

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

*The Clayton ♦ Deer Park Historical Society's*

## ***Letters, Email, Bouquets & Brickbats***

— or —

***Bits of Chatter, Trivia, and Notices  
— all strung together.***

© C♦DPHS

## ***A Vintage Postal Scale Donated & A History of Mister Allen's Siding.***

— ***The story beneath them both.*** —

— ***by Wally Lee Parker*** —

***... it begins with the Huffman family ...***

The historical society's president, Bill Sebright, entered the following datapoints into the society's August 10<sup>th</sup>, 2024 minutes. In his report Bill noted that Robert Fischbach had donated a vintage Fairbanks postal scale to the society on behalf of his mother, the late Mae Huffman-Fischbach — Mae being the only daughter of Clayton's Charles and Mattie Huffman. The scale was owned by the above noted Charles — Robert's maternal grandfather and a long-time rural mail carrier whose route included the Clay-

ton and (part of?) the Loon Lake area. Having checked this vintage mechanical scale against modern electronic devices, Robert said it's still very accurate.

For a deeper understanding of Mae Huffman and her family's history in this area, check out the links to various materials published by our society provided in the "Further Reading" box below.

***... it also begins with Thaddeus Fairbanks ...***

Regarding the donated artifact's back-

### ***Further Reading: Clayton's Huffman Family.***

***"Sadie Mae Huffman-Fischbach."***

— ***Her story as told to Wally Lee Parker & Bill Sebright.*** —

***Mortarboard #11, March 2009 — page 137 — Collected Newsletters, Volume 3.***  
[https://cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_11\\_downsinglesinglepageweb.pdf](https://cdphs.org/uploads/3/4/2/0/34204235/newsletter_11_downsinglesinglepageweb.pdf)

***"Mae Huffman-Fischbach's 100th Birthday Party."***

— ***by Bill Sebright*** —

***Mortarboard #56, December 2012 — page 691 — Collected Newsletters, Volume 15.***  
[https://cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_56\\_downsinglesinglepageweb.pdf](https://cdphs.org/uploads/3/4/2/0/34204235/newsletter_56_downsinglesinglepageweb.pdf)

***"The Big Blizzard: In the Winter of 1923-'24."***

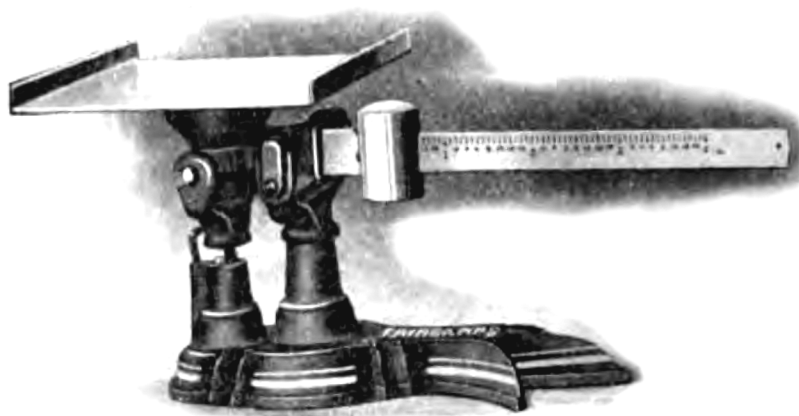
— ***by H. L. Dutcher*** —

***Mortarboard #119, March 2018 — page 1632 — Collected Newsletters, Volume 34.***  
[https://cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_119\\_web\\_.pdf](https://cdphs.org/uploads/3/4/2/0/34204235/newsletter_119_web_.pdf)



*Above: Image of the recently donated Clayton Post Office's Fairbanks Postal Scale.  
Photo by Shauneen Flugel.*

*Below: Drawing with description of a Fairbanks Postal Scale from the 1917 edition of  
the Wm. Frankfurth Hardware Company's General Catalog No. 5.*



**Single Brass Beam, Notched, Brass Sliding Poise. 8x7 inch  
Polished Brass Pan, Finished in Black Baked  
Enamel with Gold Striping.**

**No. 605—Single Beam, Capacity 4 Lbs. by ½ Oz. . . . . \$8.00**

These Scales have been adopted by the U. S. Government  
for extensive use throughout the Post Office Department.  
They are strong and rigid with broad stable base.

**Weight Each 17 Pounds.**

**One in a Box.**

story, Volume 7 of *The Source Book Encyclopedia* — copyright 1924 — reported that “*The weighing scale was invented by Thaddeus Fairbanks of Vermont in 1831 and is now found in all parts of the world.*”

Regarding Thaddeus — born in Brimfield, Massachusetts, on the 17<sup>th</sup> of January, 1796, and passing at St. Johnsbury, Vermont, on April 12<sup>th</sup>, 1886 — a volume titled “*Genealogy of the Fairbanks Family in America, 1633-1897,*” outlines his early years with, “*As a child he was slender, delicate in health, nervous and painfully diffident, and indeed, in all his long life was never really well. The society of his refined mother was more congenial to him than that of the rough boys of his own age, and home study partly made up for the lack of school privileges, which in those years of failing crops, could not be given him. He learned to use tools, as by intuition, exemplifying the mechanical bent of the family. Moving to Vermont with his father in 1815, after building their mills, he first made wagons, then, in 1823, established a small iron foundry, doing much of the work with his own hands, and, being joined by his brother, Erastus, went on under the name of E. & T. Fairbanks. His parlor stove and his patented cooking stove sold well, where only the open fire had been used before, and he invented and introduced the plow with cast-iron moldboard, now universally used, its novelty being attested by the patent which he obtained.*

“*In 1829 he built hemp dressing machines, and, as manager of the hemp mills, needed to weigh what he bought. Such a necessity for such a man must prove the mother of invention.*”

Regarding the impact of the various weighing machines Mr. Fairbanks and his company invented, the “*Fairbanks Family*” book says, “*The introduction of the scale has so entirely changed the methods of doing business that it is an essential factor in our civilization, everywhere the arbiter between buyer and seller, by its accuracy teaching exactness in business methods, and enforcing strict integrity in business transactions.*”

Although the type of scale pictured on these pages was offered in the William Frankfurth Hardware Company’s 1917 catalog — see illustration on page 86 — our suspicion is that the specific configuration gifted the historical society was only manufactured between 1900 and 1910, while the model indicated in the catalog was manufactured between 1911 and 1921. The only clearly evident difference between the two were several substitutions of polished brass for less decorative metal parts in the latter. De-



### ***The Huffman Family’s Fairbanks Scale.***

***From the uniquely shaped cast iron base painted in black enamel with gold striping to the possibly lightly-galvanized letter-tray above, this countertop beam-scale carries an artistic sensibility common to the era.***

***Photos by Shauneen Flugel.***



# SPOKANE FALLS & NORTHERN

## RAILWAY.

### TIME TABLE.

To Take Effect Monday, Sept. 2, '89

Leaves		Arrives
A. M.		P. M.
7:05	Spokane Falls	5:50
7:30	Peone	5:05
8:45	Crescent	4:15
9:05	Buckeye	3:50
9:25	Deer Park	3:30
10:00	Summit	2:55
10:25	Loon Lake	2:30
11:05	Springdale	1:55

*First Newspaper Timetable printed for the Spokane Falls & Northern Railway.*

*Clipped from the September 1<sup>st</sup> 1889 issue of the Spokane Falls Review.*

spite that, both the earlier and later versions shared the same model number seen in the ad — #605.

... train tracks crossing Clayton's clay beds ...

Arguably the most important year in the history of the northwestern portion of Spokane County and the southeastern corner of what remains of Stevens County's territorial land allotment was 1889. That was the year the tracks of Daniel Chase Corbin's northward bound Spokane Falls & Northern Railway — in the act of passing through — threaded the densely forested townships with their dotting of tilled fields out of isolation and into direct communication with the larger world. As winter's snows began to melt, surveyors began staking out the railroad's route from Spokane to Colville — and from the opposite direction as well — the urgency of such con-

# Spokane Falls & Northern Railway.

DAILY, EXCEPT SUNDAYS.

Leaves	Stations.	Arrives.
A. M.		P. M.
7:00	Spokane Falls	5:50
7:12	Mead	5:28
7:29	Peone Brick Yard	5:21
7:44	Little Spokane	5:06
7:49	Dragoon	5:01
8:03	Buckeye	4:47
8:14	Deer Park	4:36
8:27	Allen's Siding	4:08
8:46	Loon Lake	3:49
9:08	Springdale	3:27
9:48	Valley	3:12
10:18	Chewelah	2:42
10:46	Sherwood	2:04
11:16	Colville	1:34
11:37	Mission	1:13
11:50 Ar	Marcus	Lv 1:06
Leave Little Dalles Tuesdays and Fridays 9:00 a. m.		
Arrive at Sproat's Landing (Kootenai mines) same day *6:00 p. m.		
Arrive at Revelstoke (C.P. railway) Wednesdays and Saturdays *5:00 p. m.		
Leave Revelstoke Mondays and Thursdays 4:00 a. m.		
Arrive Sproat's Landing Mondays and Thursdays *4:00 p. m.		
Arrive at Little Dalles Tuesdays and Fridays 8:00 a. m.		
Arrive at Spokane Falls same day 5:50 p. m.		
*Lay over night,		

## The Spokane Falls & Northern Railway Time Table — One Year Later.

*The lower listings indicate transfers of train passengers to Columbia River steamboats. Clipped from the September 2<sup>nd</sup> 1890 issue of the Spokane Chronicle.*

firmed in the March 7<sup>th</sup>, 1889 issue of the *Spokane Falls Review* with the comment, "Active work on the new line will be commenced at once. Yesterday a party of surveyors left for Loon Lake under the charge of Engineer Mitchell. Today a second party will go out to Little Spokane Lake under the guidance of Engineer Maxwell." My assumption is the above term engineer in this case refers to the civil type. As regards the location of the feature described as "Little Spokane Lake," at this point that remains unresolved.

An article published in the *Spokane*

### Further Reading:

"In Search of Summit," by Wally Lee Parker.

Mortarboard #155, March, 2021 — page 2260 — Collected Newsletters, Volume 46.

[https://cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_155\\_web\\_.pdf](https://cdphs.org/uploads/3/4/2/0/34204235/newsletter_155_web_.pdf)

*Falls Review's* April 4<sup>th</sup> edition implied that at least casual mineral prospecting had been underway in the vicinity of the Little Spokane River drainage basin for some years prior, such suggesting the extensive surface deposits of clay between Deer Park and Loon Lake were well understood at the time clay exposures through grading work for the new railroad was undertaken.

According to the Friday, June 7<sup>th</sup>, 1889 edition of the *Washington Standard* newspaper — that published in Olympia — “*Track-laying was commenced Thursday on the Spokane Falls and Northern railroad.*”

Though we’ve yet to find a specific note to the effect, it appears the tracks of the Spokane Falls & Northern would have likely crossed the future site of Clayton in July of 1889. Whether a siding was drawn away from the mainline at that time, we’ve yet to find any documentation — though it would seem likely.

We do have an August 19<sup>th</sup> article from Tacoma’s *News Tribune* stating, “*President Corbin of the Spokane Falls & Northern announced that a passenger coach will be put on in a day or two to run through to Loon Lake.*” And then, in the September 1<sup>st</sup>, 1889 issue of the *Spokane Falls Review*, the first newspaper timetable for the railway appears — with the comment that the times of arrival and departure were “*to take effect Monday, Sept. 2, ‘89.*”

In its first newspaper timetable, the Spokane Falls and Northern’s list of scheduled stops heading north from Spokane included in order Peone, Crescent, Buckeye, Deer Park, Summit, Loon Lake and Springdale. There were a lot more named sidings along that portion of the route, but it seems only those with scheduled stops were mentioned on the first timetable. Among the missing was Allen’s Siding — later to become Clayton — said siding only appearing on the timetables after the name Summit was removed — that occurring in July of 1890. Such has led to the assumption that Summit was renamed Allen’s Siding. But the evidence strongly suggests Summit and Allen’s Siding were distinct locations separated by several miles.

For a more detailed conversation about the previously designated stop at Summit, follow the link provided at the bottom of page 88.

### **... in search of J. C. Allen ...**

The first currently documented trace of what would become the town of Clayton is associated with the name J. C. Allen. And the first currently known appearance of Mr. Allen’s name within the regional record was among those signing the register at the Falls View Hotel in Spokane on April 18<sup>th</sup>, 1890 — that list appearing in the next day’s *Spokane Falls Review*. Each of the fifteen guests gave their name and hometown — the two furthest away being J. N. Cox from San Francisco and S. Davis from Butte. If we have the right Mr. Allen, he signed as “*J. C. Allen,*” listing his place of residence as “*Allentown.*” Research suggests there wasn’t a recognized community named Allentown anywhere within the region at that time. On May 28<sup>th</sup> the *Review* has him registering at the Falls View again — and likewise, as a resident of Allentown. But then in the June 19<sup>th</sup>, 1890 issue of the *Spokane Falls Review*, there’s a note in the “*Personal*” column that states “*J. C. Allen and R. MacCann of Allen’s Siding are at the Falls View.*” And eleven days later the *Review's* June 30<sup>th</sup> “*Personal*” column notes “*J. C. Allen and wife of Allen’s Siding are at the Falls View.*”

Any further mention of the above noted R. MacCann as someone relevant to either Allen’s Siding or Clayton has yet to be found.

Mister Allen suggesting a residence at an apparently fictional “*Allentown*” during his first several overnight visits to Spokane seemed to imply his intention to found a village at that site. Since the railroad’s future route was largely surveyed and staked in the early months of 1889, the intended right-of-way would have made the most advantageous placement of such a village evident. As for who made the call on the siding’s name as ultimately presented in the timetable, one might speculate that the railroad and J. C. Allen split the difference on that.

Another early mention of the name J. C.

### **Further Reading & Research:**

#### ***Access to the Minutes of Vintage Stevens County Commissioners Meetings.***

***The link below will take you to a Washington State Digital Archives page. On that page you’ll find downloadable extractions from Stevens County Commissioners meetings beginning in the 1860s. These extractions are a project undertaken by Sue Richart, Treasurer for the Stevens County Historical Society and frequent collaborator with the CDPHS.***

***Washington State Archives, Digital Archives - Title Info: Stevens County Board of Commissioners, Meetings, 1860-1913, 2005-2009***

Allen is revealed in a document created by Stevens County Historical Society member Sue Richart in which she extracted research data from a vintage book of “minutes” titled “*Stevens County Commissioners Journal, Book B*” — this being a record of the county commissioners’ meetings held between August 4<sup>th</sup> of 1887 and November 7<sup>th</sup> of 1893.

For any interested in downloading Sue’s notes on this and similar extractions, see the *Further Reading & Research* box at the bottom of page 89.

According to Sue’s notes, Mr. Allen is first mentioned in the commissioner’s minutes of May 12<sup>th</sup>, 1891. One proposal brought forward during that session was a “*Petition of C. Carlson, C. H. Arnold and others for a road around Loon Lake.*” Following that was an outline of the route proposed, and then the commissioners’ response, that being an order that “*said petition be granted and James Hattery, J. C. Allen, and Ed Kratzer are hereby appointed viewers to meet with J. M. Bewley, Surveyor, at E. Materne’s, Loon Lake, on the 17<sup>th</sup> day of August 1891, and proceed to view and survey said proposed road and make report of their actions in the matter on or before the next session of the board.*”

A few notes on the above phrase “at E. Materne’s, Loon Lake,” will be included a bit further on.

To find what the above term “viewers” in this context meant, I referenced volume 3 of an 1895 set of tomes printed in Seattle under the title *Laws of Washington*. Said reference led to an enactment by the then “*Legislative Assembly of the Territory of Washington*” — said act approved on December 2<sup>nd</sup>, 1869 — stipulating that “*All county roads shall be under the supervision of the board of county commissioners of the county wherein said road is located.*” It said a lot more, including an exception prohibiting such an exercise if the road lay within the incorporated boundaries of a city or town.

After designating the various procedures required to submit a proposal for “*laying out, altering or vacating*” a county road, including methods of notifying all persons likely to be affected by such actions, it’s stated the county commissioners “*may appoint three disinterested freeholders of the county as viewers of said road, and a surveyor who shall be also a viewer to survey the same.*”

The above phrase “*disinterested freeholders*” clearly excludes anyone owning property likely to be directly impinged-upon by the survey.

The legislative directive then goes into

excruciating detail as to how exactly the survey is to be accomplished, and the proposed path of travel marked. Within all this, it appears the viewers’ job was to make sure the various clauses within the legislative directive were adhered to.

Sue Richart’s notes indicate the county commissioners accepted the survey team’s resultant report on the 12<sup>th</sup> of September, 1891, and “*the overseer through whose district said road will run is hereby authorized and directed to open the same.*” Her notes also indicate that seven individuals were involved with physically carrying out the Loon Lake Road survey. For J. C. Allen’s part in such, he was paid 15 dollars.

### **... Emil Materne of Loon Lake ...**

As noted above, in the Stevens County Commissioners’ reply to the “*Petition of C. Carlson, C. H. Arnold and others for a road around Loon Lake,*” they specified that “*James Hattery, J. C. Allen, and Ed Kratzer are hereby appointed viewers to meet with J. M. Bewley, Surveyor, at E. Materne’s, Loon Lake, on the 17<sup>th</sup> day of August 1891.*” An article in the May 5<sup>th</sup>, 1895 edition of the *Spokesman-Review* begins its first sentence with “*Emil Materne, a merchant and hotel man of Loon Lake.*” This explains that it was within Emil Materne’s place of business that the August 17<sup>th</sup>, 1891 meeting was to take place.

Regarding Emil Materne himself, the available data indicates he was born in Hirschberg, Prussia on the 4<sup>th</sup> of September, 1856. 1910’s Spokane County Census records his date of immigration to the United States as 1874. It appears he was living in Minnesota 10 years later, since data indicates he married Wilhelmina ‘Minnie’ Michel there on the 22<sup>nd</sup> of December, 1884.

During their life together, the couple had seven children. In trying to place the date of Emil and Minnie’s arrival at Loon Lake, we did find that their third child — their first son, William — was born at Marshal Junction, Washington, on August 18<sup>th</sup>, 1889 — Marshal Junction being a railroad stop between Spokane Falls and Cheney. We know that William’s two older sisters were born in Minnesota, making William’s delayed registration birth certificate the earliest document we currently have placing Emil Materne’s growing family in Washington.

Another delayed birth certificate places the November 23<sup>rd</sup>, 1890 birth of Emil and Minnie’s second son, Henry, at Loon Lake. And then the third son’s obituary, found in the *Spo-*

*kane Chronicle's* June 19<sup>th</sup>, 1967 edition, states that the deceased, Valentine Materne, was also born at Loon Lake, that on the 22<sup>nd</sup> of January, 1895.

Beginning in 1896, a few scattered newspaper articles, ads, and other documents suggest that Emil and family had relocated to Spokane — an outlier to that being the birth of the family's third girl, Julia, on November 4<sup>th</sup>, 1896. According to Julia's death certificate, that dated July 4<sup>th</sup>, 1899, her place of death was the family's residence at 612 Cataldo Avenue in Spokane. But it also notes her place of birth was Northport, Washington, not Loon Lake. Sadly, she was exactly 2 years and 8 months old at the time of death.

The cause of death scribed in cursive on this child's short-form death report was gastro enteritis — which my eleven-pound Random House dictionary defines as an inflammation of the stomach and intestines. A search through volumes of nineteenth century medical publications via Google Book Search suggests the two primary and often fatal dangers presented young children from this symptomatic diagnosis were either the obvious dehydration or the less obvious medical misdiagnosis rooted in the shortcomings of the then state of the medical arts. Regardless, effective treatments of the primary cause of gastroenteritis — bacterial and/or viral infection — were years in the future.

### ... finding John Crombie Allen ...

In a by-the-way manner, J. C. Allen's intention of exploiting the Clayton area's extensive exposures of clay was brought forward in the following article from the March 18<sup>th</sup>, 1891 edition of the *Spokane Falls Review*. In part the article reads, "*Thomas Halihan, formerly of Spokane Falls, dropped dead yesterday afternoon at 2;30 at Allen's Siding, a small station on the Spokane Falls & Northern Railroad.*"

"He was engaged in chopping wood for Mr. J. C. Allen, the owner of the brick yard at that place."

In those early days most, if not all, of the region's brick kilns were fired with wood.

And then, on the 23<sup>rd</sup> day of April, 1891, J. C. Allen signed his name as the proposed postmaster to an application for the establishment of a post office at Allen's Siding. This two-page document is reproduced on pages 92 and 93.

The upper section of the document's first page was filled out and signed by "S. A. Whitfield, First Assistant Postmaster General, Appointment Division, Washington D. C." In that

section it's noted that the document concerns the "*establishment of a post office at Allens, County of Stevens, State of Washington.*"

The first inquiry in the "Statement" portion of the document was, "*The proposed office is to be called ....*," and the answer inked in cursive was "*Corbin*" — doubtless an intended honor to D. C. Corbin, the primary instigator of the Spokane Falls & Northern Railway's creation.

As regards some clear evidence that the location of this proposed post office is at what will in future days become the village of Clayton, the second part of the document is a map of the proposed location of the Corbin post office — said map leaving no doubt.

But perhaps the most valuable piece of data revealed by this document is the full name of J. C. Allen. Very likely it was pointed out to Mr. Allen that as pending postmaster he'd need to use his full name on the application. He first signed John C. Allen. And then — either by reconsideration or prompting — squeezed his full name in the narrow space beneath his first signature — that being "*John Crombie Allen.*"

All this said, it appears the application, stamped "*received*" by the First Assistant Postmaster General, was, after consideration, rejected for reasons not stated in any available document — that assumed since we've found no evidence that said post office was established, and a second post office application for the same general location was submitted in December of 1893 — that post office coming into existence in late spring of the next year.

The current sum of what we feel we know about J. C. Allen — excluding the unsolved mystery of where he came from and where he went after leaving the community — currently ends with the above noted 1891 application. Despite our ignorance, the placename he contributed to the area's history — Allen's Siding — lingers.

### ... becoming Clayton ...

Groundbreaking for Washington Brick and Lime's new factory at Clayton began on "*the first day of November, 1893,*" that quote extracted from an article in the December 16<sup>th</sup>, 1894 edition of the *Spokesman-Review*. But a year prior to that statement, the town's official name still seemed unsettled.

How unsettled is suggested by the second application for the creation of a post office along the north side of the railroad tracks at Al-

***Text Continued on page 96.***

P.K.

No. 1011.

(LOCATION PAPER.)

## Post Office Department,

OFFICE OF THE FIRST-ASSISTANT P. M. GENERAL,

Appointment Division,

WASHINGTON, D. C., 4. 9, 18 91

Sir: Before the Postmaster General decides upon the application for the establishment of a post office at Allens Wash, County of Stevens, State of Wash, it will be necessary for you to carefully answer the subjoined questions, get a neighboring postmaster to certify to the correctness of the answers, and return the location paper to the Department, addressed to me. If the site selected for the proposed office should not be on any mail route now under contract, only a "Special Office" can be established there, to be supplied with mail from some convenient point on the nearest mail route by a special carrier (see section 733, Postal Laws and Regulations of 1887), for which service a sum equal to two-thirds of the amount of the salary of the postmaster at such office will be paid by the Department.

You should inform the contractor, or person performing service for him, of this application, and require him to execute the inclosed certificate as to the practicability of supplying the proposed office with mail, and return the same to the Department.

Very respectfully,



First Ass't Postmaster General.

To Mr. \_\_\_\_\_

care of the Postmaster of \_\_\_\_\_, who will please forward to him.

## STATEMENT.

The proposed office to be called

Corbin

Select a short name for the proposed office, which, when written, will not resemble the name of any other post office in the State.

It will be situated in the 4. 2 quarter of Section 19 Township 29 (North or South) Wash  
Range 4. 2 (East or West) East, in the County of Stevens, State of Washington

It will be on or near route No. \_\_\_\_\_, being the route from \_\_\_\_\_  
to \_\_\_\_\_, on which the mail is now carried \_\_\_\_\_ times per week.

Will it be directly on this route?—Ans. Yes

If not, how far from it?—Ans. \_\_\_\_\_

If not on any route, is a "Special Office" wanted?—Ans. \_\_\_\_\_ To be supplied from \_\_\_\_\_

The name of the nearest office to the proposed one, on one side, is Deer Park  
its distance is Five and one half miles in a South East direction from the proposed office.

The name of the nearest office, on the other side, is Deer Park  
its distance is Seven 7 miles in a North West direction from the proposed office.

The name of the other nearest office to the proposed one is Deer Park  
its distance by the most direct road is Seven miles in a South East direction from the proposed office.

The name of the most prominent river near it is Little Spokane

The name of the nearest creek is Deer

The proposed office will be Five miles from said river, on the West side of it, and will be One half miles from said nearest creek, on the West side of it.

The name of the nearest railroad is Spokane and Northern R. R.

If on the line of or near a railroad, on which side will the office be located: how far from the track: and what is, or will be, the name of the station?—Ans. On the Rail Road, North side, 100 yds. Allen siding

If it be a village, state the number of inhabitants.—Ans. \_\_\_\_\_

Also, the population to be supplied by the proposed office.—Ans. One hundred and fifty

A diagram, or sketch from a map, showing the position of the proposed new office, with neighboring river or creek, roads, and other post offices, towns, or villages near it, will be useful, and is therefore desired.

A correct map of the locality might be furnished by the county surveyor, but this must be without expense to the Post Office Department.

ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this 23 day of April, 18 91

(Sign full name.) John S. Allen Proposed P. M.

I CERTIFY that I have examined the foregoing statement, and that it is correct and true, to the best of my knowledge and belief.

Charles H. Arnold

Postmaster at Deer Park

Stevens Co. Washington

(OVER.)

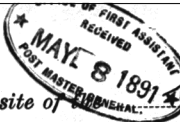
6-009

Be careful to answer the inquiries fully and accurately, or the case will not be acted upon.

Applications for post offices should be accompanied by petitions of the citizens interested.

Application for the Establishment of a Post Office — April 9<sup>th</sup>, 1891 — Allens, Stevens County, Washington.  
Image from National Archives, Post Office Records, Records of Site Locations, Washington State, Roll 635, Image 708.

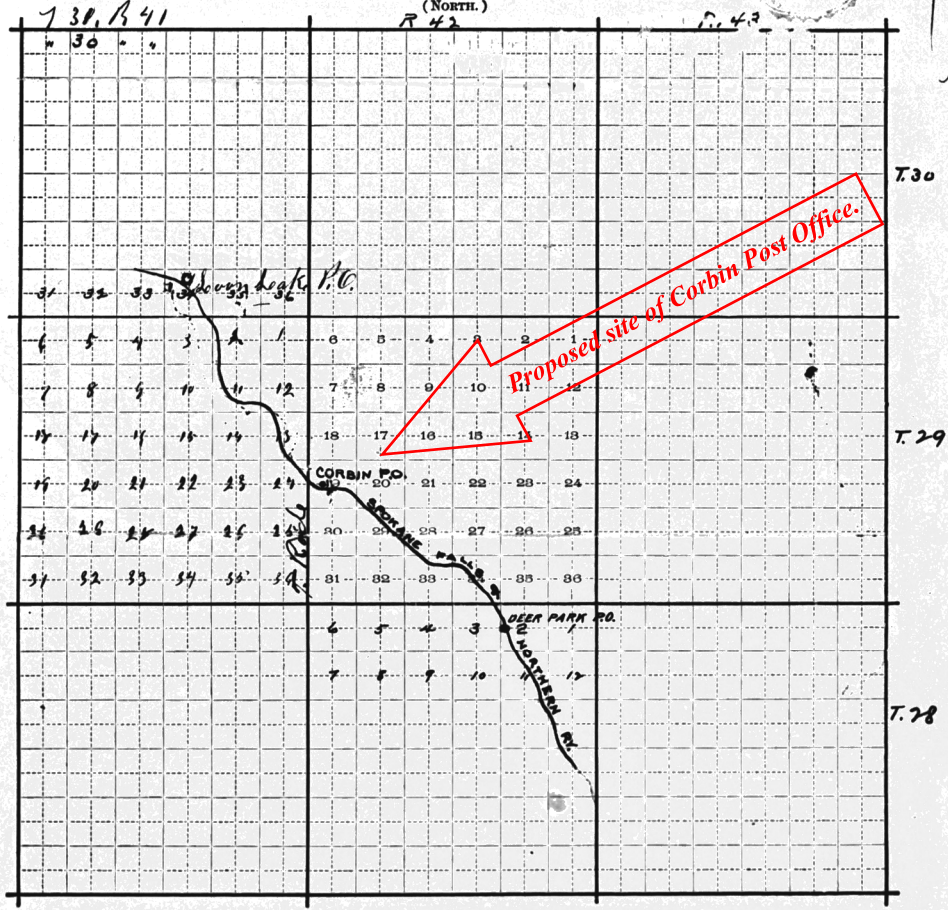
Application for the Establishment of a Post Office — April 9<sup>th</sup>, 1891 — Allens, Stevens County, Washington.  
Image from National Archives, Post Office Records, Records of Site Locations, Washington State, Roll 635, Image 709.



**Diagram** showing the site of Corbin Post Office,  
 in Township 29 (N. or S.), Range North (E. or W.) of East Principal  
 Meridian, County of Stevens, State  
 of Washington, with the adjacent Townships and Post Offices.

It is requested that the exact site of the proposed or existing Post Office, as also the roads to the  
 adjoining offices, and the larger streams or rivers, be marked on this diagram, to be returned as soon  
 as possible to the Post Office Department.

*Corbin, Wash*



(NORTH.)

REGARDING THE MAP ABOVE.

Each dark bordered square above represents a township, each township containing 36 square miles. Each square mile is divided into four quarter-sections. In the center of each section is a number representing that section. By this map the proposed site of Corbin would be Section 19, Township 29 North, Range 42 East — that being the current location of Clayton, Washington.

**Link to United States Postal Service Research Source:**

[Post Office Reports of Site Locations, 1837–1950 | National Archives](#)

The images of original post office site applications in this issue of the newsletter are from the above noted website. In the explanatory text on that page you'll find subheadings titled "Contents of Site Reports," "Arrangement of Site Reports," and "Multiple Reports." Read each carefully to fully understand how to find and navigate the rolls of images.



No. 1011.

(LOCATION PAPER.)

## Post Office Department,

OFFICE OF THE FOURTH ASSISTANT POSTMASTER GENERAL,

APPOINTMENT DIVISION,

WASHINGTON, D. C., 12 6, 1893

Sir, Before the Postmaster General decides upon the application for the establishment of a post office at Fairland, County of Stevens, State of Wash, it will be necessary for you to carefully answer the subjoined questions, get a neighboring postmaster to certify to the correctness of the answers, and return the location paper to the Department, addressed to me. If the site selected for the proposed office should not be on any mail route now under contract, only a "Special Office" can be established there, to be supplied with mail from some convenient point on the nearest mail route by a special carrier (see section 733, Postal Laws and Regulations of 1887), for which service a sum equal to two-thirds of the amount of the salary of the postmaster at such office will be paid by the Department.

You should inform the contractor, or person performing service for him, of this application, and require him to execute the inclosed certificate as to the practicability of supplying the proposed office with mail, and return the same to the Department.

Very respectfully,

Fourth Assistant Postmaster General.

To Mr. H. H. Kelleycare of the Postmaster of Loon Lake, who will please forward to him.

## STATEMENT.

The proposed office to be called

Fairland

Select a short name for the proposed office, which, when written, will not resemble the name of any other post office in the State.

It will be situated in the N.E. quarter of Section 19, Township 29 (North or South), Range 42 (East or West), in the County of Stevens, State of Wash.It will be on or near route No. 1, being the route from Spokane Falls to Marquette, on which the mail is now carried daily times per week.Will it be directly on this route?—Ans. yesIf not, how far from it?—Ans. 1/2 mileIf not on any route, is a "Special Office" wanted?—Ans. no To be supplied fromThe name of the nearest office to the proposed one, on one side, is Wilford, its distance is 1/2 mile in a South direction from the proposed office.The name of the nearest office, on the other side, is Loon Lake, its distance is 1/2 mile in a North direction from the proposed office.The name of the other nearest office to the proposed one is Loon Lake, its distance by the most direct road is 1/2 mile in a North direction from the proposed office.The name of the most prominent river near it is Spokane RiverThe name of the nearest creek is Loon CreekThe proposed office will be 1/2 mile from said river, on the South East side of it, and will be 1/2 mile from said nearest creek, on the South side of it.The name of the nearest railroad is Spokane Falls & Northern R.R., the name of the station?—Ans. Spokane FallsIf it be a village, state the number of inhabitants.—Ans. 30 or 40Also, the population to be supplied by the proposed office.—Ans. 30 or 40

A diagram, or sketch from a map, showing the position of the proposed new office, with neighboring river or creek, roads, and other post offices, towns, or villages near it, will be useful, and is therefore desired.

A correct map of the locality might be furnished by the county surveyor, but this must be without expense to the Post Office Department.

ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this 12th day of December, 1893(Sign full name.) William Henry Kelley Proposed P. M.

I CERTIFY that I have examined the foregoing statement, and that it is correct and true, to the best of my knowledge and belief.

Postmaster at Loon Lake, Wash

(OVER.)

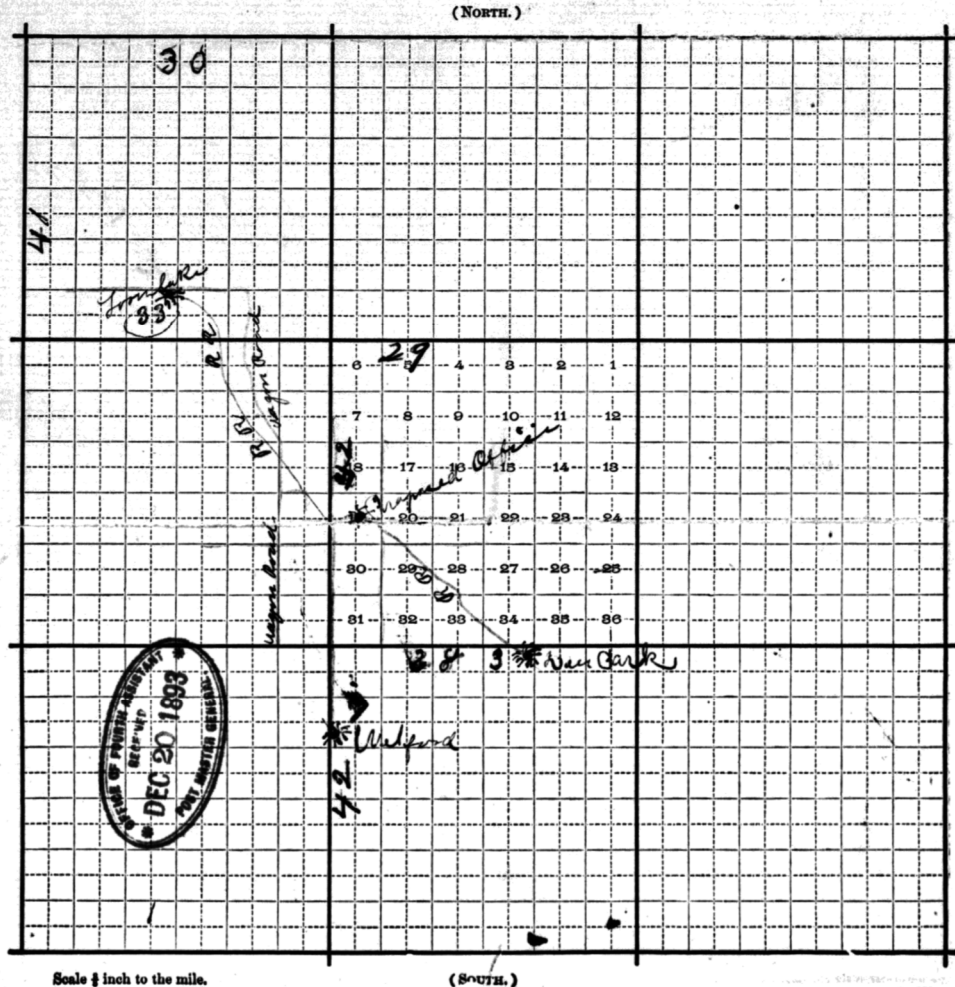
Be careful to answer the inquiries fully and accurately, or the case will not be acted upon.

Applications for post offices should be accompanied by petitions from the citizens interested.

Application for the Establishment of a Post Office — December 12<sup>th</sup>, 1893 — Fairland or Clayton, Stevens County, Washington. Image from National Archives, Post Office Records, Records of Site Locations, Washington State, Roll 635, Image 695.

Diagram showing the site of the Chapman Fairland or Clayton Post Office,  
in Township 29 (N. or S.), Range 42 (E. or W.) of William Principal,  
Meridian, County of Stevens, State  
of Washington, with the adjacent Townships and Post Offices.,

It is requested that the exact site of the proposed or existing Post Office, as also the roads to the adjoining offices, and the larger streams or rivers, be marked on this diagram, to be returned as soon as possible to the Post Office Department.



### Regarding Application to the Right and Map Above.

Above is a slightly modified version of the diagram found on page 93. The basic layout is the same, with the three post office sites along the route of the Spokane Falls & Northern Railway being Deer Park to the southeast, Loon Lake to the northwest, and the "Proposed Office" between. The original names proposed were either Fairland or Clayton, with the vertical script in the upper right corner noting the name accepted, that being Clayton — said name likely finalized before the application was submitted, that supposed since the cursive for Clayton marked out in the "proposed office to be called" line strongly resembles the cursive correction above said line, and the vertical script on the map above.

***Text Continued from page 91.***

len's Siding — although Allen's Siding wasn't mentioned anywhere in this second set of documents — the first page of such was the application, the second page a map. Both are reproduced here on pages 94 and 95 respectively.

The name proposed for the new post office was either "*Fairland or Clayton*" — that line crossed out after the fact and Clayton scrawled above — with the peculiarities of the cursive suggesting the correction was made by the original scribe's hand. And as of now, we don't have a clue as to how or why the place-name Fairland came under consideration.

The application was signed on the 12<sup>th</sup> of December, 1893 by the proposed first postmaster, William Henry Kelly, brother of Deer Park's then postmaster, Peter J. Kelly.

A column in the June 19<sup>th</sup>, 1894 edition of the *Spokane Chronicle* titled "*News of the Northwest*" reported that "*Clayton has a post office and William H. Kelly has been appointed postmaster.*"

Returning to the first day of December, 1893, a scattering of articles began appearing in the Spokane papers regarding activity at Allen's Siding, the first of these carrying the dateline "*Allen's Siding, Wash., Nov. 30 — Allen's Siding and vicinity are experiencing a boom. The name of the proposed post office, with W. H. Kelley as postmaster, is Clayton. The above proposed postmaster is in the possession of a general store here since October 1 and is doing a rushing business.*"

*"Brooks and Sphere [sic] have begun operations in a brickyard at this place, and by early spring they contemplate putting in a pottery in connection with their extensive business.*

*"Holland & Co. have begun operations*

*in their new sawmill business and are about to put on a night crew in order to meet the demand for lumber.*

*"Alvin Charsey has started the foundation of his barber shop, and George Cowen the foundation of his blacksmith shop."*

Regarding this last paragraph, I didn't find any trace of Alvin Charsey elsewhere. But I did find mention of George Cowen in the 1892 Stevens County census. He was listed as 44 years old — which is compatible with Clayton's George Cowan. But little else was included in the census document — not even where the recorded George Cowen was living at the time of the census. That's when society member Ken Westby came to the rescue, reminding this editor of an excellent article detailing Mr. Cowan's life — see the "*Further Reading*" box below — which drew forth the possibility that his last name was occasionally misspelled.

The following appeared in the December 5<sup>th</sup> 1893 *Spokane Review*, under the dateline, "*Allen's Siding, Wash., Dec. 4. — The boom continues. Many buildings are proposed, and corner lots are in great demand. Businessmen are coming in from all parts, and buildings are springing up as if by magic. Merchant Kelly has put on an extra force of clerks and bookkeepers. Mechanics are in demand. Architect Cowen [?] is working night and day on plans and specifications for the numerous buildings.*"

Was the above phrase "*architect Cowen*" a bit of journalistic hyperbole, or did Washington Brick and Lime have an architect named Cowen working for the company at that time? No such connection is currently evident.

The article continues with a clear typo. "*Operations on the Brooks & Sphere [sic] brickyard buildings are being rapidly pushed forward, and by early spring they will be turning out some*

**Further Reading about the George Cowan Family:**

**"A Woman Worth Remembering: The Christine (Nielsen) (Wind) Cowan Story. "**

**by Susan (Wind) Simpson**

**Mortarboard #91, November, 2015 — page 1165 — Collected Newsletters, Volume 25.**

**[https://cdphs.org/uploads/3/4/2/0/34204235/mortarboard\\_91\\_doublepage\\_web.pdf](https://cdphs.org/uploads/3/4/2/0/34204235/mortarboard_91_doublepage_web.pdf)**

**Further Reading about the Kelly Family:**

**"Donnybrook at the Kelly Brothers' Store; and Other Assorted Bits of Kelly History, Part One."**

**by Wally Lee Parker**

**Mortarboard #167, March, 2022 — page 2499 — Collected Newsletters, Volume 50.**

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**"Donnybrook at the Kelly Brothers' Store; and Other Assorted Bits of Kelly History, Part Two."**

**by Wally Lee Parker**

**Mortarboard #168, April, 2022 — page 2513 — Collected Newsletters, Volume 50.**

**[https://cdphs.org/uploads/3/4/2/0/34204235/newsletter\\_168\\_web\\_.pdf](https://cdphs.org/uploads/3/4/2/0/34204235/newsletter_168_web_.pdf)**



***“Rural Mail Carrier”***  
***Leno Prestini — 1947.***

***This oil on canvas-board rendering shows Clayton’s mailman, Charles Huffman, making winter rounds in his enclosed wagon — with a small wood stove for heat — pulled by his favorite horses, Mink and Bob. Note Clayton just visible in the upper right corner with its prominent one-hundred plus foot tall smokestack.***

of the finest quality of pressed brick west of the Rockies.”

The December 6<sup>th</sup> *Spokane Review* printed this. “Deer Park, Wash., Dec. 5 — (Special) — Snow fell here today to the depth of six inches. This makes about two and a half feet on the level.

“The Allen Siding boom has reached this place, and many of our residents have gone there to invest in the new townsite of Clayton. John Beard, foreman of the Washington Mill Company of this place said they contemplate moving their mill to the booming town by spring.”

It appears the foreman of the Washington Mill Company, which had merged with Deer Park’s Short & Crawford Company in February of 1892, was touched a bit by boom fever him-

self since the Deer Park sawmill didn’t move to Clayton in that or any other spring.

And then this appeared in the December 20<sup>th</sup>, 1893 *Spokane Chronicle*. “The building of the (Spokane) courthouse has given a new impetus to the brick industry. The Washington Brick, Lime & Manufacturing Company, and the Oudin & Bergman Fireclay & Manufacturing Company are doing a profitable business along this line. They make common and pressed brick, fire brick, lime, sewer pipe, drain tile, terracotta, etc. The Washington Brick, Lime & Manufacturing Company are putting in a complete plat at the new town of Clayton on the Spokane Falls & Northern Railroad, a few miles north of this city. They expect to manufacture an article, when the new plant is in operation, that can successfully compete in the markets of Portland, Seattle, Ta-

coma and other coast cities as well as in the towns of Eastern Washington, Idaho and Montana.”

On March 15<sup>th</sup>, 1894, this appeared in the *Spokesman-Review* beneath the dateline, “Clayton, Wash., March 13. — [Special] — Revs. T. W. Walters, general missionary, A. W. Curtis, and E. J. Singer, Sunday School missionary, met Sunday with the people of Clayton and assisted in the organization of a Congregational Church. The church starts with 11 members. Clayton is the new name for Allen Siding, on the Spokane Falls & Northern, between Loon Lake and Deer Park. It is here that the Washington Brick and Lime Company has established its plant for making dry pressed brick of the finest quality, of which the new courthouse is to be built. Two kilns have been burned and have come out a most beautiful creamy white, and with the granite imitation brick for trimming will make an imposing structure. This company has also made a successful attempt to manufacture pottery from this clay. The jugs and jars made are of the most excellent quality. The clay is inexhaustible in quantity, consequently it seems that Clayton is destined to be something more than a mere sidetrack. There is a new sawmill, owned by the Hoare brothers; one store and another talked of to come soon, a schoolhouse, not large enough for the place that will be replaced by one that is, and now a church organization

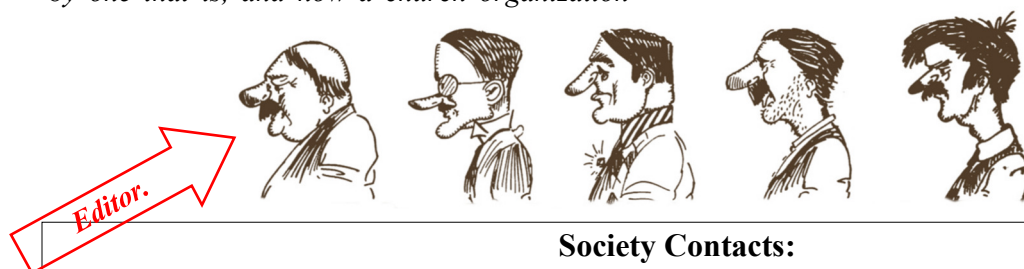
and Sunday School.”

And a few months after that, the new town had a post office to go with its new name.

Regarding the postal scale, it was around 1911 when the Huffman family arrived in Clayton, that apparently in response to Charles Huffman having obtained work as the town’s first rural mailman. As Mr. Huffman’s daughter Sadie Mae recalled, the fact that her father’s brother Joseph owned a store in Clayton at that time likely helped her dad get the job. The timing would fit closely with our understanding of when this specific postal scale was manufactured — 1900 to 1910. As the years passed, Mae inherited her father’s postal scale. And after more years it went to Mae’s son Robert. And just this year Robert brought it to us.

This artifact will be seen by some as just a piece of metal, while others will see a classic measuring instrument, the kind of thing those fascinated by the intricate will collect. But this specific piece of metal has a story. A well-documented history. It’s been burnished by the lives of all that have touched it, as well as all the messages of tragedy, sympathy, joy, or most often just common everyday chatter weighed letter by letter upon its surface. And that, as the romantic dwelling deep in the heart of most every historian will tell you, makes it unique unto itself.

Volunteer Proofreaders for this Issue: Lina Swain and Ken Westby.



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**Facebook** — Login to your Facebook account, then type  
 “Clayton & Deer Park Historical Society” into Facebook’s search engine.

**Society’s Office:**

South side of the Deer Park City Hall Complex, 300 Block of East ‘A’ Street — look for the sign.

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