

The C/DPHS is an association of individuals dedicated to the preservation of the history of our community. To the preservation of the region's oral history, literary history, social history, graphic and pictorial history, and our history as represented by the region's artifacts and structures. To the preservation of this history for future generations. To the art of making this common heritage accessible to the public. And to the act of collaborating with other individuals and organizations sharing similar goals.

THE
CLAYTON/DEER PARK
HISTORICAL SOCIETY
Mortarboard

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Frank Addison Reed
Lumberman, Banker, Philanthropist

by
Pete Coffin

Deer Park's early history was molded by a group of businessmen. Each of them came from a different part of the United States and brought their individual skills to help Deer Park grow from a lumber camp in 1889 to a thriving town. Frank Reed was one of those men from the end of the 1800s well into the first decades of the 1900s. Born in Penobscot, Maine in June of 1872, he was the youngest of Addison P. and Emily Ann (Hall) Reed's five children. His brothers and sisters were Charles H. (born in 1862), Cora C. (born in 1865), John Herbert (born in 1866), and Anna (born in 1869). His father moved the family to Michigan shortly after Frank was born and soon thereafter, in March of 1876, his father died — according to family tree records in Ancestry.com. The 1880 census lists his mother keeping house in the Maple Valley Township, Montcalm County, Michigan, just northeast of Grand Rapids. At this time his brother Charles was employed in a saw mill which must have influenced Frank as he was actively involved in the lumber industry the rest of his life.

The exact date of Frank Reed's move

to Deer Park in uncertain, but by 1894 he was involved in the planning and construction of Deer Park's Congregational Church and working in the saw mill owned by William Short. On July 28, 1897 he married Emma Agnes Short and began a family. By 1906, he and Emma had five children, Donald Hopkins (born June 13, 1898), Ralph Joseph (born July 18, 1901), Emily S. (born November 5, 1902), Harold Leighton (born July 17, 1904, died August 1, 1904) and Frank A. (born in 1906).

The 1900 Census listed his profession as "lumberman" and by the end of the first decade of the 20th Century was becoming more involved in the business of the Deer Park community. The 1910 census lists his residence in Milan, Washington, where he was employed as a superintendent of one of his father-in-law's saw mills. A March, 1912 *Deer Park Union* newspaper article reported that he had been elected secretary of the Deer Park Mining Company. Later the same month another *Deer Park Union* newspaper article reported that he had been a city councilman for two years and had just been elected *Mayor-Pro-Tem*. At the end of March 1912 he was

The C/DPHS meets at 9 a.m. every second Saturday of the month. Join us at the Clayton Drive-In, Clayton, Washington. Visit our website at <http://www.cdphs.org>

“Use Foresight When Investing”

The buyer of real estate who uses foresight, faith and courage cannot fail to make good. To see positively the future rapid growth of a town or district, and to possess faith concerning the ultimate outcome of such development is sometimes classed as genius. Courage is needed to spur us on to act at the right moment.

ARE YOUR DOLLARS WORKING FOR YOU?

Reed's 1st Add. to Deer Park.

5 Acre Tracts

Best Location in District

See these at once!

City Lots

\$75.00 TO \$200.00

Put your savings where there is a chance to double your money quickly.

Reed's Addition to Deer Park

Is centrally located, convenient to High School, is a very select residential district and has the actual evidence of being the finest, safest, and best investment now on the market.

Consult your Real Estate Man or see **F. A. REED, First State Bank**

*An advertisement for city lots in Reed's Addition.
 The Deer Park Union, April 5, 1912 — page 5.*

listed in the *Deer Park Union* newspaper as on the executive committee of the Deer Park Commercial Club.

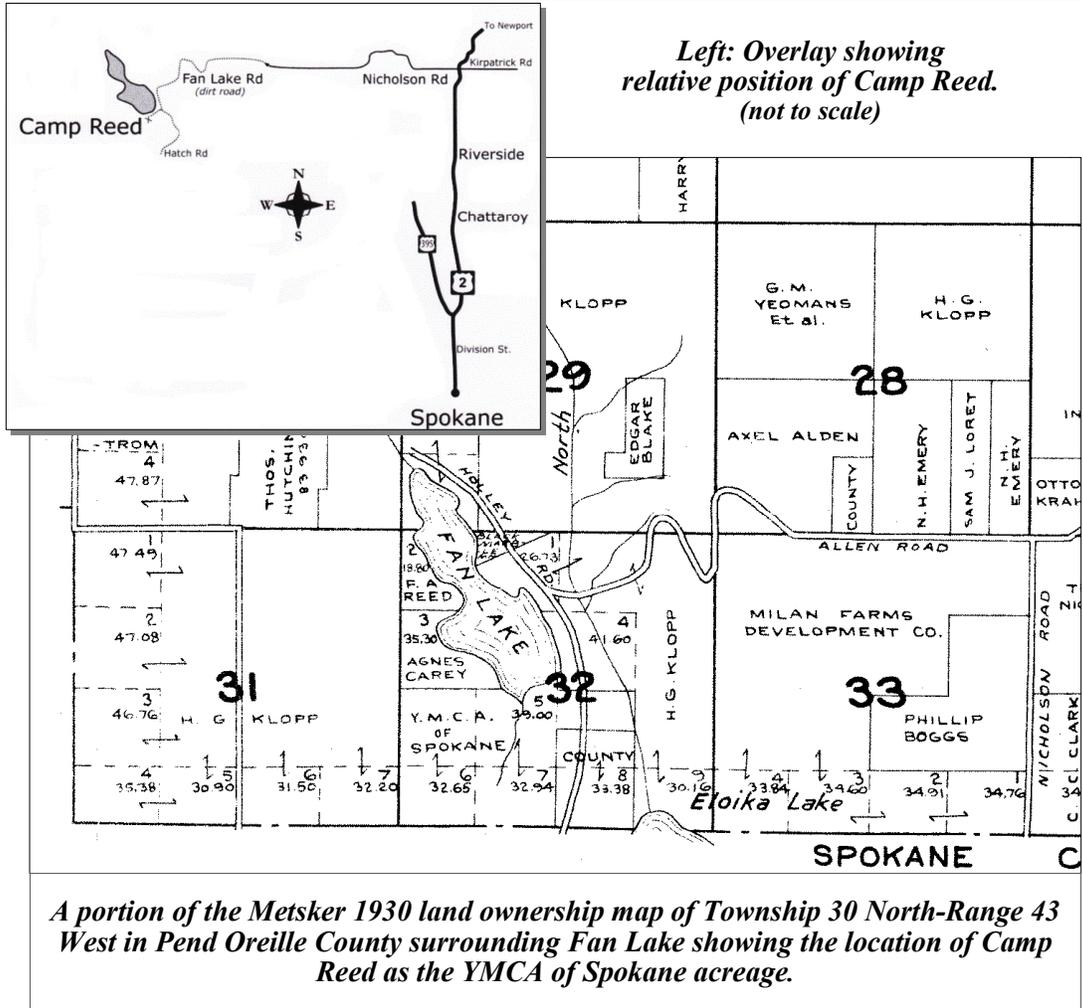
Sometime prior to 1912, Frank Reed was employed as the Cashier of the First State Bank. An April 5, 1912 *Deer Park Union* newspaper page 5 advertisement contains a map of Reed's Addition to Deer Park (see above). The map shows that Reed's Addition included the area east of the Spokane Falls and Northern Railroad's right-of-way to Arcadia Avenue and south from Crawford Street to E Street.

A 1912 Deer Park city map published in the Ogle Spokane County Ownership Map Atlas shows that Reed also owned an 80 acre

tract west of what would become Main Avenue and approximately bounded by map extensions of C and E Streets (S/2 SE/4 Section 3-Township 28 North-Range 42 East WM), and a 60 acre tract in the southwest quarter of section 35-Township 29 North Range 42 East WM. This tract contains nearly all of the area south of D Street to the Chevron gas station and west from Main Avenue to the southern extension of Cleveland Road.

In January of 1913, Frank Reed was appointed trustee for the creditors of H. H. Slater. Apparently Slater had gotten over-extended in his construction of the Masonic Building on the northwest corner of Main Avenue and First Street. Reed was in charge of

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taking inventory of Slater’s drug store and arranging for the sale of the Slater Block, including the Masonic Building.

In January, 1915, O. F. Kelly resigned as president of the First State Bank and Frank Reed was elected as the new president. Directors of the bank at that time were listed as B. A. Hopkins, F. A. Reed, O. J. Dahl, E. Enoch, W. H. Short, L. E. Chapman, and Thomas Huggart.

In the spring of 1915, Frank and Emma Reed donated a 15 acre portion of their

nearly 2000 acres of land, south of Fan Lake to the YWCA (*see above*). In addition to the land they donated timber for building camp cabins and had the stumps blasted from the ground to be cleared.

By May of 1916, Frank Reed leased the Holland-Horr saw mill about four miles north of Loon Lake. The mill employed about forty men from the Loon Lake area.

In 1920, the census record indicates that he was a foreman in a lumber camp. His father-in law had retained much timber cov-

ered acreage in the area after he sold the Standard Lumber Company in 1913. He must have been supervising one of these camps. Lumber camps at this time provided bunkhouses for loggers and teamsters cutting and hauling logs for various sawmills.

By 1930, he had moved to Seattle and the census of that year listed his occupation as a laborer in a saw mill and his wife Emma was listed as a school teacher. Emma died in 1936 in Kitsap County, Washington and the 1940 census shows him living in Seattle with his daughter Emily Weatherford. The

census listed his occupation as a foreman in a saw mill.

Frank Reed died in Bremerton, Washington on January 3, 1949. He had begun his working career in the lumber industry of Michigan and Washington, became a banker, real estate developer and philanthropist before returning to the lumber industry at the end of his life. Today his name is preserved in the Reed's Addition to the town of Deer Park.

— end —

Is this a Rauch & Lang Electric Automobile?

A second look at images taken from the C/DPHS's Arcadia Orchards Film

By

Wally Lee Parker

The Arcadia Orchards film is a remarkable piece of cinema — not only for the ghostly images it has preserved for more than a century, but also for the simple fact that those images have been rediscovered and successfully digitized before dissolving beyond retrieval.

One segment of the film — this just under two minutes long — takes the viewer on a streetcar ride; first east along Spokane's Riverside Avenue, and then south down several blocks of Howard Street. It's a journey that one widely recognized expert on downtown Spokane's historic streetcar system (Doctor Charles Mutschler, University Archivist, E.W.U.) has tentatively dated as having occurred in "*the summer of 1911.*"

If that date proves correct, we're looking back to a sunny afternoon over 102

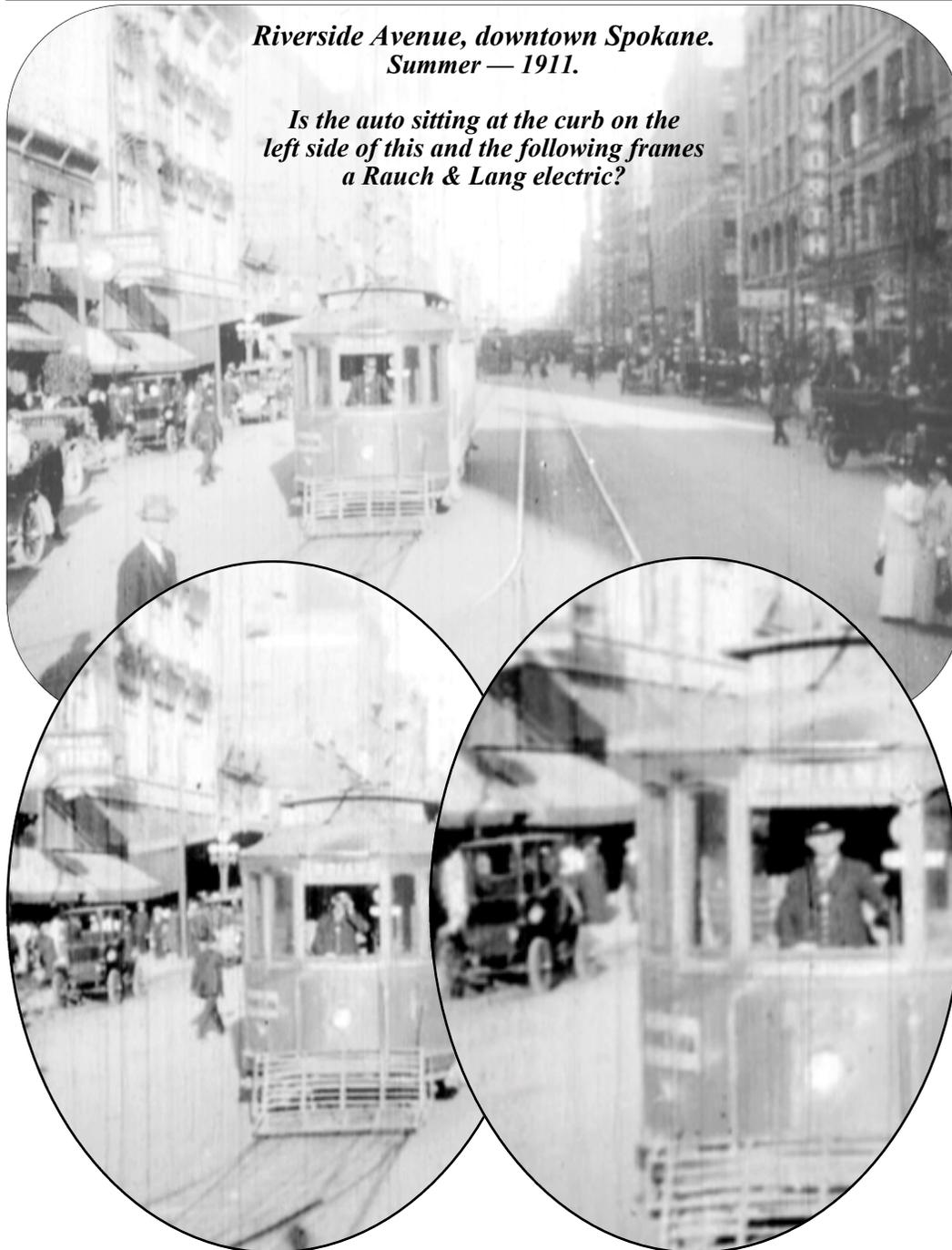
years ago. That day's sunshine fell on a city in most respects as modern as any on the west coast at the time. Electricity was abundant — the falling waters of the Spokane River having already lit the city's streets and powering its streetcars for at least 20 years. The town had its well-to-do districts, its middle class dwellings, and its dangerous slums — all of them threaded together by miles of rails and roads — a few of those roads paved with brick.

This two minute segment of the Arcadia Orchards film reveals Spokane as a lively young town, dense with people, automobiles, and horses — a beehive of activity that the city's current downtown would surely envy. And yet, there's something melancholy in all this — since the people seen are only ghosts. Flickering in and out of focus, they represent two minutes of lives now existing

Stills from the Arcadia Orchards film. Film donated to the C/DPHS by Don & Mary Jo Reiter and family.

*Riverside Avenue, downtown Spokane.
Summer — 1911.*

*Is the auto sitting at the curb on the
left side of this and the following frames
a Rauch & Lang electric?*



only as scraps of data in scattered archives.

We're seeing a busy street filled with people hurrying about their daily lives — at least for the most part, since a few are seen standing quietly in conversation. But in reality these are just vestiges, moving shadows, a residue of silver emulsion clinging to the surface of vintage and extremely flammable 35mm nitrocellulose film. The residue doesn't reveal the faces of these ghost with enough clarity to identify even a single soul. If this strip of film ever did hold that degree of definition, it's now lost. But a number of other objects are discernable — or at least nearly so. And those definable objects might give us some insight into the reality of these two minutes.

Among those blurry objects is the possible silhouette of a unique and expensive automobile sitting at the curb on the north side of Riverside Avenue. And that image, just on the edge of resolution, hints at a very special type of machine.

Those well acquainted with Spokane's Northwest Museum of Arts and Culture — the former Cheney-Cowles Museum — doubtless recall the classic electric car in its collection. Most newspaper accounts state that this tall, glass and black-lacquer box is a 1916 Rauch & Lang electric. The museum's website contradicts such when it states that the car is a 1915 model J-5 "Selective Dual Control, Worm Drive Electric Car" manufactured by the Rauch & Lang Carriage Company. Other sources state that in 1915 Rauch & Lang did offer a J-5 Coach. It had a 102 inch wheel base, six speeds, electric motor brake, and was only available with a tiller for steering. All considered, it appears the museum's date of 1915 for the car's manufacture should be taken as fact.

Anyway — the 10 foot long, 6 foot wide, 7½ foot high, 3,400 pound car in the museum's collection is a near ringer for the car pictured on page 865 — the only discrepancy being that the film clips are believed to date from 1911 — four years prior to the model year given for the car in the museum's col-



**Mrs. Robert E Strahorn
and her electric car.**

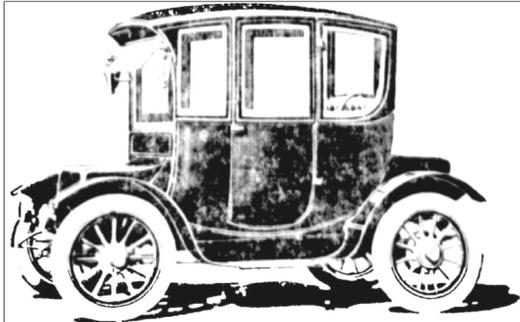
The Spokesman-Review
July 16, 1911

lection. But Spokane has likely been home to more than one Rauch & Lang, as noted by a photo and clipping taken from the July 16th, 1911 issue of the *Spokesman-Review*.

Headlined "*Spokane Women Become Expert Motormen for Electric Cars*," the *Review's* article noted that six Spokane women owned electric runabouts as of that summer. Among them was Carrie Adell Green Strahorn — aka Dell — wife of a prominent Spokane railroad promoter Robert E. Strahorn. In 1911 the Strahorn's were living in a palatial home at W. 2216 First. In 1974 that once luxuriant residence was demolished for the expansion of the Cheney-Cowles Museum.

Another electric car owner mentioned in the article was "Mrs. Campbell." Doubtless this was Grace Campbell, wife of Amasa B. Campbell and resident of the Campbell House — now part of the Northwest Museum of Arts and Culture's living museum. Mrs. Strahorn and Mrs. Campbell would have been next door neighbors in 1911.

A photo of Mrs. Strahorn and her car accompanied the article. And though the



The Rauch and Lang Electric
In beauty of appearance, sturdiness of construction and SAFETY in driving this Electric has no peer in the electric field.

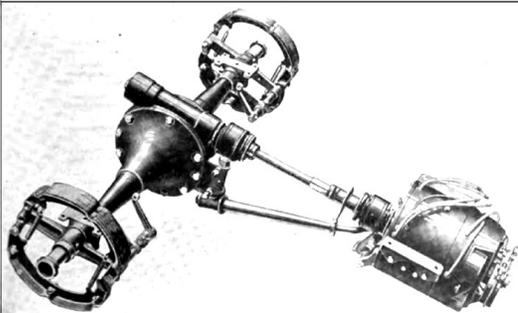
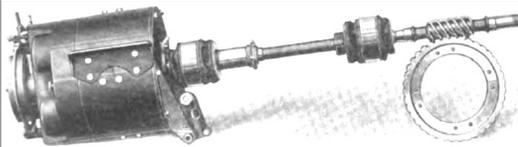
W. J. HEALEY
806 Third Ave.

The Spokesman-Review
March 30, 1913

make of her electric wasn't mentioned, the photo shows a vehicle that looks very much like a "coach" model Rauch & Lang.

The article states ...

Below: Rauch & Lang drivetrain illustrations from "Automobile Engineering" — Volume 5 Published in 1917 by the American Technical Society.



Mrs. Robert E. Strahorn probably is the latest owner of an electric, having possessed one for a whole week, and already has mastered the workings so that she could journey safely about Cannon Hill if she but chose. "I won't say that I will attempt all the steep places," she admitted looking dubiously at a portion of the hilly highway in that part of town. "Yet, I know I can, for there is nothing to beat my electric in town for climbing. It's all my very own, too."

Regarding Mrs. Strahorn's car, the article went on to note ...

The machine's body is distinctive among others in town, as it is made from aluminum. It carries four passengers.

Testifying to her liking for things brand new and absolutely up to date, Mrs. Strahorn points out that her electric is a 1912 model. Also, that instead of being a chain driving electric, it is a rod driving machine.

Regarding the electric's drive train, the motor reportedly produced 2½ horsepower on two 40 volt batteries. It's normal cruising speed was under 15 miles an hour. It was capable of just under twenty miles an hour at full power in high gear — though such bursts of speeds would doubtless have drained the batteries in short order. The car's range is realistically categorized as less than 30 miles, that being dependent on how much work the motor was asked to do.

As for the Review's notation regarding Mrs. Strahorn's claim that her car was rod rather than chain driven, the illustrations (above) of the Rauch & Lang running gear shows how the motor turned the driveshaft, and how a simple worm gear distributed that rotation to the rear wheels.

The Rauch & Lang in the Museum of Arts and Culture was donated to the Eastern Washington Historical Society in 1953 by its longtime owner, Mrs. Agnes McDonald —

— Continued on page 872 —

*Minutes of the
Clayton/Deer Park Historical Society
— February 8, 2014 —*

In attendance: Wally Parker, Betty Burdette, Lonnie Jenkins, Ella Jenkins, Peter Coffin, Judy Coffin, Kay Parkin, Mary Jo Reiter, Penny Hutten, Roxanne Camp, Mark Wagner, Lorraine Nord, Mike Reiter, Roberta Reiter, Chip Roe, Marilyn Reilly, Bill Sebright, Marie Morrill, Sue Rehms, Don Reiter, and Warren Nord.

Society President Bill Sebright called the meeting to order at 9:03 AM. He reported: 1) *"Thank you all for the prayers, cards, and for taking over for me this past month! 2) X-rays on 1-27-14 showed everything in place. Next appointment, 2-18-14. Possible weight bearing on the right leg will be discussed then."* 3) Chip Roe, who is remodeling a barn on property once owned by Paul Berger (near where Spotted and Parker Roads come together), emailed the Society. He is requesting information about the property. He attended today's meeting and spoke about remodeling the barn. 4) Chuck Stewart sent the Society digital files of Chuck's Aunt Grace Kelso Garner's genealogy book. He recently completed several years working to convert the typewritten book to digital form.

Society Treasurer, Mark Wagner reported: Regular checking account balance \$3,950.08. A check was written for \$250.00 for Insurance. Deposits were \$420.00 The web hosting account had \$174.96. Withdrawals were \$21.90. Society dues were due in January. Please give them to Mark or mail them to CDPHS, Box 293, Clayton, WA, 99110.

Society Secretary Grace Hubal reported by email: 1) She sent out thank you cards to Roxanne Camp, Kay Parkin, and Don & Mary Jo Reiter. 2) She hurt her lower back twice this week and was unable to attend the meeting.

Society Vice President Pete Coffin reported: 1) He drafted and modified ownership maps for Spokane County, 1905, 1912, 1930, 1940, 1950 and for Stevens County, 1930, 1940, 1950. He also emailed the following medical update: *"I have an infusion of four chemicals (injection through a port implanted in my upper right chest which feeds into a large vein) every three weeks or so along with a large amount of prednisone pills. I have been scheduled for four of these injections. Every Wednesday afternoon I have a spinal injection to keep my spinal fluid clear from any cancer cells in that the type of cancer that I had infects the spinal column and brain fluid. I will have a PET-CT scan in another month or so to see if any injected radioactive sugar becomes concentrated in an internal organ indicating I have become a phase II cancer patient. The first PET-CT scan indicated there was no cancer above my waist immediately after the cancerous testicle was removed so I think I am not cancerous now and very lucky that the cancer was located outside my body cavity. As I have been saying the "Cure is a lot more trouble than the problem!" I am presently weak and shaky due to the chemotherapy which really sets in about six to seven days after the infusion of the chemicals. I go through ups and downs in my energy levels during a cycle of treatment. It has not been nearly as bad as described in the literature."*

Print editor, Wally Parker reported: 1) The February 2014 Mortarboard #70 was distributed. The articles included: An Airport for Deer Park by Pete Coffin, 3 Public Domain Reprints, and Letters, Emails, Bouquets & Brickbats. 2) It has been suggested and implemented that monthly print runs for the Mortarboards be increased to 100 copies —

effective the February issue. 3) The commemorative copies of Tuffy's War have been printed and mailed. Print Publications will likely detail this matter, including emails exchanged and such, in the April letters column. Wally received a thank you card from David Luhr, Tuffy's son. It contained a \$50 check made out to the Society. 4) Regarding the Spokane street scenes from the Arcadia Orchards film; we haven't received a reply from the Inland Northwest Rail Museum as to identifying the types of streetcars seen. However, at the urging of Penny Hutten the series of streetcar clips from the film were forwarded to Dr. Charles Mutschler, University Archivist at E. W. U. Doctor Mutschler has identified the majority of the streetcars seen, and has tentatively dated the downtown Spokane segment of the film to the summer of 1911. The doctor's findings will be detailed in either the March or April Mortarboard – most likely April. 5) With Vice-president Pete Coffin's concurrence, a copy of the Arcadia Orchards film was forwarded to Dr. Mutschler. We hope to have the Doctor's general impressions regarding the film in the near future.

Society Webmaster, Penny Hutten

reported: 1) The website was updated with the January newsletter. 2) Marie Morrill was trained on the Clayton Deer Park Historical Society Website. She will be a great addition to the CDPHS board. On February 20 the Westerners will have Ken Hires, a forestry expert speaking on "Natural photography, the Difference Between Looking and Really Seeing."

Clayton Brickyard Day was discussed. We are still looking for ideas and volunteers. We don't want Clayton Brickyard Day to end! Possibly the Clayton Grange Clayton Community Church will be involved somehow. We are still in need a sponsor.

Randy Long said that The Eagle is in need of some minor repairs — several small chunks have fallen off. We will be checking on this and will fix it this summer.

Next meeting: Saturday, March 8, 2014, 9 AM at the Clayton Drive-In.

Meeting adjourned at 9:44 AM.

The meeting minutes submitted by Mark Wagner, acting Secretary.

———— end ————

A Note Regarding Houses Associated with Brayton Hopkins

by
Pete Coffin

In the June, 2013 issue (#62) of the Clayton-Deer Park Historical Society's Mortarboard, I included a picture of the house at 616 North Main Avenue in Deer Park, Washington as Figure #3 that I was in fact uncertain that Brayton Hopkins had lived in. Since that time pictures sent to the Society from Hopkins family member Alexander Pope have helped define where the Brayton Hopkins family ac-

tually lived, and the other houses in Deer Park that were associated with Mr. Hopkins. In addition, referencing the Historic Resources Inventory of Deer Park has added to that definition.

Perhaps the material on the next two pages will serve to help clear up where Brayton Hopkins lived and what he purchased and sold in Deer Park.

Figure #1 is of the house located at 711 North Main Avenue that page 61 of the Historic Resources Inventory book lists as the “Historic” Lawrence Zimmerer house. Further reading on the back of page 61 of the Historic Resources book indicates that the house was built by Brayton Hopkins in 1905. The picture in the Historic Resources book was taken from the south side of the house, not the side facing Main Avenue.

Figure #2 shows the east, Main Avenue side, of the house at 711 Main Street — which can be compared with the contemporary photo of the house in Figure #1. It is obvious that many changes have been made to this house since it was built. Both of the porches on either side of the front of the house have been built out to the east wall and the first floor windows have been moved away from where the three windows are behind the group of children. The width of the siding is different as well and shows that the house has been considerably modified in contrast to the “slight” and “intact” evaluation of changes from the original listed in the Historic Inventory. The second floor windows and the southern dormer roofline have remained the same

Figure #3 shows the house I identified as a Brayton Hopkins house in the Mortarboard article. Review of page 64 of the Historic Resources Inventory book identifies it as the “Brayton House”. On the back of page 64, the “Statement of Significance” indicates that the house was built in 1909 by Hopkins after he purchased the lot in 1908. The statement then goes on to indicate that Hopkins sold the house to Robert Rankin in 1909. In 1910 Rankin sold the house to Albert Knertler. There is no evidence that Brayton Hopkins ever lived in the house. Significantly, there are no pictures of this house in the Alexander Pope material!

Figure #4 is of a house built at 805 North Main Avenue by “architect” Charles Scheuffer — perhaps in 1911. On page 43 the Historic Resources Inventory book identifies the “historic” owner as “Hopkins House” even though the back of page 43 clearly states that Hopkins bought the lot in 1900 and then sold it to Scheuffer who built the house after he bought the lot in 1911.

Figure #1.
The house at
711 North Main Avenue
— December, 2013.
(Photo by Pete Coffin)



Figure #2.
A photo of the house at
711 North Main Street
— taken about 1910.
(Pope Photo Collection)



Figure #3.
The house at
616 North Main
— March, 2010.
(Photo by Pete Coffin)



Figure #4.
The house at
805 North Main Avenue
— December, 2013.
(Photo by Pete Coffin)



— end —

———— *Continued from page 867* ————

whose First Avenue home was just east of the present day museum.

A September 19th, 1953 *Spokane Chronicle* article about that donation noted, “*Few Spokane institutions held their age as well as the proud old electric, the last of its kind in the area since 1942.*”

The article went on to ask something anyone hearing the horsepower rating for the car’s electric motor would want to know.

Did the car have any power? One of Mrs. McDonald’s favorite stories was about the time her back car spring got caught on the bumper of a big, modern automobile parked downtown.

“Even though its brakes were on, I was towing it off with such ease that I wasn’t aware of it,” she said with merriment-filled eyes.

Can we be absolute in assigning Rauch & Lang as the make of the auto seen on page 865? After all, there might be some play

of ancient afternoon sun or oddity in the film’s remaining emulsion that skews the fuzzy trace. And even more problematic is the suggestion that the owner of that particular automobile might have been Mrs. Carrie “Dell” Strahorn. Problematic, but not unreasonable.

Allowing that the image does at least superficially resemble a Rauch & Lang, what would be the likelihood that there were that many automobiles costing in excess of \$3,000 parked along Riverside Avenue on the afternoon the Arcadia Orchards film was shot — \$3,000 from 1911 being equivalent to \$73,170.73 as of this last year?

And lastly, these lines taken from a Rauch & Lang ad appearing in the November, 1913, issue of “*The Theatre*” magazine.

“The Rauch & Lang is the highest-priced Electric on the market. Its value is readily apparent to those who seek a car of artistic and mechanical perfection.”

———— *end* ————

Society Contacts

We encourage anyone with observations, concerns, corrections, or divergent opinions regarding the contents of these newsletters to write the society or contact one or more of the individuals listed below. Resultant conversations can remain confidential if so desired.

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———— C/DPHS ————