

THE
CLAYTON/DEER PARK
HISTORICAL SOCIETY

Mortarboard

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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.

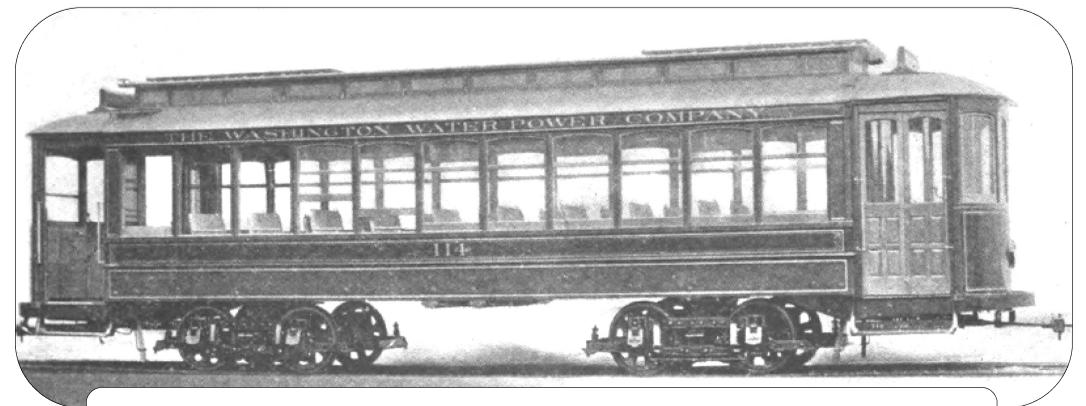
A Report on the Spokane Streetcars Seen In The Arcadia Orchards Film

By
Wally Lee Parker

It's likely that the Arcadia Orchards film contains an absolutely unique set of images of the early Inland Empire — and it's clear that the survival of those images is something of a miracle.

In the early 1950s Deer Park's Don Reiter, while working as a projectionist at the town's inside theater, saved the two dusty

spools from destruction on a whim. Ordered to throw the no longer used reels into a dustbin, he instead took them home and kept them in storage for the next half century. In 2011 he donated the two fragile reels to the Clayton/Deer Park Historical Society. At that point the society's vice-president, Pete Coffin, undertook an investigation of the ancient 35mm



This Brill semi-convertible streetcar was built for Washington Water Power. Illustration from the August 15, 1907, issue of "Brill's Magazine," page 143.

Free — Take One

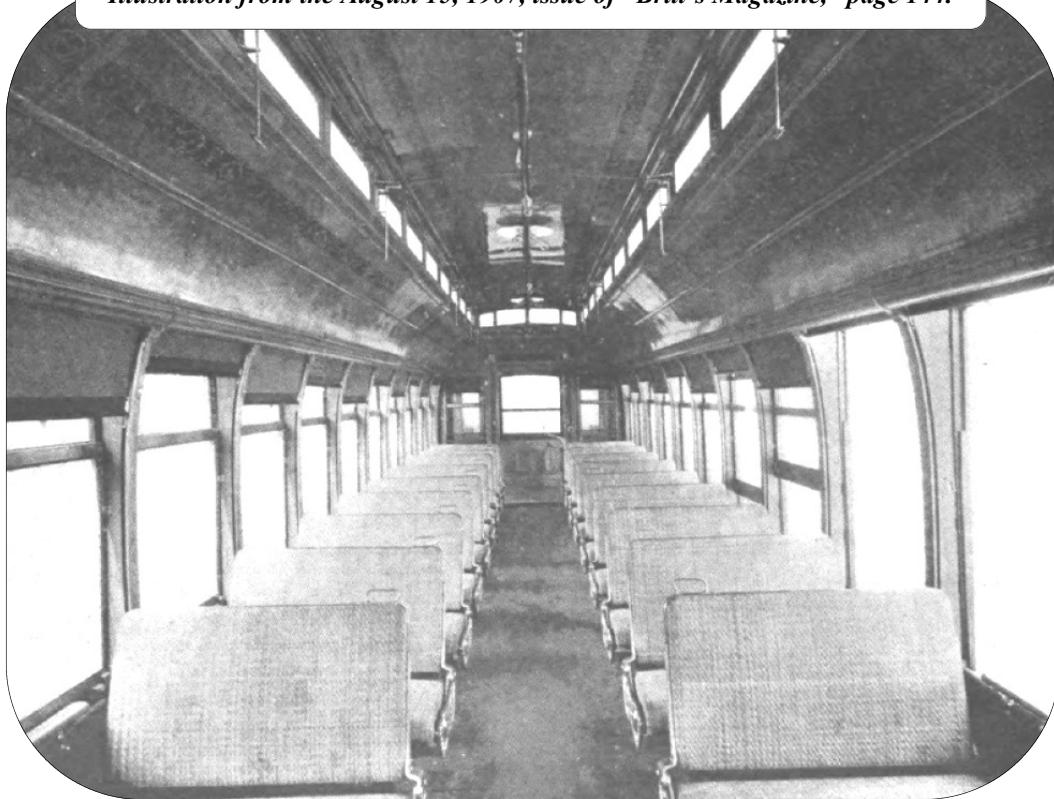
The C/DPHS meets at 9 a.m. every second Saturday of the month. Join us at the Clayton Drive-In, Clayton, Washington. Visit our website at <http://www.cdphs.org>

*A print copy of this issue
is or soon will be
available in booklet format.*

*Ask about
"Collected Newsletters: Volume Twenty-One."*

*Society contact information can be found
on page 982.*

*Interior of the Brill semi-convertible streetcar seen on page 969.
Illustration from the August 15, 1907, issue of "Brill's Magazine," page 144.*



nitrocellulose film stock by jury-rigging a system of spools to carefully unroll the antique films and inspect the images on them frame by frame. Amazed by what he saw, he had the hundred year accumulation of grime professionally removed from the priceless stock, and the cleansed images saved to a digital file — all this at his own expense. The original reels are once again in storage, with their digitized images now safe from the further deterioration

of the original film.

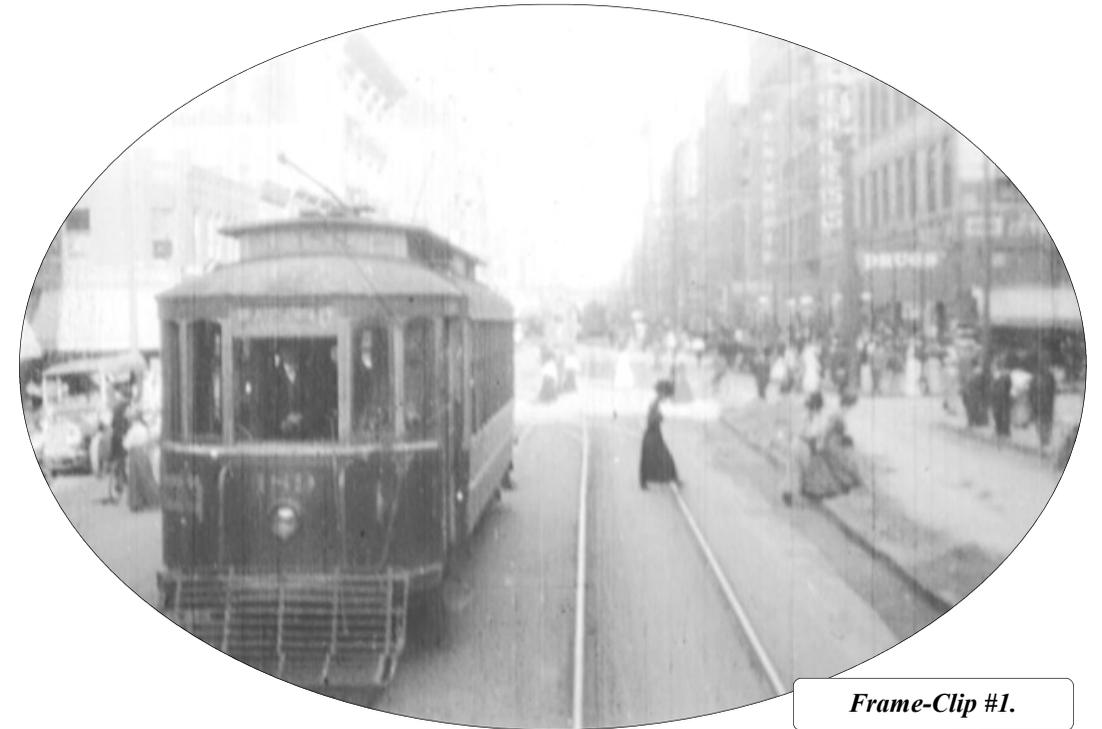
Although the bulk of the film involves the operations of the Arcadia Orchards Company, the first several minutes takes the viewer on a streetcar ride through downtown Spokane. This may be the earliest motion picture of Spokane in existence.

It takes the viewers down both Riverside Avenue and Howard Street — streets packed with everyday activities, the likes of

— For More Information —

See; *"The Arcadia Orchards Film: How Don Reiter Saved an Antique Film of Unique Historical Significance"* — page 885, Issue #73 (May, 2014) of the Mortarboard.

See; *"Is this a Rauch & Lang Electric Automobile? A Second Look at Images Taken from the Arcadia Orchards Film"* — page 864, Issue #71 (March, 2014) of the Mortarboard.



Frame-Clip #1.

which Spokane hasn't seen in many a year. To fully appreciate everything seen, it seemed an expert on the history of downtown Spokane's streetcar system would need to be consulted. One of the C/DPHS's members, Penny Hutten, had just such an expert in mind.

Dr. Charles V. Mutschler is the University Archivist for Eastern Washington University at Cheney. In 1987, he, along with Clyde L. Parent and Wilmer H. Siegert — and in association with the Inland Empire Railway Historical Society — published a volume titled *Spokane Street Railways — an Illustrated History*. On January 14th, 2014, I sent the following email to Dr. Mutschler.

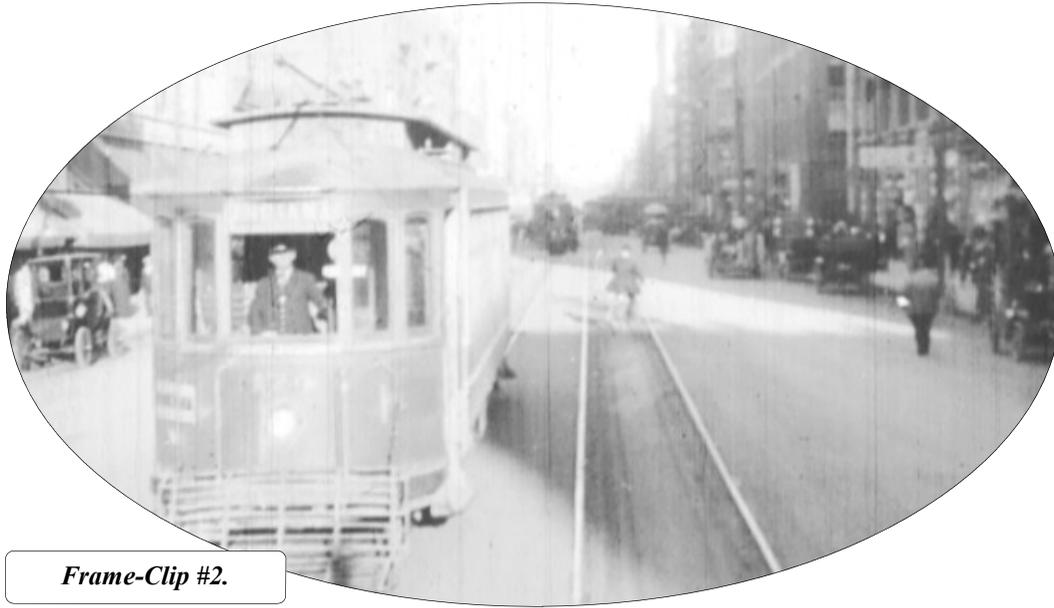
"Penny Hutten suggested that you would likely find the topic of streetcars in downtown Spokane of particular interest, and possibly be able to answer several questions we have regarding the same.

"As background; several years ago a reel of silent film believed to have been pro-

duced by the Arcadia Orchards Company around 1920 was donated to the Clayton/Deer Park Historical Society. The society has since digitally copied and enhanced this film to prevent further image loss. A portion of the film appears to have been shot from a streetcar moving through downtown Spokane. Captions identify Riverside Avenue, and then Howard Street — with the eventual destination being the Spokane office of the Arcadia Orchards Company.

"We would like to identify the streetcars seen in the film as to manufacture, model type, owner and such. It appears we're looking at two types of streetcars at least — judging by the front window configuration and design of the roof's leading edge. We know that the Brill Company was supplying streetcars to the Washington Water Power Company at that time, and assume that such is likely what we're seeing.

"I have a PDF containing stills cap-



Frame-Clip #2.

tured from the downtown portion of this film. If you would care to see these stills and offer an opinion, I can forward the PDF to you.”

Later that morning, Dr. Mutschler replied ...

“I would be glad to take a look at the PDFs of the stills captured from this footage.

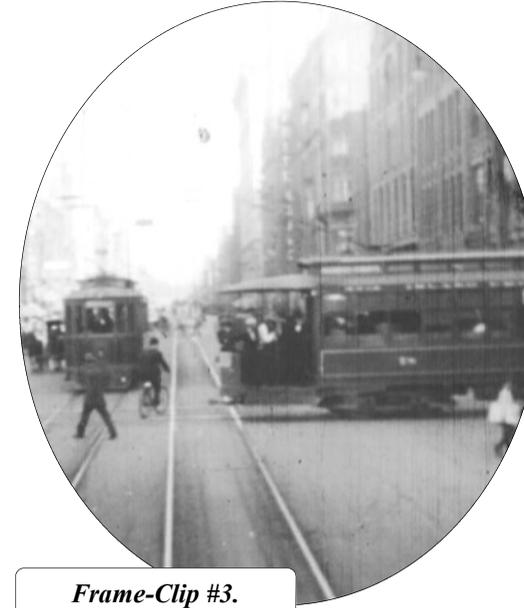
“As you probably know, the street railway system in Spokane had a rather complex history. The Washington Water Power Co (later re-named Avista) was the leader in the city's transit development in the 1880s and 1890s, largely by purchasing small transit companies initially, then expanding the street railway system to meet actual growth in the city. However, a competing organization, the Spokane Traction Co, was organized by Jay P. Graves and his associates in the early 1900s, and soon the city had two systems competing for business which really would only support a single system. This became a political issue, and the election of Charles Fleming as mayor was partially driven by public demand for a unified transit system. Accordingly, the Spokane United Railways was organized in 1922, with WWP holding two thirds of the stock, and

the successor of the Spokane Traction Co. the remaining third. The utility company soon ended up owning 100% of the SUR stock, but the company rapidly converted to bus operation between 1932 and 1936.

“I will be happy to do what I can to assist you.”

The movie frames were forwarded, and later that afternoon the doctor wrote ...

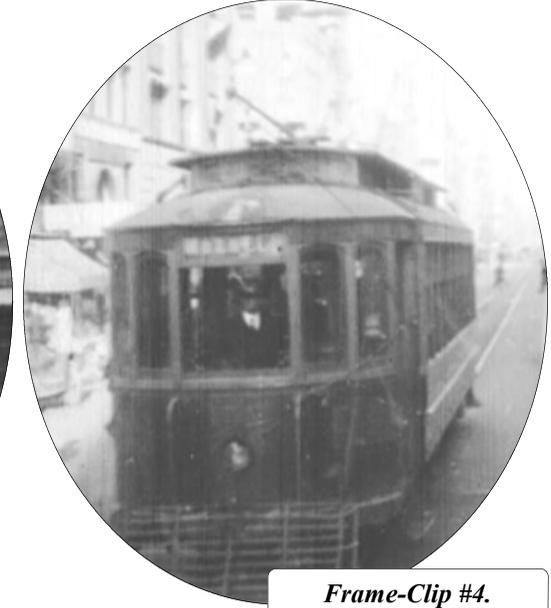
“Thank you for sharing the screen shots from this early film of downtown Spokane. I am guessing it was taken in the summer of 1911. The Washington Water Power cars all appear to be Brill built double ended cars except for No. 207 as seen in **frame-clip #5**. This means they were equipped with a control stand and fare box at each end, and did not have to be turned at the end of the line. As built, they were designed for two-man operation, a conductor who collected fares and made change, and a motorman, who ran the car. At the end of the line, the motorman lowered the trolley pole at what had been the rear of the car, and raised the one at what had been the front, and was soon to be the rear of the car. The conductor went through and



Frame-Clip #3.

flipped the seat backs on the reversible ‘walk-over’ seats so that all the seats faced forward for the new direction of travel. Now the car was ready to run back along the route in the opposite direction. In 1910 WWP began preparations to convert to one-man Pay As You Enter (PAYE) cars by constructing wyes or turning loops at the ends of its lines.

The 200s were built new by Brill as single ended PAYE cars with a control stand at the front, and only one trolley pole at the rear of the car. At the end of the line, single ended cars had to be turned on a wye or a loop so the control stand and fare box were in the front. The twenty-five single ended cars (200 – 224) ordered in 1910 began arriving in April, 1911. The first ten were placed in service on the Hillyard line starting May 8, 1911. Conversion of the double-ended cars to single end PAYE cars began in 1911, and was completed in 1912. This work was done by the



Frame-Clip #4.

WWP car barn, and involved a home-built front end on the cars, which is unlike any of the factory built ends on the Brill cars. The surviving WWP/Spokane United Railways car, No. 140, is part of the relatively small number of semi-convertible cars to remain in service till the end of street car service. No. 140 ^(see note below) has been restored with the distinctive WWP front end.

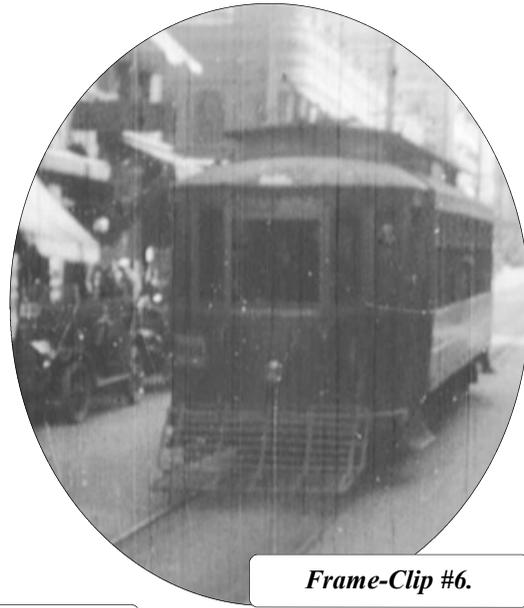
The Spokane Traction Co. cars were built as single ended cars. The first group of 6 were built by American Car Co. in 1903, and subsequent orders were built by St. Louis Car Co. between 1905 and 1909. I believe the ST Co. had about 60 cars.

After the Spokane United Railways was formed, most of the equipment used were the former WWP Brills, and only 20 of the Traction Co.'s St. Louis cars were retained by the SUR. Records of the SUR are fragmentary, and those of the Traction Co are nearly

(Note) WWP/Spokane United Railways car No. 140 is part of the Inland Northwest Rail Museum's collection. Formerly known at the Inland Empire Railway Historical Society, this group is currently developing a major new museum complex near Reardan, Washington.



Frame-Clip #5.



Frame-Clip #6.



Frame-Clip #7

non-existent. The rosters in Spokane's Street Railways were as complete as I could make them, but I have real reservations about the accuracy of the Traction Co. rosters, which are largely derived from newspapers.

Your screen shots were interesting. I may try to see what else I can tease out of them this evening. **Frame-clip #1** appears to be WWP 189, a 1909 Brill closed car. I did not get a number off the car in **Frame-Clip #2**, another WWP Brill double ender. **Frame-Clip #3** has one of the Spokane Traction Co. St. Louis cars, with a two digit number. **Frame-clip #4** has another WWP double ended Brill, and **frame-clip #5** is WWP 207, a brand new Brill single end PAYE car. I did not get a number from the WWP Brill double ender turning to the right in **frame-clip #7**; nor for the WWP Brill car approaching in **frame-clip #6**.

Note the Spokane Traction Co. cars were lettered Inland Empire System in the frames you have. Very interesting material. Thank you for letting me look at it.

On the afternoon of January 15th I sent the following acknowledgement to Dr. Mutschler.

Thank you very much for your insights. I'm a bit overwhelmed by all this. I'll be letting the others in our group know what you've found and be getting back to you in the hopefully not too distant future.

A few hours later the professor sent another email extending his earlier remarks.

A few more general comments about street cars. Body styles. Before the Model T, railroad car and street car production developed mass production practices. The J. G. Brill Company of Philadelphia was one of the largest street car manufacturers in North America, and many of their products were exported around the world. Brill recognized the advantage of standardized parts which could be used in a variety of different cars, including body ribs, roof ribs, window sashes, doors, and so on.

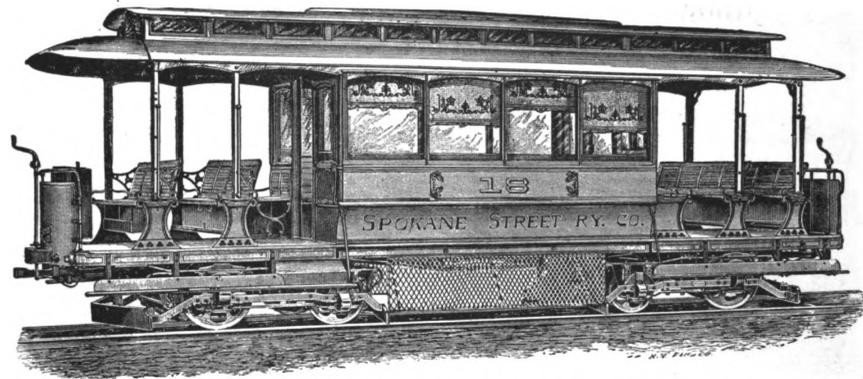
The early street cars were designed to be either open or closed. Air conditioning was non-existent, so a street railway ordered cars

for the climate. In a place like Spokane, this was a problem. In the winter, a closed car body was ideal, but too hot in the summer. So some lines had summer cars which had open sides to allow the breeze to go through them. Unfortunately, clumsy riders could fall getting on or off, so open cars were something of a liability.

Spokane, like parts of California, has a mixed climate. The design of car body popularized by cable cars, and later electric street cars in San Francisco and other California cities, came to be called a "California Car," having open end sections, and a fully closed body in the center section of the car. The early electric cars of the Spokane Street Railway — later the street railway division of WWP — were California cars (See illustration, next page). Of course in Spokane, everyone wanted to ride out in front in the summer, and in the winter, everyone crowded into the center portion of the car, except the motorman, who bundled up in his heavy overcoat and tried to avoid freezing on the open front platform.

A closed car was safer, but hotter in the summer. Brill came up with an alternative, the Convertible car. Just like the automotive convertible, it was designed to be more airy in the summer. Unlike the rag-top, the top didn't come off. The side panels between the upright body ribs were detachable. In the late spring, the car barn shop crew took off the side panels, and stored them, converting the car from a closed body winter car to an open summer car. This provided for better ventilation, but there was still the problem with clumsy passengers getting hurt trying to get on or off the moving car through the side openings. Then in the fall, the stored side panels were re-installed, converting the cars back to the winter configuration. It was labor intensive, and the shop had to store the side panels half the year. So the designers at Brill came up with the Semi-convertible car. The windows slid up into pockets in the roof, providing much more air flow above the window sill belt rail of the car, but a closed body that required passengers to get on and off through the approved doorways.

J. G. BRILL COMPANY, PHILADELPHIA, BUILDERS OF RAILWAY AND TRAMWAY CARS.



COMBINATION OPEN AND CLOSED ELECTRIC CAR ON EUREKA
MAXIMUM-TRACTION PIVOTAL TRUCKS.

Above: An advertisement found in the 1892 edition of Charles Bryant Fairchild's "Street Railways; Their Construction, Operation and Maintenance."

Another advantage was the elimination of the need to store side panels during the summer months.

The closed car had windows you could raise, but not fully into the roof of the car. All of these car body designs built by Brill used standard parts, and were good examples of the car-builder's craft as a wood worker. After World War I, steel cars became common on street railways as well as on the common carrier railroads. The Washington Water Power Co never ran all steel cars. By the end of WWI ridership was decreasing, and WWP suspected that it was not going to make money on street cars. Then came the forced SUR merger. So the WWP shop crews kept the fleet of wooden cars running up until final conversion to busses in 1936. Examples of steel street cars from the post 1910 period are still visible in San Francisco and in New Orleans. The St. Charles line in New Orleans is operated with very nice examples of double ended steel street cars of the sort commonly built in the late 1910s and

1920s. A copy of the Arcadia Orchards film was sent to Dr. Mutschler, along with one last question.

"It's been suggested that, as a motion picture, the scenes of downtown Spokane might be the earliest now known. Would you care to hazard a guess on that?"

On February 4th, 2014, the professor replied ...

"Are there earlier pieces of film of Spokane? Possibly. In fact, I would guess the answer is 'probably.' But the big question is, where, and who has them?"

The C/DPHS want to thank Dr. Charles Mutschler for taking the time to answer our questions. His research into Spokane's early rail system, as documented by his lectures and papers on the subject, undoubtedly makes him the leading expert in this field. We could not have found a better source.

— end —

Minutes of the Clayton/Deer Park Historical Society — October 11, 2014 —

In attendance: Sue Rehms, Wally Parker, Pat Parker, Don Reiter, Mary Jo Reiter, Mike Reiter, Roberta Reiter, Penny Hutten, Wey Simpson, Roxanne Camp, Lorraine Nord, Kris Wagemann, Dick Erickson, Mark Wagner, Bill Sebright, Marie Morrill, Bob Gibson, and Don Ball.

Society President Bill Sebright called the meeting to order at 9:00 AM. He reported: 1) Marilyn Reilly called and said several parts of Arcadia irrigation pipes had been uncovered near Cedar Road and what would be 6th Street. (See below.) 2) Allan Fackenthal's funeral is at 10 AM at St. Mary's Catholic Church in Deer Park. 3) Lorraine Nord

brought a 1955 Leno Prestini painting to Bill on October 9th. It was donated to the society by Marilyn Alm Lindh. It is of a matador fighting a bull. (See page 978.) 4) Deer Park School District Superintendent Travis Hanson emailed Bill four pictures taken at the old Deer Park Elementary School during a recent renovation. They were taken in and under the northeast room of the north wing. Two show what was holding up the floor. One shows a tamarack tree section with the bark still on it. (See page 979.)

Society Treasurer, Mark Wagner reported: That the ending balance for the main checking account as of September 31st was

Arcadia irrigation pipes
uncovered near
Cedar Road.

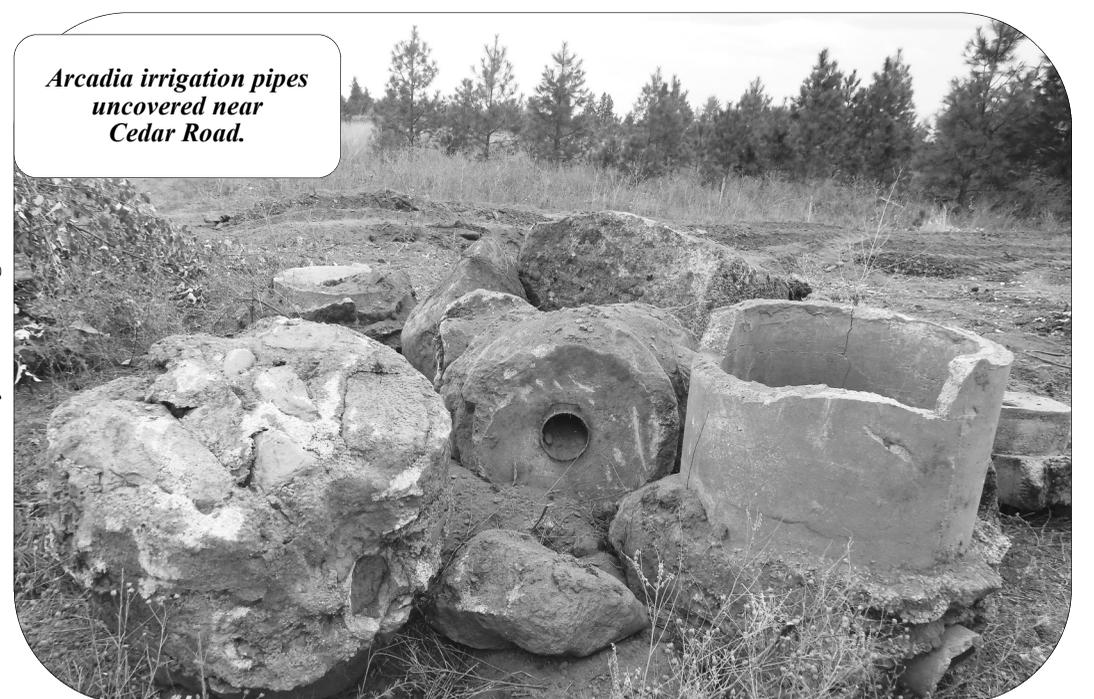


Photo by Bill Sebright.

\$6,299.82. Checks written were to Wally Parker for bindings for \$13. Deposits were a total of \$936.00. The web hosting account stands at \$1,061.37, and a withdrawal of \$10.95. The memorial fund is at \$2080.00. The Brickyard Day fund is at \$874.17.

Society Secretary Grace Hubal reported by email: 1) She sent out more thank you notes in memory of Fay Reilly. 2) She is representing the society at Allan Fackenthal's funeral. 3) We are still looking for a permanent secretary. Contact Grace or Bill if

you are interested.

Society Vice President Pete Coffin reported by email: 1) My son and my two grandsons will be visiting this weekend, and I will not attend the meeting as they visit only a few times a year. 2) Frank Martin gave me his 1963 Deer Park Drag Strip award jacket. If displayed, he wants it to be labeled as an award given for winning a class with his 1963 black, 409 powered Chevrolet. He wants it back if this is not done. 3) Provided a map of Levi Anderson's homestead location to Levi's

*The society's new, unnamed Leno Prestini Painting.
20 x 16 inches. Oil on (presumed) canvas board.
Donated to the society by Marilyn Alm Lindh.*



Photo by Bill Sebright.
Permission to reproduce image from the Prestini estate.

*Studs and floor joist
stripped during renovation.*



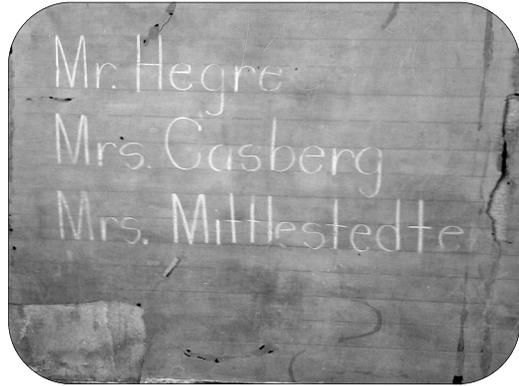
*Deer Park School District
superintendent Travis Hanson sent
these photos taken during the
renovation of the old Deer Park
elementary school on Main Avenue.
This is the northeast room
of the school's north wing.*

*One corner of the
room had dipped
about two inches,
— so the
contractor opened
up the floor to see
what was going on
beneath the circa
1922 building.
This is what they
found, and some of
what they added
while attempting to
restore the floor to
level.*



*A tamarack
post, bark still
in place,
holding up the
floor.*





A segment of blackboard found during the Deer Park elementary school renovation. Photo provided by Travis Hanson, school district superintendent.

grandson. 4) Provided a local quilt group with digital Deer Park town and mill maps as well as Deer Park historical dioramas that used to be on the fair building walls. 5) Drafted a 1940 ownership map showing the Wey Simpson farm location north of Deer Park for possible use in an upcoming Wey Simpson *Mortarboard* manuscript. 6) Reviewed the Arcadia Orchard concrete pipes dug up by the industrial construction east of the Deer Park Country Club that Marilyn Reilly discovered. The concrete work seems relatively crude compared to other artifacts I have seen. 7) Digitized some Archie Hulsizer Scotia area pictures and family data. He did not have much material that was specific to the Clayton-Deer Park Area. One good picture was of a horse drawn wagon filled with magnesite ore at Valley, Washington.

Print editor Wally Parker reported: 1) Ninety copies of the October *Mortarboard* have been printed for free distribution. Said issue begins with an article titled “*Clayton School Approaching Centennial.*” This article is a request for stories and materials related to the school’s history for use during the upcoming centennial. Pete Coffin’s “*Simon Swenson: Williams Valley Pioneer,*” locates the

homestead and outlines the history of the namesake of Swenson Road. “*In Search of Carl Lumberg*” details what is currently known about the former Clayton principal. This month’s “*Letters*” segment includes a piece on former Deer Park teacher Darrell T. Smith, and an editorial piece on the difference between history and nostalgia. And finally, Bill Sebright’s photo-essay of this year’s Clayton Fair. 2) As a clarification to last month’s proposal to create and possibly publish a large format anthology of stories previously printed by the society — with an eye toward selecting only those stories of particular literary as well as historic value — it should be noted that this is currently envisioned as a totally in-house endeavor. Meaning not only the layout, but also the actual

Archie Hulsizer.



Photo by Pete Coffin.



Photo from the Archie Hulsizer collection.

*“A load of magnesite at Valley, Washington — 1917.”
The man on the right is identified as Archie Hulsizer Sr.*

Magnesite, either as mined or after baking at high temperature, can be used in a wide array of applications. Among those; as a filler for paints and paper; as agricultural fertilizers; in the manufacture of firebricks, cements, and pharmaceuticals — Epsom salts being one example of the last.

printing will be done solely by the society, with the only part of the project outsourced being the spiral binding. After the publication is deemed print ready, the majority of copies will only be printed on a “demand” basis — minimizing or negating altogether any financial risk to the society. 3) In order to obtain a more precise estimate of print cost, this last spring the society purchased a laser jet printer intended solely for the printing of distribution-ready materials (as opposed to proofs, drafts, and so forth). By keeping a complete record of the pages printed per each toner cartridge, we are now able to establish approximate print cost. I say approximate since the amount of toner used will vary from publication to publi-

cation. Regardless, within acceptable variances one sheet of paper printed on both sides should cost about 7.6¢ — with the paper cost included. Since each such sheet would make 4 pages of the *Mortarboard*, a 12 page issue would cost 22.8¢ per issue. Printing 90 copies for free distribution would cost the society \$20.52. Since *Mortarboards* are printed in a page range varying between 8 and 16, the per-month cost for free distribution will also vary according to the number of pages in that month’s issue. This per-sheet cost also suggests that each volume of the Collected Newsletters, after adding the cost of the covers, will fall in the range of \$1.30. Print cost will be continually monitored, and changes of note

will be brought to the society's attention.

Kris Wagemann from the Fat Quarters quilting group attended the meeting. Pete Coffin is working with her on a project (see #4 in Pete's report). Kris brought an album put together by Greg Fury and her Dad, Joe Blylock. Mark will give it to Pete so he can scan the material. She also brought a jacket just like the one Pete mentioned in his report (see #2 in Pete's report).

Marie Morrill reported that: 1) September's *Mortarboard* #76 is on our Website. 2) Things are getting easier and she plans to expand her skills. Let Marie know if you have pictures or information to put our Website.

Penny Hutten reported that 1) On October 16th, at 5:45 PM, Bob Weldin will speak at the Westerners. Bob is a published author and speaker on such subjects as mining history, mineral deposits, wilderness area and humor. He will speak on "*The Artifacts of Mining History*." For more information call Penny at 276-5454, or for reservations call 466-2439. 2) The Spokane Valley Heritage Museum's 10th Annual Heritage Program & Luncheon will feature the Heritage of Felts Field at the Opportunity Presbyterian Church event room, N 202 Pines Rd. Tickets are \$20. RSVP early as seating is limited. The program will include a luncheon, historic program and silent auction. Call 922-4570 for information.

Wey Simpson, who hosted "*Farm News for City People*" on KHQ radio and television for 20 to 30 years, attended this month's meeting. Wey retired in 2003. Wey is happy to see the great work we are doing.



Frank Martin's 1963 Deer Park Drag Strip award jacket — given for winning a class with his 1963 black, 409 cubic inch powered Chevrolet.

Still pending: The condition of the Eagle was discussed. It will probably be spring before we do anything.

We are still looking for ideas and volunteers for the 100th Anniversary of the Clayton School.

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

Meeting adjourned at 9:58 AM. The meeting minutes submitted by Mark Wagner, acting Secretary.

— 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.

C/DPHS, Box 293, Clayton, WA 99110

Bill Sebright, President — sebrightba@gmail.com — (509) 276-2693

Peter Coffin, Vice-President — pcffn@q.com

Grace Hubal, Secretary — hubals@msn.com

Wally Lee Parker, Editor of Print Publications — bogwen100@msn.com — (509) 467-9433

Letters, Email, Bouquets & Brickbats

— or —

Bits of Chatter, Trivia & Notices All Strung Together

... remembering Allan H. Fackenthal ...

Society member and former Deer Park resident Ken Westby sent the society the following regarding Allan Fackenthal's recent passing.

"I've known Allan for almost forever. I think he and his family came to Deer Park when I was a first or second-grader. His daughter, Mallene, was in my class nearly all through school, and I knew the older boys through sports and scouts. If ever there was a pillar of the community it was Allan. He was a man of great physical and inner strength, of kindness and fairness, of courage and integrity, and one could not help but admire him. He'll be greatly missed, but his memory lives on in the hearts of all who knew him."

... a note from Wey Simpson ...

A student at Deer Park during the 1930s and '40s, former regional radio and television newscaster Wey Simpson attended the society's October meeting. A few days after society president Bill Sebright received this email from Wey.

"I enjoyed meeting everyone and seeing a few faces that I've not seen in years. A good meeting. I just want to thank you and your organization for taking on the chore of collecting the varied strands of history of the Deer Park-Clayton-Elk and beyond area. In the grand scale of history, ours is pretty short, still it is worth knowing how we got to be what we are. It didn't just happen, a lot of people added their strokes to the painting of history. It is good to know who they are and how they came to play a part in creating

what we see today.

"I'll keep in touch and if I can offer some small help in what your are doing, given my physical distance, let me know. I like to write, it generally is easy for me, and history has always been one of my passions. Best Wishes, hope to see you soon."

Wey has submitted a story about growing up in the Deer Park area to the society's newsletter — along with a selection of photographs. It's Print Publication's intention of featuring this material in several upcoming *Mortarboards*. Once you see Wey's story, you'll understand why we're overjoyed that we'll likely be hearing more from this gentleman in the future.

... correction to September's *Mortarboard* ...

Society member Lorraine Nord informed us that Norma (Lindh) Burnette — now residing in Florida — had found a mistake in the *Letters/Brickbats/Chatter* segment of *Mortarboard* #78. Lorraine sends Norma a copy of each month's *Mortarboard* via snail-mail.

Under the subheading "... speaking of Clayton ..." — which begins on page 948 — Lorraine, speaking on Norma's behalf, noted that, "*Dude Baldwin was married to Mary Costa, not Theresa Costa. Theresa is Duane Costa's twin. They graduated from Deer Park High School in 1953, along with Don Lindh and Marilyn Lindh. Mary Costa was in Deer Park High School's class of 1946 — Norma's class.*"

Due to the work involved, we'll not be making any corrections to the already posted online version of the *Mortarboard*. How-

ever, a correction will be made to the text of the upcoming print version of *Collected Newsletters* #20. We feel that's the important change to make since that's the edition most likely to survive through time on the shelves of various libraries and archives.

Then too, we're always happy to receive comments and corrections from our readers, especially when said readers are about as far away from us as is physically possible while still being in the country — and still caring enough about the "old place" to take the time.

... *Gladys Ruth Kumnick* ...

A recent obituary from the Spokesman Review outlined the long history of one member of an early Arcadia Orchards family. Born in Chicago in 1909, Gladys Kumnick passed away this last August at the age of 104. Along with her older brother, Fredrick, and parents, Fred and Sophie, she settled east of Deer Park in 1915 — "in the Arcadia Orchards."

She attended "Arcadia's one-room school," and was a graduate of Deer Park High School in 1926. That same summer the family moved to Spokane.

In Spokane, Gladys attended the Northwest Business College, and in 1927 began work at one of Spokane's newspapers, "retiring in 1974 as Office Manager."

Though the family left the area in 1926, they weren't entirely forgotten — as noted by this mention found in the May 2nd, 1957 issue of the *Tri-County Tribune*.

"Funeral services for Fred Kumnick

were held in Spokane on Tuesday. Mr. Kumnick lived in Deer Park 31 years ago in Arcadia Orchard days. He leaves his wife and daughter, Gladys Kumnick, at the Spokane home, and a son, Frederick of Youngstown, Ohio, and three grandchildren. He was in surgery in a Spokane hospital and a week after he returned home he died. Although nearly 82, he was very active until his last sickness. On April 17, 1956, they celebrated their golden wedding and the son and family and other relatives saw him in good health then."

Gladys's passing is a reminder of how quickly the area's early history is slipping away.

... *a hospital in Chattaroy* ...

And lastly, this obituary from the October 21st, 1916, edition of the *Journal of the American Medical Association*.

"John Loper Smith, M.D., Chattaroy, Wash.; Jefferson Medical College, 1890: aged 71; a veteran of the Civil War; surgeon-general of the G. A. R. (Grand Army of the Republic) in 1910-1911 and for many years in charge of the Great Northern Railway Hospital in Chattaroy; died at his home, September 30."

The above notice was serendipitously located online. If anyone has more information about the above noted "Great Northern Railway Hospital," we'd be most interested in seeing what you have. Subject specific online searches have proven unproductive.

———— *Wally Lee Parker* ————

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———— C/DPHS ————