Packing around a harvest of memories? Maybe it’s time to put a few on display!

Illustration from the Minnesota Farmers’ Institute Annual — 1913.

Contact the Clayton / Deer Park Historical Society.

The southern portion of Big Foot Valley was homesteaded in the last decade of the 19th century and the first decade of the 20th century. This area is specifically Section 34 of Township 29 North-Range 41 East WM. The northwest 160-acre quarter was deeded to Joseph Falter in November 13, 1895, the southwest 160-acre tract was deeded to William Davis on December 14, 1908, the southeast 160-acre tract to John Goulett on November 11, 1909, and the northeast 160-acre tract to Carl Worm on March 24, 1894. From the dates of these records it can be inferred that the northwest quarter of this section was first settled in 1889 in accordance with the 1862 Homestead Law.

John Goulett’s quarter section was divided into one 80-acre tract (the north half) and two forty-acre tracts (the southeast and southwest tracts) and sold in about 1914. It was fairly common for homesteaders to sell their homestead and move on after receiving title to the land. John Goulett was listed on the 1910 Census as being 32 years old and as having a wife, Elizabeth (28 years old), a son Lorris J. (7 years old) and a daughter Claris S. (6 years old). On the census form he was listed as a farmer. However, his World War I draft registration indicates he was living in Palouse, Washington and working as a blacksmith. This accounts for the blacksmith shop that existed on the farm when I was a boy.

My Grandfather, Peter Mungo Michie (a master steam engine machinist), pur-
Chased the 80-acre tract (N/2 SE/4 Section 34-T29N-R41EWM) sometime during a visit to the area in, or after, 1911 when he was contracted to the Washington Water Power Company to prepare steam locomotives hauling construction material on the Springdale and Long Lake Railroad Company to build Long Lake Dam.

At the time Peter Michie purchased the property there was a house, a barn (the main part of which still exists), a blacksmith shop, a chicken coop, a pig pen, a garage and a machine shed. Entry to the farm was south along the west property line from Redman Road and then east just south of the house and past the blacksmith shop.

Peter Michie and his family (wife Lena, son George and daughter Frances) had lived on a farm near Julietta, Idaho, after leaving several machinist jobs in southern Idaho and western Washington. Prior to moving his family to Big Foot Valley, Peter took his family to Winnipeg, Manitoba, Canada to help care for his aged mother. Apparently economic conditions forced another move to the Seattle area where he worked on steam ship engines in the Bremerton Naval Yards. During his time in Seattle his daughter (my mother), Frances Ethyl, earned a BA in history at the University of Washington and his son gained employment with the United States Government.

In the late 1920’s Peter and his wife Lena moved back to the farm in Big Foot Valley. During the middle 1920s my mother had taught in the Chehalis High School for a period of time before acquiring a research fellowship at Bryn Mawr College in Philadelphia. After several years of social research on women’s working conditions and unable to obtain employment during the early years of the Depression her parents asked her to return to Washington to help them in their old age. At the end of the 1930s she married the neighbor boy Elden Frank Coffin and moved to Deer Park.

During the middle 1940s Peter and Lena’s health declined and their son George and my mother bought them a house in Deer Park in exchange for title to the farm. In this way Mother was able to care for her parents. George died of cancer in 1945 and left a daughter Jean as co-owner of the farm.

After Mother became co-owner of the farm, Dad kept up the fences, roofed and maintained the barn, cared for the house and
razed and burned those buildings that had fallen into disrepair. He also uprooted the small orchard (mainly crab apples) that was located north of the house and cultivated the fields, planting alfalfa for hay.

A small now-grown-over field on the far northeast portion of the farm was planted into wheat one year. Since Dad hadn’t applied for an allotment, he couldn’t sell the grain. Instead he cut and baled the wheat hay for sale as fodder.

During the 1960’s Mother and her brother’s daughter, Jean (Michie) Tanner, divided the undivided farm acreage into a 40-acre west half (Mother’s) and a 40-acre east half (Jean’s). Mother got the west half because Dad had farmed it and shared the hay income with Jean.

In early January of 1986 Mother was very ill, and as executer of her estate and having durable power of attorney in her business, I was warned by a hospital counselor to sell some property for money to support her and I made arrangements for that sale before I left for Colorado where I was living. I listed my Mother’s 40-acre tract for $750 per acre. Just after I arrived back in Colorado the real-estate agent called and asked if they could lower the price to $250 per acre. As no offer had been made I refused but within a week the agent called and said the property had been sold. I can only wonder what sort of deal the real estate company was trying to make!

In February of 1986 Mother died and left the Coffin farm (NW/4 Section 34 T29N-R 41E WM) and a house in Deer Park to her sons, Peter and Michael. I would not have sold her portion of the Michie farm had I known she was going to die when she did.

In its golden years, Hollywood’s dream machine created an idealized image of the rural doctor making his rounds in either a horse drawn buggy or vintage automobile. He was usually a crusty soul; not particularly kempt, and rather casual in his social manners. From what we know of Dr. Henry Herbert Slater — who opened his Deer Park practice in 1902 — he fit that image perfectly.

According to Dr. Slater’s recollections as recorded in the March 30th, 1922 issue of the Deer Park Union, he bought the area’s first automobile, a brand-new, one-cylinder Gale roadster, in the spring of 1907. As Dr Slater wrote, “This car had plenty of power and speed and would give a good account of itself with present roads now that an ax to cut off stumps is not a part of the regular equipment. But when I bought the car, the Spokane road was the only one I traveled that I did not need to have an ax with me in case I got marooned on a stump. At that the car had a clearance of 24 inches.”

While Dr. Slater doubtless owned other cars after the Gale, the only one we currently know in detail was mentioned in the following article from the May 7th, 1936 issue of the Deer Park Union.

Back in 1917, Dr. H. H. Slater purchased a Woods Mobilette, a 4-cylinder, nav-
Mobilette Type 5 Advertisement.
The above ad was copied from the June 22nd, 1916 issue of the Era-Leader, a weekly newspaper published at Franklinton, Louisiana. It shows the type of Mobilette Roadster owned by Dr. Slater — said model being the final variation made by the company before its demise, assumedly in early 1917. The Mobilette featured an underslung frame (at least at the front of the car) — meaning the frame was positioned beneath the axles rather than above. This was probably done to increase the car’s tip-over stability on rough roads and while cornering by lowering its center of gravity.

Mobilette Type 5 Specifications.
The above image of Mobilette’s Type 5 roadster was taken from the March 16th, 1916 issue of Motor Age magazine. Specifications listed on the Henry Ford Museum’s website give Doctor Slater’s Type 5’s overall length, fender tip to fender tip, as 11½ feet. Its height, assumedly with the top up, is a full 6 feet. The widest point of the vehicle — hub to hub on the front axle — is 3 feet, 9½ inches. For comparison the Model T Ford had a hubcap to hubcap width of 5 feet, 8 inches.

Earlier versions of the Mobilette carried a somewhat narrower 36-inch hub to hub width — the difference having to do with seat arrangement. Prior models featured tandem seating, with the passenger positioned directly behind the driver. The type 5 advertised the offset-to-the-side configuration seen above as “Sociable Seating.”

The Ford Museum states that the Mobilette Type 5’s 87 cubic inch four-cylinder engine could produce 12 horsepower.

The general consensus is that the Mobilette’s demise was due to its primary competition being the wildly successful Model T Ford; the soft-top touring version of such seating five and costing $360 in 1917 — compared to the two place Mobilette’s $380.

row gauge, two-seated car for his use, and for some time it was a visitor at country homes where he was needed. But it was found to be impractical for country roads in this district and was given by him to his children. Homer, Helen and Howard had it in turn, and it was driven by his son-in-law, Archie Phil-

earlier versions of the Mobilette Type 5 Specifications. The above image of Mobilette’s Type 5 roadster was taken from the March 16th, 1916 issue of Motor Age magazine. Specifications listed on the Henry Ford Museum’s website give Doctor Slater’s Type 5’s overall length, fender tip to fender tip, as 11½ feet. Its height, assumedly with the top up, is a full 6 feet. The widest point of the vehicle — hub to hub on the front axle — is 3 feet, 9½ inches. For comparison the Model T Ford had a hubcap to hubcap width of 5 feet, 8 inches.

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same time giving five times the service.”

Despite Captain Stiles’ enthusiastic endorsement, it seems Mr. Woods only had a prototype model to show as of late 1913. The probable reason for promoting a car not ready for production was outlined in the July 19, 1913 edition of a widely distributed weekly titled Automobile Topics: The Trade Authori-
	yty. In an article titled “Pitfalls and Promises in Cyclecar Promotion” the magazine noted, “The cyclecar thus far appears to be attracting the attention of men who are not at present active automobile producers.” That certainly would seem to describe Mr. Woods’ situation at the time. The article then notes, “As for the (to set up it would seem that the movement, being a new one, ... must depend on the success of the promoters as money hunters The December, 1914 issue of Carette America’s magazine — self-described as “First Small Car Journal” — announced the money hunt with the following re-

lease. “The Woods Mobilette Company has The company. The company has a large factory at Harvey, Illinois containing practically 30,000 square feet of floor space, and with ample ground available to make material additions (entire front) (drawn) vehicles (buggies and wagons) …” The prototype was also a hybrid of sorts, in that “The purchaser of a car can buy two front axles, one fitted with a mechanism for driving the car by electricity from storage batteries carried on the machine and the other axle fitted with a two-cycle ... gasoline motor. In less than 10 minutes one driving axle can be exchanged for the other.”

In gasoline mode this small tandem vehicle — tandem meaning the passenger sat directly behind the driver which weighted just 375 pounds. Fitted with the electric driven axle and necessary batteries, the car’s weight would rise to 650 pounds. As far as known, no production Inter-

urbans were ever built. It appears Mr. Woods’ prototype primarily served as a promotional tool during the inventor’s apparently unsuccess-

ful search for sufficient capital to set up a factory. That didn’t mean he’d given up on the idea that there was a niche market for vehi-

cles falling somewhere between motorcycles and automobiles. If he had, that faith would have been rekindled around 1910 with the blooming of a cyclecar market, first in France and shortly after over much of Europe — a market that would in part be propelled by fuel scar-

cities rising from that region’s unstable politi-

cal situation. The earliest indicator so far found suggesting that Mr. Woods was still in the game, despite the apparent failure of the Inter-

urban, is drawn from the “45th Annual Report of the West Chicago Park Commissioners for the Year Ending December 31, 1913.” In a written report to that small city’s commission-

ers, Arthur J. Stiles, Captain of Police, stated that in lieu of two horses for mounted police use he was requesting the “purchase “of a machine called the Woods Mo-

bilette, which can be bought for about three hundred dollars. It can be so constructed as to convey but one person and can be operated for less than one-third the expense of maintain-

ing the two horses above mentioned, at the same time giving five times the service.” Despite Captain Stiles’ enthusiastic endorsement, it seems Mr. Woods only had a prototype model to show as of late 1913. The probable reason for promoting a car not ready for production was outlined in the July 19, 1913 edition of a widely distributed weekly titled Automobile Topics: The Trade Authori-

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The December, 1914 issue of Carette magazine — self-described as “America’s First Small Car Journal” — announced the results of the new cyclecar company’s suc-

cessful “money hunt” with the following re-

lease. “The Woods Mobilette Company has devoted its main energies for the past year to the perfection of its product. The company consistently refused to make any deliveries until the manager of the Mo-

bilette would meet the requirements of all us-

ers without any material future changes.”

“The company has a large factory at Harvey, Illinois containing practically 30,000 square feet of floor space, and with ample ground available to make material additions to the factory in order to enable the output to be steadily increased. The Woods Mobilettes has so far been confined practically to demonstrating cars for dealers. The volume of rush orders now in hand with deposits is sufficient to tax the present capaci-

ty of the factory to its utmost for the winter. “Deliveries for the present will be confined to model 3, the wide seated tandem car, and model 4, the standard delivery car. On account of the volume of orders now in hand, no attempt will be made at deliveries of
had a piston made here in Rochester, but now need a connecting rod and have been informed I cannot have one made as it would cost a good deal of money just to make the pattern. I would greatly appreciate it if you could tell me where I can purchase parts, or where I could get some information in regard to having a connecting rod made either in Rochester or any other city, and if you could also find out who makes or made the engine. I have had this car for nearly a year now, and it has been of no use as nobody seems to know anything about it.

One has to assume, due to a scattering of want ads in various newspapers throughout the late teens and early twenties, that developing an aftermarket for replacement parts was uneconomical since so few of these cars had been manufactured, and, much more telling, just four years after the last Mobilette had been produced, "...a collection of high school annuals..." a flood of affordable and much more roadworthy automobiles. That said, the Model 5's somewhat wider stance would have added some extra lateral stability in corners and on tilted roadbeds, thereby lessening the need of the passengers to shift body mass to prevent the car from slipping — a good thing since the side-by-side seating lessens the effectiveness of leaning.

The available literature indicates the three types of Mobilette — tandem, delivery, and sociable seating — were only in mass production for two years and a few months — meaning 1915, '16, and possibly a portion of 1917 — though models were being built prior to 1915 as demonstrators for dealers and representatives. Sources differ widely as to these and most other assumed facts, likely because few if any original company records are either existent, or if existent available for research. For example, it’s proven difficult to find reliable data on the number of Mobilettes produced, the most trustworthy quote so far located being that they were not produced "in any great numbers."

As for the company’s fate, the June 28th, 1920 issue of Richmond, Indiana’s daily newspaper, The Richmond Palladium, reported, “The following is the inventoried list of stock holdings of the late Mr. Mendenhall, all of which are listed as of 'no value' and the sale price of the same.” At the bottom of the extensive list was “Allotment Certificate, Woods Mobilette Co., $1,800,” and “6,525 shares Woods Mobilette Co., $6,525.” Taken at face value, the above appears to indicate that Mr. Mendenhall invested $8,325 pre-World War I dollars in Frank Woods’ company, and before his death the collapse of the company had made said investment worthless.

Anyone purchasing a Mobilette as a long-term means of transportation were also fated to be disappointed. The difficulty was illustrated in a letter to the "Motorists' Problems" column of the August 7th, 1921 issue of the South Bend (Indiana) News-Times. The letter reads, "I have a Woods Mobilette made in Harvey, Illinois in 1917-1918. I have had the car over a year and have been unable to find any place where I can get parts for it. I

At the society’s last meeting, Bill Sebright, the C/DPHS’s president, mentioned that the item generating the most interest at this summer’s Settlers’ Day booth was the historical society’s collection of old Deer Park High School annuals. As one of the visitors noted in an email to Bill, “I was at Settlers Day at Mix Park and found my grandpa’s senior book, class of 1944! I was wondering if there was any way to get a copy of his senior page and if they have the football picture too didn’t look, I was too much in tears looking at his picture. His name was Ethan Williams. I would love to surprise my grandma with (a...
What we really want to be is instrumental in addressing the basic impulse within a certain segment of the population to do something like, “According to current scientific theory, around three billion years ago. . . .” That kind of articulation requires a historical database. And developing that database, while creating a system for drawing specific conclusions from it, is a very complicated form of drudgery. Of the society members currently involved in that frustrating process, it’s best to arrange for a specific time. The society would also be happy to receive donations of original annuals and any other bits of grade or high school memorabilia related to the local schools anyone would care to part with.

Many, many years ago, I was taking Biology 101 as an evening class at Spokane Falls Community College and the instructor asked one of biology’s fundamental questions, “When did life on Earth begin?” I answered something like, “According to current scientific theory, around three billion years ago.” Another student volunteered, “1951.” A chuckle ripped through the lecture theater. Considering the student’s apparent age, 1951 was likely his birthyear. Over the years I’ve come to suspect he wasn’t joking, at least not entirely. There’s a strong egocentric sentiment in a large percentage of the general population that considers events beyond the borders of their own birth and death irrelevant. It reminds me of a question posed by an environmentalist to an unsympathetic citizen, “What’s posterity ever done for me?” The citizen answered with a question of his own. “What’s posterity ever done for me?” And the answer depends on whether or not you feel any obligation to pay it forward, as so many people in the past have done.

If you wonder what the term paying it forward means, for the most eloquent answer visit most any larger graveyard and ask the caretaker if there are any lost fragments of their family’s history. And the fact is, those kinds of things are part of our function. But what we really want to be is instrumental in addressing the basic impulse within a certain segment of the population to find a truthful accounting of the region’s past—or at least to have the questions that might lead to an understanding of that past articulated in some explainable way. That kind of articulation requires a historical database. And developing that database, while creating a system for drawing specific facts out of it—well, that’s where the work begins.

For example, we have a growing collection of images—some in electronic format, some in physical format. We need to have each of these images welded to an individual file number that will follow it around. Said numbers need to be associated with file entries containing whatever information we have regarding each image—info such as source, date, subject, etc. We also need all our scanned and hand-written documents tagged with subject, file numbers. As a safeguard, we need duplicates of all these files stored in multiple locations. And we need a master spreadsheet cross-indexing subjects, names, and file numbers to allow the retrieval of individual bits of data from this accumulating mass. It should also be noted, though electronic files are easier to store and easily reproducible, they are far from permanent—they are far from archival grade. That means a lot of our electronic files will need to be backed up in some kind of digital format. And the fact is, those kinds of things are part of our function. But
Southern Big Foot Valley Homestead
“ and a workup describing a vintage Deer Park automobile that has for some years been part of the Deer Park Union Pioneer editor G. H. Rice titled “ and an article by Very Early Settlement of Pete Coffin titled “the North Spokane Area.” In majority, the remainder of the issue is likely to be consumed by a photo essay of 2018’s Brickyard Day.

A Sawmill in the Woods
distribution and the PDF version has been submitted for uploading to the society’s website. This 12-page issue begins with an article titled “A Somwill in the Woods,” by Pete Coffin. The remainder of the issue is consumed by the Letters/Brickbats column and the minutes of the July meeting. 2) Ten copies of Collected Newsletters #35 have been printed. This volume contains Mortarboards #122, 123, and 124. 3) Print Publications has been informed that the theme for next year’s Brickyard Day is the life and art of Clayton’s resident artist, Larry Prestini. Anyone with thoughts relevant to the possibility of an extra-large one-topic edition of the society’s newsletter to coincide with said event are asked to contact the Mortarboard’s editor by email or letter. 4) Any one with photos of either this past summer’s Brickyard or Settler’s Day event they believe suitable for publication are asked to submit such (JPG,JPEG, scanned PDF or JPEG renditions of the photos preferred) to Print Publications. Time, place, and photo credits, along with a short (or long) description of the actions being depicted will be required before full consideration can be given. 5) One unexploited area of no-cost exposure for the society company, organization, or institution is Facebook. It appears it might be possible to set up a “page” for the C/DPHS with multiple administrators and editors — meaning the page can continue even though one of those with access to its inner workings is, for whatever reason, unable to continue. Said page can be designed to require acceptance as a site expectation of return other than the possibility that it may at some distant point be appreciated.

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

Minutes of the Clayton/Deer Park Historical Society
August 11, 2018

In attendance: Marilyn Reilly, Bill Sebright, Pat Parker, Wally Parker, Mark Wagner, Pete Coffin, Judy Coffin, Lorraine Nord, Sue Rehms, Mike Reiter, Roberta Reiter, Ella Jenkins, Marie Morrill, Denny Deahl, Betty Burdette, Mary Jo Reiter, and Chuck Claeys.

Society President Bill Sebright called the meeting to order at 9:00 AM. He reported that: 1) We had a very busy day at our Settlers booth. Andants spent several hours at our booth. We all had a good visit. We took in $46 and made many contacts. The DPHS annuals were a big attraction again. One person said, “My Grandma died 6 years ago. I’m looking for her picture.” Another person said her mother died 8 years ago and she was looking for her picture. Both found what they were looking for. They took pictures of Ethan’s picture. The woman was very happy. She never gave us her name. She gave us her name.

Society Treasurer Mark Wagner reported the main checking account ended the month at $6,332.38. Deposits totaled $999.00. One check was written for $426.00 to Discount Sign Warehouse for shirts; one for $20.00 to Ellen Lewis for grange rental; one for $71.25 to Loon Lake Times for ads; one for $57.75 to Mike Reiter for ad; one for $110.00 for supplies; and one for $174.08 for supplies to Wally Parker. The web hosting account ended the month at $319.53 with a withdrawal of $10.95 for web hosting. The Brickyard Day account is at $1138.05.

Society Vice President: No one has stepped forward to become Vice President. Print editor Wally Parker reported: 1) One hundred and twenty copies of the August Mortarboard (#124) have been printed for distribution and the PDF version has been submitted for uploading to the society’s website. This 12-page issue begins with an article titled “A Somwill in the Woods,” by Pete Coffin. The remainder of the issue is consumed by the Letters/Brickbats column and the minutes of the July meeting. 2) Ten copies of Collected Newsletters #35 have been printed. This volume contains Mortarboards #122, 123, and 124. 3) Print Publications has been informed that the theme for next year’s Brickyard Day is the life and art of Clayton’s resident artist, Larry Prestini. Anyone with thoughts relevant to the possibility of an extra-large one-topic edition of the society’s newsletter to coincide with said event are asked to contact the Mortarboard’s editor by email or letter. 4) Any one with photos of either this past summer’s Brickyard or Settler’s Day event they believe suitable for publication are asked to submit such (JPG,JPEG, scanned PDF or JPEG renditions of the photos preferred) to Print Publications. Time, place, and photo credits, along with a short (or long) description of the actions being depicted will be required before full consideration can be given. 5) One unexploited area of no-cost exposure for the society company, organization, or institution is Facebook. It appears it might be possible to set up a “page” for the C/DPHS with multiple administrators and editors — meaning the page can continue even though one of those with access to its inner workings is, for whatever reason, unable to continue. Said page can be designed to require acceptance as a site expectation of return other than the possibility that it may at some distant point be appreciated.

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New Venue for Society Meetings:

On the Second Saturday of each month, at 9 a.m., the Clayton/Deer Park Historical Society will be meeting in the basement of the Clayton Grange Hall, the south side of Railroad Avenue, Clayton, Washington. Our meetings are open to any who wish to attend.

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

Society Contacts

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Those contributing “original” materials to the Clayton/Deer Park Historical Society retain copyright to said materials while granting the Mortarboard and the Clayton/Deer Park Historical Society durable permission to use said materials in electronic and print media — including permission to reprint said materials in future Clayton/Deer Park Historical Society publications. Under certain conditions proof of ownership of submitted materials and/or a signed release allowing use may be requested. No compensation for materials submitted is offered or implied. All materials submitted are subject to editorial revision for content, language, legal exposures and so forth. Any material published as an exception to these general understandings will be clearly marked as to the nature of the exception.

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When requests to reprint C/DPHS materials are received, such will be granted in almost all instances — assuming of course that we have the right to extend such permission. In instances where we don’t have that right, we will attempt to place the requester in contact with the owner of the intellectual property in question. But, as a matter of both prudence and professionalism, in all instances a request to reprint must be made and must be made in writing (letter or email), before any C/DPHS materials are reprinted.

for the Mortarboard about the history of the Pines Motel and how Mike Wolfe worked to have the city of Deer Park buy it and add it to Mix Park.

The 35th Brickyard Day went well. The parade and fun run entries were up over last year. More people came to the movie also. The band and lunch at the park had mixed comments. We will work on those top-
ilics for next year.

Next meeting: Saturday, September 8, 2018, at 9:00 AM at the Clayton Grange Hall.
Meeting adjourned at 10:07 AM.

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

——— end ———

Seattle area resident Ron Endlich is a member of the Tile Heritage Foundation, a nationwide non-profit dedicated to “an awareness and appreciation” of historic ceramic tiles. He is a published author with whom the C/DPHS has worked before.

Ron sent the following request. “I am currently researching WaCo tile and terracotta work made at the Washington Brick, Lime and Sewer Pipe Company (WBLSPCo) located in Clayton. I am seeking examples of decorated tiles, figurines or other terracotta work designed at the company by Leno Prestini, Cecil Sater, Frank Frey and others to document and photograph as part of my research. Any information would be much appreciated! My contact information is below. Thank you.”

r.endlich@comcast.net — (206) 713-0891

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Tile Historian Needs Assistance with Research!

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