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spectator to history!*



Illustration from the October 3rd, 1911 edition of Life Magazine.

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HISTORICAL SOCIETY
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*In Search of Evan Morgan's
Steam Powered Motor Launch,
the Legendary
"Gwen!"*

*by
Wally Lee Parker
(Part Two)*

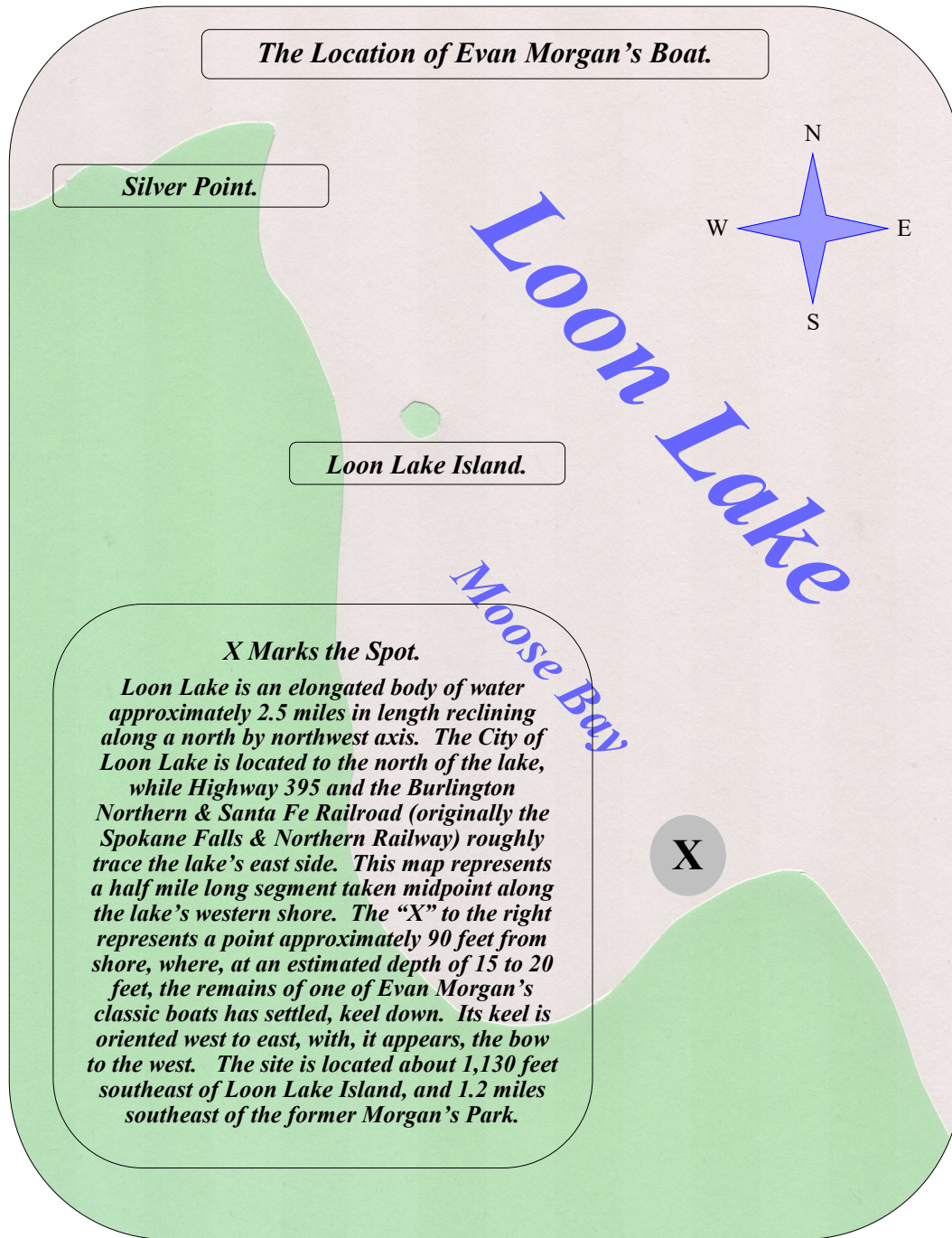
... continued from the prior issue ...
Part One of this article appeared in the November Mortarboard (#115). It dealt with the history and fate of Loon Lake's steam launch Gwen. Part Two, the conclusion of this article, deals with the identity of the submerged remains of a very large boat located just off Loon Lake's western shore. These remains have long been assumed to be those of the above noted Gwen. The following article discusses another possibility.

... an underwater artifact ...

Clayton/Deer Park Historical Society member Chuck Stewart, a shoreline resident of Loon Lake, Washington in the 1950s and early 60s, recalls seeing a large craft submerged keel down in the shallows near the west shore of Loon Lake. Viewed from the surface, he described it as a "hull, with no internal bulkheads. The engine, clearly visible near the stern, appeared to be an inline 6-cylinder."

He also noted that the shape of the hull appeared double-ended, meaning it drew to a point at both ends, rather than having the stern cut off in the form of a blunt transom. Those observations are among the bits of evidence that may suggest the actual identity of a craft most currently believe to have been Evan Morgan's steamboat Gwen.

Chuck's recollections predate a decades-later attempt to move the hull either on-shore or further offshore — depending on the



The Location of Evan Morgan's Boat.

Silver Point.

Loon Lake Island.

X Marks the Spot.

Loon Lake is an elongated body of water approximately 2.5 miles in length reclining along a north by northwest axis. The City of Loon Lake is located to the north of the lake, while Highway 395 and the Burlington Northern & Santa Fe Railroad (originally the Spokane Falls & Northern Railway) roughly trace the lake's east side. This map represents a half mile long segment taken midpoint along the lake's western shore. The "X" to the right represents a point approximately 90 feet from shore, where, at an estimated depth of 15 to 20 feet, the remains of one of Evan Morgan's classic boats has settled, keel down. Its keel is oriented west to east, with, it appears, the bow to the west. The site is located about 1,130 feet southeast of Loon Lake Island, and 1.2 miles southeast of the former Morgan's Park.

Map constructed by Wally Lee Parker.



On Loon Lake.
The Loon Lake expedition's support crew, Roberta Reiter, watchdog Sadie (part of the Reiter family), and Deer Park Tribune editor Tom Costigan, all sitting in the bow of Roger Krieger's boat. Roger is at the helm.

Photo by Mike Reiter.

version of the story being told. That attempt is known to have ended with the boat being resettled in deeper water, further away from the shoreside's private boat docks.

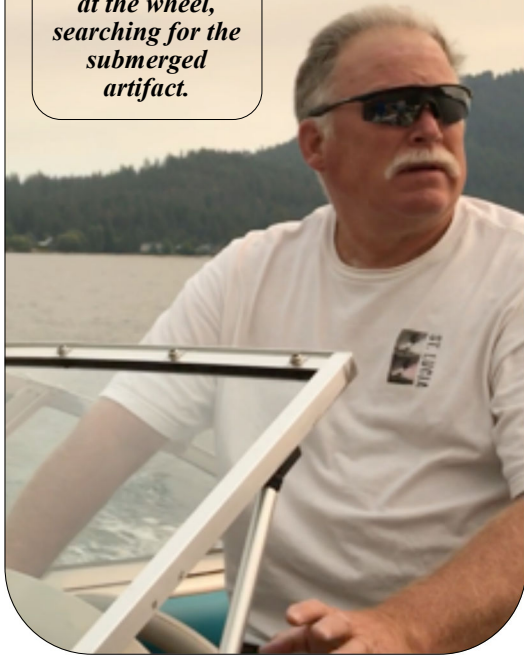
Regarding commonly held opinions, there's no one currently alive who can be trusted to know the truth of the drowned boat firsthand. This means the identification of the craft as the Gwen relies mostly on oral tradi-

tion, which, like most often-told-tales, tends to factually-drift through generations of retelling. This would suggest the most trustworthy evidence we're likely to find is in the form of documentation recorded during the era in which the now sunken hull was floating on Loon Lake's surface. Such evidence would need to be dateable to the era in question, the first three decades of the 20th century, and

Please Note:

Anyone visiting the submerged vessel needs to be respectful of the rights and expectations of the nearby property owners. The hull has a long history of drawing visitors whose presence can constitute both an annoyance and hazard to water traffic to and from the nearby private docks, as well as a hazard to children playing in the water nearby. Common courtesy and a responsible attitude are both requested and expected of all visitors to the site. Please anchor dive boats seaward of the hull, and follow all applicable regulations. Also, be respectful of the easily damaged artifact below.

*Rodger Krieger
at the wheel,
searching for the
submerged
artifact.*



would include photographs, official records, letters or postcards (if any mentioning the craft are eventually found in such), and journal and newspaper accounts.

And lastly, there's the evidence of the submerged hull itself, which would require a team of divers descending to the boat's remains to take measurements, photographs, and carry out a hands-on inspection.

... diving into history ...

This last spring the C/DPHS obtained several postcards bearing colorized photographs, circa 1905, of the steam launch Gwen (see part one of this article for reproductions of those images). Those cards initiated the society's current research into the history of the craft.

Adding to the investigation was a YouTube video of a group of young snorkelers recording their dive to the still reasonably intact remains of the artifact. This video (link provided on facing page) appeared to be recent, and suggested we'd find enough of the hull left to prove useful.

*Mike (left) and Rick,
trying to figure out how
the gear works after so
many years.*



All photos this and facing page by Roberta Reiter.



*The C/DPHS Dive Team.
Mike Reiter and Rick Brodrick, with Mike's Evinrude Aquanaut air compressor,
are in the water and preparing to dive.*

The Aquanaut, produced by Evinrude Motors from 1966 to 1970, was designed to pipe compressed air through flexible tubes to the face masks of either one or two divers at depths of up to 25 feet. The unit is powered by a 2-hp gasoline engine, sitting in the center of an inflatable ring. The tube extending above the unit is both exhaust pipe for the engine's fumes, and standard for the "diver-below" warning flag.

In early July the subject began to heat up within the C/DPHS, and society member Mike Reiter sent the following email regarding a possible dive on the sunken craft.

"I have an old Evinrude Aquanaut — a gas powered floating hookah — that provides air for two. I dove the Gwen years ago (at that point it was still assumed that the craft was in fact the Gwen). I don't remember much left of it but the shell.

"The best time to visit it would probably be later in the summer, when the water level has dropped, and the light is better for pictures. I have a waterproof camera. We'd need a boat to get everything out there."

All that considered, Mike added, *"It's doable. I'll need to dig the Aquanaut out of the basement and make sure it still runs. It's been a few years."*

In reply I sent a list of possible objectives, most unlikely to be accomplishable in a single dive, but still ...

"You'd need at least two divers — maybe three if underwater pictures of the other two working would be useful in the resultant article. The measurements would be from bow to stern, and the beam and depth of the hull at various points along the length. It might also be useful to have some idea of the widths of some of the various planks and so on. Some of our vintage photos show some of the planking, and it might be possible to compare that with measurements taken from the hull just to document we're seeing the same boat. If there are any attachment points for uprights to the once existent overhead canopy, it would be useful to have the positions of those measured too. Any evidence of the original mounting for the engine, and exit point of the original propeller shaft, should such be evident, would be useful. And documenting the location — especially in relation to the gunwale — of what remains of the original deck planking would also be useful. I saw one

Link to YouTube Video of Snorkelers Diving to the Gwen.

<https://www.youtube.com/watch?v=OZGrkT8xK5w>

article that suggested the launch used on Loon Lake had a capacity of 100. Compared to the postcard photos, that seems excessive. If we have a good set of measurements, calculating things like the boat's passenger capacity, and comparing that to any claims we run across, might become possible.

"Can any of this be done? The boat's not going to be there forever. This might be a singular chance."

In late July Mike sent this.

"I talked to my cousin Rick Brodrick at the (Deer Park Settler's Day) picnic yesterday about diving the Gwen. He said it sounded like fun."

Things continued to simmer throughout August, and then, toward the end of the month, Mike sent this.

"Roger Krieger said he would haul us over to the Gwen in his boat. He would need to launch from Shore Acres or Granite Point since the public access is so low."

On Saturday, September 2nd, Mike sent an email with the subject line "Gwen Dive Success!" Mike's message included still frames lifted from the GoPro underwater camera's video. It also included the two most critical measurements. Mike reported, "Length of the Gwen, about 46 feet. Width at wide point of the beam, about 12½ feet."

In other words, the actual measurement of the submerged craft many assume to

be the remains of Evan Morgan's Gwen are some 14 feet less than Evan Morgan's own description of the boat — "60 feet long, with a 12-foot, two-inch beam" — as reported in March 30, 1901 edition of the *Spokane Daily Chronicle*.

Early the next morning I sent the following note to Mike and Rick. "Am I right in interpreting the photo showing the propeller shaft at the stern of the boat as indicating that the stern draws down to a point much the same as the bow? I believe the name for this type of hull construction is 'double-ended.' What I'm asking is whether the stern ends abruptly in a transom, as most power boats tend to do."

Rick Brodrick replied, "Definitely double-ended. No flat transom."

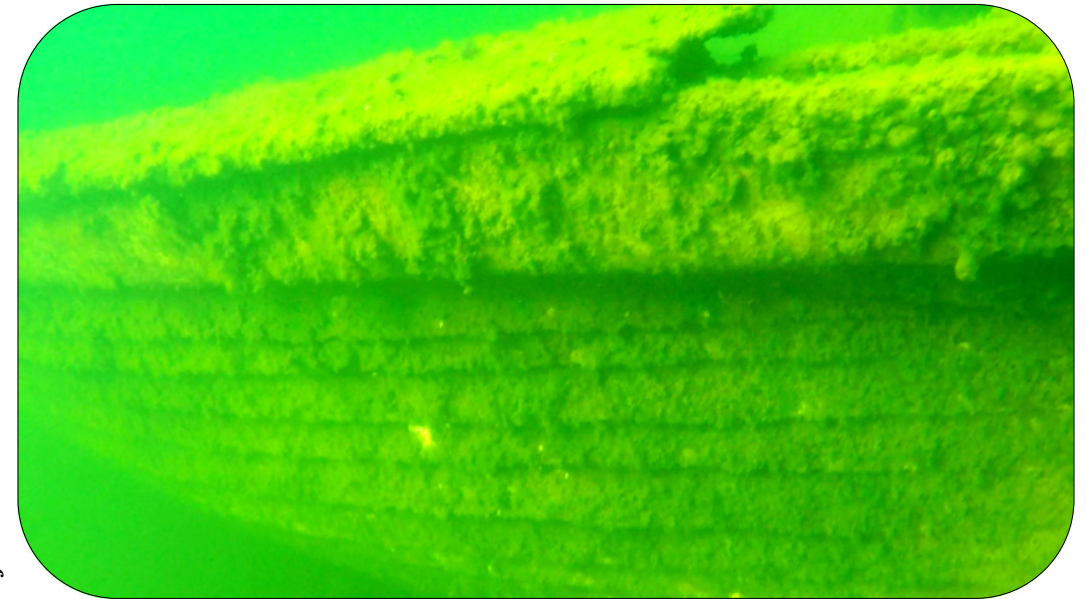
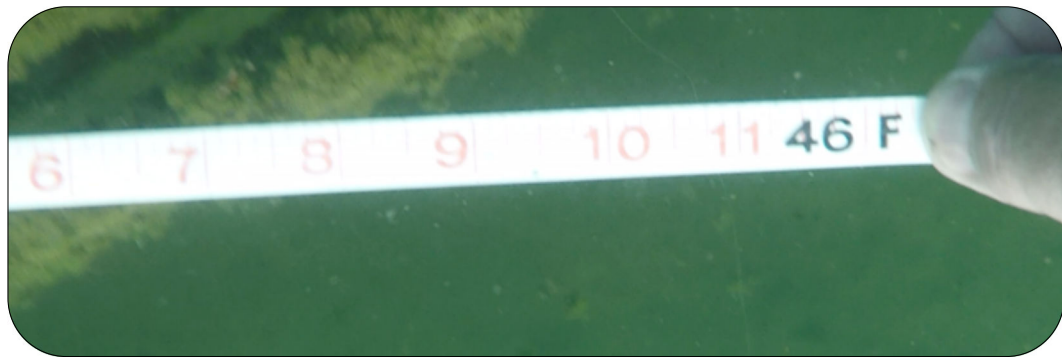
Mike pointed out an extra hazard that made shooting video near the rear of the hull more difficult. "Rick got wound up in some fishing line back there, and had to get his pocket knife out."

Rick Brodrick estimated the depth of the craft as "15 to 20 feet." And it's resting place as "somewhere between 30 and 50 feet from the ends of the docks." He cautioned that all those figures are rough estimates.

As for the positioning of the settled craft, Mike stated, "I can't say the boat is lay-

— text continued on page 1590 —

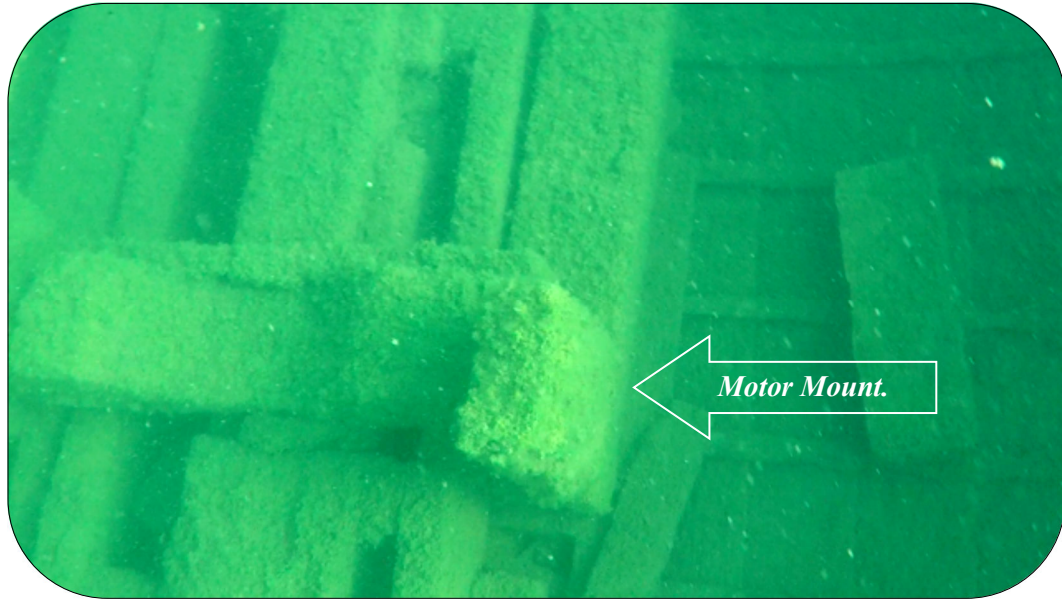
Below: A clear indicator of the sunken craft's actual length. The team reported the boat's beam at its widest point measured 12½ feet.



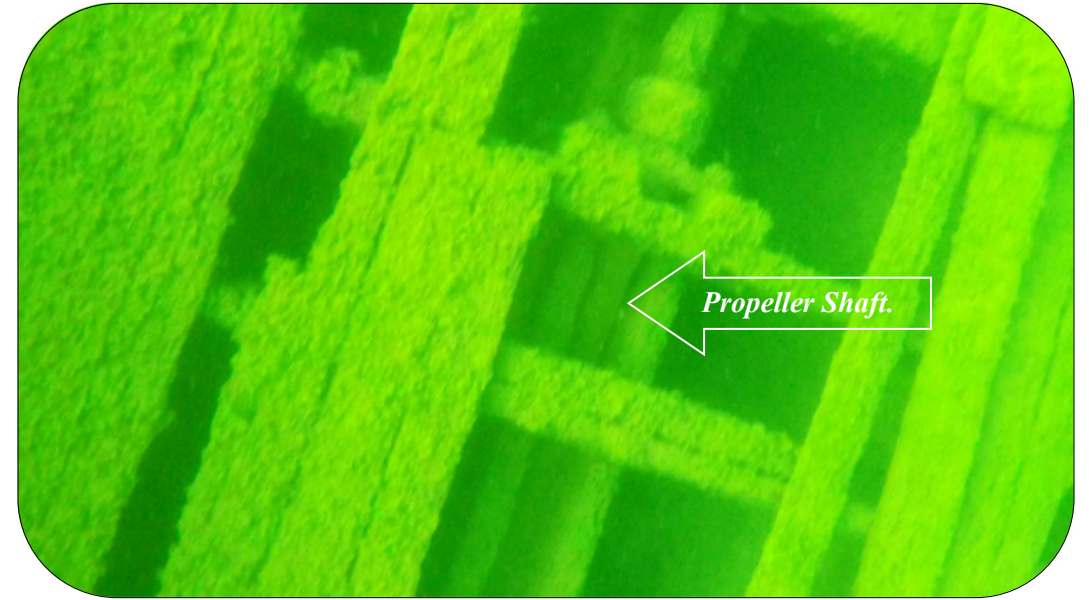
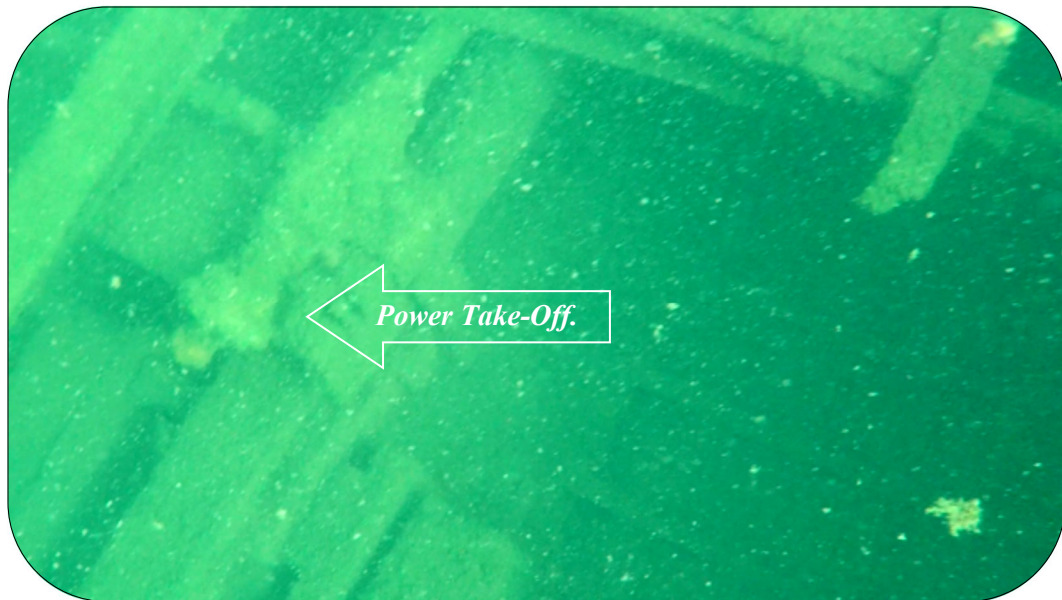
Above: A side view of the sunken craft. Note the shiplap clearly defined amid the skim of marine growth, and also the damaged gunwale.
Below: Image of the bottom interior of the craft showing what appears to be an area of extensive damage, and a collection of debris resting between the exposed ribs.



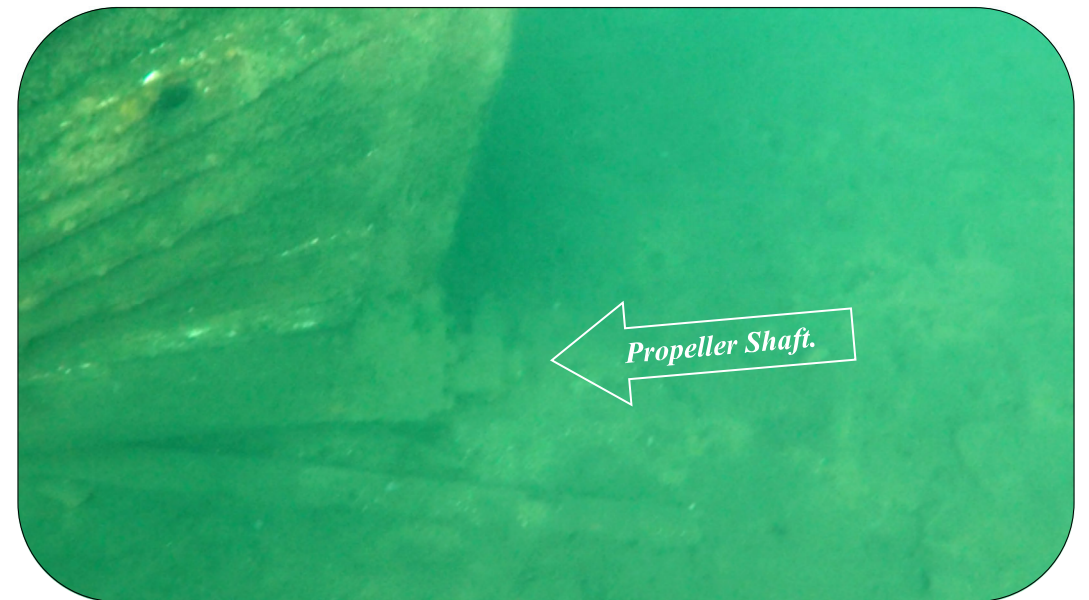
All underwater photos in this issue courtesy of the C/DPHS dive team.



Above: What appears to be the remains of the boat's motor mount. Note the exterior beneath the hull's ribs appears to be intact in the segment.
Below: The propeller shaft at the point of its union with the missing engine's power take-off. Our investigation suggests the missing engine was a gasoline type with inline cylinders.



Above: Propeller shaft visible below the missing deck planks.
Below: Propeller shaft exiting the stern of the boat. No evidence of the propeller itself was found. Also note that the rear of the boat draws to a point, ending in an upward angled keel stem similar to the bow's configuration.



— text continued from page 1586 —

ing perfectly east to west, but the bow is pointing westward. The hull does have a bit of a list to it, leaning slightly on its right or starboard side.”

To that Rick added, “I’d say less than 20° of list, but I’m only relying on memory and guesstimates.”

The length of the sunken hull — compared to Evan Morgan’s 1901 statement — along with the data from Washington State’s *Eleventh Biennial Report* (published 1918) that states “the only steamboat” licensed to operate “on the lake” in 1916 “received serious damage” during the winter of 1916, “destroying the hull beyond the possibility of repair,” strongly suggests that the hull Mike and Rick dived on was not Evan Morgan’s Gwen.

... if not the Gwen, then what ...

Below are two pieces of evidence, both of which we’re going to assume are more or less correct.

According to the article outlining the original Gwen’s ongoing construction — the one appearing in the March 30, 1901 edition of the *Spokane Daily Chronicle* — the Gwen was to be “60 feet long, with a 12-foot, two-inch beam,” and “fitted with a 10-horsepower engine and boiler.” That phrasing — “engine and boiler” — along with subsequent articles and documents, leave no doubt that the Gwen’s motor, at least through 1916 — the winter during which we believe the craft was destroyed — was a steam engine. But Chuck Stewart, during at least several trips to the Moose Bay wreck site in the late 1950s and early ‘60s, reported being able to see the boat’s engine from the surface, describing it as “clearly visible near the stern.” He stated said engine “appeared to be an inline 6-cylinder,” with the implication that such was a gasoline engine.

As to Evan Morgan’s above pronouncement regarding the Gwen’s 60-foot

length, our dive team placed a tape measure on Loon Lake’s submerged artifact and came up with 46 feet — 14 feet short of 1901’s stated length.

As for the engine, one of the often-told-tales associated with the Gwen states that somewhere in its later history it was converted from steam to gasoline.

In order to offer an alternative explanation, we first have to consider a Spokane newspaper clipping from the 1980s, the era during which the boat was moved further into the lake, that quotes the owner of the dock closest to the drowned boat, Bert Mills, as saying the boat was rested in “about 9 feet of water” before being disturbed. At times of maximum water clarity, would a multi-cylinder engine resting in the bottom of an open boat at that depth have been visible from the surface of the lake? If so, and if the people observing this engine believe the submerged vessel was the steam powered Gwen, wouldn’t the natural assumption be that at some point the original steam engine had been replaced with something more modern?

Just a thought.

Assuming the wreck isn’t Evan Morgan’s Gwen, it leaves us wondering what people have been looking at and diving down to all these years. And there’s one strong possibility.

... in search of the Loon ...

On March 16th, 1922, under the headline “New Launch to Ply Loon Lake,” the following appeared on the front page of the *Deer Park Union*.

“Evan Morgan, with the assistance of Frank Strandberg, expects to start work soon on the construction of a 65-foot launch to be used on Loon Lake this year. The boat will be called the ‘Loon,’ and will be docked at Morgan Park. Gasoline will furnish power to the 30-inch propeller. The boat will have a 12-foot beam and a draft of three feet. Built of cedar planking, with white oak ribs, it will be equipped with government inspected life pre-

servers, one for each passenger.”

The first thought that comes to mind is that the above described Loon is much too long to be the obviously shorter hull found in Loon Lake. But if you stop here, you’re going to miss the point.

The March 16th article continues, “The launch will be built with an idea to safety rather than speed and will be used to transfer campers and their luggage to different points on the lake as well as to furnish pleasure trips for those who desire to so use it.

“Since the old steamer ‘Gwen’ was abandoned several years ago, there has been no excursion boat on the lake, and it is expected the launch will become popular this season. Mr. Strandberg will have charge of the launch of Sundays and holidays. The keel will be laid as soon as weather conditions permit.”

Several things to note in the above paragraph. First, it states the Gwen was “abandoned several years ago.” It doesn’t specifically state, as some often-told-tales suggest, that it was burned along with the original Morgan Park pavilion in the fire of late December, 1918. Nor does it state that it sank somewhere on the lake. It simply says “abandoned.” The “several years ago” is also potentially significant, in that my Random House Dictionary — the big one — defines “several” as “more than two, but fewer than many.” “More than two” would push us back to 1920 at the very least, and we know that no powered vessels registered to carry passengers were operating on Loon Lake from 1917 through 1920.

It’s also important to note that the Loon’s keel had yet to be laid when Mr. Morgan announced his plan for a 65-foot boat.

Another *Union* article, this one appearing on May 25th, states in part, “The big boat being built for passenger service on the lake is nearing completion, but will not be ready until, perhaps, the middle of June.” No other specifics regarding the craft were given at that time. Said specifics were reserved for the June 8th edition of *Deer Park’s* paper,

where, under the heading “New Motorboat Launched,” a modified version of the Loon was described.

“The new motorboat, which has been under construction at Loon Lake this spring under the direction of Evan Morgan, was expected to be launched yesterday.

“The boat is 50 feet long and 12 feet (of) beam. It will be equipped with a 40-horsepower motor and is expected to make ten miles an hour in its trips about the lake. It will carry 50 passengers comfortably and will be equipped with life-preservers to minimize every possible danger.”

And one last notation, this one in the *Union’s* June 29th issue, said, “The Loon, the big passenger boat operated by Frank Strandberg on Loon Lake, was in dry dock temporarily over the weekend to permit the propeller being lowered and a canopy to be built over the deck.”

Even though the newspaper reduced the length of the Loon from 65 feet to 50 feet by the time of launch, this still doesn’t match the 46 feet the C/DPHS dive team’s tape measure obtained. With the understanding that the several paragraphs to follow are pure speculation, here are a couple of possibilities.

One thing noted about newspaper articles during the Gwen’s era was that they were often submitted by “special correspondents.” Such articles were often used as announcements of various events, projects, or ventures of a commercial nature. As such they were often strongly promotional in tone — tending to play somewhat loosely with the facts of the situation. It could well be that the stated length of the Loon had been rounded up to 50 feet, from the somewhat less impressive 46 or 48 feet — the 48 feet to be explained later.

There also the possibility that the measurements recorded prior to the sinking of Loon Lake’s abandoned craft including features no longer present on the hull — features such as a bow extension in the form of an ornamental spar, or perhaps a propeller or rudder management system extending aft of the hull

proper.

We know the original Gwen had a small, gunwale-level extension at the stern — such being clearly visible in photos of the craft. This deck extension likely added several more feet to the length of the boat. Several of these photos also suggest a rod or bar extended straight down into the water from the aft most portion of said extension. A search of boat designs indicate that the propeller would commonly be mounted either under or behind the stern of the craft. And the ship's steering rudder would be mounted behind the propeller to directly line up with the propwash. If so, it's probable that the descending bar has something to do with an assembly stabilizing either or both the propeller shaft and rudder.

The above is, of course, guesswork.

Underwater images obtained by Mike and Rick clearly show the propeller shaft exiting beneath the end of the Moose Bay wreck. At this time, we have no hint at where or how a rudder may have been attached. Nor do we have any way of knowing whether a rudder assembly was part of the measurement reported in the July 8th, 1922 *Tribune*. Which is to say, Rick and Mike only measured the existent wooden hull.

We currently have no documentation on the gasoline launch Loon other than the *Tribune* articles quoted above. But we do have a report submitted to the Loon Lake Historical Society in September of 1990 by long time Loon Lake resident Glenn Biddle (1921 — 2000) regarding the submerged artifact. As

for how Mr. Biddle acquired this information, his father, Joe Biddle (1884 — 1954), who founded Loon Lake's Granite Point Resort in 1921 — the year of Glenn's birth. And then Glenn and his wife, Betty, took over operation of said resort in 1948.

About the now drowned boat Glenn wrote, "*In 1926 it split and has been here ever since.*" That's the only reference so far located suggesting when the Moose Bay artifact sank. Why the craft went down at that specific location on the lake's western shore, that part of Mr. Biddle's story isn't clear.

Glenn's report would seem to be part of his family's oral history, a part he's trying to recall from one or more retellings by his elders. That's a reasonable conclusion considering Glenn would have been around five years old the year the craft reportedly sank.

... *"satisfactory character of the boats"* ...

If Loon Lake's sunken craft is Evan Morgan's Loon, it may be the only surviving example of Mr. Morgan's boat building expertise. Regarding such expertise, we have the following announcement from the April 10th, 1915 edition of the *Colville Examiner*.

"Evan Morgan & Sons, of Loon Lake, are adding to the established industries of the county a boat factory. Mr. Morgan has been building boats for 18 years, and the long life and satisfactory character of the boats have encouraged the further effort to supply this part of the country."

Deer Park High School Alumni Page on Facebook!

In December 2012, area resident Florene Eickmeyer Moore created a "Public Group" Facebook page for past attendees and graduates of Deer Park High School. Currently the site has 107 members. If you're active on Facebook, you should take a look. It's a messaging page with potential, and one the C/DPHS hopes to make more use of going forward.

<https://www.facebook.com/groups/144049825742057/>

We've no idea how hands-on Evan Morgan might have been with these various boat building projects. From the above it appears he, or at least his employees, began utilizing the art of boatbuilding in the late 1890s. At that time there were probably many craftsmen scattered throughout the United States and Canada able to scratch-build even large wooden boats. Roads, where available, were often primitive, and large-span bridges over waterways relatively rare. Which suggest that water transportation, by necessity, was still common. And in most cases the only practical means of introducing a difficult or impossible-to-portage-overland boat into a stretch of river or into a lake was to build it onsite — just as both the Gwen and Loon were built onsite.

All that said, we know Mr. Morgan had a hand of some sort in constructing both the Gwen and the later Loon. If the submerged artifact is the Loon, an even more detailed examination than Mike and Rick had time to give it might give us insights into Mr. Morgan's approach to boat construction.

... *raising the artifact* ...

The Loon Lake Historical Society has in its archive the scanned copy of a newspaper clipping describing an attempt to recover the remains of the submerged boat. Lower on the page containing the reproduced clipping is the handprinted notation, "*Spokane newspaper story, 1980s.*" That's the only clue we currently have to the article's date or source.

Still under copyright, the article, under the byline John Craig, outlines an attempt to raise the remains of the drowned artifact, apparently with the intention of donating it to the "*Loon Lake Museum*" for display, or perhaps even restoration as a functioning tour boat.

The article stated the above Loon Lake Museum was in the process of "*being set up*" by Al and Karolyn Burrell.

The clipping reported that five divers from Spokane — the two named being Mark Ibach and Donita Simons — raised the hull of

the "*48-foot steam powered launch*" to the surface.

The boat's name, as stated in the article, was the Gwen II. And the source of that name was Evan Morgan's granddaughter, Gail Kreuzberger. Her account suggested that the Gwen II was launched "*about 1919,*" to serve as a replacement for the original Gwen. Gail said the first and "*larger*" Gwen had been destroyed by fire. The official State of Washington steamboat inspection report for the 1917/1918 biennial appears to disagree with this — indicating instead that Loon Lake's solitary commercial passenger launch was destroyed by ice, but not by being crushed from the outside. Rather the report states water, due to the dereliction of the caretaker, had been allowed to accumulate within the hull while the boat was beached for the winter. Said water froze, breaking the hull apart. This occurred during the winter of 1916. The destruction by fire of Evan Morgan's Loon Lake pavilion and all save one of the boats housed in the pavilion's lower level boathouse in late December 1918, is probably the germ of those tales attributing the Gwen's demise to fire.

Gail stated she was born in 1919, suggesting her recollections of events in the first half of the 1920s should in large be considered hearsay. Regarding such hearsay, Craig's article states that Mrs. Kreuzberger recalled a "*disagreement*" regarding whether the Gwen II was drowned as the result of an accident, or was deliberately "*scuttled*" — deliberately sunk. That was likely a recollection of a conversation between her elders overheard in later years.

Glenn Biddle's recollection, as preserved in the Loon Lake Historical Society's archive, suggests that the artifact settled into the lake in 1926 when "*it split.*" This does little to clarify either the means or mechanism of the craft's demise. But his statement does mesh well with Mrs. Kreuzberger's belief, as recorded in John Craig's article, that the sinking — accidental or deliberate — occurred in the latter half of the 1920s.

Just keep in mind that if this boat did

sink in 1926, we're currently looking backward at least 91 years. Though it's possible both Mrs. Kreuzberger and Mr. Biddle do recall bits of images of the second excursion boat, the context of such images often become quite jumbled over the years.

Another question naturally arising from John Craig's article is why the craft, having been successfully brought to the lake's surface by the Spokane dive team, was then released — this time in deeper water — rather than being drawn up on the shore as was originally intended.

... *re-sinking the artifact* ...

Mr. Craig's article outlines the several levels of controversy that resulted in the boat being re-sunk. Several Loon Lake residents went on the record in opposition to removing the boat from the lake. Moose Bay resident Gary McKinney noted how much enjoyment the wreck provided divers — enjoyment that would be lost if the boat were beached. A resident of the lake's opposite shore, Karen Meyer, pointed out that the sunken boat was "*part of the history of the lake.*" Karen's commitment to the lake's history was subsequently demonstrated by her many years of volunteer work with the Loon Lake Historical Society.

On the other hand, not everyone would have been sorry to see the boat go. Since the craft was only a dozen or so feet from the end of the docks, and rested in just a stated nine feet of water, the traffic the relic drew tended to create both an annoyance and hazard to nearby residents and their families — especially to the children playing in the water around the ends of docks.

According to John Craig's article, those wanting the boat left alone contacted the Washington State Department of Ecology. The department's representative suggested the divers would need permits from three state agencies — Ecology, Wildlife, and Natural Resources — to move the object. Everything considered, the representative thought it best

the group re-sink the vessel until everything had been straightened out.

To address the longstanding concerns of local property owners, and any possible legal jeopardy, one day after being raised to the surface the boat was maneuvered further away from the docks, and over deeper water allowed once again to settle to the bottom.

The actual result of the dive team's attempt to do no further damage while addressing some local concerns appears to have been more grumbles from both sides of the issue. Those considering the boat a hazard suggested it hadn't been moved far enough away from the docks. Those considering the boat an historical and recreational landmark complained that after re-sinking to a greater depth the hull was more difficult for snorkelers to explore, and the curious to see from the surface. With such dissatisfaction evenly shared, the boat resumed its long slumber.

... *some parting thoughts* ...

When starting this line of research, most of the society's membership either believed or dearly wanted Loon Lake's submerged craft to be the remains of Evan Morgan's steam powered Gwen. I certainly did. If it were the Gwen, it would not only have allowed us to gaze back into history some 116 years, it would have permitted us — at least those capable of diving down to the artifact — to touch this long-lost bit of local history. It would have allowed us to compare newspaper accounts and photos of the craft to the remaining portion of the thing itself. And that would have permitted us to do history at a very detailed level — an opportunity not often tendered in a largely throwaway culture.

All the firm evidence so far located points to a conclusion that differs from common knowledge. It's important to note that this conclusion doesn't actually lessen the historical importance of the existent artifact. If the society were to discover a wealth of photos, documents, and firsthand accounts of the craft I believe the remains represent — that

of Evan Morgan's gasoline powered launch, the Loon — my expectation is that our appreciation of the slowly dissolving relic's significance would bloom. Such a discovery is not likely to happen, but it would be the best of outcomes.

What we don't want to do is repeat the mistakes of the past. Recovering a craft believed to have been underwater for over 90 years isn't as simple as pulling it ashore, storing it out of the weather, and letting it dry out. Looking at the incredibly expensive operations undertaken to save just a few pieces of ancient waterlogged wood suggests that insuring satisfactory results with a construction as complex as this boat is far beyond the local community's ability — assuredly technical ability, and doubtless financial as well. As an amateur project, this is not something the local community should approach without, at the very least, a detailed feasibility study carried out by someone well qualified. That kind of expertise doesn't come cheap.

The society has firsthand knowledge of how quickly a seemingly straightforward project can go sideways, resulting in an ongoing expense no one anticipated. Enthusiasm is not a substitute for knowledge, and any attempt to raise and preserve this relic will require a boatload of both.

... *an object of further study* ...

History is not a dead subject. Our view of the past is never completely settled — never completely decided upon. On occasion new information is added to the mix. And occasionally new interpretations of old data reexamined suggests a revision of currently accepted thinking is necessary. This constant activity eventually leads even amateur historians such as ourselves to the essential truth. The study of history is alive. It's a vibrant intellectual adventure. To those willing to invest, it evokes argument entwined with a sense of passion. And that gives it life.

The process of finding historical consensus is like the process of finding scientific

consensus. It's a blending of evidence and argument. It's the process of finding evidence, developing a hypothesis as to the meaning of that evidence, publishing said hypothesis, and then facing the criticism of a community of peers. In that, both science and history are Darwinian exercises intelligently designed to promote the survival of the fittest ideas. And history has proven that this system does work.

This is to suggest that our current investigation into Loon Lake's drowned boat is not intended to bring the history of Evan Morgan's legendary Gwen and successor to a close. Quite the opposite. It's intended to bring both back into the mainstream of local consciousness.

In my imagination, I can visualize the outline of the Gwen resolving out of Loon Lake's chill morning mist. I can smell the smoke trailing from its stack. I can hear the chatter of its passengers — all long since passed. The boat's hull is covered with bright white paint. Its overhead canopy is red. The gunwale is trimmed in black or blue, or maybe even dark green. It's hard to tell for sure when looking through so many intervening years.

Or maybe the vision I'm seeing is the Loon — in which case I've no clue as to the craft's colors. Not that I'm all that sure regarding the Gwen. The colors we're seeing in the Gwen's vintage postcard images were doubtless added to black and white images prior to printing. Were the colors an accurate replication of the boat's color scheme, or just the whim of whomever was wielding the tinting brush? We just don't know.

The point here is that our visualization of both craft, though still very fuzzy, are remarkably clearer than they were before our research began. The objective going forward is to correct any errors in our understanding, and add even more clarity to our vision. And that brings us back to just a few of the hundreds of nagging questions our research has stirred up around Evan Morgan's boats.

For one thing, we'd very much like to know when the attempt to lift the Loon was

made. If we have a close approximation, it might be productive to search Spokane's newspapers for John Craig's Loon Lake article. We know the Wednesday prior to said article's publication was the day the relic was raised. And the day after it was lifted to the surface, it was re-sunk.

When it comes to research, dates are important.

We'd like to know how the Loon was raised to the surface. We could guess, but if we could talk to any of the divers, or anyone that observed the operation, that would be ideal. We have a few names, and are attempting to follow through on this. Which is to suggest that there's a lot more to this story.

— end —

Letters, Email, Bouquets & Brickbats

— or —

Bits of Chatter, Trivia, & Notices — all strung together.

... "hump back salmon" in Loon Lake ...

The following was clipped from the December 13th, 1918 edition of the *Deer Park Union*.

"Evan Morgan was in the city Monday afternoon, and while in the Union office stated that Loon Lake was full of hump back salmon. He said that they were spawning at the time, and as a result the lake was full of dead salmon. He can not account for them in any other way than perhaps they were put in by mistake when the lake was being stocked with game fish. He states that it is becoming serious, there being tons of them washing up on the shores."

... salmon in the Little Spokane River ...

The lower portion of the Little Spokane River was once known to be a salmon spawning stream. With the beginning of near-

by settlement in the late 1870s, then continuing over the next several decades, that changed — in part due to the alteration of water quality, in part due to the growing number of obstructions such as Dart's mill (1883), in part due to Washington's burgeoning downstream fishing industry.

The literature does give us an occasional hint as to how it once was. A gentleman named Livingston Stone — who's main concern was the establishment of fish hatcheries — wrote a report for the United States Commission of Fish and Fisheries in 1883, in which he noted, *"On driving over to the Little Spokane we found a large camp of Indians there, several of whom were industriously engaged in putting a salmon trap across the river. These traps consist of a dam of poles firmly bound together by withes and extending entirely across the river, with holes or traps at intervals into which the salmon can enter, but from which they cannot return. Having*

Comments Policy.

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

brought an interpreter with us we soon learned from the Indians that great numbers of spawning salmon came up to the mouth of the Little Spokane about the 1st of September."

The river and its tributaries — Dra-

gon, West Branch, and so forth, comprise a rich natural history landscape we're anxious to explore in more depth.

— Wally Lee Parker —

Minutes of the Clayton/Deer Park Historical Society

— November 11, 2017 —

In attendance: Bill Sebright, Pat Parker, Wally Parker, Mark Wagner, Sue Rehms, Mike Reiter, Marilyn Reilly, Betty Burdette, Don Ball, Pete Coffin, Judy Coffin, Dick Purdy, Ella Jenkins, Chuck Lyons, Rick Brodrick, Lorraine Nord, Tom Costigan, and Ma-

rie Morrill.

Society President Bill Sebright called the meeting to order at 9:00 AM. He reported that: 1) He received a call inquiring about getting the Valley Community Church on the National Historical Register and possibly moving it. Contact information was given for Melissa Silvio and Michael Houser. 2) He received an email from Donna Dycks. She was looking for pictures of and information on her grandfather Theodore Coy and her father James Coy. Vice President Pete Coffin gave her all the information he could find. 3) Dan Brown sent a picture of an "Arcadia plate." The plate mentions an Arcadia Store and has a 1914 calendar it. Dan bought it about 25 years ago in an antique store on Broadway in Tacoma, Washington. We are now looking for information on an Arcadia Company store. Pete found some *Deer Park Union* articles. (See following pages.) 4) The Heritage Network meeting will be at the Old School in Loon Lake, Monday, November 20, 9:30 AM.

Society Treasurer Mark Wagner reported the main checking account ended the month at \$6,443.94. There were deposits of \$75.00. The web hosting account ended the month at \$662.06, with a withdrawal of \$10.95 for web hosting. The Brickyard Day account is at \$1177.48.

Society Vice President Pete Coffin reported, 1) Finished compiling and updating a *Mortarboard* index three ring binder that can be used in conjunction with the Society's booth displays of *Collected Newsletters*. 2.)



Calendar Plate for 1914, inscribed "Compliments of Arcadia Orchards Co., Store Department, General Merchandise, Deer Park, Wash."

Image courtesy of Dan Brown.

Deer Park Locations Currently Carrying Print Copies of the Mortarboard: City Library, City Hall, Gardenspot Market, Standen Insurance, & Odyrski's Accounting.

Have reviewed a draft of a possible *Mortarboard* article entitled: "Early Settlement of the North Spokane Area." This project may need extensive citation research to be properly finished. 3) As part of my review of the collection of early Deer Park business records I have composed a possible *Mortarboard* article titled: "The First State Bank of Deer Park". 4) President Sebright asked me to try to help Ms.

Donna Dycks by finding historical material and photographs of her father James Coy who lived in Clayton from 1910 to 1920. All I could find in the Society's records were some Clayton School census sheets listing the Coy family's children, including James. The society has no school class pictures from this time period. Ms. Dycks has an extensive Coy family tree on Ancestry.com.

OLSEN-ROBINSON STORE CHANGED HANDS

The Arcadia Orchards Company
Acquired the Entire Store
January 1, 1913

On January 1, 1913, the Arcadia Orchards Co. purchased the general stock of merchandise of the Olsen-Robinson Co., and also of the Arcadia Inn, which was owned and operated by the same company. Details of the transfer were made last week. O. L. Olsen, treasurer of the

Arcadia Orchards Co., states that the new owners expect to enlarge several of the departments, especially the hardware and implement lines, and that the standard of the store will at all times be in keeping with the standard that has characterized the development of its great orchard project.

John Olsen has been appointed manager of the new store and his many friends and business acquaintances are now extending him their congratulations.

Above: Clipped from the January 24th, 1913 edition of the *Deer Park Union*.
Right: From the April 9th, 1915 *Deer Park Union*.
Below: From the April 9th, 1915 *Deer Park Union*.

Arcadia Store to Quit Business

One of the biggest closing out sales ever put on in Deer Park will commence at 9 o'clock, Saturday morning, April 10th. The

Arcadia Orchards Co. has decided to quit the store business, and consequently the immense stock of goods carried by this store will be closed out at sacrifice prices. Even the fixtures are for sale. (See full page adv elsewhere.)

GOING TO QUIT

ARCADIA ORCHARDS CO.

Have decided to close out their entire stock and with this in view, will inaugurate a sale commencing

Saturday, April 10

that will be a God-send to the people of this entire country. You have seen sales, have heard and read of sales, but never one to equal, or even compare with this one. All records will be broken, both in Value-Giving and Price-Cutting.

The Entire \$20,000 Stock, without restrictions or reservations, will be placed before you. From one end of store to other, from wall to wall; from floor to ceiling, in fact, in every nook and corner of our entire store you will find unheard of BARGAINS and DRASTIC REDUCTIONS.

Finest imported dress gingham 15c values going on sale, per yard	Women's newest style Royal Worcester Corsets, \$1.50 values for	The famous Bon Ton Corsets regular \$3.00 values going on sale at	Ladies' newest style, patent dress shoes \$4 values going on sale
11c	98c	\$2.25	\$2.95
Men's regular \$2.50 hats best styles, during this sale at	One lot of boy's work coats, \$1.25 value, goes on sale for	You can buy children's regular 20c black cotton hose on sale at	Special sale of men's 35c silk socks, will go at per pair
\$1.60	89c	12c	19c
You can buy ladies' regular 25c cotton hose at per pair	Men's newest style regular \$3.00 hats going on sale at	Men's newest style best grade \$5.00 dress shoes going at	Women's \$3.50 vici kid dress shoes during this sale at per pair
19c	\$2.10	\$3.60	\$2.48
Children's \$2.25 school dress shoes going on sale at per pair	The regular \$2.25 Royal Worcester Corsets going on sale at		
\$1.45	\$1.73		

ENTIRE STOCK, INCLUDING FIXTURES, SHOW CASES, ETC., WILL BE SOLD

Miles of Dry Goods of every description; Wagonloads of Shoes; Hundreds of Mens' and Boys' Hats, Pants and Suits; Dozens of Blankets, Quilts and Comforts, Grips, Suit Cases, etc., Mens', Ladies' and Boys' Furnishings, Underwear, etc. all go in this MAMMOTH SALE.

Store is now closed arranging stock, displaying and marking goods and plenty extra help will be employed to give quick service and make your shopping easy.

Free Prizes will be given away opening hour, **SATURDAY, April 10th, at 9 A. M.**

Make arrangements to be with the crowds, and let us show you just what your dollars will do for you in buying value at this sale.

Arcadia Orchards Co., Deer Park, Wash.

Clippings this and facing page courtesy of Pete Coffin.

Print editor Wally Parker reported: 1) One hundred and ten copies of the November *Mortarboard* have been printed for distribution, and the online version has been submitted for posting. This 16-page issue carries part one of the C/DPHS's search for the fate of Loon Lake's legendary passenger steam launch, the Gwen. The conclusion of the article, with a strong argument for the identity of the vessel drowned in Loon Lake that many believed to be the Gwen, will appear in the December issue. 2) We've begun to prominently display the means of contacting the *Mortarboard* with comments or corrections. Though the wording of our contact policy remains unchanged, it's hoped a more noticeable display will lead to a sprightlier 'Letters, Email, Bouquets & Brickbats' column. We do this in full knowledge of the old saw, "Be careful what you wish for."

Webmaster Marie Morrill reported that she has uploaded the November *Mortarboard*. She spent several hours with iPage support staff learning how to upload Word documents.

Rotary Club would like us to have our name on their Holiday Sign again this year. It would cost \$25. Wally made a motion, and Betty Burdette seconded, to donate \$25 to

the Rotary for their Holiday Sign.

Penny Hutten reported by email that The Westerners meeting will be November 16, 2017, and John Caskey will give a talk about the "Old City and Modern Neighborhood of Hillyard." Author John Caskey practiced International Law for 30 years, and in the process studied history. When he moved to Spokane he began learning about Spokane history. He is a popular historical speaker, historical guide, and teacher. Please join us at the Airport Holiday Inn, 1616 S Windsor Drive Spokane, Washington 99224. Contact Pat Holien by November 13th, for reservations. Pat's email is patholien@comcast.net, and phone number is 509-951-2090.

Betty Burdette reported that there will be a meeting at 7:00 this Monday at the Ambulance building for Settlers Day. The Annual Settlers Day auction will be the first Saturday in March at the Eagles. They are taking donations for the auction.

Next meeting: Saturday, December 9, 2017, at 9 AM at the Clayton Drive-In.

Meeting adjourned at 9:46 AM.

The Society meeting minutes submitted by Mark Wagner, acting Secretary.

— end —

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— C/DPHS —

Volunteer proofreaders for this issue: Rick Hodges, Bill Sebright, Charles Stewart, Lina Swain, and Ken Wesby.

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.

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— the editor —

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

*Ask about
"Collected Newsletters: Volume Thirty-Three."*