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Illustration from "Automotive Digest" magazine, March, 1920.

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In Search of Denison's Beginning.

by

Wally Lee Parker

... Coleta or Buckeye ...

An abbreviated historical sketch of the town of Denison was recorded by the University of Washington's eminent historian Professor Edmond S. Meany (1862-1935) in his often-referenced book, *Origin of Washington Geographic Names*. In this 1923 tome Professor Meany states that Denison is — or at least was — “a town in Spokane County. The place was first called Buckeye after the Buckeye Lumber Company. That company moved to a place on the Spokane Falls & Northern Railroad named Hockspur (sic). Confusion arose from men still going to the old town of Buckeye for work, and the place was renamed Pratt. Later the old place was revived by F. H. Buell and, needing a new post office, he chose the name Denison, his wife's family name.”

As with most historical stories presented in outline, a detailed insight requires filling in what's been left out with confirmable

facts. The exhausting task of finding those bypassed parts can be frustrating and — ultimately — argument inducing.

It's apparent that the place that would become Denison began its existence as a stop named Buckeye — possibly just a flag station on the then under construction Spokane Falls & Northern Railway (the term flag station indicating the train only stops if it has someone or something to drop off, or a flag is out indicating the like is to be picked up). Regardless of whether said stop was laid out as a spur, siding, station, or flag station, we know it was in place by the late summer of 1889. The evidence for this is that the first timetable listing stops along the Spokane Falls & Northern Railway so far located was found in the September 1st, 1889 edition of the *Spokane Falls Review*. For those traveling north from Spokane Falls, that timetable denotes the stops in sequence as Peone, then Crescent, Buckeye,

— text continues on page 2293 —

*This is a clipped portion of the
U. S. Geological Survey Topographic Sheet
Spokane Quadrangle
— 1898 Survey —
(Edition of May, 1901.)*

As seen on this geological survey map, the Spokane Falls & Northern Railway station listed as Buckeye was located three and a half miles south by southeast of Deer Park. The Buckeye Lumber Company's first sawmill was sited there in the spring of 1890. In 1899 the lumber company moved its mill to a location approximately two miles below the confluence of Dragoon Creek with the Little Spokane River — that being close to the point at which the tracks of the Spokane Falls & Northern Railway bridged over the Little Spokane River.

It appears that the Spokane Falls & Northern Railway station designated on this map as Dragoon had previously been known as Crescent. And after receiving the name Dragoon, would at some point be rechristened Wayside. There was also a previously established and burgeoning community three miles due west of this railway stop that carried that same name. Though that community still carries the name, the hope of the site growing into a town dissolved long ago.

A Few Classic Sources of Railway Terminology:

In my online rambles, I happened upon the 1896 edition of volume three of Marshall M. Kirkman's "The Science of Railways: Operation of Trains." This work contained what seemed to be perfectly good definitions of common railway terms such as spur, siding, and station. For example:

Regarding the term "Spur Track," Mr. Kirkman said, "A track connected only at one end with the main track; it sometimes runs parallel with the latter, the same as a side track (siding). These tracks are usually constructed for the purpose of giving a company access to gravel pits, stone quarries, and outlying manufactories and business enterprises, etc."

As for the word "siding," for that Mr. Kirkman refers the reader to the term "Side Track," which he describes as, "A track varying in length and running parallel with the main track, and connected with it at each end by a switch. With unimportant exceptions, the freight cars required to transport the traffic of railroads are loaded and unloaded while standing upon these tracks; the tracks at the different stations vary in number and length with the business that requires accommodation. For the purpose of enabling trains to meet and pass each other upon the road, side tracks of varying length are required to be located at convenient points along the line."

Mr. Kirkman defined the word station as, "A place where the traffic of a railroad is received and discharged. The depot and its immediate vicinity. In the movement of trains, a side track located at an isolated point on the line possesses, in many important respects, the same significance as a station; a place where trains meet or pass each other."

A very good definition of the specific phrase "flag station" is found in the paperwork generated by a case then on appeal before the New York Supreme Court — said appeal filed on August 15th, 1914. In said case the plaintiff, one Morris Franklin was suing the Boston & Maine Railroad for failure to comply with a prior judgement of the court. The argument stemmed from the railroad's designation of the stop accessing Mr. Franklin's business a "Flag Station," which he claimed caused him a severe loss of revenue. This case required a clear definition of the nature of flag stations, and this was what the arguments presented from the plaintiff's side stated: "The Standard Dictionary defines flag station 'as a station on a railway at which a train stops only on signal' — the implication being that the traditional form of such a signal is a placed or removed flag. "The fact that the station is marked as a flag station is a mark of condemnation (in the plaintiff's case) because it is a fact ... that there are flag stations on which there are no buildings and no agents." "Courts have held ... that a flag station is not a station but is a mere open platform in connection with which no station buildings, offices, or agents are kept, and to which, therefore, a law that at all stations there should be a toilet do not apply." All this suggests stations designated "flag stations" likely offer less than the amenities normally expected of even those small stations nonetheless scheduled as stops.

— W. L. P. —

— text continued from page 2289 —

Deer Park and Loon Lake — with Springdale being as far as the railroad's commercial operations extended as of that date.

Ten and a half months after the above-mentioned timetable was first published, a post office was established at Buckeye — reportedly located in the Buckeye Lumber Company's office. But that post office wasn't named after the railroad stop or the lumber company. The post office was named Coleta. Confirmation of that office's name, date of inception, and assigned postmaster — James C. McKinnon — are found in an article appearing in the June 17th, 1890 issue of Seattle's *Post-Intelligencer*, as well as the same day's issue of the *Spokane Falls Review*.

The reason for choosing the name Coleta has yet to be found. That said, a *Review* article dated January 8th, 1891, lists the above postmaster, Mr. J. C. McKinnon, as a witness to a local land deal. In that legal notice Mr. McKinnon's place of residence is stated as "of Coleta."

Other gentlemen mentioned in Spokane's newspapers during 1891 that give "of Coleta" as the location within Spokane County at which they can be reached include Frank Anderson, G. W. Blair, Pat Deveny, Nicholas C. Dingman, J. W. Hall, E. A. Humphry, E. P. Hamilton, J. D. Laird, Thomas W. Norton, J. O. Short, and Charles H. Smith.

After 1891 Coleta seems to be absent as a placename in Spokane's newspapers — leaving the impression that the name had fallen out of favor. That seemed confirmed when the September 24th, 1891 issue of the *Seattle Post-Intelligencer* published a listing of Washington Post Offices in which it was noted that the name of Spokane County's Coleta Post Office had been changed to Buckeye — that having occurred some two and a half months earlier. One would naturally assume such was done to reduce confusion by matching the post office's name with that of the railroad stop and sawmill previously established at the same location.

To muddle things a little more, after being rebranded Buckeye, the post office only stayed open from June 30th, 1891 to February 12th, 1892 — that according to a book titled *Postmarked Washington: An Encyclopedia of Postal History*. Upon closing it was not replaced. Said volume indicates that the Deer Park Post Office took over the Buckeye area's mail. That situation appears to have remained until a new post office named Denison was established for the former Buckeye area some sixteen years later.

... *Buckeye's name moves elsewhere* ...

Once there was a town called Buckeye, but it was located on the Little Spokane River some five and a half miles south by southeast of the Buckeye mentioned in the Spokane Falls & Northern Railway's 1889 timetables. This second Buckeye appears to have come into existence — though not yet carrying that name — just under ten years after the first Buckeye was christened. Regarding this second Buckeye, the *Origin of Washington Geographic Names* says the town "was formerly known as 'Hoch Spur,' but was changed by the Buckeye Lumber Company, which operated a sawmill there."

As to the location of this new mill and subsequent town, in the March 20th, 1899 issue of the *Spokane Chronicle* the founder of the Buckeye Lumber company, Daniel Hoch, is quoted as saying, "This mill will be placed at a point where the Spokane & Northern (S. F. & N. Ry.) crosses the Little Spokane, about 16 miles north of Spokane."

Prior to the arrival of the railroad, this site was known as "Little Spokane Crossing." It's just over two miles south of the Little Spokane River's confluence with Dragoon Creek.

Hoch Spur was likely laid in the last year or two of the 1890s to connect Daniel Hoch's new sawmill to the Spokane Falls & Northern Railway's mainline. As for the approximate date the Buckeye placename was transferred from the old Buckeye to the new, records indicated that a post office bearing the

name “Hochspur” was established on the 14th of January 1901. On the 6th of March, 1903, said post office’s name was officially changed to Buckeye, and maintained that name until officially closed in 1934. A reasonable though yet undocumented guesstimate would be that the burgeoning town switched from being known as Hoch Spur to Buckeye at about the same time the post office was rebranded.

A scattering of newspaper articles published in the last decade of the nineteenth century and first of the twentieth indicate that the above Mr. Hoch arrived in Spokane Falls in 1889 — possibly in December. As for the creation of the Buckeye Lumber Company, a piece in the *Spokane Chronicle’s* March 20th 1899 issue reported that Mr. Hoch “started the business in the spring of 1890 ... by building a small mill at Buckeye” — that Buckeye being the original one just south of Deer Park.

The 1899 article went on to describe the layout of the new mill being constructed along the Little Spokane River, then quotes Mr. Hoch as saying, “The mill at Buckeye (the first one), 25 miles north of town, is employing about 20 men, and the new plant (the second one) will give work to 50 or more. The old mill at Buckeye will be used until the new one is completed.”

It should be noted that the distance between the historic core of Spokane Falls and the location of the first Buckeye Station is only around 17 line-of-sight miles, not the “25 miles north of town” Mr. Hoch states. The thing is, for comfort the majority of business-people traveling north from Spokane would have, if at all possible, taken the train. So it could be that Mr. Hoch, when quoted, was speaking in train miles.

The same year Mr. Hoch’s statement was recorded, the most recent purchaser of the Spokane Falls & Northern, the Great Northern Railroad, was busy taking the kinks out of the Spokane Falls & Northern’s tracks — noticeably reducing the milage between Spokane and the future site of Denison.

Daniel Hoch did have a partner in his lumber company — though it’s not clear

whether said partner helped found the company, that apparently happening in the spring of 1890, or joined shortly after the company was officially incorporated. That said, this segment from the partner’s obituary, as published in the March 31st, 1948 edition of the *Spokesman-Review*, sheds some light on why the company’s first mill was sited where it was.

To quote, “William Bodler, resident of Spokane ... became associated in (the) lumber business with Daniel Hoch of Buckeye, Washington, shortly after coming to Spokane (in 1890), and helped to furnish the railroad ties for D. C. Corbin when the Spokane Falls & Northern Railway ... was (being) built.”

Regarding the name selected for the new company; with the railroad stop being given the name Buckeye in the late summer of 1889 and the Buckeye Lumber Company being founded there in the spring of 1890, one might wonder if the Buckeye Lumber Company derived its name from the name of the railroad stop, and not, as stated in Professor Meany’s 1923 book, the other way around.

... searching for Pratt ...

Finding Pratt has been a bit of a problem. If we go back to the only two mentions of that placename found in Professor’s Meany’s book on *Washington Geographic Names*, the one regarding “Denison, a town in Spokane County” — as quoted in the first paragraph of this article — states, “Confusion arose from men still going to the old town of Buckeye for work, and the place was renamed Pratt.” The problem is we’ve no real evidence that the original stop along the mainline of the Spokane Falls & Northern Railway was ever a town. In fact, we’ve no evidence that it was ever considered so much as a village, a settlement, or even a hamlet. We’ve no real description of the Buckeye Lumber Company’s sawmill at that place, though it’s quite possible some form of housing for employees was provided. This is just to suggest that the Professor’s application of the term “town” to that first Buckeye may be a bit misleading.

SPOKANE FALLS & NORTHERN RAILWAY

| 136-156 | No. 132 | Mls. | June 14, 1903. | No. 131 | 135-155 |
|-----------|------------|-------|--------------------------|-----------|------------|
| | | | LEAVE] [ARRIVE | | |
| | *8 45 A M | 0 | Spokane.....♂ | 6 15 P M | |
| | 9 03 " | 4.7 | Hillyard.....♂ | 5 58 " | |
| | 9 35 " | 17.6 | Wayside..... | 5 22 " | |
| | 9 48 " | 22.7 | Pratt..... | 5 07 " | |
| | 10 00 " | 26.5 | Deer Park.....♂ | 4 56 " | |
| | 10 14 " | 31.6 | Clayton.....♂ | 4 41 " | |
| | 10 37 " | 38.4 | Loon Lake.....♂ | 4 22 " | |
| | 10 59 " | 46.5 | Springdale.....♂ | 3 58 " | |
| | 11 27 " | 56.5 | Valley..... | 3 30 " | |
| | 11 44 A M | 64.0 | Chewelah.....♂ | 3 12 " | |
| | 12 05 Noon | 73.2 | Addy..... | 2 52 " | |
| | 12 21 " | 80.5 | Arden..... | 2 36 " | |
| | 12 38 " | 87.1 | Colville.....♂ | 2 19 " | |
| | 12 57 Noon | 95.7 | Meyers Falls.....♂ | 1 55 " | |
| *1 35 P M | 11 15 P M | 101.2 | Marcus.....♂ | *1 35 P M | 11 15 P M |
| 1 59 " | | 109.7 | Bossburg.....♂ | | 12 56 Noon |
| 2 23 " | | 120.4 | Marble..... | | 12 33 " |
| 2 45 " | | 120.4 | arr... Northport♂ lve. | | 12 10 Noon |
| 2 55 " | | 120.4 | lve... Northport...arr. | | 11 57 A M |
| 3 22 " | | 139.6 | International Boundary.. | | 11 21 " |
| 3 40 " | | 140.3 | Waneta.....♂ | | 11 18 " |
| 3 55 " | | 144.2 | Sayward..... | | 11 02 " |
| 4 17 " | | 140.5 | Beaver..... | | 10 42 " |
| 4 27 " | | 151.9 | Champion..... | | 10 33 " |
| 5 00 " | | 162.0 | Eric.....♂ | | 10 08 " |
| 5 10 " | | 164.8 | Salmo..... | | 9 56 " |
| 5 35 " | | 172.4 | Ymir.....♂ | | 9 32 " |
| 5 45 " | | 176.0 | Porto Rico..... | | 9 10 " |
| 5 58 " | | 170.6 | Hall..... | | 8 57 " |
| 6 11 " | | 182.9 | Summit..... | | 8 45 " |
| 6 35 " | | 189.6 | Mountain..... | | 8 15 " |
| 7 00 " | | 194.5 | Troup Junction...♂ | | 7 45 " |
| 7 20 P M | | 200.0 | arr... Nelson♂ lve. | | *7 20 A M |

* Daily ; † daily, except Sunday ; ♀ Tuesday, Thursday and Saturday.

A Timetable Dating Pratt Backward to at Least June of 1903.

Clipped from the August, 1904 edition of "The Official Guide to Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba."

As to the second mention of “Pratt” in the Professor’s alphabetized listing of placenames, under that name the book simply says “see Denison.”

All that considered, the first unambiguous mention of Pratt so far located is from a timetable clipped from the August, 1904 edition of “*The Official Guide to Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba.*” The timetable (see page 2295) clearly shows Pratt at milepost 22.7, and just above gives the date of said timetable as June 14, 1903. It’s probable the date extends back even further — verification of such requiring an even earlier timetable.

As to the nature of Pratt from the railroad’s point of view, that was found in a *Great Northern Railway Line/Spokane Falls & Northern Railway* timetable dated September 10, 1905. That timetable, intended for the use of railway employees only, describes “Pratt,” as a “siding” having a “car capacity” of “18.” Within said document is a set of mileage figures that, when subtracted, calculate Pratt’s distance south of Deer Park’s train station as 3.8 miles.

Another mention was found in the following real estate ad from the December 19th, 1906 issue of the *Spokane Chronicle*. To quote, “160 acres, close to Pratt siding, 22 miles north of Spokane, Wash.; close to Arcadia where they are selling land for \$250 per acre; ¼ mile to railroad siding; 2000 cords cordwood timber; 100 acres can be farmed; 10 acres cleared; small house, barn, etc.; Price \$1700. Terms \$500 cash, balance to suit purchaser.”

Both the above clippings characterize Pratt as a siding, as does the following from the December 19th, 1908 issue of the *Spokane Chronicle*.

“A new post office has been established at Pratt’s siding, on the S. F. & N. Railroad, five miles south of Deer Park. It will be known as Denison.”

To get a better idea of what was going on around Pratt’s siding prior to the found-

ing of Denison, we need to follow up on a hint provided in the above quoted real estate ad when, as a selling point, it mentions that the farmland being offered was “close to Arcadia.”

... the Arcadia connection ...

On May 3rd, 1906, the Arcadia Irrigation Association was incorporated at Seattle. Just over five months later — on October 13th — under the headline “Arcadia to Add to Spokane’s Wealth,” the following appeared in the *Spokane Chronicle*.

“Another intensified farming district on irrigated land adjacent to Spokane is proposed. It is stated the project is fully launched, the money is all provided for, and work is now under headway.

“The work is being done by the Arcadia Irrigation Association, which has under way plans to irrigate a tract of 2,000 acres of land, at what will hereafter be known as Arcadia, 22 miles north of Spokane. Dragoon Creek, from which the water is to be taken for irrigation purposes, runs through the land.

“The company has bought out the Gemmill ranch, consisting of 2,000 acres, upon which the Gemmill sawmill is located, and the water ditch of the Arcadia company is to cover the land. The highest ground that can be covered by the Gemmill ditch is the north line of the farm and crosses the S. F. & N. track two and one-half miles below Pratt station. All the lands above this level cannot be reached by the gravity system.

“It is intimated that a town of some importance will spring up at the spur, 3½ miles below Pratt Station. The company now has a force of men at work clearing the land of timber and stumps, preparatory to putting it into cultivation, and it will be put under plow as fast as it is cleared. It is planned to have a large part of the tract ready for spring planting, and the balance will be ready for crop by the following autumn, one year from the present time.

“The soil is said to be first class and

the country finely adapted to fruit raising. It is claimed that the land will not be frosty, as it has been supposed to be, but as the timber is removed, it is stated the frosts disappear. The land is to be sold out in small tracts and planted to orchard or sown to alfalfa.

“It is stated the project is financed by Seattle and Eastern capital, and the money is all provided for. By carrying out this plan, a large tract of land heretofore of little value is to be made a producer under the system of intensified cultivation, and to add a permanent resource to Spokane County.”

Several interesting statements related to the early history of the Arcadia projects are found in this article. Among them the quote that “the highest ground that can be covered by the Gemmill ditch is the north line of (Gemmill’s) farm and crosses the (Spokane Falls & Northern Railway’s) track two and one-half miles below Pratt station.” It’s not clear whether the distance “below Pratt Station” is referring to track mileage or line-of-sight mileage. If track mileage, this distance would bring us close to a then existent railroad siding named Dart — listed as being two and six-tenths miles southeast of Pratt. This would place Dart within the southeast quarter of Section 29, Township 28 North, Range 43 East — that section beginning immediately south of the present-day East Denison-Chattaroy Road. To the west of this siding, the generally trending southeastern flow of Dragoon Creek moves northward for a short stretch until it meet the tracks of Spokane Falls & Northern Railway descending from Pratt. Drawing more or less side by side at the western edge of Section 29, the creek and railroad continued

in said manner — often less than a hundred feet apart — in an easterly direction across the lower half of this section. If the October 13th quote is accurate, and to be taken literally, this would seem to suggest the upper limit of the irrigation project first proposed by the Arcadia Irrigation Association was this line of track and Dart’s siding. If that interpretation is correct, by time the project had reorganized itself as the Arcadia Orchards Company several years later, its ambitions had expanded far to the north and west.

“It is claimed that the land will not be frosty, as it has been supposed to be, but as the timber is removed, it is stated the frosts disappear.”

As for the comment that “It is intimated that a town of some importance will spring up at the spur, 3½ miles below Pratt Station,” at present we have no indication of any spurs or sidings other than Dart’s in existence between Pratt’s station and Wayside station to the southeast as of 1906 — said Wayside station previously known as Crescent and then as Dragoon. Either the above 3½ miles was a misquote, or the Arcadia’s intention was to develop a new spur at that approximate mileage below Pratt’s station — said mileage calculated either down-track or line-of-sight. By either form of measurement, that would seem to place the indicated spur within something less than three-quarters of a mile of Dragoon Creek’s confluence with the Little Spokane River.

Which bring us to a second article giving further details about the above “intimated” town, this published in the *Spokane Chronicle*’s November 21st, 1906 edition.

After the headline “Teach Every Child a Trade,” followed by the subtext, “Arcadia to Have a Municipal Restaurant — Entertainments at Public Expense — No Vi-

Looking Up Townships, Ranges, and Sections.

Here’s a handy interactive Washington State Department of Transportation map for finding the township, range, and section description of locations within the state.
<https://www.arcgis.com/home/webmap/viewer.html?layers=97a5ae98d8d04458860f64e201d155c4>

ciuous Resorts,” the article beings, “With the development of Arcadia — the new irrigation scheme embracing over 2,000 acres lying on the S. F. & N. 22 miles north of Spokane — as a community of suburban homes, it is proposed by the promoters to inaugurate some of the social reforms which are now attracting the attention and the deepest thought of some of the greatest students of the present day.

“With the almost miraculous change which, by the introduction of irrigation, will transform the desert into beautiful gardens and rich orchards, it is proposed to make corresponding improvements in the social conditions. For the furtherance of such plans, the next legislature will be asked to pass certain laws giving broader rights to communities organized to carry out certain social reforms.

“Our plans for Arcadia do not mean communism, nor do they mean socialism,” stated General J. D. McIntyre, secretary and chief engineer of the association, “but the reforms we propose to institute will mean the destruction of private monopoly of any and all public utilities. It will be a compromise between individualism and collectivism.”

After that assurance, General McIntyre continued, “Arcadia, when fully developed, will contain about 5,000 people. It will own its own schools, in which every child will be taught a trade, and all graduates of its trade school will be master builders.

“It (Arcadia) will license no vice producing institutions.

“Public amusements and entertainments, as well as a public library, will be maintained at public expense.

“It will maintain a school of horticulture to teach the people how to grow fruit scientifically and show how to prepare it for market.

“There will be a municipal restaurant, a municipal cannery and preserving fac-

tory.

“In religion, Arcadia will keep open house. All religions that teach the Bible will have equal rights, but no sect can get a corner on Arcadia. The Young People’s Christian Endeavor idea would find there a warm welcome. In short, Arcadia proposes to adopt whatever seems wisest and best in the new social theories,” states secretary McIntyre.”

Whether the above experimental community of Arcadia was ever a serious part of the Arcadia Irrigation Associations’ plans — as opposed to something more along the line of speculative hyperbole — is debatable.

What does seem evident is that the above article was one of the initial parts of a promotional campaign that, as of late November 1906, had begun saturating Spokane’s newspapers with advertisements. This marketing effort began to slacken in March and April of the next year, after which it largely disappeared from local view.

This is not to say the Association had given up the dream of founding a town. As noted in the March 10th, 1908 edition of the *Spokane Chronicle*, “It is reported that the Arcadia Irrigation Association has started surveying for a new town at Pratt ... In a few months it may be a town of 200 or 300 people. It was hoped and expected they would locate their townsite adjoining Deer Park and the Arcadia people so intended, but they were unable to get the land they had been negotiating for during the past year.”

Assuming the writer of the above quote made a factual error, or the Irrigation Association’s townsite survey was derailed for some reason, an article appearing in the December 21st, 1908 *Spokesman-Review* seems to trace a bit closer to the truth. Beneath the dateline “Deer Park, Wash., Dec. 20.,” the article explained that, “The Arcadia Irrigation Association has purchased the unsold portion of the Denison townsite from the town’s found-

“The Arcadia Irrigation Association has purchased the unsold portion of the Denison townsite from the town’s founder, Frank L. Buell ...”

er, Frank L. Buell, and are also negotiating with him for all of section 19.”

... becoming Denison ...

The book *Postmarked Washington; An Encyclopedia of Postal History* states that the Denison Post Office was established on September 23rd, 1908. That said, it was December 19th before the *Spokane Chronicle* reported that “A new post office has been established at Pratt’s siding on the S. F. & N. Ry. five miles south of Deer Park. It will be known as Denison.”

Why this new post office would carry the name Denison, rather than Pratt, and why the name of Pratt’s siding was soon changed to Denison as well — that would seem to fall naturally from the name of the townsite the above noted Mr. Buell had platted.

At the beginning of this story, I quoted Professor Edmond Meany regarding the founding of Denison. The Professor stated that the community that had grown up around the Spokane Falls & Northern Railway’s 1889 siding had been “revived by F. H. Buell, and, needing a new post office, he (Buell) chose the name Denison, his wife’s family name.”

First, Mr. Buell’s correct middle initial appears to be “L”, with Spokane’s 1910 census listing Frank Lee Buell’s profession as “real estate.” As for any detailed personal information regarding Mr. Buell, I’ve found next to none. I do know he was actively buying and selling properties throughout the region during this period, though newspaper accounts suggest he concentrated his business activities largely within Spokane and Stevens Counties. At about the same time the new Arcadia Orchards Company was consuming the remains of the older Arcadia Irrigation Company, Mr. Buell was involved in the creation and selling of small orchard tracts in the Springdale area — at least some of said activity within a short-lived corporation titled the Dennison Land Company — this alternate spelling of Denison likely deliberate.

Regarding said company, the March

24th, 1909 issue of the *Spokane Chronicle*, under the headline “New Spokane Companies,” stated, “The following Spokane companies have filed articles of incorporation at Olympia.” Among those companies, the “Dennison Land Company ... F. L. Buell and Grace D. Buell” listed as applicants.

The above listed “Grace D. Buell,” was born in Minnesota on the 29th of December, 1875 — her given name, Minnie Grace Denison. According to the May 25th, 1946 *Spokesman-Review*, she “passed away May 24 at a local hospital. Home at Loon Lake.” The death notice went on to mention she was survived by 3 sons, 1 sister, 1 brother, and 5 grandchildren.

The Loon Lake correspondent for the *Deer Park Union*, Mrs. H. C. Follett, wrote the following in her June 6th, 1946 submission to the newspaper. “This community was saddened last week by the death of Mrs. Grace Buell. While she made her home at Deer Lake only during the summer, she was a pioneer of this region and will be missed by everyone who knew her. The sympathy of the community is extended to her family.”

I’ll defer to Mrs. Follett as to the correct location of Grace Buell’s summer home. As for the town named after her, under the dateline “Denison, Wash., Dec. 15,” this appeared in the December 18th, 1908 edition of the *Spokesman-Review*.

“Denison is rapidly assuming a metropolitan air, as the government sent the commission appointing William F. Sears as postmaster, so the people of Arcadia, Wild Rose, and Half Moon Prairie will have daily mail at this point.

“F. H. Berry, deputy sheriff, has put in a new butcher shop.

“A number of the officials of the Arcadia Irrigation company from Seattle have been inspecting the properties and the ditch for the benefit of their customers at Seattle. They had a large number of visitors during the week from all sections of the country who were in attendance at the National Apple show.

“Thomas A. Fowler of Bellingham, Wash., has his new residence nearly completed, and his family will move in New Years.

“Ex-Mayor Daggett is closing up the season’s work and setting all of the machinery under cover preparatory to making repairs during the winter in order that everything may start off first-class condition March 1.

“The Spokane Lumber Company is

shipping in timber from the Barnsdorf mill on Wild Rose Prairie, about 20 loads coming daily. They will continue all winter.”*

The town’s story from this point forward will require a significant amount of research and still be far from complete. But that’s a project I’m leaving for another day.

— end —

***Barnsdorf is doubtless a misspelling of Beyersdorf. There’ll be a discussion of this in the following Letters/Brickbats column.**

Letters, Email, Bouquets & Brickbats

— or —

Bits of Chatter, Trivia, & Notices All Strung Together.

... from the Loon Lake Historical Society ...

Most small historical groups have been hard-pressed by the closures and other restrictions imposed by the current pandemic. That said, it was still a shock when we became aware that on the 6th of February, 2021, the officers of the Loon Lake Historical Society had sent the following letter to that group’s “Members and Friends.” Since the wellbeing of any of the region’s historical societies — especially one so close to home — should be of concern to everyone respectful of our local history, the *Mortarboard*, with permission, is reprinting said missive in its entirety.

“The year 2020 has been a trial for all of us. We can only hope the new year will bring an end to the COVID crisis and that we can once again enjoy social activities. Because of the Corona Virus we have been closed since January 2020 — no meetings, no events. We will have a regular meeting after

restrictions are lifted.

“The Loon Lake Historical Society was formed in 1991, 30 years ago, to gather and preserve the history of the area. Over the years we have collected a tremendous amount of information and photos and presented many interesting programs and great fundraisers.

“It is with sadness that we have to write, that unless we get more interested members and active volunteers, this will be the last year for the Historical Society as we know it today.

“We have a wonderful membership that supports us, but we need new officers to take over the positions of those who will be retiring this year. All of our current officers have served many years. We need new officers with energy and exciting, but practical, ideas.

“There has been discussion about the future of the society, building and grounds should the association discontinue. We do not

The Loon Lake Historical Society
[HOME | llhs \(loonlakehistoricalsociety.com\)](http://llhs.loonlakehistoricalsociety.com)

want to close our doors, but unless people come forward to continue what we started 30 years ago, we will have no choice. We could lose one of the best things that ever happened to this community!

“If you have any ideas please contact us. We are anxious to hear from our membership in order to save the Loon Lake Historical Society and the Old Schoolhouse.”

The Loon Lake group has done a remarkable job in the last 30 years. Their archive is extensive and collections irreplaceable. The classic schoolhouse they caretake is an absolute jewel. The loss of this institution would be a crime against the future.

To read more about the Loon Lake group and the means of contacting them directly, visit their website. A link is provided on the facing page.

... more on the mystery of Summit ...

In last March’s issue of the *Mortarboard*, your editor posted an article titled “*In Search of Summit*” — the mentioned “*Summit*” being a railroad spur, or siding, once located somewhere along the tracks between Clayton and Loon Lake.

My article put forth a suggestion as to where Summit may have been. Ken Westby, one of the *Mortarboard*’s volunteer proofreaders, as well as a significant contributor to the newsletter’s growing volume of editorial content, responded to the questions raised in the article. Among his comments ...

“As to the possible location of the ‘Summit’ spur, I agree that Location ‘X’ (see the diagram on page 2264 of the March issue) is the apparent Summit spur based on the track mileages to Point ‘X’ from Loon Lake — 4.4 miles — and to Point ‘X’ from Clayton — 2.4 miles — as the article outlines. However, us-

ing Google Earth Pro as a tool for determining ground elevation, we see that the elevation at Point ‘X’ is 2,365 feet. But the actual summit or high point along the railroad grade is located west of Highway 395 between the railroad overpass and Loon Lake at an elevation of 2,420 feet.”

Ken’s discovery places the track’s high point approximately 2,000 feet south of the very southern tip of Loon Lake.

Ken continued, *“At the high point there is 1/4 mile of relatively straight railroad right-of-way more suitable for a spur that would hold 7 cars, whereas Point ‘X’ is situated in a curve perhaps less suited for a spur. For those reasons, the point 55 feet higher in elevation seems a more likely location for a spur that the railroad people would name Summit.*

“On the other hand, the two locations are only a mile apart, so perhaps Location ‘X’ was close enough to the summit for the company to call it Summit, especially if it was advantageous to place the spur there for reasons not immediately obvious to us now.

“Even if the railroad’s trackage back then differed from what it is today, it shouldn’t account for a one-mile discrepancy. And I really doubt that the route was very different than now because the earlier mileage distance between the presumed Loon Lake station and the Clayton station agrees with today’s trackage distance — approximately 6.8 miles — using the connect-the-dots method. Railroad surveyors then and now would choose a route along elevation contours that allow gradual rise and fall in order to minimize steep grades. Unless there was a land dispute or a serious mistake in the original route, the railroad company wouldn’t have a reason to alter the route in the years that followed.

“Bottom line is that I can’t make a

Further Reading.

“*In Search of Summit*,” by Wally Lee Parker.
Mortarboard #155, March, 2021 — page 2260 — Collected Newsletters, Volume 46.
http://cdphs.org/uploads/3/4/2/0/34204235/newsletter_155_web_.pdf

strong argument for either location, so I must agree with your conclusion that we will have to wait for someone to uncover new evidence.”

Another question raised by the March article was whether the tracks between Clayton and Loon Lake did in fact reach the highest elevation attained between Spokane and Colville or points even further north, therefore deserving of the name Summit. Regarding that question, society members Rick Hodges and Pete Coffin both sent some very enlightening materials.

Rick’s contribution was a Burlington Northern Railroad document titled “Northwest Division — No. 1 — January 20, 2002 — Kettle Falls Subdivision.” Said document carries a rough graph — it’s not the most precise diagram I’ve ever seen — suggesting the railroad’s elevation peaked twice in the Loon Lake area, once, as indicated by Ken, a short distance south of the lake, and then again a short distance north of the lake. And that one of those two peaks would have been the Spokane Falls & Northern’s highest point, and the other peak the second highest point.

Pete’s contribution was some data from a book titled “Great Northern Railway, Kettle Falls, Washington Branch” — this by Dale Jones, who has written extensively about the railroad history of the Pacific Northwest.

Among those bits of data is a statement by Mr. Jones that the Summit siding was at some point renamed Pine. I’ve haven’t run across that name, but then I’ve only been dealing with the early years of the Spokane Falls & Northern. If Summit had indeed been renamed at some point, it’s likely to have been in later years.

As to the location of Summit, Mr. Jones places it a half mile west of the railroad bridge over Highway 395 — that bridge being two-and-change miles north by northwest of Clayton. In the March article I placed Summit about a quarter mile to the east side of that same bridge, while Mr. Jones’s article places it about three-quarters of a mile closer to Loon Lake, and much closer to Ken Westby’s placement of the actual summit between Clayton’s

station and the one once serving Loon Lake.

Regarding the railroad’s high point between Clayton and the south tip of Loon Lake, Mr. Jones gives said point’s elevation as 2,432 feet — that’s probably a bit more accurate than the figure given by the Google Earth Pro tool. And then Mr. Jones goes on to confirm what Rick’s Burlington Northern document had indicated when he notes that “*this elevation is also reached near the Loon Lake gravel pit*” — a location to the north side of Loon Lake.

The problem here is that both Mr. Jones’ material and Mr. Fergusson’s material — you can make Mr. Fergusson’s acquaintance in the March article — place Summit at the railroad’s mile marker 34. If the rest of Mr. Fergusson’s mileage measurements are correct, then Summit is still just 2.4 track miles north of the old Clayton Station — and we have a reasonably good estimate of where that station was.

I did admit that the dot system used to trace the railroad tracks across an image provided by satellite would be a rough guesstimate. But misplacing three-quarters of a mile in just two and a half miles worth of dots seems a bit much. And I did run those dots several times.

As to the strong possibility of being wrong in my “guesstimate” of the location of historic Summit, the purpose of this exercise has been to initiate a conversation as to the spur’s actual position. A few editorial bruises are to be expected when speculating as broadly as I have. But as I’ve noted in these pages at least several times, it’s my belief that finding the truth in history, like finding the truth in science, requires an ongoing argument in which the testing of any forwarded hypotheses should be welcomed. And the weapons of choice when battering our way toward the truth should only be facts that can be verified.

... *Barnsdorf vs Beyersdorf* ...

On March 30th, last, I sent the following snippet taken from an article found in the

December 18th, 1908 edition of the *Spokesman-Review* to select members of my Editorial Group. To quote said snippet, “*The Spokane Lumber Company is shipping in timber from the Barnsdorf Mill on Wild Rose Prairie, about 20 loads coming daily.*” My questions to the group were, “*Does anyone have any information on the Barnsdorf Mill,*” and, “*Could this be a misspelling?*”

Within a few hours Pete Coffin had written back to say, “*I think the name may be Beyersdorf. Somewhere in my files I have quite a bit of information about their operation near Denison and on to Diamond Lake.*”

Once I had the right spelling, a good number of sources were located, among them being the September 8th, 1957 edition of the *Inland Empire Magazine* — that at the time being a weekly supplement to the *Spokesman-Review*’s Sunday newspaper. In it was a multipage article, with photos, titled *Grahams and Beyersdorfs’ Logged and Milled* — said article having been composed by “*Doris Beyersdorf Schaub, Granddaughter of Pioneer Spokane Lumbermen.*”

In this article, Doris explains that she was the granddaughter of both Charlie Graham and Ferdinand Beyersdorf, and that in 1913 Charlie was residing at the town of Scotia, and Ferdinand had a sawmill at Diamond Lake. In fact, the *Spokane Chronicle* records that brothers Charles and Andrew Graham had a sawmill at Scotia at least as early as April of 1896.

From this it’s reasonable to assume the December 1908 *Review* got the Beyersdorf’s name wrong. As for Doris Beyersdorf Schaub’s connection to all this, the following article from the May 26th, 1912 edition of the *Spokesman-Review* may bring it into focus by recounting the marriage of Doris’s parents.

Under the headline “*Baseball Balks*

Cupid: Mayor at game — Scotia Couple have to Wait,” the article explained that, “*Mayor Hindley’s loyalty as a rooter for the North Central High School baseball team caused him to miss a wedding fee yesterday. C. (Cress) Beyersdorf and Miss Alice Graham, both of Scotia, Wash., visited the city hall in the afternoon after closing time at 3 o’clock to have a marriage ceremony performed by the mayor. They were a little timid and wanted to fight shy of reporters (phrase copied as written), so they entered the basement and told their troubles to Fred Levy, city hall engineer.*”

“*“Sure, I’ll see that you get the mayor to tie the knot, and at the same time see that none of those inquisitive reporters bother you,” assured Levy.*”

“*Levy gave the wink to a reporter for the Spokesman-Review as he passed to the telephone, but after an hour’s effort to reach the mayor, Levey gave it up, and had the couple go to the residence of Mayor Hindley.*”

“*In the interim, a reporter visited the engine room, in which Levy had the couple apparently hid away, and at each succeeding visit the couple seemed to grow more nervous. After they reached Mayor Hindley’s residence, Mrs. Hindley tried to get the mayor without success.*”

“*About dark the couple remarked that they were not used to being out late at night and suggested that they had better call in some preacher in the neighborhood. The Rev. Frank H. Winter, pastor of the Corbin Park Congregational Church, was reached, and he soon ended the suspense and sent the couple on their way rejoicing.*”

Guessing as to why the couple was so “*timid*” — according to the *Review*’s reporter at least — what appeared to be going down had all the earmarks of an elopement. And regarding such, it seems the *Spokesman-*

Further Reading.

“**Lumber Mills in the Deer Park Area — 1890 to 1920,**” by Peter Coffin.
Mortarboard #30, October, 2010 — page 373 — Collected Newsletters, Volume 8.
http://cdphs.org/uploads/3/4/2/0/34204235/newsletter_30_downsizinginglepageweb.pdf



Clayton School, 1938 — First, Second, and Third Grade:
(All left to right.)

Back Row: Evelyn Casberg, Mary Etier, Arlene Lamberson, Helen Forsberg, Betty Bettefriend, Lloyd Etier.

Third Row: Harold Warren, Howard Hansen, Tino Costa, Carlene Jarett, Clara Fay McNeil, Conrad McNeil, Jimmy Mason, Mrs. Sater.

Second Row: Albert Davis, Leland Lamberson, Robert Reardon, Buddy Lamberson, Bobby Gibson, Paul Inman, Ann McGrorty, Geraldine Casberg, Mira Costa, Katherine Baker.

Front Row: Darlene Schliemann, Derris Schliemann, June Tobeck, Barbara Berg, (?) Reardon, Minnie Westby, Josephine Michael, Douglas Gray, Donald Steele.

Review's reporter was gleefully colluding with "city hall engineer" Fred Levy to spill the beans.

... more school photos ...

The society's president, Bill Sebright, wrote to say, "Lorraine Nord gave us some pictures from Norma Lindh Burnett's daugh-

ter. One was of a Clayton school class, with names — that from 1938, the other is of the 1943 Deer Park High School freshman class, also with names."

Bill and I have done our best — looking through vintage newspapers and searching the internet — to get the spelling of these names right. And now we're adding a general appeal for anyone seeing errors to drop us a



Deer Park High School Freshman Class — 1942-43:
(All, left to right.)

Back Row: Ray Jurgens, Don Springer, Warren Nord, Tommy Reiter, Milton Strong, Carol Haney, Wayne Lenhard, Tim Kelly, Robert Olson, Floyd Stewart, Robert Peterson, Melvin Brown.
Third Row: Stanley Robins, Cher Smith, Kay Perrins, Don Frit, Ray Cadwallader, Shirley Blair, Mary Costa, Helen McNeil, Irene Renner, Mary McGrorty, Kenny Mathis, Dean Twidwell, Horace Hand.
Second Row: Mr. Glen Chick, Lois Hemler, Doris Welch, Katherine Moore, Ramona Compton, Dolly Socke, Betty Lu Wright, Dolores Landstrom, Lilian Smith, Virginia Lewis, Marian Inman, Norma Lindh, Dora Welch.
Front Row: Betty Folter, Bertha Berg, Isabelle McKinny, Dorothy Brill, June Falk, Margaret Enright, Helen Butt, Evelyn Kincade, Joyce Reiter, Mary Strong, Lucille Tobeck.

line — email or snail-mail — and set the record straight.

... who gave Loon Lake its name ...

The following was taken from an article appearing in the December 31st, 1890 edition of the *Spokane Chronicle*. The story was a “reminiscence” penned by Major Edward Hunter, who, at the time of the incident quoted here, 1879 or shortly thereafter, was the Captain in command of the First Calvary’s Troop H, then station at Fort Colville.

Major Hunter wrote, “While at Fort Colville I was ordered with my troop to open a shorter route to Spokane Falls by way of the old Cottonwood route. I worked from Chewelah to within a few miles of Spokane. Corduroyed the road through what was called the swamp. Made the grades easier and have the satisfaction of knowing that Mr. Corbin’s railroad follows, in general, my old wagon road. While on this duty, I gave the name of Loon Lake to the beautiful sheet of water that retains the name bestowed upon it, and was at the time of my visit a favorite resort of the great northern diver.”

There are a couple of incidentals above that might need a bit of clarification. One would be the phrase “great northern div-

er.” A quick lookup reveals that this was at the time an often-used name for the Common Loon — known in the Latin as *Gavia immer*.

As to referencing a road as being “corduroyed,” in 1871 a book was published under the title “*A Manual of the Principles and Practice of Road-Making*” in which the author, W. M. Gillespie, stated, “When a road passes over soft, swampy ground, always kept moist by springs, which cannot be drained without too much expense, and which is surrounded by a forest, it may be cheaply and rapidly made passable by felling a sufficient number of young trees, as straight and as uniform in size as possible, and laying them side by side across the road at right angles to its length. This arrangement is well known under the name of a corduroy road. Though its successive hills and hollows offer great resistance to draught, and are very unpleasant to persons riding over it, it is nevertheless a very valuable substitute for a swamp, which in its natural state would at times be utterly impassable.”

And yes, I did run across a few vintage references that suggest the term corduroy road was derived directly from the appearance and feel of corduroy cloth.

———— Wally Lee Parker ————

Minutes of the Clayton ♦ Deer Park Historical Society ———— April 10, 2021 ————

In attendance at the society’s meeting hall, 300 Block ‘A’ Street, Deer Park: Marilyn Reilly, Bill Sebright, Mike Reiter, Roxanne Camp, Rick Brodrick, Winnie Moore, Scott Moore, Nancy Sanders, Don Ball, Elaine Ball, Meg Decker, Rachelle Fletcher, Mary Jo Reiter, Tom Costigan and Marie Morrill.

Society President Bill Sebright called

the meeting to order at 10:00 AM. He reported that: 1) As Wally said in his report, his dear wife Pat passed away. She was our secretary for years and always was willing to help out where she could. I know I’m not the only one who will truly miss her. 2) Lorraine Nord gave us an envelope of pictures from Norma Lindh Burnette’s daughter Shirley Dudney. Two

group pictures from Deer Park High School and Clayton Grade School (*see pages 2304 and 2305, this issue*) have many familiar faces, including Norma Lindh, Warren Nord, Bib Gibson, and Anni Sebright’s Aunt Dolly Stocke. 3) Marc Stelting emailed, “I wish someone would talk about Carl & Don’s gas station in Clayton and the shop behind the station. We visited there often growing up. My parents had their car worked on there or at Scotty’s in the main town.” 4) Gordon Grove sent a picture of his huge old tree being removed for the roundabout at Crawford and Colville. 5) I had my second Moderna shot the end of March. It will be fully effective Monday.

Society Treasurer Mark Wagner reported by email: 1) The main checking account ended the month at \$9,782.80. There were deposits of \$120. One check was written to Wally Parker for supplies, \$153.58. The web hosting account ended the month at \$791.76 with a withdrawal of \$11.84 for web hosting. The Brickyard Day account is at \$1,945.33. 2) Mark took *Mortarboards* to The Hotspot, Gardenspot Health Foods and Odynski’s Accounting. 3) The Kettle Falls Historical Society sent me a packet of their brochures to display at our museum. I sent them a thank you note.

Society Vice President: No one has stepped forward to become Vice President.

Print editor Wally Parker reported by email: 1) One hundred and twenty copies of the April *Mortarboard* (#156) have been printed for distribution and the online version submitted for uploading to the website. Printable PDFs of this issue have been forwarded to the Loon Lake Library and The Heritage Network. 2) The April issue leads with a reprint from volume 4 of *The Reports to the Clayton/Deer Park Historical Society* titled “*Old Settlers of Wild Rose Prairie: The history of George Lewis Coffin & Pleasant and Samantha Madden*.” Authored by Peter Coffin and first published in 2007, reprinting this significant piece of history allows it to be seen by a much wider audience. Also in the April issue is a report by webmaster Damon Smathers titled “*Williams*

Valley Hillside Cemetery – Windstorm Damage.” With photos, this article details the aftermath of last January’s windstorm. The Letters/Brickbats column carries the obituary of the aforementioned Samantha Madden, this from the April 22nd, 1937 issue of the *Deer Park Union*. 3) After a long illness, your editor’s wife, Patricia Parker, passed away on the morning of April 2nd. One of the things she genuinely enjoyed was visiting with everyone before and after the Society’s monthly meetings. You made her feel welcome. And I am very grateful for that.

Webmaster Damon Smathers reported by email: The April issue of the *Mortarboard* has been uploaded to the website. A new Wild Rose/Hazard section is almost complete and should be ready to be uploaded in May.

Pete Coffin had no report. He has been very busy tending to Judy after she had her knee replaced.

Mike Reiter reported: Shelly Fletcher and I attended the March Clayton Fair Board meeting to see, due to the effect of the weather, if they would be open to a building being constructed to house the Eagle and also provide a better display area for us during the fair and other events. The fair folks gave a favorable response to the concept, but details need to be ironed out. Building design, construction, location, and probably the big factor, is how it will be paid for? I also spoke to Taffy at the Clayton Drive-In to get her feelings if we moved it. She said whether we left it on her property or moved it she didn’t care, whatever we thought was best for the eagle. She plans to close the drive-in at the end of the year, so maybe it would be good to get it out of there.

There was much discussion about the Eagle. We came to a consensus that the Eagle should be moved to the Fairgrounds. We are still discussing whether we can have the Eagle in an open cover where it can be seen year-round, or as part of a building where we can also have historical displays during the Fair. Mike, Rick Brodrick and Bill will measure the Eagle. Mike will talk to Doug Knight and go

to the next Fair board meeting.

Winnie Moore and her son Scott came to the meeting. Winnie brought a wonderful 1945-46 Deer Park 8th Fawn Annual. She left it so Bill could scan it.

Meg Decker brought some great historical items, including: a scrapbook that was Donna Stelting's, a pre-1920 "Deer Park Cut-over Lands" tourist brochure, a map of Clayton-Deer Park Schools, and at least a dozen boxes of slides of DPHS Band activities.

Roxanne Camp brought a yard stick from Fish Chevrolet.

Marilyn Reilly brought an advertising brochure from Orvik Chevrolet. It had short bios of U. S. Presidents up to President Reagan.

We have had no Brickyard Day meet-

ings. We will decide shortly whether we will have Brickyard Day or not.

Mike Reiter asked if we want to do something special for Settlers this year. Could we do a special display?

Our next meeting is scheduled for Saturday, May 8, 2021, at 10:00 AM at our building.

Meeting adjourned at 11:15.

Minutes submitted by Bill Sebright acting as secretary.

Editor's Note — We'd be very appreciative of someone stepping forward to fill the very necessary position of secretary. The society's president should be concentrating on other things.

— end —

Society Contacts

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Comments Policy

We encourage anyone with observations, concerns, corrections, divergent opinions or additional materials relating to the contents of these newsletters to write the society or contact one or more of the individuals listed in the "Society Contacts" box found in each issue. Resultant conversations can remain confidential if so desired.

Editorial, Copyright, and Reprint Concerns

Those contributing "original" materials to the Clayton/Deer Park Historical Society normally retain copyright to said materials while granting the Mortarboard and the Clayton/Deer Park Historical Society durable permission to use said materials in our electronic and print media — including permission to reprint said materials in future Clayton/Deer Park Historical Society publications. Under certain conditions proof of ownership of submitted materials and/or a signed release may be requested. No compensation for materials submitted is offered or implied. All materials submitted are subject to editorial revision. Any material published as an exception to these general understandings will be clearly marked. When requests to reprint materials are received, such will be granted in almost all instances in which the society has the right to extend such permission. In instances where we don't have that right, we will attempt to place the requester in contact with the owner of the work in question. But in all instances where a request to reprint is made, it should be made to both the society and the author of the piece, and it should be made in writing (letter or email). The society considers the application of common business conventions when dealing with intellectual properties a simple means of avoiding misunderstandings.

From "The Coast" magazine,
April, 1907



See Yourself in Print.

The Clayton/Deer Park Historical Society's department of Print Publications is always looking for original writings, classic photos, properly aged documents and the like that may be of interest to our readers. These materials should be rooted within, though not limited to, northern Spokane County, southeastern Stevens County, and southern Pend Oreille County. As for types of materials, family or personal remembrances are always considered. Articles of general historical interest — including pieces on natural history, archeology, geology and such — are likely to prove useful. In other words, we are always searching for things that will increase our readers' understanding and appreciation of this region's past. As for historical perspective; to us history begins whenever the past is dusty enough to have become noteworthy — which is always open to interpretation. From there it extends back as deep as we can see, can research, or even speculate upon.

Copyright considerations for any materials submitted are stated in the "Editorial, Copyright, and Reprint Concerns" dialog box found in this issue. For any clarifications regarding said policy, or any discussions of possible story ideas or the appropriateness of certain types of material and so on, please contact the editor via the email address supplied on the same page.

— the editor —

About our Group:

The Clayton/Deer Park Historical Society was incorporated as a nonprofit association in the winter of 2002 under the title Clayton Historical Society. Our mission statement is found on the first page (upper left corner) of each issue of our newsletter, the Mortarboard.

Our yearly dues are \$20 dollars per family/household.

We are open to any and all that share an interest in the history of our region — said region, in both a geographic and historic sense, not limited to the communities in our group's name.