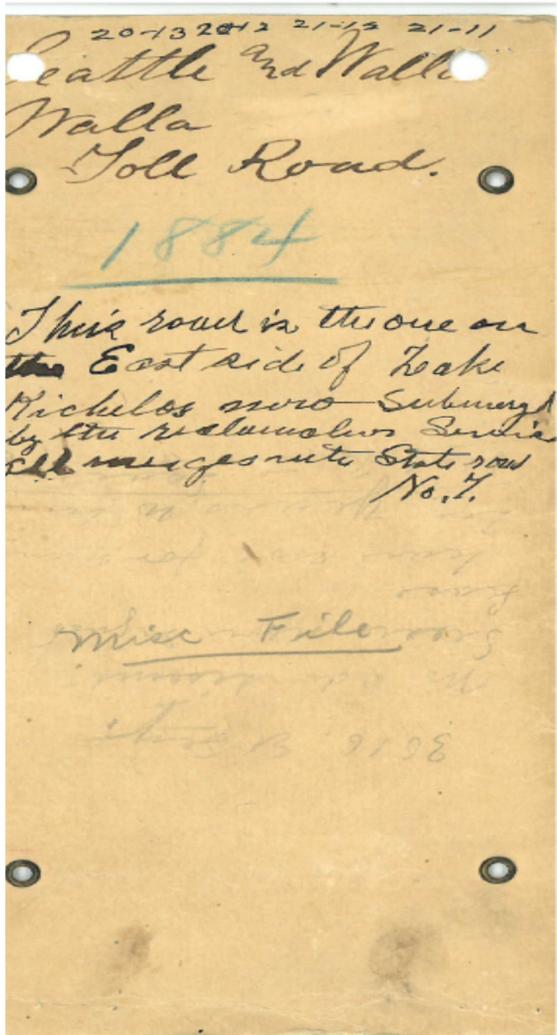




SEATTLE TO WALLA WALLA TOLL ROAD THROUGH KITTITAS COUNTY

Kittitas County had a toll road in the past; 1884 to be exact:

□



From the archives in the Public Works vault comes the story of the August 7, 1884 agreement between the County Commissioners of Kittitas County, Washington Territory, and the Seattle and Walla Walla Trail and Wagon Road Company. The Company stated that they had constructed a wagon road from Taneum Creek in Kittitas County to Snoqualmie Prairie in King County, expending large sums of money in the process. Because the Company expected to have to spend more money to keep this road in repair,

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the Agreement laid out a lease from the County to the Company for that portion of the road between the “Supply Camp” to the Summit of the Cascade Mountains, and allowed the Company to set up Toll Houses and Toll Gates “at any point or points” on said road.

Tolls were to be charged and collected per the language in the Agreement below:

no persons, or wags;
 4 or sheep or hogs per head .10 each
 " Loose Cattle, horses
 mules or asses per head .33 1/3 "
 " Pack horse .50 "
 " Man on horseback \$1.00
 " One horse and buggy \$2.00
 or other vehicle
 " Two horses & buggy \$3.00
 or wagon or other vehicle
 " four horses & wagon \$4.00
 or other vehicle
 Said tolls to be collected by the parties to the agreement herein and collected
 provided that parties
 going to and returning

Sheep or hogs – per head	\$.10 each
Loose cattle, horses, mules or asses per head	\$.33 & 1/3 each
Pack horse	\$.50
Man on horseback	\$ 1.00
One horse and buggy or other vehicle	\$ 2.00
Two horses and buggy or wagon or other Vehicle	\$ 3.00
Four horses and wagon or other vehicle	\$ 4.00

On November 7, 1884 18 men , including Walter Reed, (the founder of Cle Elum), presented a petition to the County Commissioners requesting relief from the tolling. The petition noted that the Seattle and Walla Walla Trail and Wagon Road Company were using portions of the “Old Military and Emigrant road” to the Puget Sound region, and complained that the Company had not done any work on certain portions of that road. The petition noted that a person could not even reach the town of Easton without paying a toll. A note next to Walter Reeds’ name reads **“consider the gate to be an outrage on citizens living in its vicinity”**.

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The file does not contain the decision of the County Commissioners. By 1887 the Northern Pacific Railroad had crossed the pass and the road fell into disrepair. It was not until 1899 that the road was again made passable, and not until 1905 that the first automobiles crossed the pass on the road.*

* *King County Historic and Scenic Corridors Project*