HISTORY OF BRYANT
SNOHOMISH COUNTY, WASHINGTON

The locality named Bryant ten miles east of Stanwood is at the intersection of Highway 9 and the Stanwood-Bryant Road in northern Snohomish County.   There is a new parking lot there for the recently opened extension of the Centennial Trail which uses the old Northern Pacific railroad bed.   Along this wonderful new trail is the County Landmark Bryant General Store with its historic section still attached (on the right). It was built in 1929 after a fire destroyed the original wood frame mercantile building (pictured in photographs on the next page).

The Seattle, Lake Shore & Eastern Railroad began building its line north from Seattle in 1885 and loggers and settlers followed it. The railroad merged into the Northern Pacific R. R. by 1901 and we know the railroad by that name though even that is being lost as time goes by except as an occasional historical reference to the new trail.

In 1892 the Bryant Lumber and Shingle Company was established by Charles Verd which operated it until 1905 and ran its own logging railroads.

From Allen Miller Railroad Historian **:** *"The name Bryant, as a railroad station, goes way back to my earliest time table in 1891. It was most-likely named for John H. Bryant, who was a Vice-President of the Seattle, Lake Shore and Eastern railroad. It appears as an open telegraph station for the first time in December, 1901 with a man named W. G. Letson as the station agent. The telegraph call for the office is "BT." At some point, after a few years, the station is closed. The Marysville and Northern crossing, over the main tracks, appears in the time table by mid-1909. Bryant depot is re-opened by at least February, 1910 and a man named J. F. Dickinson is listed as the agent at Bryant in December, 1910. The period 1907 to 1909 seems to be the high point for passenger service on the line, with three trains in each direction daily, two running by way of Bellingham and one to Sumas and return. The Marysville and Northern crossing is removed from the time table by October 31, 1915."*

As early as 1893 the shingle mill and dry kilns were on the east side of the R. R. track. The shingle weaver's boarding house was on the west side of the track where the road now turns up the hill. Shingles were loaded each day on a rail car and hauled away. At that time there was no road north or south, east or west as we know it. The colorful story of the working and social life of workers and residents is told by Will Verd, son of the mill owner. (In 1906 the BLSC was purchased by the Stimson Lumber Company.)

According to Will Verd "*It is safe to say that for a period of twenty years, from 1894 to 1914, from sixty to seventy cars of shingles were delivered from this railroad six days a week to transcontinental railroads for eastern destinations. I would like to estimate that not less than 400,000*

BRYANT

Population 100. A postoffice and station on the Seattle division of the Northern Pacific Railway, first settled in 1890, 64 miles north

BRACKEBUSH, WRIGHT & SHAW, INC.
Building Material. Wellington, B. C., and Domestic Coals. Forest and Mill Wood.
Main Office: Riverside, ft California, EVERETT.   Lowell Office: At Everett Timber & Lumber Co.'s Mill.
Phones: Main 651, Ind. 513   Phones: Main 357, Ind. 223

of Seattle, 39 northeast of Everett, the county seat, and 4 north of Arlington, the nearest bank location. Contains a union church, Express, Northern Pacific.   Pacific and Independent telephone service.
Telegraph, Postal. Mail, daily.
Albert & Mers, saloon
Bryant Shingle Co
Chapman John, saw mill
Kemp Shingle Co
Larson J V Shingle Co
MacKay Joseph, postmaster
Marysville & Northern Ry Co, loggers

1909 Polk Everett & Snohomish County Directory

cars were shipped to eastern markets during that twenty year period" from the Bryant mill as well as shingles mills at Bothell, Derby, Grace, Snohomiah, Machias and Getchell, Edgecomb, Haller City, McMurray, Clear Lake and Big Lake.

Although logging and freight traffic on the railroad continued, passenger services through Bryant and other towns on the line on the Northern Pacific R. R. from Seattle to Sumas or Bellingham dwindled as ownerships and connecting depots were changed. In 1915 the N. P. operated two northbound and southbound trains but by 1923 this was reduced to two. In mid 1926 a gas-electric motor car was used along this line and according to Mr. Miller again, it ran until 1938 though the depot closed by 1930.

Though still carrying freight, the N. P. merged with the Great Northern R. R., the Chicago, Burlington & Quincy, Spokane, Portland and Seattle and Pacific Coast R.R. in 1970 and the historic line from Woodinville to Sumas was totally abandoned. The rails were pulled up over the years and now, in 2012, the right of way is a hiking, biking and riding public park trail extending north to south through Snohomish County operated by Snohomish County Parks.
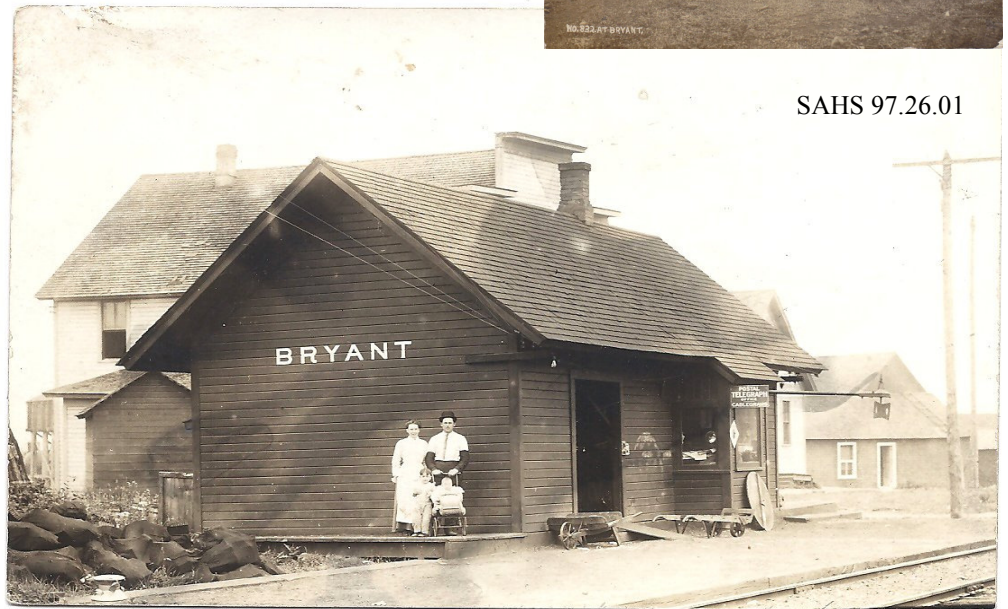

http://www.wsrhs.org/pict/bryant.jpg

SAHS 97.26.01

Sources:

- Verd, Will H. The Story of a Great Forest, 1888-1951: Woodinville, Bothell, Bryant, and Arlington, Washington. Arlington, Wash.?: s.n, 2008. Chapter 5 pp. 114—155

- Fulfs, Shirley, "Bryant started as a logging community". Undated newsclipping probably from the *Arlington Times*, about 1964
- Erickson, Eric. *Lumber & Shingle Business Index 1853-2008 Snohomish County Washington*, c. 2008

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Snohomish County Mapping Project
The map on the left is from the *Plat book of Snohomish County, Washington* | Seattle, Wash. : Anderson Map Co., 1910, p. 76

It is one of the dozens of maps to be found on the Snohomish County Mapping Project, a large GIS database of County maps that was developed by the Granite Falls Historical Society that can be used at the Stanwood Area Historical Society, email info@sahs-fncc.org if you are interested in seeing a demonstration.