

[M. P. Bogle]

Spokane, Washington

January, 1937 Personal Narrative - M.P. Bogle, 1425

Old National Bank Building, Spokane, in an interview with Veva V. Babb and G. H Lathrop.

Mr. Bogle, as a young man, arrived in Spokane from Stillwater, Minnesota, on August 10, 1889 to behold a city of tents erected over the ashes of the "Great Fire". Mr. Bogle helped clean the streets of debris, sold newspapers and then opened a restaurant between Post and Lincoln streets. According to Mr. Bogle's recollections, construction of the Spokane hotel was underway; J. W. Graham's store was housed in a tent at Bernard and Riverside; Kemp & Hebert's were a "Gents Furnishing" house, also in a tent; John Tilsley was operating a large grocery store at 505 Howard Street; McGowan Bros., Holly-Mason, Marks & Co., and Jensen-King-Byrd Co., were the pioneer hardware merchants.

Lodging tents would have as many as 125 beds per tent; most of these tents were lined with heavy building paper.

In the manner of most western cities of the day, Spokane was wide-open. Between Post and Lincoln streets, "Dutch Jake" Goetz and Harry Baer had a combination saloon, dance hall, theatre and gambling establishment, which occupied space from the one street through to the other with an entrance on each. Saddle horses and animal drawn conveyances of every description were hitched in front of the various establishments and on vacant lots. Good equipment was scarce and anyone possessing a buggy was of the elite.

Mr. Bogle states that the winter of 1889-90 was one of the most severe ever experienced here. He had gone to Sprague to visit a sister, Mrs. Desmond, and while there was

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persuaded to buy same cattle. The temperature went to 33 degrees below zero, and as early as December the snow was 2 feet deep and stayed on the ground. Feed was scarce; hay was \$40.00 per ton, and as the season progressed could not be obtained at any price. By spring Mr. Bogle had lost all but five cows. When the weather had moderated and the snow gone, Mr. Frank D. Garrett, then at Sprague, after bringing his flock of sheep through the winter with little loss, turned them out to graze. An unseasonable blizzard wiped out the flock at an estimated loss of \$75,000.00.

This same spring, 1890, Mr. Bogle and Mr. Desmond rode across country from Sprague to Grand Coulee. This territory was littered with the carcasses of thousands of cattle and horses. In the Grand Coulee, in many places, stock had piled up and died in the winter storms in such numbers that it was impossible to ride between the carcasses.

Mr. Bogle states that at this time grading for the Washington Central Railroad was underway with some steel laid on the Spokane end.

Later in 1890 Mr. Bogle did considerable logging with Johnny Stone at Stone's Switch, northeast of Rathdrum; for the Phoenix Lumber Company of Spokane; and in the Douglas Fir, northeast of Seattle, for Day. Bros. Oxen for skidding were still in use by Stone at Rathdrum.

In 1891, Mr. Bogle, and Mr. Desmond entered the dairy business at Bonners Ferry. Memory of the financial panic of 1894 is still vivid With Mr. Bogle. He states that, as he remembers it, the Pedicord Hotel was about the only going concern on Riverside, east of Washington street. Other buildings were vacant, many of them with broken windows. Mr. Bogle states that Cowleyes Bank was the only one in the city to survive the panic. Choice farm lands were offered at prices ranging from 75¢ per acre up to \$500.00 per quarter section.

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Floods occurred in 1895. At Bonners Ferry the Great Northern railway tracks were under 8 feet of water, and train service was suspended for thirty days or more .

About this time, Mr. Bogle was engaged in logging on a large scale in northern Idaho, delivering logs by way of the Kootenay River and Kootenay Lake to sawmills at Nelson, Kaslo and Pilot Bay in British Columbia.

In 1894, Mr. Bogle, while prospecting in British Columbia near Fort Steele, located the first extension of the Sullivan Group mines. Mr. Bogle held this claim until 1906, selling it then for \$350.00. A vast fortune has since been taken from that property.

Mr. Bogle, Mr. Desmond and Jim Cronin, were camped at Moyie Lake when the "ST. Eugene" mine was discovered. An Indian discovered the ore and took it to a priest, Father Kocolo, who immediately realized its value. Mr. Cronin organized a company to develop the mine. Later, out of the proceeds, a home and independent income were established for the Indian, while Father Kocolo received a substantial sum to further his missionary work.

Interesting spectacles of the times were the pow-wows held when the Kalispell Indians of Montana would come to visit the Kootenay Indians of Idaho near Bonners Ferry.

In 1902, Messrs. Stone, Shotes & Gleed, built a one-band sawmill at Bonners Ferry. This mill was later purchased by R. H. McCoy and, after being destroyed by fire, was rebuilt as a double-band mill.

It is interesting to note that, according to Mr. Bogle's records, thunder and lightning were experienced at Bonners Ferry on January 15, 1902.

In and about this period, he bought logged timber for the Weyerhaeuser interests, and took out cedar and poles for the Lindsay Bros. (1899) at Priest River, Idaho. There was some white pine around Bonners Ferry; but yellow pine, red fir, and tamarack predominated.

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Mr. Bogle bought stumpage at 50¢ per [?] from the Northern Pacific railway, cut the timber and delivered the logs at Nelson and Kaslo, B. C., for \$5.50 per [?].

Mr. Bogle states that at this time the Humbird Lumber Co. was contracting for logs in the water at \$3.60 to \$4.00 per [?]. Cedar poles, 30', were \$2.00 each.

In 1909, Mr. Bogle made a deal whereby the controlling interest in the Rose Lake Lumber Company, a one-band sawmill, was sold by Andy Devlin and Al Page to Messrs. J. J. O'Neill, Joe Irvine and Jake Colaner. Mr. Bogle was retained as logging and railroad superintendent. In two years, 32 million feet of white pine, red fir and tamarack were taken out. The Winton Bros, purchased control of this company in 1911 and doubled the capacity of the mill. Mr. Bogle then organized the St. Maries Lumber company, built a mill and a railroad back of Wallace along the north bank of the St. Joe river, to a point known as Bogle's Spur on the Milwaukee railway, 60 miles east of St. Maries. Mr. Wm. Kroll and Messrs. Spae and Loggear of New York, financed this enterpriser Mr. Bogle logged and operated the railroad until 1914. From 1914 to 1918, Mr. Bogle engaged in the land business, selling some 50,000 acres of farm lands in Washington, Montana and Alberta.

During 1919-1920 he was manager for the Pine Lumber company at Marcus. Then was assistant superintendent for the Diamond Match company under Chas. Olson, for two years, after which Mr. Bogle returned to the Pine Lumber Company as manager at Pine Creek, Idaho until 1928.

Since 1928, Mr. Bogle has engaged in the insurance business and operated the Bonna Dell Dairy at Marshall and Otis Orchards. Mr. Bogle is at present active in placer mining.

An unusual feature of Mr. Bogle's extensive logging experience was the absence of labor trouble. Mr. Bogle states that he attributes this to the fact that he always gave his men every possible consideration. As early as 1909, in his camps at Rose Lake, Mr. Bogle, furnished his men with good sleeping accommodations, showers, and laundry rooms,

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reading and recreation rooms. Mr. Bogle was an early believer in good food and lots of it, for his men. In this connection Mr. Bogle quotes prices on some of the items purchased by him before the war. These prices are wholesale.

No.1 Ham and bacon 12 1/2¢ per lb.

Prime beef, by the side 08¢ " "

Navy beans 03¢ " "

Woolen Sox (heavy boot) 30¢ " pr.

Sugar 5.00 " cwt.

Double-bit axes were purchased from Marshall-wells Hardware company at 12.00 " doz.

Hay and oats commanded about the same prices as at present.

The ordinary wage paid at that time, was 40.00 Teamsters and canthook man were paid 50.00

During the log-drive the usual rate of pay per day was 3.50