2, seen below, lays out the businessmen who were in Sandpoint and operating a business in 1887, as well as stating their business.

Table 3.2
Businesses Found in the 1887 Directory
 (Weaver 2014b:24)

Business Owner	Type of Business
John Long	Hotel
J. Blackhart	Boarding House
John G. Hawkins	Boarding House
Bradley & Davis	Saloon
H. Massey	Saloon
Harry Baldwin	Restaurant
E.L. Weeks & Co.	General Store
John Russell	General Store
A.T. Weeks	Boat Builder
Gray Bros	Lime Burners
Kootenai Mining & Smelting Co	Mining

The railroads stopped in Sandpoint because of its access to the timber rich Idaho Panhandle as well as its proximity to valuable minerals and their mines. Sandpoint was incorporated and gained village status in 1901 and within six years, the population had grown enough to call Sandpoint a city (Fahey 1965:210-211; *Oregon, Washington and Idaho Gazetteer and Business Directory* 1886:786; Polk Directory 1903:241). Figure 3.4 is a modified version of the 1904 Sanborn Map that is included in the final report on excavations (Weaver 2014a:39). This map serves to demonstrate both the railroad's location in regard to the town, but also to show the growth that appeared in those early years.

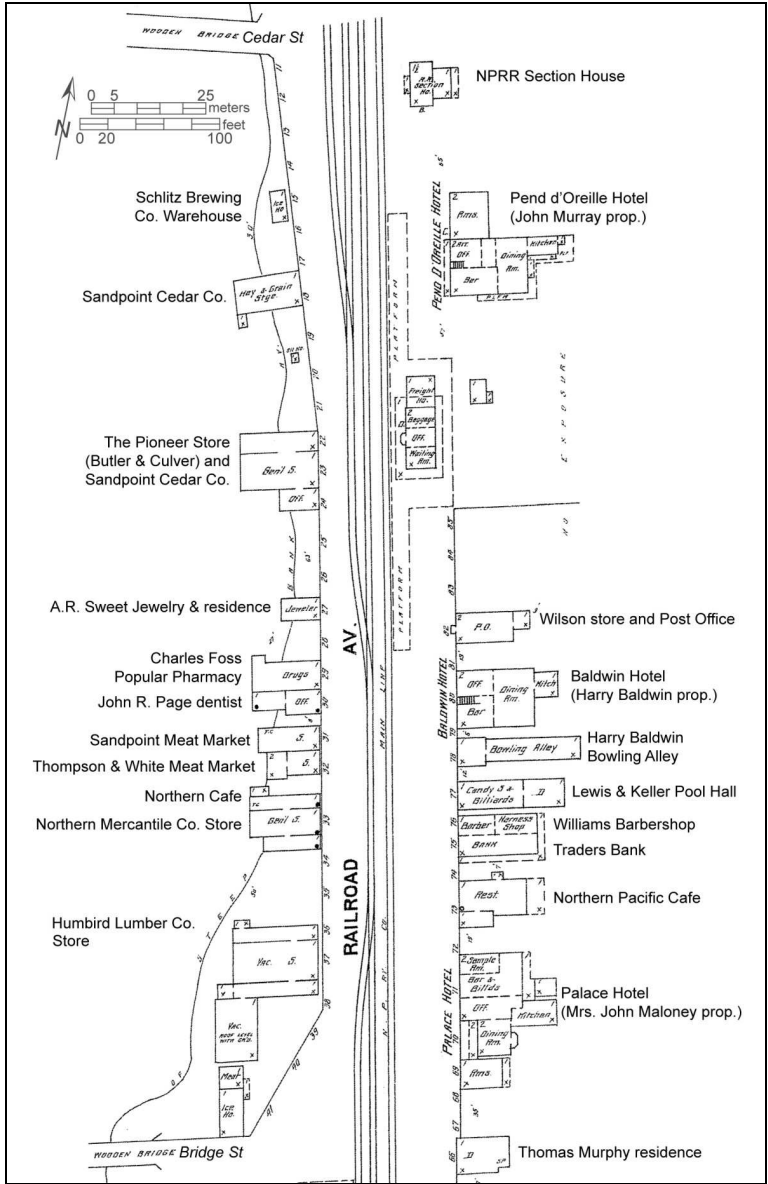


Figure 3.4
1904 Sandpoint, Showing Businesses and the Railroad
 (Weaver 2014b:39).

In the 1891-1892 *Oregon, Washington and Idaho Gazetteer and Business Directory*, the town is described as “a postoffice and station (Sandpoint) on the N.P.R.R. ...the Great Northern Railroad is under construction 1½ miles from this place” (*Oregon, Washington and*

Idaho Gazetteer and Business Directory 1891:1352). It is also noted that the population is three-hundred-fifty and that “gold, silver, iron and lead are found in the vicinity...(and) fish, furs, wood, posts, ties and ore are shipped” and there were “tri-weekly stages to Bonners Ferry” (*Oregon, Washington and Idaho Gazetteer and Business Directory* 1891:1352). The below table, Table 3.3, illustrates the large number of businesses that have grown up in Sandpoint by this time. When compared with Table 3.2, it is clear that the town is rapidly growing.

Table 3.3
Businesses Between the Years 1892 and 1893
 (Weaver 2014b:24)

Name of Owner	Business	Owner	Business
Mrs. J. C Ferguson	Hotel Tremont	Herrin & Carpenter	General Merchandise
C.C. Spinks	Spinks Hotel	Mrs. W.H. Bertrands	Fine Millinery
A. Klockmann & L. Knaak	The Central Hotel	R. Sailey	The City Drug Store
Mmes. Stone & Wylie	The Galinda House	Long & Illsley	Sand Point [Meat]Market
Thomas Devine	The Park Lodging House	Williams & Long	Sand Point [Meat]Market
William Monroe	Boarding House	Barker & Spearing	Sand Point [Meat]Market
F.H. Buzzard	The Sporting Exchange Saloon	J.G. Dickson	Sand Point [Meat]Market
Wylie & Buzzard	The Sporting Exchange Saloon	Duffy & Baker	Notions
A.B Wylie	The Sporting Exchange Saloon	J.L. Pritchard	Confectionary, Tobacco
P.E. Cusak	The Sporting Exchange Saloon	P.H. Stevenson	Confectionery
Cusak & Sutter	The Sporting Exchange Saloon	Mrs. S.A. Mitchell	Wines, Liquors, and Cigars
Baldwin & Bradley	The Billard Exchange Saloon	W.B. Dishman	Sand Point Stage Line
McVeigh & Bertrand	The Elite Saloon	George House	The O.K. Barber

			Shop
J.P. Beeler & Co.	The Minneapolis Saloon	Jubert Robert	The O.K. Barber Shop
Walt & Dunc	The Montana Saloon	Beeler & Leidiger	Tonsorial Parlor
A.B. Wylie & Co.	The Point Saloon	William Beeler	Tonsorial Parlor
J. Waite	The Seattle Mug Saloon	James Peterson	Boot and Shoemaker
Butler & Lund	The Senate Saloon	A. R. Ridley	Contractor and Builder
Larson & Co.	The Union Saloon	J.J. Dunfee	Jeweler
L. Knaak	The Central Saloon	P.E. Cusak	Justice of the Peace
George Richter	Saloon	J.L. Prichard	Notary Public
J.H. Patterson	Saloon	J.L. Brace	Sawmill
Charles Wing	The Central Restaurant	Butler & Manning	Steamer Halys
Hugh Murphy	Whiteman's Chop House	Ellis & Benton	Steamer Halys
N. Ouimet	Pend d'Oreille Restaurant	I. Manning	Steamer Halys
Ed Cassens	Sporting Exchange Lunch	Tanner & Farmer	Steamer Torpedo
Ed Cassens	The Central Restaurant	Dr. J.C. Ricks	Veterinary Surgeon
Ignatz Weil	General Merchandise	T.F. McDougal	Veterinary Surgeon/Farrier

By 1902, the population was around five-hundred individuals. At this time Sandpoint boasted “three sawmills, four general stores, two hotels and a weekly newspaper” (*Oregon, Washington and Idaho Gazetteer and Business Directory* 1902:1). It is also notable that mail was received daily, the public school was a good one, there was an express and both the Great Northern and Northern Pacific had a telegraph system. Sandpoint also soon boasted a barber, a dentist and a physician as well as a lawyer and the other jobs that been previously filled (Polk Directory 1903:241).

The Directory also provides a brief summary of the town. Sandpoint had a population of one-thousand-fifty, and is described as “a flourishing town, formerly known as Pend

d'Oreille, on the main line of the Northern Pacific and Great Northern Railroads and Lake Pend d'Oreille" (Polk Directory 1903:241). Once again, while there are multiple general stores and businesses related to industry, there were also a wide variety of other businesses, including a hardware and furniture store, at least nine saloons, a shoemaker, a photographer, an undertaker and several cigar shops. It has been said that the introduction of the Great Northern Railway, after the completion of construction, had led to a push toward respectability that had not been visible in Sandpoint until that time (Weaver 2014a:26).

In 1905, the Spokane International Railway began to buy up land in Bonner County for the construction of the line. In many ways, this was a struggle as much of the land that Daniel Corbin (the founder, creator and builder of the Spokane International), wished to use for his new railway had previously been the property of homesteaders. This was land that had required a great deal of work, but had become very profitable and many were unwilling to give it up. However, Corbin was a very wealthy and influential man who eventually persevered (Rechnitzer 2006:55). No mention in the papers is given of how Corbin succeeded in gaining the land required to build his railroad, but his wealth implies that those who did sell their land made a fair profit from the deal. Other than a few dissenters due to the issue of the land grants, the papers recorded positive feedback on the addition of the Spokane International Railway to the local economy.

By 1912-1913, the number of businesses had doubled from 1903-1904. At this time, there were three railroads that ran through and stopped in Sandpoint, two transcontinental (the Northern Pacific and Great Northern Railways) and one international (the Spokane International Railway). The local economy has grown, and the Polk Directory explains

several important local changes that had occurred. First, Kootenai County has split, with the northern half becoming Bonner County. The county seat for Bonner County was Sandpoint (Polk Directory 1912:325).

The population had grown to three-thousand and eighty-six residents and boasted two sawmills, eight hotels, seven churches (listed as Presbyterian, Baptist, Lutheran, Catholic, Episcopal, Methodist, and Christian), two weekly papers and a lively exportation business. New businesses have been added to the registry, including crockery, osteopath, a sewing machine agent, civil, mining and hydraulic engineers, two boat liveries, a theater and a bicycle shop. The railroads, with the ability to ship goods in all directions, each arrived every day and unloaded and reloaded freight (Polk Directory 1912:325).

By 1918, the Great Northern had nine trains coming into or leaving Sandpoint daily, all of which took passengers. The variety of options and times show Sandpoint as a place that was frequently traveled to and from. From a station schedule of the Northern Pacific, shown by Paul Rechnitzer in *Take the Train to Town*, it is possible to see the times that some trains arrived in Sandpoint. The Northern Pacific had eight trains coming and going, and a schedule lists trains departing Sandpoint traveling west four times daily, at 10:52am, 1:51pm, 6:10pm and a 3:51am freight train. The railroad also left Sandpoint traveling east four times daily, 12:05pm, 10:02am, 9:30pm, and a freight train at 10:20 am. The Northern Pacific prided itself and these trains on their “splendid through and local passenger service” as well as their “fast express freight service” (Rechnitzer 2006:147). Figure 3.5 is a photograph courtesy of the Bonner County Historical Society, that shows the railroads very much in the middle of early Sandpoint.



Figure 3.5
Sandpoint, circa 1890
(Bonner County Historical Society).

It is also important to mention the neighboring towns of Kootenai and Hope, both located on the northeast end of Lake Pend d'Oreille. Although Sandpoint was, according to Figure 3.3, the only city between St. Paul, Minnesota and Spokane, Washington where both the Great Northern and Northern Pacific Railways stopped, Hope and Kootenai were also an important part of the story. Kootenai was a station for offloading goods to be sent to Canada and Bonners Ferry, while Hope was the more permanent settlement. It has been suggested that Hope was the more civilized location where families lived and Sandpoint was the place to go for pursuits such as fishing, hunting, gambling and drinking during its first decade (Weaver 2014b:20-21). Kootenai can also claim status as the initial preferred stop for the Great Northern because of the stage route to Bonners Ferry and the railroad crews there. However,

this did not last long and Sandpoint became the main stop of the Great Northern as well as the Northern Pacific lines (Renk 2013:6).

By the 1910s, however, the town of Sandpoint had begun to spread out over the other side of the creek and left the Restricted District in the original location, and by 1916, with Prohibition passed in the city, the Restricted District officially died out. By then, there were only solitary businesses on the original townsite, most notably the Pend d'Oreille Hotel. These last remaining buildings were gone by 1921, except for a hotel that was used until it was demolished to make room for the byway. As Sandpoint grew and became more focused on tourism, the original townsite became a parking lot and an alternative route for tourists, locals and summer walkers, as well as a place for campsites and motor courts (Weaver 2014b:49).

Sandpoint and Industry

The railroad, in addition to bringing to Sandpoint new peoples and new ideas, also brought in new goods and the opportunity for industry. The abundance of nearby resources, as previously stated, made Sandpoint an ideal place for a railroad line. From its founding, Sandpoint was in a very advantageous geographical position. Situated on the northern shore of the Lake Pend d'Oreille, Sandpoint is relatively close to Coeur d'Alene and Wallace; both of which had (and in some places still have) substantial mineral deposits; the Continental Mines further north, the timber and farmland north and the timber and fish close to home. These all provided valuable exports, and once the railroad had reached Sandpoint, it became the shipping point for all of these goods, a major reason the location was chosen initially. According to the 1912-1913 Polk Directory, goods being exported out of Sandpoint included

bricks, wood ties, posts, poles, fish and ore (including gold, silver, copper, iron and lead) (Polk Directory 1912:325).

Historians have noted the rich natural resources of northern Idaho and a variety of businesses took advantage of that fact. One way this is evidenced is in the Timber and Stone Act of 1878. This act allowed settlers to buy 160 acres of land for a nonagricultural purpose at the low price of \$2.50 per acre. The only rule was that these settlers were not allowed to sell the products on that land. This was in response to the railroads, particularly the Northern Pacific, using fake homesteaders to gain access to even more timber than allowed in the land grants. The Northern Pacific had sold much of its timber land to a variety of timber companies by 1902, including the Weyerhaeuser organization, which had become the major player in the Pacific Northwest's timber industry by 1900. Despite this, the Northern Pacific was still a major player in the lumber industry, because it was able to facilitate moving the finished product to non-local markets. Even as early as 1900, Sandpoint was known as the largest producer of cedar products, mainly poles and pilings, in the Northwest. The estimated total for exporting these products was 4,000 carloads yearly. The Humbird Lumber Company was said to have a payout of \$6,000 a month for various expenses relating to operations, further showing that the industry was doing well. There were also extensive mining camps for quartz and lime around Lake Pend d'Oreille and gold and silver mines not too far away (White 1991:150, 262; Fahey 1965:211; Renk 2013:1).

Although mining played a part in the industry associated with Sandpoint, the lumber industry had, in many ways, a far greater impact on the town during its formative years than mining did. An examination of these businesses, particularly the Humbird Lumber Company,

will show this. The first sawmill and lumber business in Sandpoint was operated by Robinson Weeks and his sons Burt and Asa in 1881. Weeks had managed to gain the contract from the Northern Pacific Railroad for the production of milling ties and lumber for the north end of the trestle that was to cross Lake Pend d'Oreille and utilized a steamboat to tow the logs on the lake. The older Mr. Weeks and his wife sold the sawmill to two men who were from the nearby town of Spokane Falls in 1882. Their sons remained in Sandpoint with their families, one of them for at least ten more years (Renk 2013:3). The history of the first sawmills in Sandpoint shows the importance that timber had to the region and emphasizes that a main reason for settlement were the rich timber and mineral resources.

Renk points out that although sawmills themselves did not take off right away in Sandpoint, timber products always provided an income for residents. These products included “logs for telegraph poles and bridge pilings; squared timbers for the rapidly developing mines in the Silver Valley; split cedar fence posts; and hewn railroad ties...Kootenai shipped nearly 250 cars of ties, telephone poles and bridge timbers during just three months in 1891” (Renk 2013:13). Another enterprising man, J.L. Prichard, who was one of the early postmasters of Sandpoint, had contracted to sell 10,500 poles to the Great Northern in 1892. While milled lumber was an increasing enterprise, it was less common than other timber products. In 1892, the residents of Sandpoint made it clear that they wanted another sawmill, even raising money to convince the Cannon & Gray Lime Company to build a connecting mill with their existing factory. Unfortunately, the mill was plagued with mismanagement and did not consistently provide what the city was looking for. The mill ended up in debt to both local businessmen and loggers (Renk 2013:14-15).

A businessman from Spokane, B.F. Fowle, began construction of a shingle mill in 1893. Unlike other similar projects, this mill ran regularly and was absorbed by Sand Point Lumber Company in or near the year 1898. The mill changed hands several times over the next few years. A new sawmill was built in 1899, but by 1900, the shingle mill had burned down. Despite negotiations with the Northern Pacific to sell, the mill complex was purchased by the Weyerhaeuser's in 1900. It was renamed the Humbird Lumber Company after one of the major players in the Weyerhaeuser organization, John Humbird. Humbird's son Thomas was to act as general manager (Renk 2013:25-26). This organization would run the mill until it closed its doors, serving as "the heart of Sandpoint's economy" for its 30 year run as well as bringing in more families with children, an event that changed the face of Sandpoint (Weaver 2014b:33, 49).

Humbird made several changes to the Mill between the years 1903 and 1904, including the construction of a new building in Sandpoint, increasing what the Sandpoint sawmill could do and purchasing a second company, the Kootenai Bay Lumber Company. The new building in Sandpoint contained an office and the Humbird Company Store. The Company Store did so well a remodel and update occurred just a year later, and there was "little that it did not carry, at least at some point, during more than thirty years in business" (Renk 2013:58). This store did face competition during its years of operation, but the most serious arrived in the 1920s. This competition came in the form of J.C. Penney, Piggly Wiggly and other national chain stores. The Humbird Company Store, however, joined forces with Frazier Grocery and Pine Street Grocery to become affiliated with Federated Stores, the largest grocery buyer in the region, in 1928. This allowed the three local stores to keep their

prices down to combat the chain stores. When the mill closed in the early 1930s, so did the company store (Renk 2013:59).

The Humbird Lumber Company also owned a local bank during its time as a major employer of Sandpoint. The Bank of Sandpoint, created in 1901 and opened in 1903, would become First National Bank in 1906. While the bank did well for its first few decades, problems began to appear in 1930 including the presence of bad loans. When the Humber Lumber Company closed the mill and the store, people were concerned about the fate of the bank. It would be purchased soon after by the Bonner County National Bank (Renk 2013:62).

To take a step back to the mill's operations, much of the land around Lake Pend d'Oreille and Sandpoint was owned by the Humbird Lumber Company thanks in part to a series of negotiations with the Northern Pacific Railway. To get the timber from the forest to the mill required hundreds of loggers as well as teamsters, horses and camps to house and feed the loggers during timber season. Transportation to get these logs to the mill came either through water or railroads. By 1902, Humbird manager James McGreevey was hoping Humbird's logging camp on Pack River, northeast of Sandpoint, would yield around ten million feet of logs, in addition to the forty to fifty million he was expecting from other camps. In 1908, the Company built a warehouse near the Spokane International line that they kept stocked with the supplies needed by their camps. This meant they could order in bulk, not having to order for each camp separately (Fahey 1965:211; Renk 2013:1, 70).

From the moment the Northern Pacific Railroad sent surveyors to Lake Pend d'Oreille to chart the path for their transcontinental line, the landscape of the Inland Northwest would be changed. All three railway lines; the Great Northern, Northern Pacific and Spokane

International; brought in more opportunities for economic stability. While laying track itself did create temporary positions, other industries like lumber and mining were sustained by the railroad and the shipping of raw materials east (Anonymous 2009:1-2).

Sandpoint was a town that was settled by the railroad because of the vast number of natural resources in the surrounding area. Companies like the Humbird Lumber Company and earlier sawmills took advantage of these natural resources to develop a thriving business model that lasted until the mid 1930s. Despite the initial popularity of nearby towns like Hope (for families) and Kootenai (for the stage route), Sandpoint would become the more populated town and a center for industry and shipping. The Sandpoint Archaeological Project was undertaken to both allow construction of a new technology to improve the town as well as to keep that past alive, uncovering a wide variety of artifacts that tell a distinct story and can be used to learn more about the early history of Sandpoint, Idaho. The next chapter will discuss the importing and exporting of goods, as well as the movement of people and the role the railroad played in that process.

CHAPTER FOUR

When discussing the way that Sandpoint was impacted by the railroad, it is important to see what was being sent into, out of and around the region itself. An examination of a variety of records; shipping, timetables and correspondence; can provide vital information on these questions. This chapter will examine the three major ways that the railroads were facilitating objects being moved to and from Sandpoint and the rest of the region at this time, objects exported, objects imported and people moving in and out.

Exportation

First, a wide variety of goods were being shipped out of the region. Sandpoint was, from its founding, placed very strategically. Even before the Northern Pacific Railway line was built, the trading post on the northwest shore of Lake Pend d'Oreille was a stop for many traveling to the mines and forests in the surrounding region and a place to resupply before heading further north to Canada during the gold rush of the 1860s. Government surveyors also utilized the region while plotting out the 49th Parallel. Once the Northern Pacific arrived, followed shortly by the Great Northern and Spokane International Railways, the town became a place where two transcontinental railroads and a third important local railroad stopped to unload and reload freight (Weaver 2014b:18-19).

By 1912, Sandpoint was the home to an established lumber industry, which was discussed in more depth in the previous chapter. The town now boasted two boat liveryes, a smelter, several mills, and a variety of other local businesses ranging from cigar manufacturer and jeweler to stores selling railroad ties. An important part of Sandpoint being linked to the rest of the United States through railroads is the fact that the town, like many others in the

west, could readily export raw materials. Although other Inland Northwest towns and cities had the ability to ship raw goods on their own, the major railroads that connected the Inland Northwest to the rest of the United States all ran through Sandpoint. As such, the railroad offices were located there and the majority of shipping was processed from Sandpoint, regardless of its point of origin in the region (Weaver 2014b:27; Anderson 1910:1).

Sandpoint's exports were composed predominantly of natural resources. These resources came from the surrounding area, including the forests that today comprise the Idaho Panhandle National Forest. Timber was also sent south from the mills in Naples, Idaho. Ore came from both the mines near Coeur d'Alene, Idaho and the mines further north including the Klockmann Mine near Porthill, Idaho. Fish were retrieved locally from Lake Pend d'Oreille, and the posts, ties and bricks also could have been manufactured either in Sandpoint at the Humbird Mill or in nearby towns. Several local Northern Pacific trains ran every day except for Sunday. They would stop at a variety of locations including Rathdrum, Athol, Cocolalla, Velox and Kootenai as well as Sandpoint. The trains would retrieve cars that had been delivered from the Spokane International from their station at Sandpoint. While the official route is called the "Local Switching Yardley-Kootenai," Sandpoint was prominently listed as a place to retrieve goods, in this case mainly timber products. This train arrived in Sandpoint three times a week at 8:30 am (Volek 1968:1).

Table 4.1, lists the raw materials that were sent out of Sandpoint in the year 1882-1883. Unfortunately, the report from 1882-1883 was the only report released. Despite this, as these figures date from before the Weyerhaeuser Company and the Humbird Logging Company arrived, it can be supposed that the figures for lumber and other forest products

would have increased as the mills operated. This would have increased the tonnage for several of the categories.

Table 4.1
Exports from Sandpoint, 1882-1883
(Warner et al. 2014b:103)

Description	Tons
Agricultural implements	4
Grain	57
Hay	34
Other agricultural products	65
Lumber	2,876
Other forest products	2,172
Ore, stone, sand, etc.	18
Wood	182
Brick	-
Coal	110
Flour, meal, etc.	22
Iron & castings	495
Animals	160
Emigrant movables	34
Wool	40
Merchandise & other articles	429
Total tons	6,698

While lumber was the largest export leaving Sandpoint, it is important to recall the mineral industry as well. With the large number of mineral deposits both on Lake Pend d'Oreille and in the surrounding areas, it is not surprising that mining was important. Even in 1924, the *Northern Idaho News* announced that not only were Idaho mines increasing their production of gold and zinc, but that Bonner County was the county with the sixth highest production in the state (*Northern Idaho News* 1924:9).

Ore mined in Coeur d'Alene was not put on a train directly from Coeur d'Alene and sent east or west, but was instead sent to the smelter in Sandpoint. From there, it was sent on to its next location. It was noted in a 1910 letter to Great Northern Railway Board Chairman James J. Hill from his associate J Herbert Anderson that the mine operators at Coeur d'Alene had "in every way examined the present smelter conditions and has reported very favorably thereon." He goes on to describe the tonnage excavated at each of the mines in Coeur d'Alene and ends with saying that all this "properly belongs to the smelter at Sand Point" (Anderson 1910:2). Anderson also notes that the Great Northern can ship the ore to Sandpoint and process it at the smelter there for less than it would cost to send the ore to Helena or to any other locality nearby with a similar smelter.

Although the long-term plan was to build a smelter run by the Great Northern, the Sandpoint smelter was one that they had a measure of economic control over. Since the Great Northern had put Sandpoint on the map and continued to maintain an active presence in town life, it is possible however unlikely that the use of the smelter could be given exclusively to the Great Northern Freight (Anderson 1910:2).

As early as 1893, the Northern Pacific was advertised in the *Pend d'Oreille News* as running a daily line; this is also reflected in later papers and station reports (*Pend d'Oreille News* 1893b:6). After the arrival of Great Northern, that line also began to advertise in the paper. This calls attention to the other part of Sandpoint's economy during its early years, the importation of goods.

Importation

There were several ways that goods could arrive in Sandpoint between 1880 and 1935. These included being carried by an individual, on the stage coach or by the railroad. Even objects that arrived through the post office often arrived at places like Sandpoint via the railroad. Another thing that is important to keep in mind while examining the goods that were shipped into Sandpoint is that although these products were some of the most popular of their day, the choice of what to bring in belonged to Sandpoint. This, simply put, means that “people were making a community in Sandpoint that was unique to Sandpoint,” and that this can be seen in the artifacts left behind (White 2011:427; Warner et al. 2014b:104).

One way goods were sent into Sandpoint was through the railroad companies themselves. The Great Northern Railroad had a variety of sub-administrations and these administrations were responsible for a variety of tasks. These tasks included updating agricultural practices and improving the overall industry of the towns along its corridor. To this end, products to aid with these developments were sent in by the railroad industries (Great Northern Railway Historical Society 2001).

Another method of importing goods was the mail service. Trains often included a mail car. During a series of railroad strikes in the 1890s, a mail train was defined as any train pulling a mail car that was carrying mail. This had been the definition that the railroads themselves were hoping for, as they now were undertaking business from the Federal Government when they went to deliver that mail and warranted federal protection. The other choice for mail delivery was to have a specific government train to carry the mail (White 2011:427). In 1893, there was enough mail shipped to people across the United States to

allow for one mail car to be attached to a train every day, usually a passenger train (White 2011:428). As a town with a post office, Sandpoint would have benefitted from the once-a-day mail car that was sent west by the Great Northern.

A large number of artifacts uncovered during excavation came from locations other than Sandpoint. Undoubtedly, some of these items were selected and shipped by the railroad, but it is also important to consider the catalog as a means of importing goods. The most famous of catalogs is the Sears catalog. Sears began producing their catalogs in 1888. The earliest catalog was for watches and jewelry and was updated in 1894 to include a much wider selection of merchandise. The catalogs grew more elaborate as time went on, adding color pages and more products. There were also several catalogs that sold specific goods. The catalogs used the mail system to reach people with both their goods and the catalogs themselves, and since the railroads were the main carriers of mail to towns like Sandpoint, the railroad likely assisted in this transportation (Sears Archives).

Passengers

The three railroad companies also stopped at least once a day in Sandpoint to unload and reload. Most of them carried passengers as well as freight. At the Northern Pacific Railway station, between June 30th, 1882 and June 30th, 1883, a total 3737 people left Sandpoint, while 5229 people arrived (Rechnitzer 2006:147). These numbers alone indicate that one-thousand, four-hundred and eighty-two people stayed in Sandpoint that year. Of course, when examining these numbers one must not disregard the other methods of leaving Sandpoint, since this number is quite a bit larger than the established population of Sandpoint

at the time. Regardless, this is statistic that speaks much about the number of people moving in and out of the region-and by implication, personal goods as well (Rechnitzer 2006:147).

The trains did not just facilitate those moving into and out of Sandpoint. As early as 1904, a local paper noted that people were visiting Spokane, Coeur d'Alene, Rathdrum and Bonners Ferry for the day or the evening, at least on Sundays (Rechnitzer 2006:38). While the Great Northern ran to Bonners Ferry, there was also a daily stage coach that ran from Kootenai. Later on, during the 1910s, the trains would run from Sandpoint to Coeur d'Alene twice on Sundays. These were advertised as day trips and offered greater freedom of motion. Travel among Inland Northwest cities were not the only temporary trips advertised and encouraged by the various railroad lines. Even as early as 1893, the local papers were full of advertisements for trips to Chicago in the new Northern Pacific sleeper cars or for cheap fare on the Great Northern trains (*Pend d'Oreille News* 1893b:6; Rechnitzer 2006:241).

The Great Northern Railway's "Oriental Limited," so called because it made less stops than other trains did to get the silk on board to its destination as quickly as possible, took passengers to and from Sandpoint daily, every year except 1913. As the United States entered the 1930s, the Great Depression threatened the local economy just as it threatened the national one. The Northern Pacific and the Great Northern Railways had been in competition with each other since the Great Northern began building a northern transcontinental route. During the town's later years, this competition took the additional form of utilizing luxury cars and emphasizing local ties (Rechnitzer 2006:228-9; Riegel 1926:214).

Even during the early 1930s the Northern Pacific still had three passenger trains heading east and three more heading west that stopped in Sandpoint. While the economy

suffered, the Northern Pacific passenger trains maintained their previous levels of quality and emphasized how they had been an integral part of the Pacific Northwest for many years. The Northern Pacific's ad campaign, seen in Figure 4.1, demonstrates this as the railroad advertises themselves as the "First of the Northern Transcontinentals." Figure 4.2 shows a variety of stops in addition to Sandpoint, as well as the number of times that the railroad stopped in Sandpoint in the course of a day.

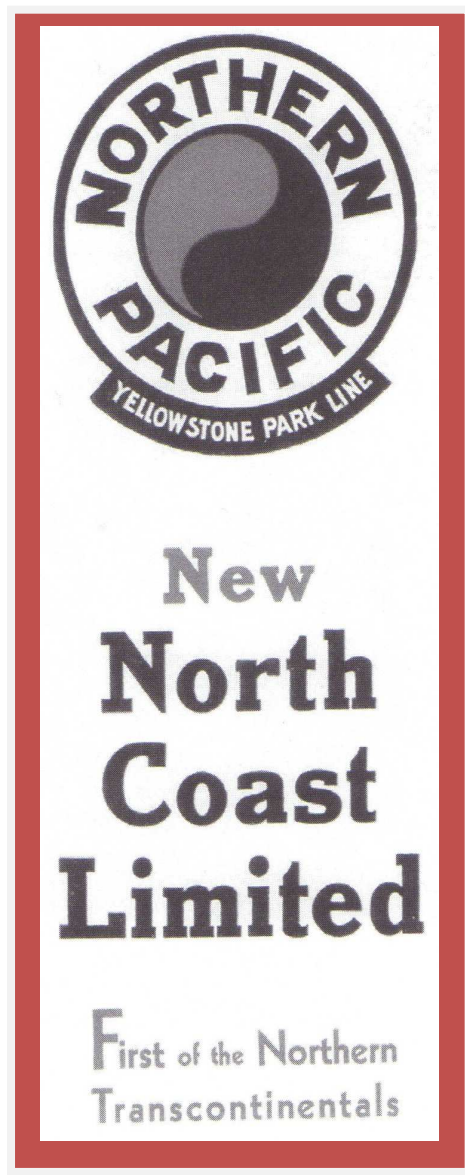



Figure 4.1
Northern Pacific Ad-First of the Great Transcontinentals
(Rechnitzer 2006:218)

Like the Northern Pacific, the Great Northern also fought to maintain its position in the economy of the Inland Northwest by advertising cheaper trips and advertising their new and improved cars (Rechnitzer 2006:215-6). The new time table (Figure 4.3) outlines the “Route of the Air Conditioned Empire Builder,” reminding everyone of the importance of the Great Northern in changing the Inland Northwest into the Inland Empire. It also provided value exporting and importing services by pointing out the Great Northern’s role in improving the local economy. In 1933, the Great Northern held an exposition they called “A Century of Progress” in Chicago. While arranging this event, they also emphasized the ease of traveling to Chicago, as well as the variety of locations that would make enjoyable stops (Rechnitzer 2006:228). The Great Northern also emphasized the comfort of traveling on their passenger trains—they were among the first to utilize air conditioning- and offered cheap meals in the dining cars. The Empire Builder, which had been the debut passenger car of the Great Northern, celebrated its seventy-fifth anniversary in 2004, and during its early years, not to be outdone by the Northern Pacific, the Empire Builder also stopped in Sandpoint. The below figure, Figure 4.3, is the timetable for the Great Northern Railway and the Northern Pacific Railways circa 1918.

RAILROAD TIME TABLES



Daily Leave	Sandpoint	Daily Arrive
2:47 pm 4:20 am	Seattle, Everett, Port- land and all Coast points.	12:28 pm 11:17 pm
2:47 pm 4:20 am	Spokane, Nelson, Gd. Forks, Everett, Bell- ingham, Blaine and Vancouver.	11:28 pm 1:37 pm
12:28 pm 11:17 pm	St. Paul, Minneapolis and points East.	2:47 pm 4:20 am
12:28 pm 11:17 pm	Fernie and all Kooten- ay points.	2:47 pm 4:20 am

Route of the Famous
"ORIENTAL LIMITED"
2—Daily Overland Trains—2
FOR
St. Paul, Minneapolis, Winnipeg, Du-
luth, Chicago, St. Louis, and all points
East.
Save money by purchasing tickets
your local agent.
For complete information, berth
reservations, rates, etc., call on or ad-
dress J. L. BUSH, Agent,
Sandpoint.
S. G. YERKES, A. G. P. A.,
Seattle.

NORTHERN PACIFIC.
North Coast Limited.

Observation Cars, Electric Lighted,
Steam Heated.

WEST BOUND.

No. 1—North Coast Limited..... 4:47 a. m.
No. 3—Pacific Express..... 7:38 p. m.
No. 5—Burlington Express..... 2:40 a. m.
No. 57—Local Freight, departs.... 8:00 a. m.

EAST BOUND.

No. 2—North Coast Limited... 1:07 p. m.
No. 4—Twin City Express..... 1:02 a. m.
No. 6—Burlington Express.... 9:47 a. m.
No. 58—Local Freight, departs.... 2:00 a. m.

**THREE TRANSCONTINENTAL LINES
EAST AND WEST.**

North Coast Limited and Twin City Ex-
press operated between Portland and St.
Paul and Minneapolis. Burlington train be-
tween Seattle and Kansas City, via Billings

FULLMAN AND TOURIST SLEEPERS
ON ALL TRAINS.

E. A. McKENNA, Agent
A. D. CHARLTON, A. G. P. A., Portland.

Figure 4.3
Timetable of the Great Northern and Northern Pacific Railways circa 1918
(Rechnitzer, 2006:52)

The railroads also encouraged settlements of the region. One book, *The Land of Better Farms: The Pacific Northwest*, was published jointly by the Chicago, Burlington & Quincy Railroad and the Great Northern and Northern Pacific Railways in 1923. This is a stark contrast to the previous attitudes of the various competing lines to each other. The emphasis is on the ever growing business booms experienced in the Pacific Northwest, and northern Idaho is stated to have “great rich forests (that) stretch between and indeed cover much of the northern section” (Anonymous 1923:4). This is followed by the statement that the lumber industry is growing rapidly, as well as a discussion on the merits of farming in the region. While Sandpoint is never mentioned by name, as a town with a strong lumber industry in northern Idaho, it is likely one of the target areas. The railroads also offered to help interested people plan a trip at a discounted rate to see the region before moving. This is another way that the railroad influenced the moving of people. While they may have not convinced many people to move, the offer was likely an intriguing one (Anonymous 1923:94). The railroads, whether or not they were successful with their advertisements, offered a service and were likely a major player in transporting passengers into and away from Sandpoint.

With these different methods of moving people and objects from place to place, it is no wonder that a wide variety of goods found their way into Sandpoint. People brought new goods and occupations with them when they moved to Sandpoint. In addition, many other goods were shipped to Sandpoint for sale in local stores or were deliveries from catalogs. When it comes to importing, exporting and the transfer of passengers, the railroad played a major role in the economy of early Sandpoint. The exporting of ore, wood products and fish helped the local economy grow, while importing goods improved the quality of life in

Sandpoint. These objects which were found in association with a variety of local businesses were also manufactured in a variety of places including local businesses and businesses abroad.

CHAPTER FIVE

The objects found in Sandpoint come from a variety of locations around the globe, serve an array of purposes and are made of an assortment of materials. This chapter will examine the artifacts that were found, where they were manufactured and what their presence in Sandpoint suggests about the railroad's influence on Sandpoint and other similar towns. With trains from three different railroads companies each delivering loads of freight to the town at least once daily, the railroad can be seen as a major part of the transportation of those goods to Sandpoint. Goods from different regions can teach scholars about early Sandpoint and its tastes, because while the local population does not necessarily have a say in what is brought into the town, it does have a say in what was purchased. This serves to create a town with a unique set of consumption patterns. First, this chapter will look at the artifacts made locally in Sandpoint, then regionally in the Pacific Northwest, followed by the western half of the United States and Canada. Then it will examine those manufactured in the eastern US and Canada, followed by outlining the artifacts that were manufactured abroad.

The most prevalent artifacts types are those made of glass and ceramic. On one hand, this is a good thing for research because glass and ceramic are both fairly easy to identify and place into context. On the other hand, both can be misleading because both tend to break. The data presented here is based on the minimum vessel counts. Other materials used to make the artifacts found in Sandpoint include metal, synthetic materials and organic materials.

Although metal does not break as easily, it does rust, which makes it harder to identify. The location of the site combined with the weather typical of northern Idaho contributed to this rusting. Some of the organic materials, such as leather, are no longer in one piece, both due to

the weather and the nature of organic materials. These are also identified through minimum vessel count when discussed.

Goods Manufactured in Sandpoint

Quite a large portion of the artifacts uncovered in the Sandpoint excavations were manufactured locally. Table 5.1 shows the entries in the database labeled as made locally, divided by their material type and the location in which they were uncovered.

**Table 5.1
Goods Manufactured in Sandpoint-Material and Location Found**

	Chinese Settlemt	Humbird Blacksmith Shop	Restr. District	Wrker Housg	Humbird Privy	Humbird/ Nesbitt Boarding House	Jail	Townsite	Total
Glass	163	3	250	2	1	2	1	61	483
Metal	2	0	13	1	0	0	0	1	17
Ceramic	0	0	1	0	0	0	0	0	1
Organic	0	0	1	0	0	0	0	0	1
Total	165	3	265	3	1	2	1	62	502

Glass comprised ninety-six percent of the locally manufactured artifacts found, and of that grouping 471 vessels were filled with products from local pharmacists. These businesses include Allen Brothers Druggist, Central Pharmacy, Sand Point Pharmacy and Sandpoint Drug Company. Artifacts from these businesses were uncovered in almost every one of the excavated sites. While one of the objects from the local drug stores was a bone toothbrush, the rest were glass bottles that fell under the Pharmaceutical/Medical Category. This category

included objects that were used and marketed for treating a variety of illnesses, injuries and diseases.

Pharmaceuticals are very common in historical archaeology and shed a great deal of light on the way people lived. With the rise of advertising and the added advantage of having a regularly printed local paper, local druggists were regularly pushing their products in the local paper. Allen Brothers, for example, advertised every week for at least three years, including testimonies from those who had been helped by the product. This form of advertising was used by several other local pharmacists over the years. These advertisements also offer an added advantage to the archaeologist in the ability to see what medical treatments were common. This in turn gives them a basic idea of what might have been in the bottle (Haught-Bielmann and Biemann 2014:18).

In addition to contents, bottle manufacturing can be quite helpful to the archaeologist, though there are some challenges to be aware of. While the contents in the bottles were made locally, often times the bottles themselves were made in a different location and then stamped with the company's information, potentially giving archaeologists multiple points of "origin" for the bottle. On the other hand, with a limited number of exceptions (canning jars, soft drink bottles, ect) bottles were commonly disposed of quite rapidly after their use, meaning they entered the archaeological record quite quickly after their production. Overall, bottles are both an excellent diagnostic tool and a challenging one (Warner et al. 2014b:105).

The Industrial Revolution gave rise to new technologies, including new methods of bottle making. With changes in manufacturing technology, glass production moved away from hand blown to semi and fully automated production. One company that manufactured a

large percentage of the bottles used in the United States is the Owens-Illinois Glass Company, a company that produces glass products even in the twenty-first century. The Company was founded in 1903 and called the Owens Bottle Company. In 1929, it merged with the Illinois Glass Company to become Owens-Illinois Incorporated. Because of financial backing from Toledo Glass Works, in 1903 the Owens Automatic Bottle Machine was developed to manufacture a wide variety of bottles. The Owens Automatic Bottle Machine would suck the gob of glass into the mold where the neck would be formed and then the bottle made. A distinct mark is left on all Owens Glass bottles from where the machine and the glass eventually parted ways (Owens-Illinois Glass Company; Lindsey 2009a; Sutton and Arkush 2009:192).

While the Owens-Illinois Company manufactured a large quantity of bottles that certainly could have found their way into Sandpoint, Lindsey points out that because local pharmacists needed relatively few bottles to fill their prescriptions, the pharmacy would either make their own bottles or use a smaller, non-automated shop that could be connected to the larger glass production companies. By the 1920s, however, this was no longer cost-effective and drugstore bottles became more likely to be made by machine. While it is possible that some druggists in Sandpoint made their own bottles on occasion, it seems more likely that they, like the majority of small towns, were purchasing bottles, embossing them with their label and filling them with their products (Lindsey 2009a).

At the Humbird Blacksmith Shop, only three pieces that were manufactured locally were found. All three were glass bottles from a local pharmacy. One was manufactured at Allen Brothers, one at the Sandpoint Drug Company and one at the Sand Point Pharmacy. The

Humbird Privy revealed one bottle from the Sandpoint Drug Company, while the Humbird/Nesbitt Boarding House had two bottle fragments, one from Allen Brothers and another from Sandpoint Drug Company. The jail also had one bottle found, this one again distributed by the Allen Brothers. Figure 5.1 below shows a sample of bottles that had been filled with product from Allen Brothers Druggists.



Figure 5.1
Samples of Allen Brothers Druggist Bottles
(Haught-Bielmann and Biemann 2014:20)

Another artifact type that was locally made, according to the project database, is tokens. Tokens were often traded for services or goods and were usually received in exchange for money, given as a promotion or as change by a business. They generally offer a discount or a fixed monetary sum. An example of this can be seen in the tokens found at Sandpoint, several

were able to be exchanged for five cents off of a purchase, while another was good for a bit, or the price of two drinks. The need to use tokens was in part influenced by a lack of coinage; this can be seen in the using of tokens for change in saloons and other establishments (Swords 2014:850-1; Bard 2014:215).

While tokens were used in place of money, the government did issue tokens at times, such as during the Civil War. Also, and more importantly from an economic standpoint, tokens were only valid at specific locations for specific goods or services. The use of tokens on a broader scale can also be tied to the Panic of 1893, one of the worst depressions that the United States has experienced in its history. This Panic increase the use of what Bard refers to as “trade stimulators” (Bard 2014:225). The used of tokens can also be attributed to small businesses struggling to keep themselves afloat and using an alternative to money to make change (Bard 2014:224-5; White 1991:393).

A large quantity of tokens that were not manufactured locally were also uncovered in Sandpoint, however fourteen of the tokens recovered were made locally. These were found in the Chinese Occupied Area (two) and the Restricted District (twelve). These tokens were for several local businesses, including the Stockholm Bar and J.R. Candish’s Cigars and Candy. While it may be a stretch to assume Sandpoint was suffering a major economic depression during its entire formative years, it was a growing town during the Panic of ’93, which may have had an effect and possibly driven up token use during that time. Furthermore, it is logical to suppose that the new businesses were drawing people in with advertising tokens, using tokens to make change and otherwise following accepted business practices of the late eighteenth and early nineteenth centuries in this way.

Goods Manufactured in the Pacific Northwest

The Pacific Northwest is the region including Washington, Oregon, Montana, Idaho and some of the Canadian Provinces, likely Alberta and British Columbia. This section shows the Pacific Northwest as a whole rather than subdivided into the Inland Northwest and the rest of it for an easier portrayal of information. Sandpoint goods are not included in this discussion. Table 5.2 is divided into material type by manufacturing location.

Table 5.2
Goods Manufactured in the Pacific Northwest

	Alberta	Washington	Oregon	British Columbia	Montana	Idaho	Total
Glass	0	204	25	0	3	3	235
Metal	2	38	2	0	1	1	44
Organic	0	3	0	1	0	0	4
Ceramic	0	76	1	0	0	0	77
Total	2	321	28	1	4	4	360

This table shows that, regardless of what was being brought into Sandpoint from within the region, a substantial amount of goods were being manufactured and consumed locally. As with the artifacts manufactured in Sandpoint, glass makes up the largest category of artifacts manufactured in the rest of the Pacific Northwest. Out of that assemblage, alcohol-related artifacts were very prominent in the Sandpoint assemblage. Given the fact that the Restricted District was excavated, the large number of alcohol-related artifacts is not

surprising. Sandpoint had a reputation as a wild town, due to Sandpoint's status as a place where many single men who were engaged in logging, railroad construction, steam boat operation and mining found themselves at the end of the day (Weaver 2014b:22-23). Regardless of the reason, the excavations did result in a decent sized number of alcohol-related products, around 3000 total vessels (Petrich-Guy et al. 2014:52). One hundred fifty eight alcohol-containing bottles were identified that were manufactured in the Pacific Northwest. While it is more likely to find goods manufactured in the Pacific Northwest in Sandpoint, the abundance points to a significant regional economy. The railroads facilitated the more rapid movement of these goods. It is also noteworthy that 862 of the total artifacts were clearly labeled as coming from the Pacific Northwest, and likely more artifacts that were not so clearly labeled also came from the region. Of these regionally made products, the majority were Spokane businesses, particularly breweries. One of these businesses was owed by James Durkin (Blecha 2009:1).

An important figure to discuss when talking about commerce near Sandpoint during the years covered by this study, Durkin was born in Wasall, England. He immigrated with his parents and siblings and lived in Illinois and Missouri before, as a nine-year old boy, running away to Brooklyn. Like many of his contemporaries, he worked his way up from a lower job on the corporate totem pole, bartending, to owning his own establishment (Blecha 2009:1).

Two Durkin whiskey bottles were recovered in Sandpoint. James Durkin arrived in Spokane in 1877 and built on the corner of Sprague and Wall. Durkin became Spokane's liquor king, operating several bars and giving very good deals, according to his own advertisements in local papers. This earned him the distinction of being one of Spokane's first

millionaires and a figure of some prominence in Spokane, going so far as to have his name and business painted on every rock surface where a potential customer might see it on the way into town (Blecha 2009:2). Figure 5.2, seen below, is a photograph of a Durkin bottle cap uncovered in Sandpoint.



Figure 5.2
James Durkin Wines & Liquors Stopper/Closure
(Cavender 2013)

Durkin's business holdings eventually included three locations in Spokane that served food as well as alcohol. Durkin did stop selling liquor during Prohibition, but offered substantial price cuts in the months leading up to it, closing his doors in December 1915. Durkin reopened his doors after Prohibition was repealed in 1933 and lived for another year, passing away in 1934 (Blecha 2009:4). Durkin was one of Spokane's most colorful characters and one who was generally well-liked and respected; whose influence extended beyond his adopted city into the rest of the Northwest (Blecha 2009:4). In addition to Durkin, there were

a number of other alcohol-related regional products that were indentified in the Sandpoint materials. Indentified breweries include Spokane Brewing and Malting, Seattle Brewing Company, Olympia Brewing Company, O’Hare Liquor Company in Aberdeen, and the North Yakima Brewing and Malting Company. The majority of goods manufactured in the Pacific Northwest most likely reached Sandpoint via train, specifically through the lines that ran between Sandpoint and Spokane (Figure 3.3).

Goods Manufactured in the American West

Another region that produced goods that made their way to Sandpoint was the American West (excluding northwestern states). For this discussion, the Pacific Northwest is not being counted. Table 5.3 shows the number of indentified artifacts manufactured in the American West, broadly defined here as west of the Mississippi, divided by material type and state, though several states are lumped together to maintain a manageable sized chart.

Table 5.3
Goods Manufactured in the American West

	MN	CO	CA	KS/MO/NE	WY	TX	Total
Glass	50	0	102	85	0	1	238
Ceramic	27	0	4	0	0	0	31
Metal	6	2	0	93	2	1	104
Other	0	1	1	0	0	0	2
Total	83	3	107	178	2	2	375

Despite the fact that the Great Northern Railroad’s Headquarters was located in Minnesota, there were comparatively few artifacts manufactured in the remaining states that comprise the American West. It could be inferred that goods were either brought in from local

or semi-local businesses like those in the Pacific Northwest, or from more distant locations either in the United States or abroad, as will be seen in Tables 5.4 and 5.5, respectively.

One group of products present and manufactured in the western United States were an array of cleaning products manufactured in California (n=21). The major companies represented are the Clorox Company with a manufacturing location of Oakland, and the Purex Corporation based in Los Angeles. While both companies are still in business today, because chemical and medical glass is rarely reused the containers themselves are diagnostic of age (Warner et al. 2014b:105).

Bottles can tell a researcher quite a bit about the product that was inside of it by the shape, thickness and base of the bottle. Lindsey defines the poison grouping as products that were manufactured for human use, but not necessarily meant to be digested, including poisons and chemicals like bleach and ammonia. While bottles containing poisons usually have distinctive markings on the bottles themselves to avoid confusion and accidental poisonings, chemical bottles, like those sent to Sandpoint from California, tend to not have a set shape, color or inherent warning sign built into the bottle (Lindsey 2014).

Both of the following companies fit into the cleaning category, as well as the poison category. Clorox Bleach comprised fourteen of the cleaning bottles and several of the bottles used to store the Clorox were manufactured by the Owens-Illinois Glass Company discussed previously in this chapter. Purex manufactured seven bottles recovered in the excavation. Simplistically, this shows that the people of Sandpoint were using bleach, but it also shows another good that is being imported into Sandpoint from a farther away location. While bleach is not an exceptionally common product in the assemblages, it was a product used across the

nation and manufactured semi-locally. This serves to emphasize the way the United States was being linked together by the railroads, as well as a growing national economy where goods manufactured in California were part of everyday life in Sandpoint (White 2011:xxiii).

Goods Manufactured in the Eastern United States

Although the transcontinental railroads claimed to cross the country, many of them stopped in places like Minnesota and then connected with other lines to reach the East Coast (White 2011:xxi). In spite of this, a large number of artifacts from the East Coast and the Midwest made it to Sandpoint. Table 5.4 illustrates the type of material and location those goods originated at. For the sake of clarity, states were combined into a few broad categories.

Table 5.4
Goods Manufactured in the Eastern United States

	Original 13 (plus WV)	Midwest & Canada			
			FL/ME/VT/PR	MI/WI	Total
Glass	435	164	12	172	783
Ceramic	2	1	0	0	3
Metal	170	17	1	9	197
Other	13	4	0	0	17
Total	620	186	13	181	1000

One of the largest groups of goods that arrived in Sandpoint was the eastern United States, particularly the original thirteen states. These artifacts came from every category in the database and were found throughout as well. This can be attributed to the fact that the manufacturing centers on the East Coast would have been producing goods for longer than those on the West Coast, making their bases of production more established and potentially more efficient. This fits well into the typical western town economy of extraction and trading

unfinished products in the west for finished products from the east and is supported by the results of excavation in Sandpoint.

Ideas and movements from the East Coast and other places around the world were also transported through the railroad and in some cases this can be seen in the archaeological remains are some ideas and movements. One such movement was the Victorian Era. While the goods seen in Sandpoint that most closely fit Victorian ideals do not have a clear manufacturing location, they are an example of the growing national economy, made simpler by the railroad. (Husband and O'Loughlin 2004:100).

The Victorian Era was a movement that was named after the Queen of England, Victoria, who ruled during the late nineteenth and early twentieth century. This movement spread across the Atlantic to the United States and from there spread west. Several ideas were paramount to the Victorian Era. Another idea that was contemporary with both Victorian Ideals and the Industrial Revolution was the Gilded Age, or the people who gained wealth as a result of industry. It was also thought of as a polished exterior masking a corrupt center, typically applied to the big businessmen of the Industrial Revolution (Husband and O'Loughlin 2004:72; White 2011:98; DuBois and Dumenil 2005:186, 341; Riegel 1926:1).

The Victorian Era had a unique decorating style in the home. This style emphasized the relationship between the house and those who lived there. The Victorian Era idea of interior decoration emphasized that material objects “forged their possessor’s character and values” (Mullins 2001:158). This led to a trend in the collection and display of bric-a-brac, defined by Mullins as “a somewhat inexact term referring to a range of primarily decorative objects that were common in American homes from about 1850 into the early twentieth

century” (Mullins 2001:158). Most of these objects were mass produced and used a wide range of people and historic scenes for inspiration. Bric-a-brac was a nation-wide phenomenon, leading people in Sandpoint to share similar styles with people on the East Coast. (Mullins 2001:158-60).

Bric-a-brac could be small figurines, vases, statues and other objects that serve a purely aesthetic purpose. During excavation, 38 artifacts under the category “figurine/statue” were indentified with several others falling under the vase category. The little statues took several forms, including a pink rabbit with a bow, a monkey that may have belonged to a “see no evil” set, a pink pig numerous angels, a yellow-dressed person and assorted limbs. These limbs probably went with similar figurines as those that were complete or nearly complete.

Figure 5.3 shows an example of a piece of bric-a-brac found in Sandpoint.



Figure 5.3
Bric-a-Brac-A Pink Pig
(Haught 2011)

Bric-a-brac is not noted as only appearing in one location. It was uncovered in the Restricted District, the Chinese Settlement, and several townsite locations (OP-2a, OP-2b, OP-2c, OP-4a, and OP-5a), which shows that it was not an isolated occurrence. However, there is a risk in assuming that the only purpose in collecting bric-a-brac is to show off to others. Mullins points out that there is another purpose to bric-a-brac, that it has “extended all material culture’s flexible symbolism to its extremes by featuring ambiguous motifs that were primarily evocative mediums rather than straightforward representations,” basically, they make a person think and draw their own conclusions about each piece and those who own it (Mullins 2001:160). While bric-a-brac could be seen as fitting into this Victorian aesthetic, the pieces found in the Restricted District are more likely tongue and cheek commentary since many were found in association with brothels. These pieces more likely provide an ironic look at the ideals, and are more indicative of Twain’s Gilded Age.

Another thing that was transported from east to west via the railroad was the growing labor movement. The first railroad strike, called “the great railroad strike of 1877” by historian Richard White, took place on the Baltimore & Ohio and Pennsylvania lines (White 2011:279; Wolmar 2010:290). This made the Baltimore & Ohio not only the first railroad in the United States, but also the first to have a strike (Wolmar 2010:12). The strike began in the summer of 1877 among railroad workers and spread through the nation, leaving over 100 people dead and costing over a million dollars in damages to property (Husband and O’Loughlin 2004:66). Although significant, the strikers did not, in the long run, succeed in their goals. The strike took place during the depression following the Panic of 1873. When

four eastern railroads (the Pennsylvania, New York Central & Hudson, Erie and the Baltimore & Ohio) decided together to cut wages, their workers went on strikes. After Federal troops were sent in, the strike spread across the nation, and shipments of grain were stopped nationwide (Husband and O'Loughlin 2004:67-8).

When faced with unions, the course of action most often taken was to break the unions with bribes. They also enlisted the support of the Young Men's Christian Association (YMCA), to curb railroad workers' relatively rough culture (White 2011:279). Laws were also passed to prevent the use of the Federal Army to put down strikes, unless Congress authorized the action, an action that affected later strikes as far from Baltimore as Colorado (White 2011:280). As a response to the corruption of what would become known as the Gilded Age, people stood together to protest the unfair treatment they felt railroads were giving their employees. The siding of the Federal Government with the railroad corporations did nothing to stem the talk of corruption (Husband and O'Loughlin 2004:68). While the strike itself began on the eastern half of the United States, not only did the strike itself spread west, but the ideas and consequences spread west as well. Indeed, the westward spread of the strike was a good illustration of how not just goods moved via rail lines but ideas moved as well.

Goods Shipped to Sandpoint from Abroad

When discussing items shipped in from abroad, a large number of artifacts were recovered at Sandpoint, in fact, a third of all the artifacts clearly labeled come from places outside of the country. The imported objects are revealing in that they highlight just how extensively Sandpoint was linked to the world, and the primary link was the railroad. While

goods had been moved from other countries by ship, for these goods to get to a location like Sandpoint, they were more likely to have been transported by the railroad. Individuals could have carried small amounts of objects, but giving the volume of artifacts manufactured abroad, it is more likely that the railroad played a major role.

Table 5.5 illustrates the variety of locations that goods manufactured abroad came from. These locations are Brit (Britain), Aust (Austria), Swe (Sweden), Ven (Venezuela), Viet (Vietnam), Holld (Holland), Austl (Australia), Ireld (Ireland), Scotld (Scotland), Fr (France) Ger (Germany), Hun (Hungary), Switz (Switzerland) and Itly (Italy).

Table 5.5
Goods Manufactured Abroad By Material Type

Type	Brit	Aust	Swe	China	Ven	Japan	Viet	Holld	Austl	Ireld	Scotld	Fr.	Ger	Hun	Switz	Itly	Totals
Ceramic	9	0	0	405	19	0	0	1	0	0	32	4	0	0	0	0	470
Metal	15	0	1	23	0	1	1	0	0	3	0	28	4	0	0	0	76
Other	0	0	0	0	0	0	0	0	1	0	0	3	3	0	0	0	7
Glass	327	2	3	21	0	0	0	0	0	0	10	170	5	4	1	2	545
Total	351	2	4	449	19	1	1	1	1	3	42	205	12	4	1	2	1098

The single largest category of foreign-produced objects were ceramics from China. Not surprisingly, most of the ceramics were found in the Chinese Settlement. When looking at artifacts identified as being from China, 405 ceramic vessels were uncovered, along with 23 metal pieces and 21 pieces made of glass. A majority of the ceramics were found in the Chinese Settlement. They were likely acquired to recall a past home for the people who were living in a foreign country. The ceramics came from China, potentially by way of Hope Idaho or one of the port towns on the West Coast like San Francisco. These goods were largely functional such as bowls or storage vessels that contained liquor, ginger and other foods (Figure 5.4). They also reiterate that people in Sandpoint had access to goods from Asia, whether the goods came from China itself or a community of immigrants already in the States cannot be determined, but it is certain they did not originate in Sandpoint (Camp 2014:75; Warner et al. 2014a:59). Figure 5.4 shows two of the artifacts manufactured in China that were uncovered in Sandpoint.



Figure 5.4
Chinese Spouted Jar and Chinese Wide-Mouth Jar
(Warner et al. 2014a:60)

As stated previously, alcohol-related artifacts were found in Sandpoint from all over the world. Two major contributors were champagnes from France and gin from England. At the turn of the century, the most popular champagne in the United States was G.H. Mumm, manufactured in Riems, France. It was also the most popular champagne in Sandpoint's Restricted District, champagne being a very popular drink in brothels. The total number of Champagnes/Wine Bottles found at Sandpoint number 676, and 51 of the artifacts that related to alcohol came from France. While that may not seem like a large grouping, for a city in a land-locked state to have access to champagne from France is significant. This transfer of

goods can be seen as part of the growing global economy, and one that was helped to grow by improved technologies, including the railroads (Petrich-Guy et al. 2014:63; Brown 2014:67).

Gin was also found in large amounts (n=257) in the Restricted District. Within that location, gin was found mainly in Herman's Bordello, the more upscale of the establishments in the Restricted District. Gin had originated as a medicinal beverage before being utilized as an alcoholic beverage and was thought of as a product drunk by London's lower classes. The taste of gin also changed to the dry beverage enjoyed in Sandpoint with the development of a new and improved still in 1831. Throughout the nineteenth century and into the twentieth gin began to be less the drink of the working class and more of a drink for the wealthy. This may have been a result of increased taxes or a product of the Reform Movement before Prohibition. Prohibition also helped increase the consumption of gin in the United States due to the ease of bootlegging it (Petrich-Guy et al. 2014:61; Petrich-Guy 2010). One popular brand of gin, Gordon's London Dry Gin, contributed at least 43 of the recovered bottles. Figure 5.5 is a bottle that had contained Gordon's London Dry Gin.



Figure 5.5
Bottle of Gordon's London Dry Gin
(Petrich-Guy 2010)

Gordon's was first available for purchase in the United States first in 1892. Unlike French Champagnes, Gordon's Gin was not merely found in the Restricted District. Fragments of the bottles were also found in the Chinese Settlement and Townsite. It can be said that finding alcohol from Europe in a city in a landlocked state is significant. Gordon's would develop a New York manufacturer and other alcohols from abroad had distributors in the United States, the presence of gin from England sold from New York found in Sandpoint still clearly shows the growing reach of globalization, a process that was certainly aided by the Industrial Revolution and the railroads.

The presence of all the artifacts manufactured abroad tells researchers a good deal. Typically, ships transported goods from country to country, especially from Europe and Asia to the United States. What these three subsets show is that products were arriving in Sandpoint, an inland town, and that they were arriving in significant amounts. The easiest route for these goods to arrive in Sandpoint would be via the railroad from a port town. While these products improved life for Sandpoint residents, they are not necessary. The same champagne that was enjoyed in New York or Paris could be enjoyed in Sandpoint, Idaho. The addition of non-necessary products from a wide variety of far-away locations shows how the railroad impacted Sandpoint. The volume of foreign items indicate something more than a town just dependent on the whims of railroad managers or what was available in a catalog. Instead, it shows a town that was thoroughly linked to a global economy.

These artifacts and the places that they were made offer insight into the trade and commerce that occurred in Sandpoint during its early days. The wide selection of specialty shops that appeared in Sandpoint in the early 1900s, as well as the several saloons that operated their trades, were places that would benefit from the railroads' ability to bring goods in from the West Coast cities of Portland, Seattle and San Francisco, the East Coast cities of New York and Boston, the Midwest and even Canada. These businesses could distribute those goods to their patrons, or the local grocery and mercantile could do the same.

Objects that were from all over the world could be brought by ship to the coast and then sent to places like Sandpoint via railroad, further raising the standard of living in this small but growing Inland Northwest city. This was a direct result of the railroad's presence; not only did the railroad bring people to settle Sandpoint, but it also brought goods into and

out of Sandpoint and the surrounding areas. This changed the commerce of the region and turned a former stopping point on a lake into a town that was a stop for the Great Northern and Northern Pacific Railways, as well as the Spokane International.

CONCLUSION

While the railroad began to be less popular with the addition of the automobile, the railroads were resilient. Between the 1920s and 1930s, the majority of the railroads bought stock in Greyhound or developed their own bus system. While railroads played an integral part in the settling of Sandpoint, the automobile offered a more flexible timetable, one that the railroads had not been able to give, leading to the decline of the railroad and the rise of the automobile (Stover 1970:138).

Despite its decrease in popularity later in the twentieth century, the railroad impacted the course of this nation in a major way. Towns that were created because of the railroads, like Sandpoint, can be seen across the nation. The railroads, by facilitating the easier and sometimes safer transportation of goods and people across the county, helped the national economy grow. Raw materials from places like the Pacific Northwest were sent east, and rural areas began to use goods that were not produced locally. This resulted in more focused trade and sometimes also resulted in trouble when the trains could not get through. Railroad towns, however, grew and prospered. If we revisit the first chapter of this study, the purpose was to “examine the impact of the railroad on the Inland Northwest as related to trade both within and outside of the region, using Sandpoint as a case study...(and) answering a key question, how did the railroad affect Sandpoint?” This study has attempted to answer that question, and the answer appears to be manifold.

First, Sandpoint became a town due to the presence of the Northern Pacific, and was incorporated as a city after the Great Northern arrived. As a result, Sandpoint was a railroad town, owing its existence to the railroad. This in turn allowed for growth, both economically

and in number of residents. The addition of industries like the Humbird Lumber Company allowed for employment, as did the laying of track during the town's earlier years. While many who had laid tracks did leave, the mills built in the late 1890s brought in more people, including families.

Second, the railroad allowed for the export and import of goods, as well as the transportation of people. The railroad facilitated the exportation of the raw materials harvested nearby, making Sandpoint a regional hub of commerce. It then also brought in goods from other locations, both near and far, providing luxuries uncommon to rural towns before the addition of the railroad. These goods that were brought in offered choices. The cigar shops could purchase outside goods imported from Florida and the local mercantile could order dishes from England. The railroad allowed those goods to be transported quickly and efficiently to areas such as Sandpoint.

Third, people also used the railroad to move to Sandpoint or merely to visit. The ease that was afforded by the railroad later on, especially the comfort provided by the sleeper cars of the Northern Pacific or the Great Northern, facilitated travel to all parts of the country, both visitors to and from Sandpoint appear to have taken advantage. In addition, the jobs of working for the railroad in Sandpoint also brought in newcomers, while the industries that grew up around the lines in Sandpoint kept them there.

While this study has answered this question to the best of its ability, there is much more to learn. The artifacts uncovered at Sandpoint are numerous. Many are clearly labeled and the category is also known for many of these artifacts. There are many pieces made by local businesses, many that traveled far to arrive in Sandpoint. These range from coins and

toys to alcohol and cleaning materials. Ceramics, bricks and batteries, car parts, medical supplies and bric-a-brac also all make an appearance.

As such, there are numerous topics that could be examined, either with the addition of the railroad or not. The different locations also can all tell a different story. There are stories at the Blacksmith Shop, the Restricted District, the Chinese Occupied Area and the Jail, to name a few. Many questions still remain to be answered. The stories that Sandpoint, Idaho has to tell about its past have only begun to be told. This small railroad town turned tourist town has a past that researchers have only begun to scratch the surface of.

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